Interstate 15 Express Lanes Project Southern Extension (ELPSE)

Draft Community Impact Assessment Report

RIVERSIDE COUNTY, CALIFORNIA
DISTRICT 8 – RIV–15 PM 20.3 TO PM 40.1

EA: RIV 08-0J0820 / ID: 08-18000063

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Summary

This Community Impact Assessment (CIA) evaluates the potential land use, community, social, economic, and environmental justice impacts that could result from the Interstate-15 (I-15) Express Lanes Project Southern Extension (ELPSE or Project), which proposes to construct new lanes along I-15 between Post Mile (PM) 21.2 and PM 38.1 in the County of Riverside (County), California. The primary component of the Project would be the addition of two tolled express lanes (ELs) in both the northbound and southbound directions for a total of four tolled ELs within the median of I-15 from SR-74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles. The Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). The Project would help alleviate traffic operations, congestion, and travel times along the corridor. Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the EL limits to PM 20.3 in the south and PM 40.1 in the north.

Table S-1 provides a summary of major potential impacts from the Project under the No-Build and the Build Alternative. The CIA found that the Build Alternative is consistent with applicable land use and transportation policies and would not substantially impact population growth, community character and cohesion, traffic circulation, available parking, public services, facilities, agricultural uses, or economic conditions in the Project limits, the community impact study area, the regional study area, or the Section 4(f) study area (as defined in Section 1.6). The Project would not disproportionately impact low-income or minority populations.

Land Use

All proposed improvements would be constructed primarily within the existing Caltrans right-of-way (ROW), with the majority of the improvements occurring within the existing I-15 median. While construction activities could result in temporary inconsistencies with adjacent uses due to air pollutant emissions, traffic, and noise, these impacts would be limited to the length of construction. Therefore, the Build Alternative would not result in direct permanent impacts to current land uses.

Improving mobility and operation of I-15 would not trigger changes to local or regional development patterns and land uses. The development and growth within the affected Cities of Corona and Lake Elsinore, the census designated places of El Cerrito, Temescal Valley, and Warms Spring, and other unincorporated areas of the County would occur with or without the Project improvements under the Build Alternative. Therefore, the Build Alternative would remain consistent with applicable regulatory plans and programs and would not result in direct, indirect, or cumulative impacts to parks and recreation facilities, or substantial adverse effects to existing or planned development patterns and land uses within the community impact study area.

Growth

The Build Alternative consists of improvements to an existing freeway corridor and would not require construction of additional residential, commercial, and industrial developments, nor would it require the need for the creation of new access to these developments. The Build Alternative would allow more vehicles through the corridor and improve flow conditions at existing bottlenecks compared to No-Build conditions, allowing I-15 to accommodate planned growth on a regional level as identified in the 2016 Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). I-15 is an existing freeway and the Project improvements are consistent with the approved regional, local, and transportation plans. Therefore, the Build Alternative would not cause direct or indirect induced growth that would result in substantial adverse effects within the Project limits, the community impact study area, the regional study area, or the Section 4(f) study area (as defined in Section 1.6).

Community Character and Cohesion

The Build Alternative is not anticipated to result in substantial adverse effects to community character and cohesion. No businesses or residences would be removed or subject to property acquisition. Existing jobs and job opportunities, as well as the existing tax base and local economy, would not experience changes due to the Project. Any disruption in access to community facilities or community services due to temporary road closures and lane restrictions would be short-term in nature and would cease after construction is completed. The Build Alternatives would not create a physical or geographic barrier between communities.

The environmental justice analysis in this CIA examines whether minority and/or low-income populations would experience disproportionately adverse effects and whether the improvements would benefit low-income and minority communities equitably. The analysis determined that the congestion relief and enhanced mobility associated with the Project would benefit all I-15 travelers and nearby environmental justice communities would not be disproportionately adversely affected by construction and operation of the Project.

The equity analysis identifies underserved and disadvantaged communities in the community impact study area, and considers historic impacts from transportation infrastructure development, existing environmental conditions and pollution burdens, health disparities that make communities more sensitive to pollution, and other socioeconomic factors that correlate with sensitivity to environmental impacts and traditionally underserved communities. The Build Alternative would not result in impacts to traffic and circulation, air quality, or noise that would disproportionally affect disadvantaged and underserved populations in the community impact study area.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Construction activities associated with the Project would result in direct temporary impacts to traffic circulation within the community impact study area due to temporary closures or detours of local roadways and freeway and bridge improvements. Implementation of a Transportation Management Plan (TMP) (Measure **TR-1**, Section 5.3), would avoid or minimize these impacts by providing measures to

alleviate circulation impacts during construction. With implementation of a TMP during construction, the Project would not eliminate or restrict existing automobile, pedestrian, or bicycle access to adjacent businesses, public services, schools, or housing. Operation of the Project is not anticipated to require long-term detours or closures of local roads or freeways.

Implementation of the Project would assist in alleviating traffic congestion within the community impact study area; thus, improving traffic circulation for local residents and travelers. The Project would not require any acquisitions of residential or non-residential uses within the community impact study area that would displace current residents. Therefore, the Project would not cause direct, indirect, or cumulative impacts to community character that would result in substantial adverse effects within the community impact study area.

The Build Alternative would not permanently alter existing traffic patterns adversely for residents and businesses and would not impact existing access to transit service or permanently eliminate access to transit stops within the community impact study area. Once construction is complete, the Project would improve the overall local and regional traffic operations, traffic delays, and mobility within the community impact study area. The Project improvements include shoulders and maintenance access areas to facilitate safe operations in the event of traffic incidents, emergency responses, and maintenance of the facility. Therefore, the Project would not result in direct, indirect, or cumulative impacts related to traffic, pedestrian and bicycle facilities, or public transportation within the community impact study area.

Cumulative

The Build Alternative would not substantially affect community resources and would not contribute to substantial adverse effects on land use, growth, parks and recreation, community facilities, economic conditions, utilities, or public transportation. The Build Alternative would not result in substantial adverse impacts on community character and cohesion, environmental justice, equity, and traffic circulation. Therefore, the Build Alternative would not contribute to cumulative effects on community resources. Other planned development and transportation improvement projects would occur, which may entail potential changes in existing land use. However, planned projects must comply with the goals and policies outlined in applicable local, regional, state, and federal plans as they come forward for approval.

Public Involvement

A public involvement program has been conducted for the Project. As part of the environmental scoping process, RCTC, in cooperation with Caltrans, provided online public scoping information through the RCTC Project website and conducted three in-person public scoping meetings over a period of 33 days between October 21 and November 22, 2019. RCTC completed direct outreach to local agencies, neighborhood groups, and stakeholders. RCTC also provided information about the Project on its website. Comments received from the public during the public scoping period have been taken into consideration during the planning process. Additionally, RCTC and Caltrans will continue to engage stakeholders and community members and solicit input on the Project. During review of the Draft Environmental Impact Report/Environmental Assessment (EIR/EA), the document will be circulated for public review, at which time RCTC, in coordination with Caltrans, will complete a 45-day public review of the environmental document and facilitate a public meeting during the public review period.

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact		No-Build Alternative	Build Alternative
Land Use	Consistency with the County of Riverside General Plan	The No-Build Alternative would not implement the Project. As a result, no changes to land use would occur.	All proposed improvements would be constructed primarily within the existing Caltrans ROW, with the majority of the improvements occurring within the existing I-15 median. While construction activities could result in temporary inconsistencies with adjacent uses due to air pollutant emissions, traffic, and noise, these impacts would be limited to the length of construction. Therefore, Build Alternative would not result in direct permanent and temporary impacts to current land uses.
	Consistency with the City of Lake Elsinore General Plan		
	Consistency with the City of Corona General Plan		
Coastal Zone		No Impact/Not Applicable	
Wild and Scenic Rivers		No Impact/Not Applicable	
Parks and Recreation		The No-Build Alternative would not implement the Project. As a result, no impacts to park or recreational resources would occur.	Although one existing park and one existing trail share a boundary with the Project limits, all proposed improvements would be constructed primarily within the existing Caltrans ROW and would not affect accessibility or the existing uses of these facilities. Further, 10 of the 19 planned trails intersect with the Project limits; however, based on review of capital improvement plans, the proposed trails are not noted as projects that would be implemented in the near future. If the proposed trails were to be implemented, based on their locations in relation to the Project limits, the construction of the Build Alternative would not preclude or inhibit the implementation of the proposed trails. Therefore, there would be no direct or indirect permanent or temporary impacts to these existing and planned recreational resources within the community impact study area under the Build Alternative.
Growth		The No-Build Alternative would not implement the Project. As a result, no Project-related growth impacts would occur.	The Project would implement improvements to an existing transportation facility and would not contribute to additional growth within the community impact study area. Growth in

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact	No-Build Alternative	Build Alternative
		the Cities of Corona and Lake Elsinore and unincorporated areas of Riverside County (i.e., Temescal Valley) are expected to occur with or without the Project. Although the Project may generate additional short-term employment opportunities during construction, the majority of these jobs are expected to be filled by local residents and surrounding communities and would not contribute to long-term growth. Therefore, no permanent or temporary adverse effects to growth as it relates to population, housing, and employment would occur under the Build Alternative.
Community Character and Cohesion	The No-Build Alternative would not implement the Project. As a result, no impacts to community character and cohesion would occur.	The Build Alternative would result in direct temporary impacts to traffic and circulation and air quality and noise levels within the community impact study area during construction due to roadway, freeway, and bridge improvements. A TMP (Measure TR-1)would be implemented to provide strategies that would reduce impacts to circulation and maintain continuous access during construction. The Project would also implement Measures AQ-1 through AQ-4 and follow local noise regulations to reduce temporary air quality and noise impacts that may affect residential communities and neighborhoods that are within close proximity to the Project limits. Once construction is complete, the Project would result in an overall improvement to local and regional traffic operations and mobility within the community impact study area. This would also serve as a benefit to the surrounding neighborhoods and communities, as well as accommodate future planned growth within the Cities and County. With the implementation of Measures TR-1 and AQ-1 through AQ-4, no permanent or temporary adverse effects to community character and cohesion within the community impact study area would occur under the Build Alternative.

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact		No-Build Alternative	Build Alternative
Utilities/Emergency Services		Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. However, considering the projected growth and development within the region, the congestion and commuter delays along I-15 would only worsen; therefore, the expected increase in congestion and deteriorating traffic conditions are expected to reduce local and regional mobility for emergency services. The No-Build Alternative would not address or alleviate the existing and forecast operational and capacity issues of the I-15 mainline and would not satisfy the Project purpose and need.	The Build Alternative is not expected to require relocation of any utilities; however, the Project will require conduit connections to existing power sources for the electronic message boards, which may include private utility companies. With the implementation of Measures UT-1 and UT-2, no disruption of utilities would occur during construction by ensuring coordination with the appropriate utility provider. Therefore, no direct or indirect permanent or temporary impacts are anticipated, and no permanent or temporary adverse effects to utility services would occur under the Build Alternative. There is one fire station and no police stations within the community impact study area and several fire and police stations just outside the community impact study area. However, emergency services may experience direct temporary impacts as a result of construction activities that may affect traffic within the service area. Continuous access and connectivity will be maintained during construction with the implementation of Measure TR-1. Additionally, because the Project is located within fire hazard zones, Measure FIRE-1 would be implemented to protect the public and the environment from the potential risk of fires and worker health and safety during construction. With the implementation of Measure TR-1 and FIRE-1, no adverse effects due to direct permanent and temporary impacts to utilities and emergency services would occur under the Build Alternative.
Relocations	Housing Displacements	The No-Build Alternative would not implement the Project. As a result, no impacts to housing, businesses, or utility resources would occur.	No displacements or relocation of housing, businesses, or major utility relocations would occur under the Build Alternative.
	Business Displacements		
	Utility Displacements		

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact	No-Build Alternative	Build Alternative
Environmental Justice (EJ)	The No-Build Alternative would not result in the implementation of the Project. Therefore, there would be no permanent adverse impacts on EJ populations under the No-Build Alternative. However, considering the projected growth and development to occur within the region, the congestion and commuter delays along I-15 would only worsen. Therefore, the expected increase in congestion and deteriorating traffic conditions are expected to reduce local and regional mobility for the motoring public. The No-Build Alternative would not address or alleviate the existing and forecast operational and capacity issues of I-15 mainline and would not satisfy the Project purpose and need.	Community impact study area Census Tracts 414.09, 416, 418.09, 418.10, 418.13, 419.09, 419.1, 419.11, 427.15, 430.01, 430.05, 430.06, 430.07, 479, and 481 contain minority EJ populations. Construction activity would result in direct temporary impacts to circulation and access within the community impact study area, which could affect commuting patterns or access to services of EJ populations. Construction would also result in indirect temporary impacts to air quality as it relates to dust and emissions. Noise from construction activities could also lead to temporary direct temporary impacts to sensitive noise receptors in EJ communities. However, with the implementation of Measures TR-1 and AQ-1 through AQ-4, no permanent or temporary adverse effects to EJ populations as it relates to employment, accessibility, and air quality would occur under the Build Alternative.
Equity	The No-Build Alternative would not implement the Project. As a result, no impacts related to equity would occur.	The Build Alternative would improve traffic conditions for highway users, including members of underserved and disadvantaged communities. During construction, short-term changes in access, circulation, light/glare, noise and air quality would occur. Intermittent and temporary ramp and lane closures would inconvenience all roadway users and could require alternative traffic routing. Neighboring residents and businesses may be subject to short-term noise, fugitive dust, and light/glare from construction activities. Construction-related impacts related to noise, air quality, light/glare, and traffic would be minimized through BMPs for noise abatement, fugitive dust control, light and glare screening measures, and traffic management planning. With the implementation of Measures TR-1 and AQ-1 through AQ-4, the Build Alternative would not disproportionately affect adjacent communities or disproportionately affect community character or quality of life in underserved communities in the community impact study area.

Table S-1. Summary of Major Potential Impacts from Alternatives

Potential Impact	No-Build Alternative	Build Alternative
Traffic and Transportation/ Pedestrian and Bicycle Facilities	The No-Build Alternative would not implement the Project. As a result, no impacts to pedestrian/bicycle facilities and public transportation would occur. However, the operational and travel time conditions along I-15 would continue to deteriorate and may contribute to worsening conditions as a result of the planned growth that is anticipated to occur within the Cities of Corona and Lake Elsinore, and County of Riverside. As such, the No-Build Alternative would not meet purpose and need for the Project.	Construction activity would result in direct temporary impacts to traffic access and circulation within the community impact study area under the Build Alternative. However, any direct temporary impacts to access and circulation during construction would be addressed by Measure TR-1 to maintain continuous access for pedestrians, bicyclists, public transportation services, and motorists. With the implementation of Measure TR-1, no temporary adverse effects to traffic, pedestrian/bicycle facilities, and public transportation would occur under the Build Alternative. Once the Build Alternative is complete, there would be an overall improvement to local and regional traffic operations, traffic delays, and mobility within the community impact study area.
Cumulative Impacts	The No-Build Alternative would not implement the Project. As a result, operational and travel time conditions along the mainline, the interchange, and ramps would continue to deteriorate and may contribute to a cumulative worsening in conditions as a result of the planned growth that is anticipated to occur within the Cities of Corona and Lake Elsinore, and the County.	There are multiple projects in various stages of construction, reviews, and approvals within the community impact study area. It is assumed that other cumulative projects undergoing their respective environmental clearance will also implement avoidance, minimization, and/or mitigation measures to reduce their cumulative impacts. With the implementation of mitigation measures, no direct and indirect effects that could cause adverse cumulative effects that affect past, present, and reasonably foreseeable future actions are anticipated under the Build Alternative.

Caltrans=California Department of Transportation; County=County of Riverside; EJ=Environmental Justice; I-15=Interstate 15; ROW=Right of Way; TMP=Transportation Management Plan

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Acronyms and Abbreviations

AB	Assembly Bill
AC	Affected Community
ACS	American Community Survey
ADA	Americans with Disabilities Act
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQR	Air Quality Report
ASR	Archaeological Survey Report
BMP	Best Management Practices
CALFIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CDP	Census Designated Place
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	Methane
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIP	Corridor Improvement Project
CMS	Changeable Message Sign
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
COC	Community of Comparison
County	County of Riverside
CWA	Clean Water Act
dBA	A-weighted decibels
EIR/EA	Environmental Impact Report/Environmental Assessment
EJ	Environmental Justice
EL	Express Lane
ELP	Express Lanes Project
ELPSE	Express Lane Project Southern Extension
EO	Executive Order
ESA	Environmentally Sensitive Area
EVMWD	Elsinore Valley Municipal Water District
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPPA	Farmland Protection Policy Act
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
GIS	Geographic Information System
HCP	Habitat Conservation Plan

HOV	High Occupancy Vehicle
HPSR	Historic Property Survey Report
I	Interstate
ICES	Intermodal Corridors of Economic Significance
ID	Identification
IRRS	Interregional Road System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JSA	Jurisdictional Study Area
LEP	Limited English Proficiency
L_{eq}	equivalent noise level
L_{max}	maximum noise level
LOS	Level of Service
LRA	Local Responsibility Area
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDAQMD	Mojave Desert Air Quality Management District
MF	Mixed Flow
mph	miles per hour
MSAT	Mobile Source Air Toxics
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
N_2O	Nitrous oxide
NADR	Noise Abatement Decision Report
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NOP	Notice of Preparation
NOx	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NSR	Noise Study Report
OEHHA	California Office of Environmental Health Hazards Assessment
PDT	Project Development Team
PIR/PER	Paleontological Identification Report/Paleontological Evaluation Report
PM	Post Mile
$PM_{2.5}$	Particulate matter 2.5 micrometers or less in diameter
PM_{10}	Particulate matter 10 micrometers or less in diameter
PRC	Public Resources Code
PS&E	Plans, Specifications and Estimates
RAP	Relocation Assistance Program
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCIP	Riverside County Integrated Project
RCRCD	Riverside-Corona Resource Conservation District
RCTC	Riverside County Transportation Commission
RCTD	Riverside County Transportation Department
RCWM	Riverside County Waste Management
ROG	Reactive organic gases
ROW	Right-of-Way
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board

SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	Southern California Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SCS	Sustainable Communities Strategy
SER	Standard Environmental Reference
SKR	Stephens' Kangaroo Rat
SOI	Sphere of Influence
SR-	State Route
SRA	State Responsibility Area
STAA	Surface Transportation Association Act
SWDR	Storm Water Data Report
SWPPP	Storm Water Pollution Prevention Plan
TASAS	Traffic Accident Surveillance and Analysis System
TMP	Transportation Management Plan
TOAR	Traffic Operation Analysis Report
TTM	Tentative Tract Map
U.S.	United States
U.S. DHHS	United States Department of Health and Human Services
U.S. DOC	United States Department of Commerce
U.S. DOT	United States Department of Transportation
U.S. EPA	United States Environmental Protection Agency
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
VIA	Visual Impact Assessment
VMT	Vehicle Miles Traveled
WQAR	Water Quality Assessment Report
WRCRCA	Western Riverside County Regional Conservation Authority

1 Introduction

This Community Impact Assessment (CIA) has been prepared in accordance with the California Department of Transportation (Caltrans) Standard Environmental Reference (SER) – Volume 4: Community Impact Assessment (Caltrans 2011a). The California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and regulations and guidelines that implement these laws require consideration of the social and economic impacts of projects in the preparation of environmental documents.

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), proposes to construct new lanes along Interstate (I) 15 between Post Mile (PM) 21.2 and PM 38.1 in Riverside County, California. The primary component of the Project would be the addition of two tolled ELs in both the northbound and southbound directions for a total of four tolled ELs within the median of I-15 from State Route (SR)-74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles. The Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the EL limits to PM 20.3 in the south and PM 40.1 in the north. Figures 1-1 and 1-2 present the Project location and vicinity.

I-15 is strategically located and is a vital interstate goods-movement corridor that links southern California to the Inland Empire, Las Vegas, the rocky mountain states, and Canada. It is a primary link between major economic centers and geographic regions and is classified as a “High Emphasis” and “Gateway” route in the Interregional Road System. I-15 is a major truck route and is included in the National Network for Federal Surface Transportation Assistance Act for oversized trucks. Its main use is interstate and interregional movement of people and goods. I-15 is also part of the Intermodal Corridors of Economic Significance system of routes, which are important transportation arteries that provide access to major sea or waterway ports, nationwide railway systems, airports, and interstate and intrastate highway systems. These routes serve as intermodal corridors of economic significance (State of California 2005). Weekend and holiday recreational traffic on the route is exceptionally high as it serves as a connection to Las Vegas and the Colorado River area via I-40.

1.1 What is a Community Impact Assessment

The purpose of this report is to provide information regarding social, economic, and land use effects of the Project so that final transportation decisions will be made in the public interest. The report is intended to describe the relevant existing conditions clearly and the potential socioeconomic impacts of the Project.

Both CEQA and NEPA require consideration of social and economic impacts of projects in the preparation of environmental documents. Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the

economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

This CIA analyzes the potential impacts related to land use, parks and recreation, growth, community character and cohesion, and transportation, pedestrian, and bicycle facilities that may result from the No-Build and Build Alternative (see Section 1.5) to determine how the Project may affect the people, institutions, neighborhoods, communities, and larger social and economic systems within the Project limits, the community impact study area, the regional study area, or the Section 4(f) study area (as defined in Section 1.6). Both CEQA and NEPA require consideration of social and economic impacts[1] of projects in the preparation of environmental documents. The following environmental issues were excluded from discussion because no substantial impacts were identified. Therefore, there is no further discussion about the following issues in this document:

- **Coastal Zone**: The California Coastal Commission defines a coastal zone as the zone that typically extends inland 1,000 yards (and up to 5 miles in abundant coastal estuarine, habitat, or recreational areas) from the median high-tide line (California Coastal Commission 2023). The Project is located approximately 24 miles east of the Pacific coast and is therefore not located in the coastal zone.

- **Wild and Scenic Rivers**: The National Wild and Scenic Rivers System in 1968 (Public Law 90-542;16 United States Code [USC] 1271 et seq.) includes selected rivers that possess outstandingly remarkable scenic recreational, geologic fish and wildlife, historic, cultural, or other similar values, which are preserved in free-flowing condition. There are no Wild and Scenic Rivers in proximity to the Project limits. The nearest Wild and Scenic River is a segment of Bautista Creek located approximately 27 miles east of the Project limits (National Wild and Scenic Rivers System 2023).

1.2 Regulatory Setting

Table 1-1 provides a summary of the existing laws, either directly or indirectly, require investigation to determine potential impacts on communities from a proposed action.

[1] Under CEQA, however, the economic or social effects of a project in and of themselves shall not be treated as significant effects on the environment. Rather, the economic or social effects of a project may be used to determine the significance or physical changes caused by the project. The focus of the analysis shall be on the physical change, although the economic or social effects may be used to determine the significance of the physical change. For example, if the construction of a new freeway divides a community, the construction would be the physical change, but the social effects on the community would be the basis for determining that the effect would be significant (CEQA Guidelines Section 15131).

Table 1-1. Applicable Federal, State, Regional, and Local Plans and Programs

Plan/Program	Applicability to Project
Federal	
National Environmental Policy Act	NEPA requires all federal agencies to assess the environmental impacts of a project and disclose such impacts to the public. The President's Council on Environmental Quality was established to oversee NEPA for all federal agencies. In accordance with NEPA, this CIA has been prepared in order to document the impacts of the project on the environment.
Council on Environmental Quality (CEQ) 40 Code of Federal Regulations (CFR) 1508.8	The CEQ regulations, which implement NEPA, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine the indirect consequences that may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended	The Uniform Relocation Assistance and Real Property Acquisition Policies Act provides important protections and assistance for people affected by federally funded projects. The Act was passed by Congress to ensure that people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably, and will receive assistance in moving from the property they occupy. Direct property acquisition under a project would require implementation of this Act providing for relocation assistance services to affected homeowners, renters, and tenant businesses. In addition, this Act requires that residential and commercial property owners be paid fair market value of any property acquired as a result of the project.
Congressional Declaration of National Environmental Policy – 42 USC 4331(b)(2)	NEPA requires that the federal government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 USC 4331(b)(2)). In its implementation of NEPA (23 USC 109(h)), the Federal Highway Administration (FHWA) directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.
The Americans with Disabilities Act (ADA) of 1990	The ADA prohibits discrimination based on disability. It affords similar protections against discrimination to Americans with disabilities as the Civil Rights Act of 1964, which made discrimination based on race, religion, sex, national origin, and other characteristics illegal, and later sexual orientation and gender identity. In addition, unlike the Civil Rights Act, the ADA also requires covered employers to provide reasonable accommodations to employees with disabilities, and imposes accessibility requirements on public accommodations.
Executive Order (EO) 12898 – Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations	All projects involving a federal action (funding, permit, or land) must comply with EO 12898 signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. "Low income" is defined based on the United States Department of Health and Human Services (U.S. DHHS)

Table 1-1. Applicable Federal, State, Regional, and Local Plans and Programs

Plan/Program	Applicability to Project
	poverty guidelines. For 2023, this level was $30,000 for a family of four.
EO 13985 – Advancing Racial Equity and Support for Underserved Communities through the Federal Government	All projects involving a federal action (funding, permit, or land) must comply with EO 13985 signed by President Biden on January 20, 2021, which aimed to address systemic racism and advance equity in the United States by directing federal agencies to review their policies and practices for potential disparities affecting underserved communities, engage with these communities to understand their needs, enhance data collection and analysis to measure equity, foster diversity and inclusion in the federal workforce, and establish an interagency working group for equitable data coordination, all with the overarching goal of advancing racial equity and support for marginalized groups across the nation.
EO 14091 – Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government	EO 14091 was issued February 16, 2023, and directs federal agencies to undertake additional efforts to advance equity initiatives. Specifically, the order requires agencies to identify and address specific barriers to equity that underserved communities face; develop and implement equity plans that outline how they will achieve racial equity in their programs and operations; collect and analyze data on the impact of their programs and policies on underserved communities; and report to the President on their progress in advancing racial equity. The EO also establishes a new Interagency Equity Council to coordinate federal efforts to advance racial equity. The council will be chaired by the White House Domestic Policy Council and will include representatives from all federal agencies. The EO provides federal agencies with clear guidance on how to identify and address the specific barriers that underserved communities face. It also requires agencies to collect and analyze data on the impact of their programs and policies on underserved communities.
EO 14096 – Revitalizing Our Nation's Commitment to Environmental Justice for All	EO 14096 defines environmental justice as "[t]he just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other federal activities, that affect human health and the environment so that people: • Are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structure or systemic barriers; and • Have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices. The EO also emphasizes the importance of engaging and collaborating with underserved communities to address adverse conditions and ensure that they do not face any additional disproportionate burdens or underinvestment.
The Farmland Protection Policy Act (FPPA)	The FPPA is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It ensures that, to the extent possible, federal programs are administered to be compatible with state, local units of government, and private programs and

Table 1-1. Applicable Federal, State, Regional, and Local Plans and Programs

Plan/Program	Applicability to Project
	policies to protect farmland.
Title VI of the Civil Rights Act of 1964	Title VI of the Civil Rights Act of 1964 and related statutes require that there be no discrimination in federally assisted programs on the basis of race, color, national origin, age, sex, or disability (religion is a protected category under the Fair Housing Act of 1968). All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in the Project.
Federal Transportation Improvement Program (FTIP)	The FTIP is a federally mandated 4-year program of all surface transportation projects that are planned to receive federal funding or are subject to a federally required action. The FTIP is a comprehensive listing of transportation projects proposed over a 6-year period. Projects in the FTIP include highway improvements, transit, rail and bus facilities, High Occupancy Vehicle (HOV) lanes, high occupancy toll lanes, signal synchronization, intersection improvements, freeway ramps, non-motorized projects, bicycle and pedestrian. The project is included in the 2023 FTIP as Project Identification (ID) RIV170901. The FTIP listing states the following: IN WESTERN RIVERSIDE COUNTY – ON I-15, ADD 2 EXPRESS LANES IN EACH DIRECTION, GENERALLY IN THE MEDIAN, FROM SR-74 (CENTRAL AVENUE) IN THE CITY OF LAKE ELSINORE TO EL CERRITO ROAD IN THE CITY OF CORONA. CONSTRUCT SOUTHBOUND AUXILIARY LANE FROM MAIN STREET TO SR-74 (CENTRAL AVENUE) AND FROM SR-74 (CENTRAL AVENUE) TO NICHOLS ROAD. SIGNAGE AND TRANSITION STRIPING EXTENDS TO PM 20.3 TO THE SOUTH AND PM 40.1 TO THE NORTH. TC UTILIZATION FOR CMAQ, STBG, CRP, AND HIP(CPFCD)/EARMARK IN FY22/23.
State	
California Environmental Quality Act	CEQA requires California public agencies to identify the significant environmental effects of their actions, and either avoid or mitigate such effects, where feasible. In accordance with the CEQA guidelines, this CIA has been prepared in order to document the potential effects of the project and identify measures to avoid, minimize, and mitigate identified effects where feasible.
California Government Code (Sections 65000 et seq.)	State law requires that each city and each county adopt a general plan containing the following seven components, or elements: land use, circulation, housing, conservation, open space, noise, and safety (Government Code Sections 65300 et seq.). At the same time, each jurisdiction is free to adopt a wide variety of additional elements covering subjects of particular interest to that jurisdiction, such as recreation, urban design, or public facilities. The local general plan can be described as a city's or county's "blueprint" for future development. It represents the community's view of its future and is a constitution made up of the goals and policies upon which the city council, board of supervisors, and planning commission will base their land use decisions.
The California Land Conservation Act of 1965 (Williamson Act)	The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax

Table 1-1. Applicable Federal, State, Regional, and Local Plans and Programs

Plan/Program	Applicability to Project
	assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.
The California Timberland Productivity Act of 1982	The California Timberland Productivity Act of 1982 (Government Code Sections 51100 et seq.) was enacted to help 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 are on 10-year cycles.
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) incorporates Sections 109(h)	The Intermodal Surface Transportation Efficiency Act of 1991 provided authorizations for highways, highway safety, and mass transit for the subsequent six years (1992–1997). Many of the provisions that originated in ISTEA have been continued or expanded in subsequent surface transportation legislation, including the Transportation Efficiency Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century Act (MAP-21).
Regional	
Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	The SCAG 2020-2045 RTP/SCS identifies and analyzes transportation needs for the region and creates a framework for project priorities. The SCS, which is incorporated into the RTP/SCS per Senate Bill 375, demonstrates how the region would meet its greenhouse gas (GHG) reduction targets. The Project is listed in the SCAG 2020-2045 RTP/SCS as Project ID RIV170901.
Local	
County of Riverside General Plan	The revisions to the County of Riverside General Plan were adopted on December 8, 2015, and has been revised as of 2021. The General Plan covers the unincorporated portions within the County and manages the overall pattern of land use and development, development of its economic base, framework of its transportation system, and preservation of valuate natural and cultural resources; while more focused strategies to enhance community identity within the County are addressed by Area Plans.
City of Corona General Plan	On June 3, 2020, the City of Corona 2020-2040 General Plan was adopted. It covers 37.6 square miles within the City limits and provides guidance for the 35.2 square miles within the Corona Sphere of Influence (SOI) in Riverside County. Among areas included in the SOI are the Coronita, Home Gardens, El Cerrito, and Temescal Valley communities, as well as the Prado basin. The City's General Plan addresses the following topics economic development, community design, historic preservation, and parks and recreation. It is the City's long-range framework to address its physical, economic, social, and environmental development. The plan's housing element was updated in 2021.
City of Lake Elsinore General Plan	On December 13, 2011, the Lake Elsinore City Council adopted a new General Plan. The General Plan covers defined geographic areas within the City and its SOI to provide a more precise focus and to recognize the unique and treasured assets of the individual communities that make up the City. The General Plan's planning horizon is 2030. While the General Plan does not present a specific plan for individual development, it establishes a framework for future projects and actions that may be taken in furtherance of the general plan's goals and

Table 1-1. Applicable Federal, State, Regional, and Local Plans and Programs

Plan/Program	Applicability to Project
	policies.

Sources: U.S. DHHS 2021; SCAG 2020, 2021; County of Riverside 2021a; City of Corona 2023a; City of Lake Elsinore 2011a

1.3 Assessment Process and Methodology Used

1.3.1 Terminology Used

The following terms are used in this assessment and defined per the Caltrans SER Guidance Volume 4: Community Impacts Assessment (Caltrans 2011a):

- **Direct Impacts:** Direct impacts result at the same time and place as the Project. For purposes of the technical analysis, direct impacts to a community include severance, access disruption, bisection, and relocation.

- **Indirect Impacts:** Indirect impacts result from the project later in time and are farther removed in distance from the Project but are still reasonably foreseeable. Indirect impacts may include induced growth and changes in land use patterns, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. For purposes of the technical analysis, indirect impacts to a community include change in community cohesion, changes in behavioral and perceptual aspects of the community, and a decline in organizational participation levels and use of community facilities within the area.

- **Cumulative Impacts:** A cumulative impact results from the incremental impact of the project when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

1.3.2 Data Sources

The analysis evaluates short-term, long-term, and cumulative effects, both direct and indirect. If the Project would result in adverse community effects, the CIA identifies measures to reduce or eliminate the impacts, which are additionally carried forward and included in the Environmental Impact Report/ Environmental Assessment (EIR/EA). The following data sources were used to identify the existing conditions:

- **Census Data:** Census data were used to identify population trends and demographics, economic indicators, and housing characteristics. American Community Survey 5-year estimates demographic datasets for the Project limits, the community impact study area, the regional study area, and the Section 4(f) study area (as defined in Section 1.6), Cities of Corona and Lake Elsinore and the County were obtained from the U.S. Census Bureau (2021). The American Community Survey is an ongoing statistical survey that samples a small percentage of the population every year to provide estimates of various community characteristics. The 5-year estimates include data collected over a 5-year period to provide reliable estimates for a community. For the purposes of identifying Environmental Justice

(EJ) populations and the analysis related to equity issues, demographic data were obtained for affected census tracts.

- **Aerial Maps and Road Maps:** Aerial and road maps were used to identify community boundaries and physical characteristics, such as locations of activity centers, infrastructure, houses, and businesses.

- **Geographic Information System (GIS) Data:** GIS data from regional databases and environmental resource data were also used to identify potential resources of concern in the Project limits, the community impact study area, the regional study area, and the Section 4(f) study area (as defined in Section 1.6), as well as constraints and opportunities that may impact the location and rate of growth.

- **Fieldwork Documentation and/or Windshield Surveys and Reviews:** These surveys and reviews were used to identify the locations and number of structures, as well as activity patterns.

- **Agency Documentation:** The Riverside County General Plan, City of Corona General Plan, and City of Lake Elsinore General Plan and applicable specific plans or other planning and engineering documents were utilized to identify information related to existing land uses and site conditions, existing land use designations and zoning classifications, and future land uses in the Project limits, the community impact study area, the regional study area, and the Section 4(f) study area (as defined in Section 1.6).

- **Technical Studies:** The existing conditions and potential effects disclosed in this CIA drew upon information from the following I-15 ELPSE Project technical studies:

    - Natural Environment Study (NES) (Caltrans 2023b);
    - Noise Study Report (NSR) (Caltrans 2024b);
    - Noise Abatement Decision Report (NADR) (Caltrans 2024a);
    - Storm Water Data Report (SWDR) (Caltrans 2023e);
    - Visual Impact Assessment (VIA) (Caltrans 2024c);
    - Historic Property Survey Report (HPSR) (Caltrans 2023g);
    - Air Quality Report (AQR) (Caltrans 2022a);
    - Traffic Operations Analysis Report (TOAR) (Caltrans 2022b); and
    - Water Quality Assessment Report (WQAR) (Caltrans 2021a).

- **Community Input*:*** The RCTC began the public engagement process early to ensure stakeholder feedback was incorporated into the environmental process and analyses to identify potential effects and determine appropriate mitigation measures. Public input is discussed further in Chapter 6.

1.3.3 Impact Evaluation Methodology

The approach for the CIA includes an inventory of existing conditions and an evaluation of potential direct, indirect, and cumulative impacts of the Project under the No-Build Alternative and the Build Alternative. The CIA assesses the potential effects of the Project on land uses and the communities within the designated study areas described in Section 1.6, Study Area. The CIA evaluates land use patterns, development trends, and applicable adopted land use and transportation goals and policies throughout the community and regional study areas. The CIA evaluates demographic information, such as population, ethnicity, and housing; employment and economic conditions; fiscal conditions; community facilities and public services; environmental justice; and equity. If the Project would result in adverse community effects, the CIA identifies measures to reduce or eliminate the impacts, which are additionally carried forward and included in the EIR/EA.

1.4 Proposed Project

The RCTC, in cooperation with Caltrans, is proposing to construct new lanes along I-15 between PM 21.2 and PM 38.1 in Riverside County, California. The primary component of the Project would be the addition of two tolled ELs in both the northbound and southbound directions for a total of four tolled ELs within the median of I-15 from SR-74 (Central Avenue) (PM 22.3) in the City of Lake Elsinore, through the unincorporated Riverside County community of Temescal Valley, to El Cerrito Road (PM 38.1) in the City of Corona, for a distance of approximately 15.8 miles (see Appendix A for Figure 1-1, Location Map, and Figure 1-2, Project Vicinity Map). The Project would also add a southbound auxiliary lane between both the Main Street (PM 21.2) Off-Ramp and SR-74 (Central Avenue) On-Ramp (approximately 0.75 mile), and the SR-74 (Central Avenue) Off-Ramp and Nichols Road On-Ramp (PM 23.9) (approximately 1 mile). Along with the lane additions, which would extend from PM 21.2 to 38.1, the Project would include the widening of 15 bridges, potential construction of noise barriers, and construction of retaining walls, repair and/or replacement of drainage systems, and the installation of electronic toll collection equipment and signs. In addition, due to the southbound ELs access between the Cajalco Road and Weirick Road interchanges, the southbound I-15 Weirick Road Off-Ramp would be configured as a dual-lane exit.

Associated improvements for the toll lanes, including advance signage and transition striping, would extend approximately 2 miles from each end of the EL limits to PM 20.3 in the south and PM 40.1 in the north. The proposed lane additions and supporting infrastructure are expected to be constructed primarily within the existing Caltrans right-of-way (ROW). This Project is included in the 2023 Federal Transportation Improvement Program (FTIP) as Project Identification (ID) RIV170901. It is also included in the Southern California Association of Governments (SCAG) *Connect SoCal* 2020–2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) as Project ID 3160001.

1.4.1 Project Purpose

The purpose of the Project is to:

- Improve and manage traffic operations, congestion, and travel times along the corridor;
- Expand travel mode choice along the corridor;

- Provide an option for travel time reliability;
- Provide a cost-effective mobility solution; and
- Expand and maintain compatibility with the EL network in the region.

1.4.2 Project Need

Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Due to forecast population growth and the continued development to support the projected growth in the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline.

The adopted SCAG 2016 RTP Growth Forecast estimates a 36.7 percent increase in population in Riverside County between 2015 and 2040. SCAG's recently adopted *Connect SoCal* (2020–2045 RTP/SCS) Growth Forecast estimates a 38.3 percent increase in population in Riverside County between 2020 and 2045, with the number of households and employment increasing by approximately 30.5 percent and 34.02 percent, respectively. In the City of Corona, the 2020–2045 RTP/SCS Growth Forecast estimates an 11.6 percent increase in population from 2016 to 2045 and an 11.7 percent increase in households. The 2020–2045 RTP/SCS also found of the top three counties where Los Angeles residents migrate, Riverside County places third. In 2017, the number of Los Angeles migrants to Riverside County was approximately 11,000. Additionally, based on the 2016–2040 RTP/SCS Final Growth Forecast by jurisdiction, the City of Corona is estimated to experience a 3.7 percent increase in population between 2020 and 2045. According to the same source, the City of Lake Elsinore is projected to see a 76.8 percent increase in population. This projected growth is expected to place a high demand on existing transportation facilities and services.

Existing regional transit in Riverside County includes the Riverside Transit Agency (RTA) and Metrolink, which connects to various local transit services offered by municipalities (e.g., Corona Cruisers). RTA operates a weekday commuter bus service (Route 205/206) along I-15 and SR-91 for passengers traveling between the City of Temecula in Riverside County and the City of Orange in Orange County. Within the Project limits, this route offers stops at Dos Lagos, Temescal Canyon Road (Tom's Farms), and Nichols Road. Metrolink and Amtrak also operate within the northwestern portion of Riverside County but do not currently offer rail transit options that would serve the populations traveling through Temescal Valley between Corona and Lake Elsinore. Overall, regional transit options are limited for travelers south of Corona's City limits.

The Express Lanes Network in both Riverside and San Bernardino Counties has been growing rapidly in response to the increased inter-county travel demand. Development of an extensive regional ELs network is a key strategy in the 2020–2045 RTP/SCS that aims to improve travel time reliability, provide travel choices, and ensure existing freeway capacity is optimized within the SCAG region. In 2017, RCTC completed construction of the SR-91 ELs in the City of Corona—the first ELs constructed in Riverside County. RCTC's I-15 Express Lanes Project (ELP), which extends the SR-91 Express Lanes Network north and south of SR-91 along I-15 through the Cities of Jurupa Valley, Eastvale, Norco, and Corona, opened to traffic in 2021. In 2024, San Bernardino County Transit Authority (SBCTA) will begin

construction of the I-15 Corridor Project (Phase 1) to extend the ELs (I-15 ELP) from Cantu-Galleano Ranch Road to Foothill Boulevard in Rancho Cucamonga. In addition to providing continuity of ELs north of the I-15 ELP, the I-15 Corridor Project will connect to the I-10 Corridor Project (Phase 1), which is currently under construction and will add ELs in each direction on I-10 between the Cities of Montclair and Upland. Once these projects are completed, the southern terminus of the Express Lanes Network in the Inland Empire will be Cajalco Road on I-15.

As federal, state, and local funding becomes constrained and additional projects are developed to maintain the condition of existing roadways, it has become increasingly challenging for transportation agencies to develop, construct, operate, and maintain new projects that improve mobility in heavily congested corridors. Based on this situation, alternative funding streams like federal loans and revenue bonds can be utilized to fill the funding gaps. In some cases, if financial obligations are met on EL projects, excess toll revenue can provide additional funding to invest in other improvements within the corridor.

Currently, north-south mobility options for motorists are limited through this portion of Riverside County. Besides local streets, the only parallel route for motorists is I-215, which is over 10 miles east of I-15 and generally serves a different region within Riverside County. Under Existing Conditions (2019) during the commuter traffic along the corridor. This heavy congestion during the AM peak hour results in a bottleneck at the Cajalco Road On-Ramp that extends to the Indian Truck Trail Off-Ramp. Through the Project limits, during the PM peak hour, the southbound direction experiences heavy congestion due to commuter traffic. The southbound I-15 bottleneck at the Cajalco Road On-Ramp extends to the Magnolia Avenue On-Ramp during the PM peak hour.

1.5 Project Alternatives

The lane improvements within Riverside County would run through the Cities of Lake Elsinore and Corona, as well as the unincorporated community of Temescal Valley (see Appendix A for Figure 1-1, Project Location). All proposed improvements would be constructed primarily within the existing Caltrans ROW, with the majority of the improvements occurring within the existing I-15 median.

The existing I-15 corridor within the Project limits is a six-lane highway with three mixed-flow (MF) lanes in each direction and paved shoulders. Recent improvements along SR-91 constructed as part of the SR-91 Corridor Improvement Project (CIP) within the City of Corona includes the easterly extension of the SR-91 ELs from the Orange County Line to just east of I-15 and a direct connector between the eastbound SR-91 ELs and southbound I-15, as well as a direct connector between northbound I-15 and the westbound SR-91 ELs. RCTC is also currently constructing tolled ELs along I-15 between SR-60 and Cajalco Road, which will provide two tolled ELs in each direction as part of the I-15 ELP. Construction of that project began in 2018 and is expected to be completed in the second half of 2020. This Project would construct tolled ELs from Corona to Lake Elsinore, which would extend the existing tolled EL system from Corona south to Lake Elsinore. The Project consists of one Build Alternative and a No-Build Alternative.

1.5.1 No-Build Alternative

Under the No-Build Alternative, the Project would not be constructed. This alternative does not meet the project purpose and need; however, it would not preclude the construction of future improvements or

general maintenance activities. Even without construction of the Project, limited improvements on I-15 associated with the approved I-15 ELP are being constructed for opening in 2020. Describing and analyzing a No-Build Alternative helps both decision-makers and the public to compare the impacts of approving the Project with the consequences of not approving the Project.

1.5.2 Build Alternative

The Build Alternative includes construction of two tolled ELs in each direction on I-15 in Riverside County between PM 22.3 and PM 36.8. The Project would be constructed primarily within the existing Caltrans ROW. The tolled ELs would be used by vehicles for a toll and would also serve as high-occupancy vehicle (HOV) lanes for HOV 3+ users for a reduced toll. The toll rate would be adjusted based on congestion. These improvements would enhance regional mobility and offer greater user flexibility of the regional transportation system. Sign modifications and the installation of new signs would also be included to support the new tolled ELs. Advanced signage is required to be posted a minimum of 2 miles prior to the start of the tolled ELs. Signage will be located within the Project limits between PM 20.3 and PM 38.8. The Build Alternative would not add any new connections and will not improve any existing ramps.

Project Features

In addition to the Project attributes described above, the Project includes additional components, such as retaining walls, potential noise barriers, stormwater runoff treatment devices, and bridge widening (Table 1-2), in order to accommodate the tolled ELs. The Project is planned to be constructed primarily within the existing Caltrans ROW.

Table 1-2: Proposed Bridge Improvements

Existing Bridge Name	Proposed Improvement
Gavilan Wash	Inside widening both NB (Bridge No. 56-0726R) and SB (Bridge No. 56-0726L) structures
Lake Street Undercrossing	Inside widening both NB (Bridge No. 56-0682R) and SB (Bridge No. 56-0682L) structures
Temescal Canyon Road Overhead	Inside widening both NB (Bridge No. 56-0681R) and SB (Bridge No. 56-0681L) structures
Temescal Wash	Inside widening both NB (Bridge No. 56-0680R) and SB (Bridge No. 56-0680L) structures
Horsethief Canyon Road Undercrossing	Inside widening both NB (Bridge No. 56-0679R) and SB (Bridge No. 56-0679L) structures

Table 1-2: Proposed Bridge Improvements

Existing Bridge Name	Proposed Improvement
Horsethief Canyon Wash	Inside widening both NB (Bridge No. 56-0678R) and SB (Bridge No. 56-0678L) structures
Indian Wash	Inside widening both NB (Bridge No. 56-0677R) and SB (Bridge No. 56-0677L) structures
Indian Truck Trail Undercrossing	Inside widening both NB (Bridge No. 56-0676R) and SB (Bridge No. 56-0676L) structures
Temescal Canyon Road Undercrossing	Inside widening both NB (Bridge No. 56-0675R) and SB (Bridge No. 56-0675L) structures
Mayhew Wash	Inside widening both NB (Bridge No. 0674R) and SB (Bridge No. 0674L) structures
Coldwater Wash	Inside widening both NB (Bridge No. 56-0543R) and SB (Bridge No. 56-0543L) structures
Temescal Canyon Road Undercrossing	Inside widening both NB (Bridge No. 56-0542R) and SB (Bridge No. 56-0542L) structures
Brown Canyon Wash	Inside widening both NB (Bridge No. 56-0559R) and SB (Bridge No. 56-0559L) structures
Weirick Road Undercrossing	Inside widening both NB (Bridge No. 56-0541R) and SB (Bridge No. 56-0541L) structures
Bedford Wash	Inside and outside widening NB (Bridge No. 56-0540R) structures / Inside widening SB (Bridge No. 56-0540L) structure

Proposed Ingress and Egress Locations

The Project would include multiple entrance and exit points to access the tolled EL facility (Table 1-3). Access into the tolled ELs would be separated from the general-purpose lanes with delineators and would be restricted for a specific length. Locations where vehicles are permitted to enter the tolled ELs are termed “ingress” locations; locations where vehicles may leave the tolled ELs are referred to as “egress” locations. Guide signs are displayed within the ELs consistent with the California Manual on Uniform Traffic Control Devises (CA MUTCD) guidance for drivers to identify the egress location that serves local exit ramps.

Table 1-3: Proposed Ingress and Egress Locations

Direction	Access Location	Access Type	General Purpose Interchanges
Southbound	El Cerrito Road	Weave Zone Access	Transition from I-15 ELP Egress to Cajalco Road Ingress from Ontario Avenue
	North of Weirick Road Off-Ramp	Weave Zone Access	Egress to Weirick Road Egress to Temescal Canyon Road Ingress from El Cerrito Road Ingress from Cajalco Road
	North of Indian Truck Trail Off-Ramp	Weave Zone Access	Egress to Indian Truck Trail Ingress from Weirick Road Ingress from Temescal Canyon Road
	North of Lake Street Off-Ramp	Weave Zone Access	Egress to Lake Street Ingress from Indian Truck Trail
	North of Nichols Road Off-Ramp	Egress Only End Express Lane 2	Egress to Nichols Road
	North of SR-74 (Central Avenue) Off-Ramp	Egress Only End Express Lane 1	Egress to SR-74 (Central Avenue) Egress to I-15 general purpose and points south
Northbound	North of SR-74 (Central Avenue) On-Ramp	Ingress Only Start of Express Lane 1	Ingress from I-15 general purpose and points south Ingress from SR-74 Central Avenue
	North of Nichols Road On-Ramp	Ingress Only Start of Express Lane 2	Ingress from Nichols Road
	North of Lake Street On-Ramp	Weave Zone Access	Egress to Indian Truck Trail Ingress from Lake Street
	North of Indian Truck Trail On-Ramp	Weave Zone Access	Egress to Temescal Canyon Road Egress to Weirick Road Egress to Cajalco Road Egress to El Cerrito Road Ingress from Indian Truck Trail
	North of Weirick Road Off-Ramp	Ingress Only with Merge Lane	Ingress from Weirick Road
	El Cerrito Road	Weave Zone Access	Ingress from Cajalco Road Egress to Ontario Avenue

Table 1-3: Proposed Ingress and Egress Locations

Direction	Access Location	Access Type	General Purpose Interchanges
			Transition to I-15 ELP

1.6 Study Area

The CIA evaluates factors related to land use, growth, community character, and traffic and transportation further below and describes the relationship between the Project and the surrounding communities. The CIA defines four areas of study: the Project limits, the community impact study area, the regional study area, and the Section 4(f) study area. The Project limits are defined as the Project footprint and the area of direct impacts where construction and operation activities under the Project have the potential to directly affect surrounding communities. The community impact study area is defined as the communities within 0.5 mile of the Project limits and includes census tracts adjacent to the Project limits (see Appendix A, Figure 1-3). The regional study area considers potential impacts on likely users of the I-15 ELPSE Project and includes Riverside County and the Cities of Corona and Lake Elsinore. The Section 4(f) study area is defined as the communities within 0.5 mile of the Project footprint and is used to consider impacts to parks and recreation facilities. Additionally, the SCAG 2020–2045 RTP/SCS study area is used to discuss planned growth in the region.

The community impact study area overlaps with Census Tracts 414.15, 416.02, 418.09, 418.10, 418.13, 419.09, 419.10, 419.14, 419.15, 420.07, 427.49, 427.50, 430.01, 430.05, 430.06, 430.07, 479.02, and 481 (see Appendix A, Figure 4-1). Between 2010 and 2021, Census Tract 414.09 was subdivided into Census Tracts 414.13, 414.14, and 414.15; Census Tract 416 into Census Tracts 416.01 and 416.02; Census Tract 419.11 into 419.14 and 419.15; Census Tract 427.15 into Census Tracts 427.48, 427.49, and 427.50; and Census Tract 479 into Census Tracts 479.01 and 479.02 (U.S. Census Bureau 2011, 2022). Therefore, although the community impact study area does not directly overlap with Census Tracts 414.13, 414.14, 416.01, 479.01, and 427.48, they are considered as part of the community impact study area for the purposes of this CIA in order to fully capture data. Demographic data for these census tracts are compared against data for Riverside County and the Cities of Corona and Lake Elsinore to describe impacts related to equity.

2 Land Use

This chapter describes the existing and planned land uses in the Project limits, the community impact study area, the regional study area, and the Section 4(f) study area. It also evaluates consistency with applicable land use plans and policies and addresses regional growth and land use development trends related to the Project. The chapter also evaluates the existing parks and recreational facilities and farmlands within the project limits that may be directly affected by the Project.

2.1 Existing and Future Land Use

The Project is located within Riverside County and runs along I-15, which connects various communities within the County and provides regional transportation access to and from the Cities of Corona and Lake Elsinore. The study area used for analyzing impacts to existing and future land uses consists of the community impact study area.

2.1.1 Affected Environment

Existing Land Use

The Project traverses through the City of Corona, City of Lake Elsinore, and unincorporated areas of the County and would improve a 15.8-mile stretch of I-15. Based on information obtained from SCAG, the County of Riverside Assessor, and aerial mapping, the existing land uses that surround the Project limit are described in Table 2-1 and shown in Appendix A (Figures 2-1 through 2-6).

Table 2-1. Existing Land Use Definitions

Land Use	Definition
Commercial and Services	This designation includes areas used predominantly for business or the sale of products and their associated services; as well as non-commercial uses such as government and public service offices. This class does not include industrial activities.
General Office	This designation allows for office buildings usually used for financial, personnel, business, medical and other professional services.
Under Construction	This designation includes facilities that were under construction at the time of field verification. Structure use and/or extent cannot be or is difficult to determine. Pad platforms or foundations may be visible. Partly constructed structures may also be visible.
Facilities	This designation includes government offices and other public service facilities, major healthcare facilities, religious facilities, and public and private educational facilities. This category also includes associated facilities and parking areas.
Education	This designation includes all levels of public and private schools, colleges, universities, seminaries, and training centers are covered by this category. Includes buildings, open space, dormitories, and parking areas. Also included are all athletic facilities, such as ball fields, stadiums, soccer fields, swimming pools, and tennis courts.
Industrial	This designation includes areas where manufacturing, assembly, processing, packaging, or storage of products takes place.

Table 2-1. Existing Land Use Definitions

Land Use	Definition
Single-Family Residential	This designation is located in an urban or suburban setting and are typically made up of detached dwellings, where each structure houses a single family. These residences are usually served by all utilities, are on paved streets, and are provided with or have access to all urban facilities such as schools, parks, police, and fire stations.
Multifamily Residential	This designation includes attached residences, apartments, condominiums, and townhouses. Multifamily residences are usually served by all utilities, are on paved streets, and are provided with or have access to all urban facilities such as schools, parks, police and fire stations. This designation also includes senior citizen apartment buildings and off-campus university housing.
Mobile Homes and Trailer Parks	This designation includes residential units that are composed of mobile homes, trailers and prefabricated housing that are either stationary with foundations or on wheels and capable of being moved. Included are vacant and occupied spaces, and associated storage facilities for the complex. Mobile homes and trailer parks are usually served by all utilities, are on paved streets, and are provided with or have access to all urban facilities, such as schools, parks, police, and fire stations.
Mixed Residential	This designation includes areas where there is a combination of single-family detached and multifamily dwellings of any type occurring together. Typically, these are located in older neighborhoods, where duplexes, triplexes, and apartment buildings occur among single-family houses.
Rural Residential	This designation includes rural residential units such as ranches, farmsteads, single mobile homes, and residences located in a rural setting.
Mixed Commercial and Industrial	This designation includes commercial and industrial land uses as combined uses or uses within close proximity. This land use contains a mixture of light industrial use, offices, warehouse/distribution use, retailing, and personal services. These complexes usually contain one or more buildings rectangular in shape, with minimal landscaping.
Agriculture	This designation includes land used primarily for the production of food, fiber, and livestock. Included in these classes are associated structures and facilities.
Open Space and Recreation	This designation includes developed open areas within urban settings, and urban and non-urban open areas developed for recreational activities.
Water	This designation includes open water bodies[1] which are greater than 2.5 acres in size.
Transportation, Communications, and Utilities	This designation includes major structures and facilities associated with forms of transportation, communication, and utilities.
Other	This designation includes lands used as highways and roads.

Source: SCAG 2017, 2021a

[1] As defined by SCAG, open water bodies include oceans, seas, lakes, reservoirs, ponds, rivers, estuaries, and channels devoid of nearby islands or other obstructions.

County of Riverside

The unincorporated territory within the County is divided into 19 area plans, two of which are within the community impact study area. The purpose of these area plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas;

and to reflect the Riverside County Integrated Project (RCIP) Vision for Riverside County (County of Riverside 2021a). The area plans in which the Project is located within are further described below.

Temescal Canyon Area Plan

The Temescal Canyon Area Plan generally encompasses the City of Corona and most of its Sphere of Influence (SOI) and addresses the unincorporated lands within this area (County of Riverside 2021c). The SOI is Along with the City of Corona, the Temescal Canyon Area Plan is the western gateway to Riverside County. Land uses within the City of Corona's SOI include agriculture, rural and suburban type development, and more intensive mix of uses are located south of the City of Corona near the Cajalco Corridor.

The Temescal Canyon Area Plan identifies unique communities within its boundaries, which include El Cerrito and the I-15 Corridor. These two unique communities also encompass the El Cerrito and Temescal Canyon Census Designated Places (CDPs), which are defined as statistical geographic entities representing closely settled, unincorporated communities that are locally recognized and identified by name (United States Department of Commerce [U.S. DOC] 2018). The El Cerrito community was previously a large ranch and now includes a variety of lot sizes and housing types, with parcels varying from one-quarter acre to several acres or more (County of Riverside 2021c). Temescal Canyon Road is the main corridor through what might be characterized as El Cerrito's central business district. Industrial, manufacturing, recycling, vehicle storage, commercial, and houses of varying design are prevalent along this corridor. The I-15 corridor community runs generally in a northwest-southeast direction throughout the entirety of temescal Canyon. A variety of suburban residential and rural estate neighborhoods, as well as a considerable number of industrial uses and extensive areas of existing and potential mineral extraction are located along the I-15 corridor. Future development along I-15 corridor is focused as much as possible around localized centers providing jobs and services to area residents.

The area plans also identify policy areas that are portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies (County of Riverside 2021c). The Project limits are adjacent to the Design Theme and Serrano policy areas of the Temescal Canyon Area Plan and are further described below.

Design Theme Policy Area. The design theme policies apply to the commercial area located west of I-15, on either side of Temescal Canyon Road, between Maitri Road and the Temescal Canyon Road Off-Ramp. This policy area intends to build on the theme and character of the area established by the existing retail development west of I-15, with a focus on preserving the existing oak and sycamore trees, as well as the riparian stream bed in its existing natural state.

Serrano Policy Area. Light industrial and community center land use designation located east of I-15 near the intersection with Temescal Canyon Road will serve as a job center for area residents. This center is intended to provide a mix of non-residential employment-generating uses, which will assist in accommodating the need to balance jobs and housing in this area in order to reduce the impacts of commuting. Its location adjacent to I-15, proximity to several residential neighborhoods, as well as its setting in the foothills of the Gavilan Hills, makes this an attractive site for employment and supporting uses.

Elsinore Area Plan

The Elsinore Area Plan reflects the RCIP Vision for Riverside County by focusing mixing uses at nodes[2] adjacent to transportation corridors, by more accurately reflecting topography and natural resources in land use designations and avoiding high intensity development in natural hazard areas (County of Riverside 2021b). The land use designations maintain the predominantly very low-density character of the Meadowbrook and Warm Springs communities, the natural and recreational characteristics of the Cleveland National Forest, and community development uses in Lakeland Village. Areas designated Conservation-Habitat and Rural Mountainous help provide a separation between communities and provide additional definition for existing communities.

The City of Lake Elsinore is one of the Incorporated cities within the Elsinore Area Plan that the Project traverses through (County of Riverside 2021b). The Project limits are adjacent to and within the Temescal Valley and Warm Springs policy areas and are further described below.

Temescal Valley Policy Area. Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Valley (County of Riverside 2021b). The Temescal Valley is a Census Designated Place (CDP) within the City of Lake Elsinore's SOI and an unincorporated area of the County. Temescal Wash also serves as an important component of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and has the potential for providing recreational amenities to serve the planning area. The preservation and enhancement of the Temescal Wash is an important component of the Elsinore Area Plan land use plan.

Warm Springs Policy Area. Located in the northern portion of the Elsinore Area Plan and an unincorporated area of the County, Warm Springs includes a rural area set within the steep slopes of the Gavilan Hills (County of Riverside 2021b). The ridge line and slopes of the Gavilan Hills are biological and visual assets to the region. The southernmost portion of Warm Springs, which is also designated as a CDP, is within the City of Lake Elsinore's SOI. Development is concentrated adjacent to I-15 and in a focused area along SR-74 adjacent to the City of Lake Elsinore.

City of Corona

Generally, the existing land uses surrounding the Project limits include single-family residential, open space and recreation, light industrial and manufacturing, commercial, and vacant lands. There is also agricultural land adjacent to the Cajalco Road and I-15 interchange. The City of Corona has various districts and neighborhoods that have an identifiable and distinct character due to their building architecture, neighborhood design, streetscape, predominant land use, or even their history (City of Corona 2023a). These districts and neighborhoods are guided by the city's 32 specific plans that provide regulatory guidance for these specific areas. The only specific plan area that that overlaps with the Project limits is associated with the El Cerrito Specific Plan.

El Cerrito Specific Plan. The El Cerrito CDP is within unincorporated Riverside County land and within the SOI of the City of Corona. This CDP is a smaller geographic area within the boundaries of the El Cerrito

[2] Defined as intersections of transportation lines, which could include the end of a road, a junction of two or more road segments, or a grade-separated intersection.

Specific Plan area. This specific plan provides policies, standards, and provisions to serve to link the existing land uses and zoning controls in place under the County's jurisdiction with the provision of services and land use entitlements to be established under the City of Corona's jurisdiction (City of Corona 2020).

The El Cerrito Specific Plan includes 2,928 acres of land generally located south of Magnolia Avenue, north of Cajalco Road and to the east and west of I-15. The major roadways providing access to El Cerrito include I-15, which runs north and south bisecting the western and eastern sections of the plan; Ontario Avenue, which transitions to Temescal Canyon Road; El Cerrito Road and Cajalco Road. Adjacent to the Project limits, the specific plan area is characterized by mostly single-family residences and vacant land available for additional housing and industrial uses, three commercial centers, the El Cerrito Park, and El Cerrito Intermediate School. There are also 920.9 acres of land designated for mineral resources; however, this is located outside of the community impact study area.

City of Lake Elsinore

As described in the City of Lake Elsinore's General Plan (City of Lake Elsinore 2011a), there are 11 districts and 5 sphere districts that define the neighborhoods. The community impact study area overlaps with several of these districts and spheres. These districts each have their own plans, which describe specific visions and land use policies and goals for each designated area and are described further below in relation to the Project.

Northwest Sphere District

The Northwest Sphere District encompasses approximately 5,190 acres and primarily consists of low-medium density residential, open space, limited agriculture, and some manufacturing and industrial areas near the freeway (City of Lake Elsinore 2011b). The Northwest Sphere District is situated outside the northwestern edge of the City of Lake Elsinore. The district is located entirely out of the city limits, but within the SOI and in the unincorporated area within Riverside County.

The main focus of the Northwest Sphere District is to increase low- and medium-density residential areas to accommodate growth, establish preservation areas for natural resources, and increase economic activity along I-15. The residential areas are centrally located within the Northwest Sphere District between Indian Truck Trail and Lake Street, south of I-15. The vacant lands, which are primarily in the northern and southern portions, contain steep topography. Limited agricultural areas are scattered throughout the central valley. Manufacturing and industrial land uses are mainly located along either side of I-15. I-15 is the main corridor that passes through the Northwest Sphere District and includes I-15 and Indian Truck Trail, De Palma Road, Horsethief Canyon Road, and Temescal Canyon Road, which serve as important residential throughways that access I-15. The district is primarily open space and low-medium residential with a large master planned community adjacent to Horsethief Canyon Road. The existing vacant land is currently planned to remain designated as preserved open space and MSHCP conservation areas. Low-density residential land uses are planned to expand southward. There are also light industrial and commercial areas located along I-15 that are planned for expansion.

Alberhill District

The Alberhill District encompasses approximately 4,240 acres and primarily consists of extractive uses, vacant lands, and emerging construction of residential and commercial uses as well as a community park

(City of Lake Elsinore 2011c). The Alberhill District is characterized by rolling terrain and vacant lands within the higher elevations located in the north, east, and southwest.

The extractive uses are generally located near Lake Street, which transects the center of the Alberhill District in a north-south direction. Mining operations in the Alberhill District began roughly the same time as the region's first railroad and have continued to exist since the late 19th century and occupy a considerable portion of the Alberhill District. Through the years, Pacific Clay Products Company, a 1,374-acre facility, has purchased the local mines and has become the sole operating clay mine in the region. The majority of remaining areas comprise vacant lands with the exception of a few small pockets of residential areas and a limited amount of commercial uses adjacent to I-15.

North Central Sphere District

The purpose of the North Central Sphere District is to preserve the existing natural resources, and to ensure that residential development and business professional activities are compatible with surrounding land uses and landscape (City of Lake Elsinore 2011d). This district contains low-density housing, open space, and a limited amount of industrial, commercial, and public/institutional uses. Newer commercial development has been constructed within the portion of this district that is located adjacent to the I-15/SR-74 interchange. According to the North Central Sphere District Plan (City of Lake Elsinore 2011c), the northern portion of the North Central Sphere District is primarily designated for rural open space with a conservation habitat near its western border. These designated open space areas and MSHCP conservation areas make up approximately 10 percent of the North Central Sphere District. Similar to the Business District, the North Central Sphere District has vacant and undeveloped land that is anticipated to support future urban development within the City of Lake Elsinore.

Business District

The Business District has the highest concentration of industrial and commercial uses in the City of Lake Elsinore and identifies itself as the industrial and commercial hub (City of Lake Elsinore 2011e). According to the Business District Plan, the district encompasses approximately 1,323 acres and primarily consists of industrial and commercial uses and serves as the primary employment and shopping center for the City of Lake Elsinore. Existing commercial uses include large commercial centers such as the Outlets at Lake Elsinore, Lake Elsinore Market Place, and Oak Grove Crossing, all of which contain large chain stores (i.e., Home Depot, Lowes, Target, Costco, Walmart, and a 99 Cents Only Store). There are also industrial parks and limited manufacturing sites dispersed throughout the district. Most of the industrial uses within the district are located west of I-15 and south of Collier Avenue, which serves as the district's main northwest/southeast roadway.

The district is also characterized by low-scale development consisting of a limited amount of public/ institutional, commercial, and industrial uses, scattered low-density housing, and vacant/open space areas (City of Lake Elsinore 2011e). Primary developmental constraints within this district include development restrictions associated with the Temescal Wash and its associated 100-year floodplain and floodway.

Lake Elsinore Hills District

The Lake Elsinore Hills District includes approximately 7,486 acres, which primarily consist of four master planned residential communities, currently at different stages of development (City of Lake

Elsinore 2011f). Most of the acreage within the district has been approved for future development. The district has historically remained mostly undisturbed by development, due to its varied terrain. Its most unique attributes are that it represents the largest district within the City of Lake Elsinore and that it contains one of the largest and most diverse open space landscape areas. The district's naturally landscaped valleys, peaks, rolling hills, watercourses, riparian habitats, and natural open space provide for a wide variety of view corridors, residential, and recreational opportunities. The primary commercial node is located in the southern portions of the Lake Elsinore Hills District along I-15. Surrounding uses primarily include vacant lands and residences.

Historic District

The Historic District encompasses approximately 474 acres (City of Lake Elsinore 2011g). Main Street and Graham Avenue are the two main roadways that intersect at the core of the Historic District. Main Street has also recently been designated as part of the Historic Highway 395. Uses along and adjacent to Main Street include several public institutional uses: Lake Elsinore City Hall, the Lake Elsinore Cultural Center, the Lake Community Center, the Youth Opportunity Center, the Lake Elsinore Police Department, California Department of Forestry and Fire Protection (CALFIRE) Station No. 10, a post office, and a public library.

Other uses found in this district are neighborhood commercial uses, residential uses, and some industrial uses. Graham Avenue serves as the Historic District's main east-west connection route and provides access between Lakeshore Drive to the west and northwest that has a mix of office, commercial and residential uses. Additional residential uses are found to the south and southeast of the Graham Avenue/ Main Street intersection. There is also an outflow concrete channel known as Temescal Wash running just northwest of Main Street.

Riverview District

The Riverview District encompasses approximately 432 acres and primarily consists of residential uses, along with commercial, and supporting institutional facilities (City of Lake Elsinore 2011h). The built environment is primarily allocated in the eastern, southern, and central areas. The central areas of the district include a mix of old and newer housing and the Railroad Canyon Elementary School. The eastern portion of the Riverview District, along I-15, contains the City of Lake Elsinore's auto mall center and a multifamily residential development. The auto mall is considered one of the Riverview District's most defining characteristics because it provides a substantial source of tax revenues for the City of Lake Elsinore.

The southern areas include residential and commercial uses along Lakeshore Drive. Lakeshore Drive passes through the Riverview District in an east-west direction providing a connection to Railroad Canyon Road/Diamond Drive to the southeast, which accesses I-15 and access to the Historic District to the northwest (City of Lake Elsinore 2011h). The Lake Elsinore Senior Activity Center and adjacent Lake point Park are located west of Lake Elsinore and south of Lakeshore Drive. The district's proximity to the river and the lake plays an important role in the district's future because it contains lake waterfront property that will provide a unique urban design and additional recreational opportunities.

Future Land Use

Data and plans from multiple agencies and jurisdictions were reviewed to develop a Project list of projects that are planned for development. This list of planned projects is summarized in Table 2-2 and shown in Appendix A (Figures 2-7 through 2-11). Table 2-2 provides the locations of projects within the community impact study area that are either are under construction, are environmentally approved and considered proposed, or are pending approval.

Future land use in the community impact study area consists primarily of commercial and residential land uses. Several mixed-use commerce centers are planned, as well as many freestanding retail developments. There are three new hotel developments planned adjacent to the project limits: the Woodspring Suites, the La Quinta Inn & Suites, and the Foothill Center Hotel. Additionally, several new apartment complexes and condominiums are planned in the community impact study area.

2.1.2 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related land use impacts.

Build Alternative

As shown in Table 2-2, there are several recently completed and planned developments in the Project vicinity. Completed and planned projects were compiled by reviewing publicly available planning documents and resources listed on city, county, and local jurisdictional websites to identify completed and planned projects, with the current project status listed in Table 2-2. The Project would be staged and constructed primarily within the existing state ROW and within the footprint of the existing I-15/SR-74 interchanges. Therefore, Project would not require a temporary acquisition or relocation of any residences or businesses.

Temporary indirect impacts such as traffic delays are anticipated within the general area during construction, which may result in longer travel times on the I-15. Furthermore, travel times to access the existing and planned developments in the Project vicinity may be longer than normal during construction. However, a detailed Traffic Management Plan (TMP) would be tailored to accommodate major traffic movements during construction and to mitigate construction impacts to surrounding developments. Construction activities would not require closure, alteration, or other uses of the existing and planned developments listed in Table 2-2. Therefore, there would be no substantial temporary adverse impacts or changes to the existing land use in the community impact study area.

The Project would not require a permanent acquisition or relocation of any residences or businesses. The scope of work is limited to improvements to the I-15 toll lanes, including advance signage and transition striping, and would not permanently change land use patterns or density anticipated in the County and Cities general plans. Further, the Project would not result in a permanent substantial change to the existing land uses in the community impact study area, nor affect the viability of the land use itself. The Project, which is intended to reduce traffic congestion and vehicle delays, would not change or negatively

affect the land uses or planned developments in the community impact study area. Rather, the Project would improve the transportation network that serves those land uses.

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
1	I-15/Railroad Canyon Road and Franklin Interchange Project (Phase 2)	City of Lake Elsinore	Interstate (I-)15 and Franklin Street	• Construct new full interchange at I-15/ Franklin Street. • Add auxiliary lanes from Franklin Street Interchange to Main Street Interchange and from Franklin Street Interchange to Railroad Canyon Road Interchange. • Widen Main Street and realign/widen southbound on-ramps from 1 to 2 lanes. • Construct new frontage road on the east side of 1-15.	**Proposed:** Final design of Franklin Interchange was initiated in April 2024 and is planned to be in construction by 2028. **Constructed:** Phase 1 (Railroad Canyon) was completed and open to the public in summer 2022.
2	Ashland Springs - 90 Condominium Units	City of Lake Elsinore	Southwest corner of Franklin Street and Avenue 6, APNs: 373-071-020, 021, 022, 023, 024, 025, 026, 027, 028	• 90 condominium units	**Constructed**
3	Eight-Unit Apartment Complex	City of Lake Elsinore	125 Heald Avenue (APN: 373-025-008)	• 6,839-square-foot, 8-unit apartment complex, laundry facility, trash enclosure, and related improvements	**Proposed:** This project was approved in 2019: Residential Design Review No. 2015-03.
4	Camino Del Norte Extension	City of Lake Elsinore	Camino Del Norte and Canyon Estates Drive, south of Main Street	• Extension of Camino Del Norte from Main Street to Franklin Street, realignment of Canyon Estates Drive, and extension of Canyon View Drive and Sagecrest Drive	**Constructed:** March 2020

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
5	Boos Commercial Development Main Street	City of Lake Elsinore	East side of Main Street between Flint Street and I-15 southbound on-ramp; APNs: 377-243-002, 003, 004, 005, 006, and 007	• Commercial center	**Constructed:** 2021
6	I-15/Main Street Interchange	City of Lake Elsinore	I-15 Main Street interchange	• Interchange improvements	**Under Construction:** May 2024
7	Commercial construction on Minthorn Street	City of Lake Elsinore	APN: 377220024	• Not available	**Under Construction**
8	Pennington Industrial Project	City of Lake Elsinore	Southeast corner of Chaney Street and Minthorn Street, APN: 377-160-014	• Construct 3 industrial buildings that are 91,140 square feet in total, with 167 parking spaces.	**Constructed:** 2021
9	Fairway Business Park II	City of Lake Elsinore	445–495 Birch Street	• Development of 6 industrial buildings ranging in size from 8,154 to 18,411 square feet (70,705 square feet total)	**Constructed:** 2022
10	Lake Elsinore Honda	City of Lake Elsinore	18450 Collier Avenue, APNs: 377-080-053, 377-080-057, and 377-080-079	53,425-square-foot single-story building	**Constructed:** 2020

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
11	Commercial Development, Southeast Corner of Collier Avenue and Central Avenue	City of Lake Elsinore	Miguel's Jr. (18320 Collier Avenue) and commercial building (18330 Collier Avenue, Suite 102); APN: 377-081-004	• Commercial building and a restaurant	**Constructed**
12	La Quinta Inn & Suites	City of Lake Elsinore	Northeast corner of Dexter Avenue and Third Street; APN 377-090-036	• 36,664-square-foot, 4-story, 64-room hotel on an approximately 1.05-acre site	**Currently vacant site in entitlement stage**
13	Wasson Canyon	City of Lake Elsinore	North, south, and east of 3rd Street; west of Diana Lane	• TTM No. 37381 is a subdivision of 19.54 acres into 73 single-family residential lots. TTM No. 37382 is a subdivision of 55.06 acres into 199 single-family residential lots.	**Proposed:** 1-year extension of time to May 14, 2024 for TTM Nos. 37381 and 37382
14	I-15/Central Avenue Interchange	City of Lake Elsinore	I-15/SR-74 (Central Avenue), between 1,000 feet west of Collier Avenue to Riverside Street	• Add northbound loop off-ramp with a deceleration lane, realign northbound entry and exit ramps, add southbound acceleration/deceleration lanes, add northbound deceleration lane, widen SR-74 from Riverside Drive to Central Avenue from 2 to 4 through lanes and from Collier Avenue to Cambern Avenue from 6 to 8 through lanes, and construct new Riverside Avenue Overcrossing and SR-74 Post Mile 15.5.	**Proposed:** Construction is anticipated in 2026.

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
15	Kassab Travel Center	City of Lake Elsinore	Northwest corner of Collier Avenue and Riverside Drive	• 8,360-square-foot convenience store with 3 quick-serve restaurants, 2 covered gas dispensing areas totaling 6,092 square feet, and a freestanding 2,543-square-foot fast food restaurant with a drive-through on 2.39 acres	**Proposed:** This project was approved by City Council on July 14, 2020.
16	Nichols Ranch Specific Plan	City of Lake Elsinore	APNs 389-200-(038, 039); 389-210-(008, 032, 034, 036) and portions of current APNs 289-200-035 and 289-200-036	• Master-planned, low- to medium–density residential community with commercial uses on an approximately 72.5-acre site	**Adopted:** This project was adopted by City Council June 11, 2019.
17	Lake Street Storage	City of Lake Elsinore	APN: 390-130-018	• 3,528-square-foot service station with convenience store, fuel canopy with 6 fuel pumps; new 90,000-square-foot, single-story indoor RV and boat storage facility, with 24,000 square feet of mezzanine and 192 surface RV parking spaces partially covered with 3 canopies with solar panels on 10.63 net acres	**Under Construction**
18	PP26403 Self Storage facility	County of Riverside	Construction off Temescal Canyon, south of Hostettler Road	• Storage facility	**Under construction**

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
19	Modular Building Fabricator	County of Riverside	North side of Concordia Ranch Road, east of Temescal Canyon Road	• Construction/assembly of modular buildings	**Operational**
20	Horsethief Canyon Road (Interchange)	County of Riverside	Riverside County	• Reconstruct/widen interchange from 2 to 4 lanes and reconstruct ramps.	**Proposed:** RTP# 3M0729; projected completion year 2035
21	Residential Development - TTM 37155	County of Riverside	South of Kingbird Drive, east of Towhee Lane, and west of Indian Truck Trail; APN: 290-150-004	• 53.7 acres into 85 single-family residential lots and 6 open space lots for 2 detention basins, 3.55-acre park area, and a 1,347-square-foot passive park	**Proposed:** TTM 37155, Change of Zone No. 1800010
22	Toscana Village Center	County of Riverside	Northwest of Indian Truck Trail, southwest of Temescal Canyon Road, northeast of I-15; APNs: 290-130-003, -004, -005, -006, -052, -053, -085, -086	• Six buildings consisting of fast-food restaurants, a sit-down restaurant, office/retail, a daycare center, and a tire store	**Approved:** Approved by County Board of Supervisors on January 29, 2019; unknown when construction will begin

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
23	Temescal Village (Condo Development)	County of Riverside	North of Temescal Canyon Road, west of I-15, east of Wrangler Way, and south of Mojeska Summit Road; APNs: 290-060-024, -025.	• Condominiums	**Proposed:** Approved June 5, 2018, by the Board of Supervisors Hearing on GPA01203, CZ07913, TR37153, PP26209
24	Tom's Farms Expansion Project	County of Riverside	Southwest of I-15, north of Squaw Mountain Road, east of Temescal Canyon Road	• A phased expansion of the existing Tom's Farms facility to include an 8,559-square-foot banquet building, 1,800-square-foot multipurpose facility, 81,573-square-foot retail/commercial buildings, 6,790-square-foot bakery with drive-through, 12,844-square-foot greenhouse, 6,850-square-foot barn, 4,400-square-foot amusement park building, and 8,198-square-foot water park	**Proposed**
25	Temescal Canyon Road (Interchange)	County of Riverside	Riverside County	• Reconstruct/widen Temescal Canyon interchange from 2 to 4 lanes and reconstruct ramps.	**Proposed:** RTP# 3M0728; projected completion year 2040
26	The Hydro-Conduit Site	County of Riverside	North, south, and east of Dawson Canyon Road and west of Temescal Canyon Road and I-15	• Warehouse buildings ranging from 36,500 to 227,400 square feet, and retail buildings range from 2,900 to 4,300 square feet, including a gas station with convenience store and car wash, a fueling position canopy, and 2 drive-through restaurants	**Proposed**

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
27	Knabe Road Commercial Center	County of Riverside	Northeast of Knabe Road, south of Weirick Road, and west of I-15	• 2,695-square-foot convenience store, 2,462-square-foot fast-food restaurant, and a gas station	**Proposed**
28	Seven Oaks	County of Riverside	Southwest corner of Temescal Canyon Road and Dos Lagos Drive	• Gas station, car wash, convenience store, and 2 drive-through restaurants on 20.24 acres	**Constructed**
29	Interstate 15 Interim Corridor Operations Project	County of Riverside	I-15 from Cajalco Road in Corona to Weirick Road in Temescal Valley	• Add a non-tolled lane on southbound I-15 from the Cajalco Road On-Ramp to the Weirick Road Off-Ramp, next to the outer shoulder.	**Constructed:** 2022
30	Arantine Hills	City of Corona	Southwest of I-15, south of Cajalco Road	• A specific plan that proposes 1,621 residential units on 129 acres, 38 acres of general commercial development, 40 acres of mixed-use development, 37 acres of open space, and 15 acres of park land	**Proposed:** Precise Plan (PP16-012) and a merchant builder map (TTM 37030) approved for the first phase of development; under construction. Second phase is under plan check. City approved 12/19/2018. General Plan Amendment (GPA2018-0001) with Specific Plan Amendment (SPA2018-0001), Parcel Map (PM 37036), and amendment to the Development Agreement (AEC724, DA15-001).

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
31	Cajalco Road Widening	County of Riverside	Cajalco Road between Temescal Canyon Road to the west and I-215 to the east	• Widen Cajalco Road between Temescal Canyon Road and I-215.	**Proposed:** Final design anticipated to begin in fall 2025.
32	Woodspring Suites Hotel	City of Corona	South side of Tom Barnes Street, east of I-15	• 48,413-square-foot, 4-story hotel containing 122 rooms on 5.02 acres	**Constructed** 2023
33	Latitude Business Park	City of Corona	East of I-15, at the northwest corner of Tom Barns Street and Temescal Canyon Road	• 15 parcels totaling 74.49 acres for the development of 13 industrial buildings	**Constructed** 2022
34	I-15 Express Lanes Project	County of Riverside	I-15 from Cajalco Road to SR-60	• Addition of two tolled ELs to I-15 in each direction, a distance of approximately 15 miles	**Constructed** 2021
35	Foothill Center	City of Corona	Corner of Foothill Parkway and I-15	• 82,870-square-foot commercial center consisting of a service station, 2 drive-through restaurant pads, 2 dine-in pads, 24,000-square-foot in-line tenant building, and a 4-story, 119-room hotel	**Constructed** 2023
36	Temescal Canyon Corridor—Ontario Avenue Segment	County of Riverside	Ontario Avenue from El Cerrito Road north 0.6 mile to State Street	• Road widening from 2 to 4 lanes	**Under construction:** Completion is expected in 2026.

Table 2-2. Development Activities in the Project Vicinity

Figure Reference No.	Name	Jurisdiction	Location	Proposed Uses	Status
37	Ontario Avenue Widening	City of Corona	Ontario Avenue from California Avenue to State Street	• Widen the north side of Ontario Avenue to increase the vehicle capacity	**Under construction:** Completion is expected in 2025.
38	Car Wash	City of Corona	South of Magnolia Avenue, west of Downs Way	• 10,000-square-foot car wash	**Proposed:** DPR2018-0019, under environmental review and design
39	Temescal Canyon Corridor–Dawson Canyon Widening Segment	City of Corona	Dos Lagos Drive to Dawson Canyon Road	• Widen the roadway to 4 lanes between Dos Lagos Drive and Dawson Canyon Road.	**Under construction**
40	Cajalco Road Widening and Safety Enhancement Project	City of Corona	Harvill Avenue to Temescal Canyon Road	• Widen and realign Cajalco Road between Temescal Canyon Road and I-215.	**Proposed:** Under environmental review
41	Ontario Avenue Widening/Complete Streets Project	City of Corona	Ontario Avenue from Lincoln Avenue to Buena Vista Avenue	• Widen Ontario Avenue; install ADA-compliant sidewalks and ramps, curbs and gutters, and a Class II bike lane along the eastbound direction of travel.	**Proposed:** Under environmental review and design; expected to be constructed in 2025

Sources: Riverside County 1st District n.d.; City of Lake Elsinore n.d.a., n.d.b., City of Corona n.d.d. and n.d.c.; RCTD n.d.

APN=Assessor's Parcel Number; Caltrans=California Department of Transportation; I=Interstate; IS/MND=Initial Study/Mitigated Negative Declaration; No.=number; PM=post mile; RCTC=Riverside County Transportation Commission; TTM=Tentative Tract Map

Avoidance, Minimization, and/or Mitigation

No avoidance, minimization, or mitigation measures are identified, as there would be no substantial adverse effects to park and recreational resources with implementation of the Build Alternative.

2.2 Consistency with State, Regional, and Local Plans

This section identifies state, regional, and local plans and programs, and describes how the Project is consistent with or conforms to relevant plan and program elements. The study area for analyzing the Project's consistency with state, regional, and local plans includes the community impact study area. Appendix B provides a summary of applicable goals and policies from these general plans, specific plans, transportation plans, and master plans.[3] The Project's consistency with applicable goals and policies is discussed in Section 2.2.2 and summarized in Appendix B.

2.2.1 Affected Environment

There are several community, regional, and transportation plans that are relevant to the community impact study area. The following types of plans were considered and are described below:

- Transportation Plans and Programs (MTPs/RTPs and MTIPs/RTIPs);
- Regional Growth Plans;
- Regional Conservation Plans;
- General and Community Plans;
- Specific Development Proposals or Specific Plans; and
- Climate Action Plans.

Federal Transportation Improvement Program

The Federal Transportation Improvement Program (FTIP) is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail, and bus facilities, HOV lanes, active transportation, signal synchronization, intersection improvements, and freeway ramps, among others. The FTIP is prepared to implement projects and programs listed in the RTP and is developed in compliance with state and federal requirements. The Project is in the SCAG 2023 FTIP as Project Number RIV170901, which was found to conform by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 16, 2021.

[3] Several plans listed in Section 2.2.1, Affected Environment, are not included in the consistency analysis shown in Table B-1 of Appendix B because the plans did not contain goals, policies, or objectives that are relevant to the Project. These include the El Cerrito Specific Plan, the Arantine Hills Specific Plan, the Dos Lagos Specific Plan, Eagle Glen Specific Plan, the Lake Elsinore North Central Sphere District Plan, the Lake Elsinore Business District Plan, the Lake Elsinore Hills District Plan, the Lake Elsinore Historic District Plan, the Lake Elsinore River View District Plan, the Alberhill Ranch Specific Plan, and the Alberhill Villages Specific Plan, which contain policies, or objectives that are focused on development or construction/improvements to local roadways.

Southern California Association of Governments 2020–2045 Regional Transportation Plan/ Sustainable Communities Strategy

The RTP/SCS is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The Project is included in the RTP/SCS as Project Identification (ID) 3160001.

County of Riverside Comprehensive Trails Plan

The January 2018 Riverside County Regional and Open-Space District Comprehensive Trails Plan includes policies, goals, guidelines, funding and management, and an implementation framework for planning, maintenance, and development of trails within Riverside County (Riverside County Regional Park and Open-Space District 2018).

Western Riverside County Multiple Species Habitat Conservation Plan

The MSHCP is a comprehensive, multi-jurisdictional habitat conservation plan (HCP) that focuses on conservation of species and their associated habitats in western Riverside County (RCTLMA n.d.). The MSHCP envelops approximately 1.26 million acres with the overall goal to enhance and maintain biological diversity and ecosystem processes while allowing for future economic growth and providing permanent open space, community edges, and recreational opportunities for western Riverside County. The Western Riverside County Regional Conservation Authority (WRCRCA) is a government agency formed in 2004 with the key initiative of acquiring reserve land. The agency implements the MSHCP, which outlines a plan to conserve 146 species and conserve an excess area of 500,000 acres. This includes approximately 347,000 acres of existing public/quasi-public lands and approximately 153,000 acres of additional reserve land (RCTLMA n.d.). Riverside County signed the Implementation Agreement on December 15, 2003. The plan includes but is not limited to impact mitigation for future County projects on circulation element roads in the covered area of western Riverside County. Additionally, the Project would be within the boundaries of the MSHCP and would therefore be subject to its requirements.

Riverside-Corona Resource Conservation District Long Range Objectives 2022–2027

The Long-Range Objectives 2022–2027 is a long-term action plan with goals and objectives used to plan future projects, programming, and district operations (RCRCD 2022). The Riverside-Corona Resource Conservation District (RCRCD) is a non-regulatory local government agency (special district) that works to permanently protect, conserve, and sustain natural resources in areas within western Riverside and San Bernardino Counties.

Habitat Conservation Plan for the Stephens' Kangaroo Rat (SKR)

The HCP for the SKR is managed by the Riverside County Habitat Conservation Agency (RCHCA) and consists of eight permanent conserved areas of over 40,000 acres, which make up the SKR reserves in western Riverside County (RCHCA 2020). The HCP's overall objective is to promote and ensure the conservation of the SKR while also providing opportunities to benefit other species of concern. Portions

of the Project would be within the boundaries of the SKR HCP and would be subject to its requirements in those areas.

County of Riverside Climate Action Plan

The County of Riverside Climate Action Plan (CAP), adopted in 2015 and updated in November 2019, includes greenhouse gas (GHG) inventories of communitywide and municipal sources, reduction measures, forecasts, and targets to reduce GHG emissions in conjunction with relevant General Plan policies (County of Riverside 2019).

County of Riverside General Plan

The County of Riverside General Plan is a comprehensive, long-term general plan, adopted in 2015 and last updated in 2021 (County of Riverside 2021a). The elements of the General Plan make up the framework for decision-making regarding growth and development in the county and contains goals and policies relevant to the Project.

Land Use Element

The Land Use Element of the County of Riverside General Plan is intended to have the broadest scope of the General Plan elements, capturing, and communicating the County's long-term vision for the future use and development of the land. This element designates the distribution, local, and extent of land uses, in general, and includes standards of residential density and non-residential intensity.

Noise Element

The County of Riverside General Plan Noise Element includes policies, standards, criteria, programs, diagrams, action items, and maps in effort to protect public health and welfare from noise within the County. The element contains the County's approach to identifying noise issues; quantifying current and projected noise levels; confronting excessive noise exposure; and noise regulation in community planning.

Circulation Element

The Circulation Element of the County of Riverside General Plan aims to identify and address needs and issues within the County relevant to transportation, as well as set forth its desires for an improved circulation system and consider alternatives to the single-occupant vehicle. The element also establishes policies and goals with identified funding sources, while overall providing a plan to accomplish an efficient and inclusive transportation network.

Air Quality Element

The County of Riverside General Plan Air Quality Element provides an overview of the physical and regulatory environment affecting air quality in the County, along with goals, policies, and programs intended to balance actions within the County that may have potential effects on air quality.

Healthy Communities Element

The Healthy Communities Element of the County of Riverside General Plan is intended to provide a visionary framework with the aim of achieving a healthy Riverside County. The element identifies

policies that address the intersection of public health and planning, such as land use and community design, a healthy transportation system, social capital, environmental health, etc.

Elsinore Area Plan

Elsinore is an area within western Riverside County near Lake Elsinore. The Elsinore Area Plan contains a Land Use Plan, statistical summaries, numerous policies, and accompanying exhibits that allow for the understanding of the physical, environmental, and regulatory characteristics of the area (County of Riverside 2021b). The Elsinore Area Plan covers the southern portion of the Project alignment in the City of Lake Elsinore.

Temescal Canyon Area Plan

Temescal Canyon is an area within western Riverside County. The Temescal Canyon Area Plan contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow for the understanding of the physical, environmental, and regulatory characteristics of the area (Riverside County 2021d). The Temescal Canyon Area Plan covers the northern portion of the Project that includes the unincorporated community of Temescal Valley and the City of Corona.

City of Corona General Plan

The City of Corona's General Plan establishes goals and policy guidance for the years 2020 to 2040 and beyond. The original general plan was approved in 2004 by the City Council and has since had several updates to accommodate changes to certain goals and policies, including new laws and regulations passed by the State Legislature (City of Corona 2023a). The long-range plan not only guides the physical development and resource management of the City of Corona but addresses elements such as land use, circulation, open space, environmental justice, and noise. The plan covers the northern portion of the Project alignment within the City of Corona.

City of Lake Elsinore General Plan

The City of Lake Elsinore's General Plan was adopted in 2011 and is currently being updated, anticipated to reach City Council approval at the end of 2023. The plan consists of a strategic framework that guides overall development with goals, policies, and implementation programs that analyze future development and redevelopment within the City of Lake Elsinore (City of Lake Elsinore 2011a). The plan covers the southern portion of the Project alignment that lies within the City of Lake Elsinore.

Alberhill District

The Alberhill District is generally bordered to the west, north, and northwest by the Northwest Sphere District. The County touches its northern border, while the North Central Sphere District is adjacent to the east. The Business District is adjacent to the south (City of Lake Elsinore 2011c). The plan for Alberhill District covers part of the Project limits' southern extent, within the City of Lake Elsinore's northern portion. The plan provides goals and policies including general development regulations and implementation processes.

Northwest Sphere District

The Northwest Sphere District is situated outside the northwestern edge of the City of Lake Elsinore, entirely out of the city limits and falling within the SOI and in the unincorporated area within Riverside County (City of Lake Elsinore 2011b). The plan for the Northwest Sphere District covers portions of the Project limits' southern extent, northwest of Alberhill. The plan provides goals and policies including general development regulations and implementation processes.

Alberhill Ranch Specific Plan

The Alberhill Ranch Specific Plan area covers the northwestern border of the City of Lake Elsinore, and a southern portion of the Project alignment is within the plan boundaries. The plan was approved in 1989 and has been amended several times since. The plan addresses the implementation of goals, objectives, policies, and programs for future development and land-use-related issues (City of Lake Elsinore 1989).

Alberhill Villages Specific Plan

The Alberhill Villages Specific Plan was adopted in 2016 and was amended and approved by the City Council in 2018. The plan covers the area in northwest Lake Elsinore just adjacent to the southwestern portion of the Project. The plan provides guidelines, goals, and objectives including general development regulations and implementation processes (City of Lake Elsinore 2017).

Arantine Hills Specific Plan

Arantine Hills Specific Plan was approved by the City Council in 2012 and has been amended twice, most recently in 2022. The plan covers the area in the southeastern boundary of the City of Corona and lies adjacent to the Project to the east. The plan includes detailed development standards and design guidelines and goals related to land use issues and development (City of Corona 2022).

Dos Lagos Specific Plan

The portion of the Project within the limits of Corona, south of Cajalco Road and north of Weirick Road, is within the Dos Lagos Specific Plan area. The Specific Plan provides design guidelines and development standards primarily for residential development and defers to policies of the City of Corona's General Plan (City of Corona 2023b).

El Cerrito Specific Plan

The portion of the Project within the limits of Corona, south of Old Temescal Road and north of Cajalco Road, is within the El Cerrito Specific Plan area (City of Corona 2020). El Cerrito Specific Plan guidelines are primarily for commercial development; however, the plan includes design standards applicable to the plan area.

Eagle Glen Specific Plan

The portion of the Project within the limits of Corona is adjacent to the Eagle Glen Specific Plan, west of the Cajalco Road interchange. The specific plan was approved in 1991 by the City Council and the latest amendment was in 2006. The plan provides regulations and guidelines primarily for residential development and defers to policies of the City of Corona's General Plan (City of Corona 2006).

2.2.2 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, the portion of I-15 from SR-74 (Central Avenue) (Post Mile 22.3) in Lake Elsinore to Cajalco Road (Post Mile 36.8) in Corona would remain in its current condition, and no improvements would be implemented. As summarized in Appendix B the No-Build Alterative would not meet the purpose and need and was found to be inconsistent with multiple goals and policies of most applicable state, regional, and local plans and programs. These include the SCAG 2023 FTIP, SCAG 2020–2045 RTP/SCS, County of Riverside General Plan, City of Corona General Plan, City of Lake Elsinore General Plan, and Northwest Sphere District Plan. Inconsistencies generally resulted from these plans containing goals and policies related to improving the efficiency and safety of the transportation system. Since the Project under the No-Build Alternative would not result in any changes to existing conditions of heavy congestion and long travel times along the I-15 corridor, mobility along the I-15 corridor would worsen and result in increased congestion, vehicle delay, safety concerns, vehicle operating costs, and vehicle emissions from slower operating speeds.

Build Alternative

Appendix B provides a summary of the Project's consistency with goals and policies from applicable plans and programs. As summarized in that table, the Build Alternative is consistent with adopted goals and polices of all applicable state, regional, and local plans and programs with the exception of the State's AB 32 Climate Change Scoping Plan (2022) due to an increase in operational emissions. This conflict is explained in more detail in Appendix B, Table B-1. Mitigation Measures GHG-1 through GHG-4 and GHG-11, Standard Project Measure EN-1, Avoidance and Minimization Measure EN-2, and Standard Project Measure AQ-4 are expected to reduce construction GHG emissions and potential climate change impacts from the Project. However, because operational emissions would increase, the Project would conflict with the plan.

2.2.3 Avoidance, Minimization, and/or Mitigation

Standard Project Measure **TR-1** (Section 5.3) would be tailored to accommodate major traffic movements during construction and to avoid construction impacts on surrounding developments. Standard Project Measures **CR-1** through **CR-4** relate to cultural discoveries. Avoidance and Minimization Measure **TE-4** requires compliance with the SKR HCP. Mitigation Measures **GHG-1** through **GHG-4** and **GHG-11**, Standard Project Measure **EN-1**, Avoidance and Minimization Measure **EN-2**, and Standard Project Measure **AQ-4** are expected to reduce construction GHG emissions and potential climate change impacts from the Project. Mitigation Measures **GHG-5** through **GHG-10** would reduce GHG emissions and potential climate change impacts from operation and maintenance of the Project.

CR-1 If cultural materials are discovered during construction, all earthmoving activity within 60 feet of the discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2 If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the county coroner contacted. Pursuant to PRC 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage

Consultation (NAHC), which will then notify the Most Likely Descendant (MLD). At this time, the person who discovered the remains will contact the District 8 Native American Coordinator Gary Jones at (909) 261-8157 so that he may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC Section 5097.98 are to be followed as applicable.

CR-3 The establishment of ESAs and barriers within and adjacent to archaeological sites P-33-000108, P-33-000630, P-33-001099, and P-33-002992 shall protect elements of these resources in place for the duration of the Project. The ESAs will be marked on plans and delineated in the field by a Caltrans archaeologist. No excavation or subsurface ground disturbance will occur within the delineated ESA. In addition, construction personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.

CR-4 Archaeological monitor(s) as assigned by Caltrans shall monitor all ground-disturbing construction-related activities within AMAs that have been established within or adjacent to archaeological sites P-33-000108, P-33-000630, P-33-001099, and P-33-002992. The Resident Engineer will notify Caltrans' Professionally Qualified Staff (PQS) Principal Investigator or equivalent PQS consultant Principal Investigator (archaeological monitor) at least 2 weeks in advance of construction to ensure that they will be available to monitor and review the ESA boundary protection. A construction schedule will be provided. The engineer and the archaeological monitor will conduct a field review at least 5 business days before the start of job-site activities. The archaeological monitor will monitor ground-disturbing activities within the AMA; a Native American monitor may also be present. If the ESA is breached, the archaeological monitor will have the authority to immediately:

1. Stop all work within 60 feet of the ESA boundary.

2. Secure the area.

3. Notify the engineer.

Upon completion of construction, the Caltrans PQS archaeologist or equivalent PQS consultant archeologist will remove the fencing and fill any post holes with soil removed during the installation of clean fill. An Archaeological Monitoring Report will be completed detailing the results of the monitoring efforts when the monitoring effort has been terminated.

TE-4 To avoid and minimize effects on SKR and associated habitat, RCTC will implement the following:

- Payment of the SKR HCP fee.

- Monitor and report on compliance with the established take threshold for all SKR habitat associated with the Project. A biological monitor will track and identify SKR habitat that is subject to disturbance. Once the biological monitor has determined that permanent and temporary impacts on SKR habitat has reached 80 percent of the anticipated disturbance (192.1 acres), the biological monitor will map all potential SKR habitat disturbed with a sub-meter global positioning system weekly.

- Reports, including geographic information system files, will be submitted to USFWS at the end of every week until ground disturbance has occurred in all planned areas.

GHG-1 The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions.

GHG-2 The Project will incorporate the use of energy-efficient lighting.

GHG-3 Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4 The Project will maintain equipment in proper tune and working condition.

GHG-5 Use water-efficient technologies for landscaping.

GHG-6 Select Project features that minimize the need for irrigation and nonnative plants.

GHG-7 Install urban planting/vegetation, especially canopy trees, to reduce "heat island" effects.

GHG-8 Incorporate native plants and vegetation to the Project design. Replace more vegetation than was removed to increase carbon sequestration.

GHG-9 Avoid an ultimate (new trees at projected maturity) net loss of tree canopy within the Project limits through a combination of preservation and new planting.

GHG-10 Include landscaping components such as mulch and compost application to improve carbon sequestration rates in soils and reduce organic waste.

GHG-11 Design and install long-life pavement structures to minimize life-cycle costs. Specifically, adjust the pavement binder and mix design specifications to better match expected future environmental conditions. Move to stiffer asphalt grades and use slower aging binders as needed to address increased temperatures and projected temperature change. Additionally, adjust the pavement structural design to account for temperature and climatic changes. Incorporate design elements, like shorter joint spacing and others, to reduce damage from high temperatures. For concrete pavements, robust designs that limit moisture damage and shrinkage are a good alternative. Stabilized subbases and base materials may be a good alternative to unbound bases, especially in areas where the groundwater table may rise or precipitation is increasing.

EN-1 The contractor will adhere to Caltrans Standard Specifications for Solid Waste Disposal and Recycling (Section 14-10) and Disposal Documentation (Section 14-11.13B(6)).

EN-2 The contractor will recycle and/or salvage for reuse a minimum of 65 percent of the non-hazardous construction and demolition waste in accordance with the 2022 California Green Building Standards Code – Part 11, Title 24 (CalGreen) Section 5.408.1.1, 5.408.1.2 or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent.

AQ-4 The contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02).

2.3 Parks and Recreation

This section is based on the findings of the Section 4(f) Evaluation (Caltrans 2024) and provides a discussion of existing parks and recreational facilities within or adjacent to the project limits. The study area for analyzing impacts to park and recreation resources consists of the Section 4(f) study area.

2.3.1 Affected Environment

The Project would affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400–5409). The Park Preservation Act prohibits local and state agencies from acquiring any property, which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the parkland and any park facilities on that land.

A park qualifies for protection under Section 4(f) of the Park Preservation Act if (1) the property is publicly owned, (2) the park is open to the general public, (3) it is being used for outdoor recreation, and (4) it is considered significant by the authority with jurisdiction. For planned and programmed projects, according to the Section 4(f) Policy Paper (FHWA 2012), for a project to be considered a Section 4(f) property, the public agency that owns the property must have formally designated the property and determined it to be significant for park, recreational, or wildlife and waterfowl refuge purposes.

As shown in Table 2-3, there are seven existing parks, three existing trails, and 19 planned trails within the Section 4(f) study area. Research was conducted to identify publicly owned parks and recreational areas within the Section 4(f) study area or adjacent to the Project footprint. According to the research, 10 properties within the Section 4(f) Study Area qualify as Section 4(f) resources, including seven parks and three planned trails. In addition to the 10 properties identified in the Section 4(f) Evaluation, there were three additional existing trails and 16 planned trails identified within 0.5 mile of the Project limits as depicted in Appendix A (Figures 2-12 through 2-17).

2.3.2 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, the Project would not be constructed and I-15 would remain in its current condition. Therefore, there would be no temporary or permanent adverse impacts related to parks or recreational facilities under the No-Build Alternative.

Build Alternative

As identified in Section 2.3.1, there are seven existing parks, three existing trails, and 19 planned trails within the Section 4(f) study area. Of the 19 planned trails, there are 10 that intersect the Project limits, including the Butterfield Trail Historic Alignment, Community Trail #1, Design Guidelines Trail #1, Community Trail #3, Regional Trail #2, Community Trail #5, Community Trail #6, Regional Trail #4, Multi-Use Trail along Bedford Wash, and the Potential Trail Connection. However, none of these trails are anticipated to be constructed or in operation at the time of Project construction. If the proposed trails were to be constructed prior to approval of the Project, based on their locations in relation to the Project limits, the construction of the Build Alternative would not preclude or inhibit the implementation of the

proposed trails. Therefore, the Build Alternative is not anticipated to result in temporary or permanent adverse impacts to future planned trails.

To determine whether Section 4(f) applies to a federal transportation project, two prerequisites are considered: (1) the project must involve a resource that is protected under the provisions of Section 4(f) and (2) there must be a use of that resource. Resources subject to Section 4(f) consideration include publicly owned lands that are part of a public park or recreational areas of national, state, or local significance, whether publicly or privately owned.

Table 2-3. Parks and Recreational Facilities within the Section 4(f) Study Area

Figures 2-12 through 2-17 Identification Number	Recreational Resource	Location	Current Ownership	Facilities	Trigger Section 4(f) Protection?	Distance to Project Footprint
Existing Parks and Trails						
1	Yarborough Park	419 N. Poe Street, Lake Elsinore, CA 92530	City of Lake Elsinore	This 2.46-acre park is located at 419 N. Poe Street. Recreational amenities include passive play areas, picnic facilities, restroom, barbeques, naturally shaded areas, splash pad, and a playground.	Yes	Within 0.50 mile
12	Cleveland National Forest	Riverside County	U.S. Department of Agriculture, Forest Service	90,749.00-acre national forest with camping and picnic areas, open space, and trails.	Yes	Within 0.50 mile
16	Sycamore Creek Sports Park	24880 Coral Canyon Road, Corona, CA 92883	County of Riverside	This 9.03-acre park includes a baseball field, barbecue area, picnic area, passive open space, walking trail, and tot lot.	Yes	Within 0.20 mile
26	El Cerrito Sports Park	7500 El Cerrito Road, Corona, CA 92881	City of Corona	This 26.30-acre park includes a barbecue area, basketball court, a covered shelter, playground, passive open space, picnic area, soccer field, softball field, and tennis court.	Yes	Adjacent
27	Chase Park	1415 E. Chase Drive, Corona, CA 92881	City of Corona	Large field.	Yes	Within 0.50 mile
28	Citrus Community Park	1250 Santana Way, Corona, CA 92881	City of Corona	Park includes public green space with two playgrounds, a splash pad, picnic tables, and grassy areas for sports.	Yes	Within 0.50 mile
29	Rimpau Park	1156 East Ontario Avenue, Corona, CA 92881	City of Corona	Park includes barbecue areas, covered shelter, picnic area, playground, and tot lot.	Yes	Within 0.50 mile

Table 2-3. Parks and Recreational Facilities within the Section 4(f) Study Area

Figures 2-12 through 2-17 Identification Number	Recreational Resource	Location	Current Ownership	Facilities	Trigger Section 4(f) Protection?	Distance to Project Footprint
2	Lake Elsinore Lake, River, Levee Regional Trail	500 Diamond Drive, Lake Elsinore, CA 92595	City of Lake Elsinore	The trailhead is located at 500 Diamond Drive, and measures approximately 7 miles.	No	Within 0.10 mile
22	Multi-Use Path #2	Cajalco Road & Temescal Canyon Road, Corona, CA 92881	City of Corona	This Type 1 multi-use pathway is located just south of the Cajalco Road and Temescal Canyon Road intersection and ends at the Weirick Road Temescal Canyon Road intersection. This pathway measures approximately 2.37 miles.	No	Within 0.20 mile
24	Multi-Use Path #1	Eagle Glen Parkway & Bedford Canyon Road, Corona, CA 92883	City of Corona	This Type 1 multiuse pathway has two trailheads located at the Eagle Glen Parkway and Bedford Canyon Road intersection and the Eagle Glen Parkway and Clementine Way intersection, and measures approximately 2.37 miles. The two trail segments connect along Hudson House Drive and end just east of I-15.	No	Within 0.20 mile
Planned Trails						
7	Butterfield Trail Historic Alignment	County of Riverside, City of Corona, and City of Lake Elsinore		The 66.8-mile historic Southern Emigrant Trail/Butterfield Overland Trail are historical corridors without existing current trails. Through Riverside County, both proposed trails generally follow the same alignment.	Yes	Adjacent
23	Multiuse Trail Along Bedford Wash	City of Corona		This is a planned multiuse trail for the City of Corona.	Yes	Adjacent
25	Potential Trail Connection	City of Corona		This is a potential trail connection for the City of Corona.	Yes	Adjacent
8	Community Trail #8	City of Lake Elsinore		This is a proposed trail for the City of Lake Elsinore, surrounding SOI areas and nearby regional areas.	No	Within 0.10 mile

Table 2-3. Parks and Recreational Facilities within the Section 4(f) Study Area

Figures 2-12 through 2-17 Identification Number	Recreational Resource	Location	Current Ownership	Facilities	Trigger Section 4(f) Protection?	Distance to Project Footprint
4	Regional Trail #4	City of Lake Elsinore		This is a proposed regional trail for the City of Lake Elsinore, surrounding SOI areas, and nearby regional areas. The trail intersects with I-15.	No	Adjacent
5	Regional Trail #3	County of Riverside		This planned regional trail begins at the intersection of Nichols Road and El Toro Road, and traverses northeast along El Toro Road and southwest along Nichols Road.	No	Within 0.50 mile
6	Community Trail #7	County of Riverside		This planned community trail will begin at the Hilltop Drive and Big Canyon Drive intersection, just north of I-15, and traverse north through the canyons.	No	Within 0.10 mile
8	Community Trail #6	County of Riverside		This planned community trail will begin at the Concordia Ranch Road and Temescal Canyon Road intersection, just north of I-15, and will traverse eastward along Concordia Road and I-15.	No	Adjacent
9	Design Guidelines Trail #1	County of Riverside		This planned design guideline trail begins at the Bedford Motor Way and Knabe Road intersection and traverses south along Knabe Road. This trail will cross under I-15 to the east, at the McBride Canyon Creek and split into two segments that will traverse north toward Dos Lagos Golf Club and south toward the Elsinore Area Plan Boundary.	No	Adjacent
10	Community Trail #5	County of Riverside		This planned community trail will begin at the De Palma Road and Glen Eden Road intersection, which is just south of I-15, and travel southeast along De Palma Road and south on Horsethief Canyon Road. A portion of this trail will cross under I-15 along the wash to connect to the Southern Emigrant Trail/Butterfield Overland Trail.	No	Adjacent
11	Design Guidelines Trail # 3	County of Riverside		This planned design guidelines trail begins at the De Palma Road and Glen Eden Road intersection, which is just south of I-15, and travels south through the hillsides to Mountain Road where the trail loops back up toward I-15 and ends at De Palma Road.	No	Within 0.10 mile

Table 2-3. Parks and Recreational Facilities within the Section 4(f) Study Area

Figures 2-12 through 2-17 Identification Number	Recreational Resource	Location	Current Ownership	Facilities	Trigger Section 4(f) Protection?	Distance to Project Footprint
13	Regional Trail #2	County of Riverside		This planned regional trail begins just east of I-15 at the Temescal Canyon Road and Indian Truck Trail intersection then traverses under I-15 westward along Indian Truck Trail and ends at Santiago Canyon Road.	No	Adjacent
14	Community Trail #3	County of Riverside		This planned community trail begins just east of I-15 where Mayhew Street intersects with the Mayhew Wash. This trail traverses under I-15 westward and south along Campbell Ranch Road until the Campbell Ranch Road and Indian Truck Trail intersection.	No	Adjacent
15	Design Guidelines Trail #2	County of Riverside		This planned design guideline trail begins just south of the Temescal Canyon Road and Campbell Ranch Road intersection, near Coral Canyon Park, and traverses south.	No	Within 0.10 mile
17	Community Trail #4	County of Riverside		This planned design guideline trail begins just south of the Terramore Drive and Temescal Canyon Road Intersection and follows along Terramore Drive northward.	No	Within 0.20 mile
18	Community Trail #1	County of Riverside		The majority of this planned community trail is observed to be located west of I-15 from approximately Weirick Road and Knabe Road and traverses south to Lawson Road and Temescal Canyon Road where it crosses under I-15 and follows Coldwater Wash east of I-15. This planned community trail intersects the historic Southern Emigrant Trail/Butterfield Overland Trail at the Lawson Road and Temescal Canyon Road intersection.	No	Adjacent
19	Regional Trail #1	County of Riverside and City of Corona		This planned regional trail begins east of Leroy Road and Temescal Wash and follows the eastern bank of Temescal Wash northward.	No	Within 0.40 mile
20	Community Trail #2	County of Riverside and City of Corona		This planned community trail will begin at the Leroy Road and Temescal Canyon Road intersection and will travel east along Leroy Road ending just east of Temescal Wash.	No	Within 0.10 mile

Table 2-3. Parks and Recreational Facilities within the Section 4(f) Study Area

Figures 2-12 through 2-17 Identification Number	Recreational Resource	Location	Current Ownership	Facilities	Trigger Section 4(f) Protection?	Distance to Project Footprint
21	Combination Trail	City of Corona		This planned Combination Trail is a planned regional trail/ class I bike path from the E. Ontario Avenue and State Street intersection south to the Weirick Road and Temescal Canyon Road intersection. This trail also parallels the historic Southern Emigrant Trail/Butterfield Overland Trail.	No	Within 0.20 mile

Source: City of Corona n.d.a, 2021a, 2022; Riverside County Economic Development Agency n.d.; County of Riverside 2021b; Riverside County Regional Park and Open-Space District 2018; City of Lake Elsinore 2011a, 2019, n.d.

As defined in 23 Code of Federal Regulations (CFR) 774.17, a "use" of a protected resource occurs when any of the following conditions are met:

- Permanent Use: Land is permanently incorporated into a transportation facility.
- Temporary Use: There is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose, as determined by the criteria in 23 CFR 774.13(d).
- Constructive Use: There is a constructive use of a Section 4(f) property, as determined by the criteria in 23 CFR 774.15.

Of the 19 planned trails, three were identified as qualifying Section 4(f) resources: the Bedford Canyon Wash Trail, the Potential Trail Connection, and the Butterfield Trail Historic Alignment.

The planned Bedford Canyon Wash Trail would be a multiuse trail that would run northeast/southwest generally along Bedford Wash in the Arantine Hills. As of March 2023, Riverside County Parks has not proposed a formal plan for development of the Bedford Canyon Wash Trail and the County is not expected to begin development on this planned facility prior to construction of the Project. Once constructed, the Project would operate within the existing state ROW, with the majority of improvements occurring within the existing I-15 median. The planned trail is expected to cross under an existing overpass. As such, the Project would not impede intended future use of the planned trail or result in impacts. Therefore, the Project would not result in a use of the planned Bedford Canyon Wash Trail, as defined under Section 4(f).

The Potential Trail Connection would be a multiuse trail that would run along I-15 from Cajalco Road to Bedford Canyon Wash. It is expected that this trail connection would link several community trails and the planned Class II bike lanes to the Bedford Canyon Wash Trail. As of March 2023, Riverside County Parks has not initiated a formal plan for development of the trail and the County is not expected to begin development on this planned facility prior to the construction of the Project. No substantial adverse effects on this resource are anticipated and the Project would not preclude future development of the trail. As such, the Project would not impede intended future use of the planned trail or result in impacts. Therefore, the Project would not result in a use of the Potential Trail Connection, as defined under Section 4(f).

The planned Butterfield Trail Historic Alignment would be a multiuse recreational trail with a variety of trail types, depending on the location, including decomposed granite walking trails, unpaved natural-surface trails, rubberized asphalt trails, and Class II bike lanes. The Class II bike lane associated with the Butterfield Trail would run parallel to the Project alignment, approximately 0.4 mile to the east. The Riverside County Regional Park and Open Space District does not currently have a plan to implement the Butterfield Trail and the Project would be expected to be completed prior to development of the Butterfield Trail. Because the alignment for the proposed Butterfield Trail would be 0.4 mile from areas that would be temporarily and permanently affected by the Project, Project-related construction, which would occur within the state ROW, would not obstruct access to the Butterfield Trail should it be developed first. No substantial adverse effects on this resource are anticipated and the Project would not preclude future development of the Butterfield Trail.

Temporary indirect impacts such as traffic delays are anticipated during construction, which may result in longer travel times to access parks and trails. However, construction activities would not require closure, alteration, or other uses of the recreational facilities listed in Table 2-3. Construction activities would primarily take place within the existing ROW and would not inhibit, limit, or obstruct access to the existing resources that intersect with the Project limits.

There is one existing park, El Cerrito Sports Park, that is adjacent to and shares a boundary with the Project limits. The boundary of El Cerrito Sport Park that runs parallel to the I-15 is the western boundary, which is bordered by vegetation and is not an access point. The primary park entrances are located along the southern boundary of the park. The El Cerrito Sports Park central parking lot is accessed via El Cerrito Road. A second parking lot can be found at the northern end of the sports park and is accessed via Rudell Road. Construction of the Project would occur primarily within the existing ROW; therefore, access to El Cerrito Sports Park would not be inhibited or blocked off as a result of construction. During the Plans, Specifications and Estimates (PS&E) phase, a detailed TMP would be developed for implementation prior to and during construction. The TMP will be a specialized program tailored to accommodate major traffic movements during construction and to mitigate construction impacts to recreational facilities.

Because of the distance and the proposed activities in the vicinity of the facilities that qualify under Section 4(f), none of the facilities would be subject to permanent, temporary, or constructive use under the Build Alternative.

The Build Alternative would not require partial or full acquisition of property outside of the ROW. Therefore, the Build Alternative would not result in adverse, direct or indirect, permanent or temporary impacts to the existing and planned recreational resources within the Section 4(f) study area, or "use" of a qualifying Section 4(f) recreational resource.

2.3.3 Avoidance, Minimization, and/or Mitigation

With the implementation of a TMP (Measure **TR-1**, Section 5.3), no substantial adverse effects to park and recreational resources are anticipated under the Build Alternative.

2.4 Farmlands/Timberlands

This section provides a discussion of farmlands within or adjacent to the project limits. Section 21095 of the CEQA statute and the State CEQA Guidelines Appendix G define three of the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) Important Farmland categories—Prime Farmland, Farmland of Statewide Importance, and Unique Farmland—as agricultural lands for purposes of CEQA analysis and acknowledge that their conversion to nonagricultural uses may be considered an adverse impact. The study area for analyzing impacts to farmlands and timberlands consists of the Project limits.

2.4.1 Affected Environment

According to the FMMP, most of the land uses within and adjacent to the Project limits are identified as Urban and Built-Up, Grazing Land, and Other Land (California Department of Conservation 2022a). CEQA requires the review of projects that would convert Williamson Act contract land to non-

agricultural uses. The main purposes of the Williamson Act are to preserve agricultural land and to encourage open space preservation and efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to discourage the early conversion of agricultural and open space lands to other uses. Per the California Williamson Act Enrollment Finder, no lands within the Project limits are preserved under the Williamson Act (California Department of Conservation 2022b). No Prime or Unique Farmland is located within the Project limits. However, lands designated as Farmland of Local Importance are located within several portions of the Project limits along I-15. Table 2-4 defines the FMMP designations within the Project limits.

Table 2-4. Farmland Mapping and Monitoring Program Designations

Classification	Definition
Prime Farmland	Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
Unique Farmland	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
Farmland of Local Importance	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In some counties, Confined Animal Agriculture facilities are part of Farmland of Local Importance, but they are shown separately.
Grazing Land	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.
Urban and Built-Up Land	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
Other Land	Land not included in any other mapping category. Common examples include low-density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

Source: California Department of Conservation 2023

2.4.2 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, the I-15 corridor would remain in its current condition and no improvements would be implemented. Therefore, no impacts associated with farmlands are anticipated under the No-Build Alternative.

Build Alternative

According to the California Department of Conservation FMMP (California Department of Conservation 2022a), lands designated as Farmland of Local Importance are located within several portions of the Project limits along I-15. However, according to SCAG existing land use data (SCAG 2021) and a review of aerial imagery (Google 2023), no agricultural land uses are currently present within the Project limits (see Figures 2-1 through 2-6 in Appendix A). Therefore, the Build Alternative would not result in direct conversions of nor temporary impacts on farmlands adjacent to the Project limits. Therefore, the Build Alternative is not anticipated to result in temporary or permanent adverse effects associated with farmlands.

2.4.3 Avoidance, Minimization and/or Mitigation

No avoidance, minimization, or mitigation measures are identified as there would be no substantial adverse effects to farmlands with implementation of the Build Alternative.

3 Growth

The Council on Environmental Quality (CEQ), which implements NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (Title 40 CFR Part 1508.8) refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

CEQA also requires the analysis of a project's potential to induce growth. In accordance with CEQA Guidelines, it is required that environmental documents "… discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment …" (Title 14 C.C.R § 15126.2(d)). In addition, Appendix G of the CEQA Guidelines requires a determination of whether a project would 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).

Under NEPA and CEQA, growth inducement is not necessarily considered detrimental, beneficial, or environmentally significant. Typically, the growth-inducing potential of a project is considered substantial if it fosters growth or a concentration of population in excess of what is assumed in relevant master plans, land use plans, or in projections made by regional planning agencies. Growth is influenced by many factors, including:

- Perceived quality of life;
- General economic conditions;
- Specific market conditions for housing, employment, and related services;
- Availability and condition of infrastructure, ranging from schools to transportation systems;
- Local and regional growth management and land use policies; and
- Access to recreational opportunities.

Substantial growth impacts could be manifested through the provision of infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered an adverse impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth substantially affects the environment in some other way.

The analysis of growth-related, indirect impacts was prepared based on the first-cut screening analysis and *Guidance for Preparers of Growth-Related, Indirect Impact Analyses* (Caltrans 2006), which was developed by an interagency work group that included representatives from Caltrans, FHWA, and the

United States Environmental Protection Agency (U.S. EPA). The analysis of growth-related impacts was developed by applying the following steps from the first-cut screening analysis:

- How, if at all, does the Project potentially change accessibility?
- How, if at all, does the Project type, Project location, and growth pressure potentially influence growth?
- Is Project-related growth reasonably foreseeable as defined in NEPA? (Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative.)
- If there is Project-related growth, how, if at all, will that affect resources of concern?

Transportation projects can affect the location, rate, type, or amount of growth in an area. Some types of development may be directly induced by a project (e.g., a project serving specific types of land development). However, most land use changes in California are not direct consequences of a transportation project, but rather occur indirectly due to changes in travel time and increased land accessibility in areas that may be suitable for development. The result may be a change in spatial distribution of development over time, such as commercial development around a new transportation feature.

Transportation projects can result in changes to accessibility, which is defined as new access to areas not currently developed that would result from the construction of interchanges, utility infrastructure, or additional arterial roads that extend into undeveloped areas When the change in accessibility provided by a transportation project facilitates land use change and growth in population and employment, one outcome can be growth-related impacts to environmental resources.

The analysis of growth-related effects relies on the Cities' and County's General Plans and the demographics and growth forecasts provided by SCAG. In addition to the use of General Plan information related to land use, GIS data from regional databases and environmental resource data collected for the Project were used to identify resources of concern in community impact study area, as well as constraints and opportunities that may affect the location and rate of growth within the community impact study area.

3.1 Affected Environment

Many factors influence land use and development in an area, including planning and zoning, economic conditions, population and economic growth, infrastructure, availability of developed land, and physical and environmental barriers. The study area for analyzing growth-induced impacts consists of the community impact study area.

This section also considers data and growth trends in the regional study area, defined as the SCAG region. Potential indirect growth has been captured at the local and regional level through the inclusion of the Project in SCAG's 2016 RTP/SCS list of projects. The SCAG region is anticipated to add 3.7 million residents, 1.6 million households, and 1.6 million jobs over the RTP/SCS 2020-2045 planning horizon (SCAG 2020). In Table 3-1, 2045 SCAG projections were compared with the data provided in the 2017

local profiles for the Cities (SCAG 2019a, 2019b) and County (SCAG 2019c), which have the most recent socioeconomic data for population, household, and employment estimates. The two datasets were compared to evaluate the growth forecasts for the Cities of Corona and Lake Elsinore, and the County.

Table 3-1. Projected City and County Average Growth Rate Percentages (2017-2045)

Jurisdiction	2017[a]	2045	Percent Change between 2017 and 2045
County of Riverside			
Population	2,416,000	3,251,900	34.6
Household	730,000	1,086,200	48.8
Employment	762,100[b]	1,102,600	44.7
City of Corona			
Population	168,574	185,100	9.8
Household	47,698	52,400	9.9
Employment	79,738[b]	92,800	16.6
City of Lake Elsinore			
Population	63,400	111,600	76.0
Household	17,400	37,800	117.2
Employment	14,700[b]	24,900	69.4

Sources: SCAG 2020, 2019a, 2019b, 2019c

[a] Numerical data from the SCAG 2020-2045 RTP/SCS was rounded to the nearest hundred. Therefore, numerical data from 2019 local profiles were rounded to the nearest hundred.

[b] The 2019 local profiles only have data for up to the year 2017; however, the differences in the rates when compared with 2018 are not anticipated to be substantial.

As seen in Table 3-1, growth is projected to increase drastically in the City of Lake Elsinore and the County, while the City of Corona projections exhibit moderate increases. The high growth rate projections may be attributed to the large amount of land area at lower cost that is available for development within the City of Lake Elsinore and its SOI and the County. According to the RTP/SCS 2020-2045 (SCAG 2020), from 2006 to 2016, an additional 930,000 people called Southern California home. The County had the largest share of population growth among the six counties in the SCAG region during this period, adding 360,000 new residents (nearly 40 percent of the region's increase in population). The expansion in the County is attributed to new communities that emerged during the housing boom (2002–2006) and availability of lower cost land for development (SCAG 2020). The City of Lake Elsinore has also been identified as one of the fastest growing cities in California. Meanwhile the City of Corona exhibited a 64.2 percent growth from 1990 to 2000 which was among the highest in the County, and the City of Corona is relatively developed and urbanized (City of Corona 2004). As described in Section 2.1, Existing and Future Land Use, within the community impact study area there are vacant lands along I-15 and mostly within the City of Lake Elsinore and its SOI. This available undeveloped land in the community impact study area provides opportunities for large-scale new development to occur.

3.1.1 County of Riverside

The County of Riverside General Plan includes goals and policies that guide land use and development, including the locations of uses, population, housing, and job growth. The County of Riverside General Plan states that population growth is to be expected but a focus will be put on using the land resources efficiently and efforts will be coordinated with cities and the County to best accommodate population growth (County of Riverside 2021). The County of Riverside General Plan includes Policy C 1.5, which requires that the County evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs (County of Riverside 2021).

3.1.2 City of Corona

The City of Corona General Plan 2020–2040 includes Goal LU-4, which guides the City of Corona to provide strategic growth. Goal LU-4 is intended to preserve viable residential neighborhoods and commercial and industrial districts, targets new development to parcels that are environmentally suitable and can be supported by infrastructure and services, and reuses appropriate properties to enhance their economic vitality and community livability (City of Corona 2023). Under this goal, Policies LU-4.1 through LU4.5 provide guidance for additional growth management strategies.

3.1.3 City of Lake Elsinore

The Lake Elsinore General Plan includes Goal 7, which is a growth management goal to maintain orderly, efficient patterns of growth that enhance the quality of life for the residents of Lake Elsinore (City of Lake Elsinore 2011a). The growth management goal ensures that public services do not lag behind population growth and the concomitant demands created by a larger population. Included in Goal 7 is Policy 7.1, which encourages mixed-use developments to reduce public service costs and environmental impacts through compatible land use relationships, and efficient circulation and open space systems (City of Lake Elsinore 2011a).

3.2 Environmental Consequences

3.2.1 No-Build Alternative

Existing traffic volumes often exceed highway capacity. As no associated improvements would occur under the No-Build Alternative, there would be no Project-related growth impacts. However, considering that the projected growth and development would occur within the region (see Table 3-1), the congestion and commuter delays along I-15 would continue to increase; thereby reducing local and regional mobility for the motoring public. Therefore, the No-Build Alternative would not address or alleviate the existing and forecast operational and capacity issues of I-15 mainline and would not satisfy the Project purpose and need.

3.2.2 Build Alternative

The potential growth-related impacts of the Build Alternative were considered in the context of the first-cut screening analysis approach to assess the likely growth potential effects of the Build Alternative. Table 3-2 summarizes the potential for the Build Alternative to influence growth.

Table 3-2. Summary of First-Cut Screening Analysis

Screening Criteria	Project Consideration
How, if at all, does the Project potentially change accessibility?	The Build Alternative would maximize mobility in the region by improving traffic operations, congestion, and travel times along the I-15 mainline; and expand compatibility and connectivity with other EL networks in the region. Although the Build Alternative would result in changes to an existing transportation system, the Build Alternative would not substantially change accessibility in the area as the area is already serviced by the existing freeway and would not add access to new areas. Further, the construction and implementation of the Project would occur primarily within Caltrans ROW and within the existing I-15 median. The main components of the Build Alternative would include two tolled ELs in the northbound and southbound directions for a total of four tolled ELs, southbound auxiliary lanes, and widening of 15 bridges. Other standard associated improvements include noise barriers, retaining walls, drainage improvements, and signage. No new access points or connections would be implemented. Therefore, the Project under Build Alternative would not encourage unanticipated growth in the area, as the Build Alternative would not result in new access to areas that previously had no access.
How, if at all, does the Project type, Project location, and growth pressure potentially influence growth?	Based on the data available, it is anticipated that the population and employment growth within the Cities of Corona and lake Elsinore and the County would increase regardless of Project implementation. The Project improvements to I-15 would not be a catalyst for population growth or employment. Although the Project would result in improvements to traffic operations, the Project would not induce growth since it does not include the construction of interchanges, arterial roads, or utility infrastructure that would provide additional access to undeveloped lands. The Build Alternative would not affect economic opportunities, employment, or housing availability, which directly affect local and regional development growth. The purpose of the Project is to improve traffic operations, congestion, and travel times along the I-15 mainline, as well as connect to other EL networks as described in Section 1.4 to accommodate current and future year (2045) traffic volumes along the I-15 corridor resulting from projected growth in the area.
Is Project-related growth reasonably foreseeable as defined in NEPA? (Under NEPA, indirect impacts need only be evaluated if they are reasonably foreseeable as opposed to remote and speculative.)	Growth in the Cities of Corona and Lake Elsinore and the County are expected to occur with or without the Project. Due to the nature of improvements envisioned as discussed in Section 1.4 and previous responses to the First-Cut Screening Analysis, the Build Alternative would not influence the amount, timing, or location of growth in the community impact study area. Therefore, no growth-related impacts are anticipated as a result of the Build Alternative.

Table 3-2. Summary of First-Cut Screening Analysis

Screening Criteria	Project Consideration
If there is Project-related growth, how, if at all, will that affect resources of concern?	The Build Alternative would not catalyze population, housing, or employment growth. The purpose of the Project is to improve traffic operations, congestion, travel times along the I-15 mainline, continue compatibility and connectivity with other EL networks in the region, and to accommodate current and future year (2045) traffic volumes along the I-15 corridor. Therefore, Project-related growth is not reasonably foreseeable and affects to resources of concern would not occur.

I-15=Interstate 15; NEPA=National Environmental Policy Act; EL=Express Lane

While the Build Alternative would generate additional short-term employment opportunities during construction of the Project, the majority of these jobs are expected to be filled by residents of the cities and surrounding communities. Therefore, substantial population growth impacts associated with project construction is not anticipated.

The Build Alternative does not establish new homes, result in permanent employment opportunities, or provide any new access into areas that previously had no access. However, the Build Alternative would result in transportation facility improvements that would improve mobility and transportation options. Therefore, operation of Build Alternative would result in changes in mobility to the existing transportation system in this area. This change in mobility has already been identified in the 2023 FTIP and SCAG's 2020 RTP for Riverside County as Project ID RIV170901. The Project would connect to an existing tolled EL facility and operation of the Project would not result in additional growth beyond that already identified in SCAG's 2020-2045 RTP/SCS.

Vehicles on the ELs would be limited to two-axle vehicles. Consistent with California Vehicle Code Sections 22406 and 21655(b), motor trucks with three or more axles and truck tractors drawing any other vehicle are restricted to traveling in the rightmost lane where there is not a designated truck lane, and therefore are prohibited from using ELs and would not remove truck traffic from the general purpose lanes. Therefore, the Project would not provide additional access for truck traffic and would not substantially change truck accessibility.

Although the Build Alternative would result in changes to an existing transportation system, the Project would not result in the construction of interchanges, arterial roads, or utility infrastructure that would provide additional access to undeveloped areas. Therefore, the Build Alternative would not induce growth as it would not substantially change accessibility in the area as it is already serviced by the existing freeway and would not add access to new areas.

While the Build Alternative would include the construction of additional transportation infrastructure (i.e., noise barriers, retaining walls, and bridge widening), the construction activity would be contained primarily within Caltrans ROW as well as within the existing median of I-15. There is no lack of existing infrastructure in the community impact study area that would serve as an obstacle to growth.

Projected population growth would occur in the community impact study area with or without the infrastructure improvements associated with the Build Alternative. Therefore, the Project would not result in substantial adverse effects as it relates to the indirect and direct growth-inducing potential of the implementation of the Build Alternative.

3.3 Avoidance, Minimization, and/or Mitigation

No avoidance, minimization, or mitigation measures are identified as there would be no substantial adverse effects related to growth with implementation of the Build Alternative.

4 Community Character and Cohesion

A community's characteristics can be described by demographic information, including population size, age composition, ethnicity, and household characteristics. This section describes the existing community characteristics of the community impact study area and its associated census tracts, which include Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 418.09, 418.10, 418.13, 419.09, 419.10, 419.14, 419.15, 420.07, 427.48, 427.49, 427.50, 430.01, 430.05, 430.06, 430.07, 479.01, 479.02, and 481.00 (see Appendix A).

These census tracts overlap with the incorporated Cities of Lake Elsinore and Corona and an unincorporated portion of the County, which includes the El Cerrito, Temescal Valley and Warm Springs CDPs. These CDPs are included within the County's Elsinore Area Plan (Temescal Valley and Warm Springs) and Temescal Area Plan (El Cerrito). The Federal Register defines CDPs as statistical geographies that represent closely settled, unincorporated communities that are locally recognized and are identified by name (83 *Federal Register 56290*). The El Cerrito CDP is within the City of Corona's SOI, and Temescal Valley CDP and Warm Springs CDP are within the City of Lake Elsinore's SOI. Data for these Cities, County, and CDPs will also be provided for comparison to the community impact study area and its census tracts for reference.

Community character is all of the attributes, including social and economic characteristics, and assets that make a community unique and establish a sense of place for its residents. Community cohesion is the degree to which residents have a sense of belonging to their neighborhood; a level of commitment of the residents to the community; or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time (Caltrans 2011a).

The demographics of the community impact study area's population, housing characteristics, and economic conditions and trends have been evaluated because they influence the character and cohesion of a community. The longer residents have lived within their community and the more homogenous the population, it can be assumed that the level of cohesion and character would be stronger in these communities than those that have a transient population with largely different social and economic backgrounds (i.e., age, ethnicity, and income).

4.1 Population and Housing

This section identifies and analyzes the existing and projected local and regional demographic characteristics, considering several topics such as population, race and ethnic composition, age, community facilities, economic conditions, and housing. For that reason, study areas that are used for analyzing impacts to population and housing include both the community impact study area and the regional study area. Additionally, comparisons of the local, regional, and state demographic data are made to provide a sense of the qualities unique to the community impacts study area.

4.1.1 Affected Environment

Regional Population Characteristics

Population

The study areas for impacts related to population and housing include both regional and local population changes for key geographic areas from 2010 to 2021, as shown in Table 4-1. The population growth varies widely among the County, Cities, and CDPs. Census Tracts 419.10, 419.11, 427.15, 430.01, and 430.05 have exhibited substantial growth between 2010 and 2021, at or over 15 percent, while Census Tracts 416.00, 419.09, 420.07, 430.06, and 481.00 have experienced moderate growth between 2010 and 2021, with rates ranging from 9 to 15 percent. Meanwhile, Census Tracts 414.09, 418.09, 418.10, 418.13, 430.07, and 479.00 have experienced very little to negative growth in the last 9 years. The overall growth within the community impact study area census tracts is approximately 13.5 percent. Population growth in these areas is attributed to the amount of developable land for residential uses, topographical restrictions (e.g., protected hillsides and mountains), and existing communities that are already built up and established.

Table 4-1. Existing Regional and Local Population Change

Geographic Area[1]	Population Estimate		
	ACS 2010 5-Year Estimate	ACS 2021 5-Year Estimate	Percent Change (2010 to 2021)
County of Riverside	2,109,464	2,409,331	14.2
City of Corona	150,497	157,844	4.9
City of Lake Elsinore	48,644	68,822	41.5
El Cerrito CDP	5,157	5,093	-1.2
Temescal Valley CDP	22,630	27,546	21.7
Warm Spring CDP	2,117	1,622	-23.4
Community Impact Study Area Census Tracts			
Census Tract 414.09	13,675	—	8.1
Census Tract 414.13	—	6,301	
Census Tract 414.14	—	4,247	
Census Tract 414.15	—	4,238	
Census Tract 416.00	5,688	—	15.5
Census Tract 416.01	—	2,547	
Census Tract 416.02	—	4,025	
Census Tract 418.09	5,092	4,922	3.3

Table 4-1. Existing Regional and Local Population Change

Geographic Area[1]	Population Estimate		
	ACS 2010 5-Year Estimate	ACS 2021 5-Year Estimate	Percent Change (2010 to 2021)
Census Tract 418.10	6,041	5,639	6.7
Census Tract 418.13	6,516	6,700	2.8
Census Tract 419.09	5,092	5,701	12.0
Census Tract 419.10	6,095	7,808	28.1
Census Tract 419.11	10,321	—	37.9
Census Tract 419.14	—	6,100	
Census Tract 419.15	—	8,128	
Census Tract 420.07	4,491	5,162	14.9
Census Tract 427.15	11,938	—	17.7
Census Tract 427.48	—	5,133	
Census Tract 427.49	—	5,101	
Census Tract 427.50	—	3,812	
Census Tract 430.01	4,948	10,670	115.6
Census Tract 430.05	5,022	5,936	18.2
Census Tract 430.06	4,028	4,675	16.1
Census Tract 430.07	7,576	7,304	3.6
Census Tract 479.00	11,627	—	4.9
Census Tract 479.01	—	4,327	
Census Tract 479.02	—	6,731	
Census Tract 481.00	5,866	6,602	12.5
Total	114,016	131,809	15.6

Source: U.S. Census Bureau 2010 (Table B01003) 2022 (Table B01003)

[1] Between 2010 and 2021, Census Tract 414.09 was subdivided into Census Tracts 414.13, 414.14, and 414.15; Census Tract 416 into Census Tracts 416.01 and 416.02; Census Tract 419.11 into 419.14 and 419.15; Census Tract 427.15 into Census Tracts 427.48, 427.49, and 427.50; and Census Tract 479 into Census Tracts 479.01 and 479.02.

ACS= American Community Survey

Age Distribution

As shown in Table 4-2, the median age for the Cities and County ranges from 32 to 36 years of age, while the CDPs are slightly older ranging from 36 to 39 years of age. Further, the average percent of the

population over 65 years of age is 11.2 percent for the Cities and County and 11.8 percent for the CDPs. The median ages of Census Tract 416.01, 419.14, 427.48, 430.01, 430.05, and 430.07 are consistent with the cities and County estimates; however, Census Tracts 414.13, 414.14, 414.15, 418.09, 418.10, 418.13, 419.09, 419.10, 419.15, 420.07, 427.50, 479.01, 479.02, and 481.00 exhibit slightly older populations ranging from 37 to 46 years of age, with the largest average percentage of people over 65 years of age. Census Tracts 416.02, 427.49, and 430.06 exhibit slightly younger populations ranging from 29 to 31 years of age with the lowest average percentage of people over 65 years of age. The overall median age within the community impact study area census tracts is approximately 37 years of age.

Table 4-2. Age Distribution Characteristics

Geographic Area	Age Range				
	Median Age	19 and Under (%)	20 to 39 (%)	40 to 64 (%)	65 and Over (%)
County of Riverside	36	28.0	27.1	30.5	14.4
City of Corona	35	28.4	27.9	33.4	10.2
City of Lake Elsinore	32	32.2	30.3	28.6	8.9
El Cerrito CDP	38	25.5	27.0	35.9	11.6
Temescal Valley CDP	39	28.7	22.4	34.1	14.9
Warm Springs CDP	36	26.9	28.1	36.2	9.0
Average	36	28.3	27.1	27.4	11.5
Community Impact Study Area Census Tracts					
Census Tract 414.13	37	29.8	25.2	36.5	8.7
Census Tract 414.14	45	22.4	21.4	41.0	15.3
Census Tract 414.15	37	29.9	25.3	35.0	9.9
Census Tract 416.01	34	29.5	30.7	32.3	7.6
Census Tract 416.02	29	33.5	38.4	26.0	1.9
Census Tract 418.09	40	24.3	24.6	39.1	11.8
Census Tract 418.10	37	28.9	24.2	37.1	10.0
Census Tract 418.13	37	28.5	24.1	34.7	12.8
Census Tract 419.09	40	27.1	28.6	33.3	11.0
Census Tract 419.10	37	25.8	27.1	27.9	19.2
Census Tract 419.14	34	37.5	23.6	32.4	6.5
Census Tract 419.15	46	25.7	16.8	34.7	22.8
Census Tract 420.07	46	19.7	23.7	37.0	19.7

Table 4-2. Age Distribution Characteristics

Geographic Area	Age Range				
	Median Age	19 and Under (%)	20 to 39 (%)	40 to 64 (%)	65 and Over (%)
Census Tract 427.48	33	21.9	38.5	30.1	9.8
Census Tract 427.49	31	35.3	35.0	22.7	7.1
Census Tract 427.50	40	30.7	19.9	33.9	15.4
Census Tract 430.01	32	34.1	32.2	26.1	7.4
Census Tract 430.05	32	30.2	31.2	27.4	11.4
Census Tract 430.06	30	35.4	27.5	23.5	13.8
Census Tract 430.07	36	31.2	25.4	37.6	6.0
Census Tract 479.01	43	26.3	21.2	36.4	16.1
Census Tract 479.02	43	26.9	20.0	42.5	10.7
Census Tract 481.00	43	27.9	18.9	45.1	8.1
Average	**37**	**28.8**	**26.2**	**33.6**	**11.4**

Source: U.S. Census Bureau 2022 (Table S0101)

Income and Poverty

As shown in Table 4-3, the median household income for the various geographies varies greatly with income ranging $39,886 to $169,739 for the community impact study area census tracts, and from $52,791 to $110,469 for the County, Cities, and CDPs. Census Tracts 416.01 and 430.06 exhibit lower incomes than the Cities and County and also exhibit some of the higher rates of poverty, while Census Tracts 414.13, 414.14, 414.15, 418.10, 419.09, 419.14, 430.07, 479.01, 479.01, and 479.02 exhibit higher incomes and, for the most part, lower poverty rates. However, Census Tract 427.15 has a relatively high poverty rate, given a higher median income than the Cities and County.

When compared to the 2023 U.S. Department of Health and Human Services (U.S. DHHS) poverty guidelines of $30,000 for a family of four (U.S. DHHS 2023), all of the census tracts in the community impact study area have some percentage of the population below this threshold, ranging from 0.2 percent in Census Tract 414.14 to 23.6 percent in Census Tract 416.02. The overall median household income and poverty rate of the community impact study area census tracts is comparable to those of the Cities and County and includes a slightly lower percentage of population below poverty level than that of the Cities and County.

Table 4-3. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US$)	Percent of Population Below Poverty Level
County of Riverside	$76,066	12.0

Table 4-3. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US$)	Percent of Population Below Poverty Level
City of Corona	$95,268	9.0
City of Lake Elsinore	$80,350	13.2
El Cerrito CDP	$110,469	9.6
Temescal Valley CDP	$107,790	6.7
Warm Springs CDP	$52,791	31.6
Community Impact Study Area Census Tracts		
Census Tract 414.13	$141,970	5.8
Census Tract 414.14	$124,525	0.2
Census Tract 414.15	$128,721	7.6
Census Tract 416.01	$39,886	20.1
Census Tract 416.02	$60,515	23.6
Census Tract 418.09	$76,702	6.6
Census Tract 418.10	$140,815	4.8
Census Tract 418.13	$62,241	9.5
Census Tract 419.09	$112,768	8.6
Census Tract 419.10	$101,691	3.2
Census Tract 419.14	$149,773	7.6
Census Tract 419.15	$104,603	9.3
Census Tract 420.07	$95,054	12.4
Census Tract 427.48	$123,750	14.7
Census Tract 427.49	$109,079	11.7
Census Tract 427.50	$57,176	16.0
Census Tract 430.01	$78,222	22.3
Census Tract 430.05	$67,030	15.3
Census Tract 430.06	$41,713	14.3
Census Tract 430.07	$121,368	5.3
Census Tract 479.01	$130,849	4.0
Census Tract 479.02	$169,739	2.9

Table 4-3. Existing Regional and Local Income Characteristics

Geographic Area	Median Household Income (US$)	Percent of Population Below Poverty Level
Census Tract 481	$145,147	8.0
Average	**$103,623**	**10.0**

Source: U.S. Census Bureau 2022 (Table B19013 and S1701)

Disabled Populations

As shown in Table 4-4, the estimated disabled populations within the community impact study area census tracts are in a similar range as the Cities, County, and CDPs, except for Census Tracts 414.13, 416.02, 418.10, 419.14, 427.49, 430.07, 479.01, 479.02, and 481.00, which exhibit a disabled population under 7.2 percent.

Table 4-4. Disabled Populations

Geographic Area	Disabled Population (%)
County of Riverside	11.4
City of Corona	7.5
City of Lake Elsinore	8.3
El Cerrito CDP	14.5
Temescal Valley CDP	7.2
Warm Springs CDP	12.9
Community Impact Study Area Census Tracts	
Census Tract 414.13	4.4
Census Tract 414.14	8.1
Census Tract 414.15	11.9
Census Tract 416.01	9.8
Census Tract 416.02	3.6
Census Tract 418.09	10.5
Census Tract 418.10	5.0
Census Tract 418.13	11.3
Census Tract 419.09	13.7
Census Tract 419.10	8.8
Census Tract 419.14	2.1
Census Tract 419.15	10.9

Table 4-4. Disabled Populations

Geographic Area	Disabled Population (%)
Census Tract 420.07	12.6
Census Tract 427.48	10.1
Census Tract 427.49	4.5
Census Tract 427.50	7.8
Census Tract 430.01	7.7
Census Tract 430.05	7.7
Census Tract 430.06	11.9
Census Tract 430.07	4.7
Census Tract 479.01	6.8
Census Tract 479.02	6.6
Census Tract 481.00	4.4
Average	**7.9**

Source: U.S. Census Bureau 2022 (Table S1810)

Race and Ethnicity

As shown in Table 4-5, the population across all geographic areas is dominated by two groups: Hispanic or Latino and white. Within the community impact study area census tracts, Census Tracts 420.07, 427.48, and 479.01 have a majority white population, while Census Tracts 416.01, 416.02, 418.13, 427.49, 430.01, 430.05, and 430.06 have a majority Hispanic or Latino population. However, the overall population majority within the community impact study area census tracts is of Hispanic or Latino origin similar to the Cities and County.

Limited English-Speaking Households

As shown in Table 4-6, Census Tracts 416.02 and 430.06 have a substantially higher percentage of limited English-speaking households, which speak Spanish, when compared to the other census tracts, City, County, and CDPs. Census Tracts 414.14, 416.01, 418.09, 418.10, 418.13, 430.01, and 430.05 are relatively similar to the percentage of limited English-speaking households for the Cities and County. The remaining census tracts have a relative low rate of limited English-speaking households for the Cities and County, at or below 4 percent. The overall percentage of limited English-speaking households for the community impact study area census tracts is 4.4 percent which is slightly lower than the Cities and County range. The CDPs (El Cerrito, Temescal Valley, and Warm Springs) exhibit a substantially different percentage of limited English-speaking households compared to the Cities and the County.

Table 4-5. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Area	Hispanic or Latino (of any race) (%)	Not Hispanic or Latino							Total Minority Population (%)
		White (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/Pacific Islander (%)	Other Race (%)	Two or More Races (%)	
County of Riverside	50.3	33.2	6.1	0.4	6.6	0.3	0.3	2.9	66.8
City of Corona	49.1	31.3	5.6	0.1	9.9	0.4	0.4	3.2	68.7
City of Lake Elsinore	50.0	31.5	7.1	0.2	7.4	0.2	0.9	2.7	68.5
El Cerrito CDP	47.1	43.8	0.3	0.0	3.5	0.0	0.0	5.3	56.2
Temescal Valley CDP	37.2	43.8	7.2	0.2	8.9	0.1	0.2	2.5	56.2
Warm Spring CDP	62.1	25.3	0.0	0.9	6.1	0.0	0.0	5.5	74.7
Community Impact Study Area Census Tracts									
Census Tract 414.13	31.4	43.4	6.2	1.6	9.9	0.0	0.0	7.5	56.6
Census Tract 414.14	35.3	40.9	1.4	0.0	16.4	0.0	0.7	5.4	59.1
Census Tract 414.15	39.8	25.3	7.3	0.0	24.8	0.0	2.6	0.2	74.7
Census Tract 416.01	80.0	15.7	0.0	0.0	1.5	1.1	0.0	1.6	84.3

Table 4-5. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Area	Hispanic or Latino (of any race) (%)	Not Hispanic or Latino							Total Minority Population (%)
		White (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/Pacific Islander (%)	Other Race (%)	Two or More Races (%)	
Census Tract 416.02	90.1	6.1	0.0	0.0	2.9	0.0	0.9	0.0	93.9
Census Tract 418.09	38.9	46.3	6.1	0.0	6.0	1.5	0.0	1.2	53.7
Census Tract 418.10	28.0	48.3	4.8	0.0	15.0	0.0	0.0	3.8	51.7
Census Tract 418.13	70.1	22.0	3.2	0.1	3.0	0.0	0.0	1.6	78.0
Census Tract 419.09	46.8	39.8	0.8	0.0	4.8	0.0	0.0	7.8	60.2
Census Tract 419.10	34.6	46.1	8.5	0.0	7.8	0.0	1.1	1.8	53.9
Census Tract 419.14	38.1	32.6	7.2	0.0	18.3	0.0	0.0	4.0	67.4
Census Tract 419.15	34.9	47.0	6.7	0.2	7.5	0.0	0.0	3.6	53.0
Census Tract 420.07	24.5	58.6	4.9	0.3	7.7	0.0	0.7	3.4	41.4
Census Tract 427.48	35.7	53.8	6.6	0.0	1.3	0.0	0.2	2.4	46.2
Census Tract 427.49	50.1	23.4	3.7	0.0	22.3	0.0	0.0	0.5	76.6

Table 4-5. Existing Regional and Local Race/Ethnicity Characteristics

Geographic Area	Hispanic or Latino (of any race) (%)	Not Hispanic or Latino							Total Minority Population (%)
		White (%)	Black or African American (%)	American Indian or Alaskan Native (%)	Asian (%)	Native Hawaiian/Pacific Islander (%)	Other Race (%)	Two or More Races (%)	
Census Tract 427.50	32.1	40.4	0.0	0.0	22.0	0.0	0.0	5.5	59.6
Census Tract 430.01	53.9	25.6	11.8	0.0	5.5	0.2	0.6	2.5	74.4
Census Tract 430.05	65.6	27.2	4.3	0.0	0.3	1.0	0.2	1.4	75.9
Census Tract 430.06	65.6	27.2	4.3	0.0	0.3	1.0	0.2	1.4	72.8
Census Tract 430.07	38.2	46.3	7.7	0.4	5.2	0.3	0.0	2.0	53.7
Census Tract 479.01	23.4	50.5	8.9	0.4	13.1	0.0	1.5	2.1	49.5
Census Tract 479.02	23.3	38.2	7.5	0.0	18.8	4.3	3.5	4.3	61.8
Census Tract 481.00	31.8	41.7	11.1	0.4	12.4	0.0	0.5	2.2	58.3
Average	**42.9**	**37.3**	**6.0**	**0.2**	**9.6**	**0.4**	**0.5**	**3.0**	**62.7**

Source: U.S. Census Bureau 2022 (Table B03002)

Table 4-6. Limited English-Speaking Households

Geographic Area	Total Households	Total Households Speaking Language Other than English	Limited English Speaking Households[a]			
			Spanish Language (%)	Other Indo-European Language (%)	Asian and Pacific Islander Languages (%)	Other Languages (%)
County of Riverside	740,506	8.3%	6.9	0.3	0.9	0.1
City of Corona	45,875	6.0%	3.6	0.7	1.2	0.5
City of Lake Elsinore	19,162	5.0%	3.9	0.3	0.7	0.0
El Cerrito CDP	1,401	2.6%	2.6	0.0	0.0	0.0
Temescal Valley CDP	8,700	2.3%	1.4	0.0	0.9	0.0
Warm Springs CDP	482	2.9%	2.9	0.0	0.0	0.0
Community Impact Study Area Census Tracts						
Census Tract 414.13	1,787	3.4%	0.0	2.1	0.0	1.3
Census Tract 414.14	1,375	6.3%	3.3	0.0	3.0	0.0
Census Tract 414.15	1,200	2.6%	0.0	0.0	2.6	0.0
Census Tract 416.01	790	9.0%	9.0	0.0	0.0	0.0
Census Tract 416.02	1,068	22.1%	16.9	0.0	0.0	5.2

Table 4-6. Limited English-Speaking Households

Geographic Area	Total Households	Total Households Speaking Language Other than English	Limited English Speaking Households[a]			
			Spanish Language (%)	Other Indo-European Language (%)	Asian and Pacific Islander Languages (%)	Other Languages (%)
Census Tract 418.09	1,796	4.2%	2.8	0.0	1.4	0.0
Census Tract 418.10	1,545	7.0%	1.9	3.2	1.9	0.0
Census Tract 418.13	2,066	6.6%	5.8	0.0	0.8	0.0
Census Tract 419.09	1,532	3.2%	2.3	0.8	0.0	0.0
Census Tract 419.10	2,856	2.6%	0.0	0.0	2.6	0.0
Census Tract 419.14	1,458	3.0%	1.4	0.0	1.6	0.0
Census Tract 419.15	2,882	2.1%	1.0	0.0	1.0	0.0
Census Tract 420.07	1,715	3.4%	3.1	0.0	0.3	0.0
Census Tract 427.48	1,696	0.0%	0.0	0.0	0.0	0.0
Census Tract 427.49	1,530	0.0%	0.0	0.0	0.0	0.0
Census Tract 427.50	1,016	3.1%	0.0	0.0	3.1	0.0

Table 4-6. Limited English-Speaking Households

Geographic Area	Total Households	Total Households Speaking Language Other than English	Limited English Speaking Households[a]			
			Spanish Language (%)	Other Indo-European Language (%)	Asian and Pacific Islander Languages (%)	Other Languages (%)
Census Tract 430.01	2,853	5.8%	3.9	1.2	0.7	0.0
Census Tract 430.05	1,682	4.4%	4.4	0.0	0.0	0.0
Census Tract 430.06	1,309	13.9%	13.9	0.0	0.0	0.0
Census Tract 430.07	2,084	2.8%	2.8	0.0	0.0	0.0
Census Tract 479.01	1,312	1.9%	0.0	0.0	1.9	0.0
Census Tract 479.02	1,892	1.7%	1.3	0.0	0.4	0.0
Census Tract 481.00	1,890	3.3%	0.0	0.0	3.3	0.0
Total	**39,334**	**4.4%**	**2.8**	**0.3**	**1.1**	**0.2**

Source: U.S. Census Bureau 2022 (Table S1602)

[a] A "limited English-speaking household" is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English "very well." In other words, all members 14 years old and over have at least some difficulties with English. By definition, English-only households cannot belong to this group (U.S. Census Bureau 2022).

Transit-Dependent Population

For the purpose of this analysis, the transit-dependent population was calculated by determining the number of persons in households that are eligible to drive but lack access to a vehicle. This was calculated by taking the number of residents aged 16 and over within the geographic areas, subtracting the number of persons living in group quarters (e.g., correctional facilities, nursing homes, mental hospitals, college dormitories, military barracks, group homes, or missions) where driving is not typically required, subtracting the aggregate number of vehicles available, and then dividing the result by the population aged 16 and over.

Table 4-7 shows the approximate percentage of transit-dependent population for the community impact study area census tracts, which ranges from -1.4 percent to 29.3 percent and averages to 15.5 percent; and for the City, County, and CDPs, which ranges from 2.0 percent to 12.8 percent. When comparing to the Cities and County, Census Tracts 416.01, 416.02, and 430.06 exhibit a substantially higher percentage of transit-dependent population, while 420.07, 427.48, 430.07, 479.01, and 479.02 have lower percentages of transit-dependent population. Census Tracts 414.13 and 430.01 have slightly higher percentages of transit dependent. Approximately half of the community impact study area census tracts, including Census Tracts 418.09, 418.10, 418.13, 419.09, 419.10, 419.14, 419.15, 427.49, 427.50, 430.05, and 481.00, are within a similar range to that of the Cities and County. Therefore, approximately half of the population within the community impact study area census tracts is not considered to be dependent on public transportation as it is relatively similar to the Cities and County.

Table 4-7. Transit Dependent Population

Geographic Area	Age 16 and Over	Group Quarters Population	Aggregate Number of Vehicles Available	Transit Dependent Population (%)a
County of Riverside	1,876,133	38,755	1,612,661	12.0
City of Corona	121,743	754	106,738	11.7
City of Lake Elsinore	50,525	17	44,035	12.8
El Cerrito CDP	4,109	15	3,721	9.1
Temescal Valley CDP	21,296	4	19,954	6.3
Warm Springs CDP	1,262	0	1,237	2.0
Community Impact Study Area Census Tracts				
Census Tract 414.13	4,884	29	4,084	15.8
Census Tract 414.14	3,544	12	*	*

Table 4-7. Transit Dependent Population

Geographic Area	Age 16 and Over	Group Quarters Population	Aggregate Number of Vehicles Available	Transit Dependent Population (%)a
Census Tract 414.15	3,113	0	*	*
Census Tract 416.01	1,902	0	1,428	24.9
Census Tract 416.02	2,957	0	2,091	29.3
Census Tract 418.09	3,962	116	3,450	10.0
Census Tract 418.10	4,466	55	4,051	8.1
Census Tract 418.13	5,149	223	4,345	11.3
Census Tract 419.09	4,473	15	4,041	9.3
Census Tract 419.10	6,193	0	5,618	9.3
Census Tract 419.14	4,141	0	3,709	10.4
Census Tract 419.15	6,685	0	6,090	8.9
Census Tract 420.07	4,308	0	4,248	1.4
Census Tract 427.48	4,097	0	4,068	0.7
Census Tract 427.49	3,841	0	3,513	8.5
Census Tract 427.50	2,812	0	2,481	11.8
Census Tract 430.01	7,460	0	6,309	15.4
Census Tract 430.05	4,662	4	4,086	12.3
Census Tract 430.06	3,386	13	2,514	25.4
Census Tract 430.07	5,389	4	5,291	1.7

Table 4-7. Transit Dependent Population

Geographic Area	Age 16 and Over	Group Quarters Population	Aggregate Number of Vehicles Available	Transit Dependent Population (%)a
Census Tract 479.01	3,422	19	3,422	-0.6
Census Tract 479.02	5,584	10	5,652	-1.4
Census Tract 481.00	5,288	0	4,961	6.2
Total	**101,718**	**500**	**85,452**	**15.5**

Source: U.S. Census Bureau 2022 (Table S0101, B26001, B25046)

[a] Transit-Dependent Population = (Population Age 16 and Over – Group Quarters Population – Aggregate Number of Vehicles Available)/Aged 16 and Over

* These data were missing from Table B25046 of the U.S. Census Bureau 2022 data.

Neighborhoods/Communities/Community Character

Please refer to the description of area plans and districts described under Section 2.1.1 for a description of neighborhoods, communities, and community character of the Cities and County.

Housing

Housing Types

As identified in Table 4-8, there are 41,109 housing units in the community impact study area census tracts. The majority of these housing units are single-family units at 84.0 percent. The second most common housing type for all geographies are multifamily units. However, Census Tracts 416, 418.13, and 430.06 have a higher percentage of multifamily units than the Cities, Counties, and CDPs. Census Tracts 416.01, 416.02, 418.09, 418.13, 427.49, and 430.06 have a much higher percentage of mobile homes than the other census tracts as well as the Cities, Counties, and CDPs (Temescal Valley and El Cerrito). Warm Springs CDP exhibits a very high percentage of mobile homes, which make up 72.8 percent of the housing units in the CDP which is in line with having the highest poverty levels compared to the other geographic areas. The overall average of the 41,109 housing units within community impact study area census tracts is made up of single-family units (84.0 percent).

Table 4-8. Housing Types

Geographic Area	Total Housing Units	Single-Family Units (%)	Multifamily Units (%)	Mobile Homes (%)	Boat, Recreational Vehicle, Van, etc. (%)
County of Riverside	844,425	74.4	16.9	8.5	0.1
City of Corona	47,799	72.2	24.3	3.5	0.0

Table 4-8. Housing Types

Geographic Area	Total Housing Units	Single-Family Units (%)	Multifamily Units (%)	Mobile Homes (%)	Boat, Recreational Vehicle, Van, etc. (%)
City of Lake Elsinore	20,082	83.6	13.5	2.8	0.1
El Cerrito CDP	1,492	96.3	3.7	0.0	0.0
Temescal Valley CDP	8,994	97.8	0.5	1.7	0.0
Warm Springs CDP	482	27.2	0.0	72.8	0.0
Community Impact Study Area Census Tracts					
Census Tract 414.13	1,787	97.9	2.1	0.0	0.0
Census Tract 414.14	1,442	98.1	1.9	0.0	0.0
Census Tract 414.15	1,214	89.0	2.6	8.3	0.0
Census Tract 416.01	810	60.7	39.3	0.0	0.0
Census Tract 416.02	1,102	42.1	52.1	5.8	0.0
Census Tract 418.09	1,937	46.1	38.6	15.4	0.0
Census Tract 418.10	1,587	100.0	0.0	0.0	0.0
Census Tract 418.13	2,161	67.7	32.3	0.0	0.0
Census Tract 419.09	1,623	96.6	3.4	0.0	0.0
Census Tract 419.10	2,996	82.8	14.3	2.9	0.0
Census Tract 419.14	1,458	95.4	0.0	4.6	0.0
Census Tract 419.15	3,012	98.6	1.4	0.0	0.0
Census Tract 420.07	1,943	76.6	3.1	20.2	0.0

Table 4-8. Housing Types

Geographic Area	Total Housing Units	Single-Family Units (%)	Multifamily Units (%)	Mobile Homes (%)	Boat, Recreational Vehicle, Van, etc. (%)
Census Tract 427.48	1,805	87.1	12.9	0.0	0.0
Census Tract 427.49	1,605	71.8	28.2	0.0	0.0
Census Tract 427.50	1,016	90.1	7.2	2.8	0.0
Census Tract 430.01	2,943	79.9	12.9	7.2	0.0
Census Tract 430.05	1,759	63.3	13.0	23.8	0.0
Census Tract 430.06	1,442	66.3	28.4	5.3	0.0
Census Tract 430.07	2,112	100.0	0.0	0.0	0.0
Census Tract 479.01	1,372	98.2	1.8	0.0	0.0
Census Tract 479.02	1,933	100.0	0.0	0.0	0.0
Census Tract 481.00	2,050	98.8	0.4	0.8	0.0
Total	**41,109**	**84.0**	**11.7**	**4.3**	**0.0**

Source: U.S. Census Bureau 2022 (Table B25024)

Occupancy

According to Table 4-9, of those 41,109 housing units within community impact study area census tracts, 39,334 units (95.7 percent) are occupied, and the remaining 1,775 units (4.3 percent) are vacant. The percentage of vacant housing units varies among the census tracts, from 0.0 percent of total vacant housing units in Census Tracts 414.13, 419.14, and 427.50 to 11.7 percent total vacant housing units in Census Tract 420.07. However, the majority of housing units within the community impact study area census tracts are owner occupied except for Census Tracts 416.01, 416.02, and 430.06, which are majority renter-occupied.

Average household size and range of all the community impact study area census tracts are similar to the Cities and County average ranges except for Census Tract 419.14, which has an average household size of 4.2 which is greater than the Cities, County, and CDPs.

Table 4-9. Existing Occupancy Characteristics

Geographic Area	Total Housing Units	Occupancy Status		Total Occupied Units	Type of Occupancy		Average Household Size
		Occupied (%)	Vacant (%)		Owner (%)	Renter (%)	
County of Riverside	844,425	87.7	12.3	740,506	68.1	31.9	3.2
City of Corona	47,799	96.0	4.0	45,875	63.6	36.4	3.4
City of Lake Elsinore	20,082	95.4	4.6	19,162	69.7	30.3	3.6
El Cerrito CDP	1,492	93.9	6.1	1,401	85.4	14.6	3.6
Temescal Valley CDP	8,994	96.7	3.3	8,700	83.7	16.3	3.2
Warm Spring CDP	482	100.0	0.0	482	55.4	44.6	3.4
Community Impact Study Area Census Tracts							
Census Tract 414.13	1,787	100.0	0.0	1,787	89.9	10.1	3.5
Census Tract 414.14	1,442	95.4	4.6	1,375	93.7	6.3	3.1
Census Tract 414.15	1,214	98.8	1.2	1,200	94.6	5.4	3.5
Census Tract 416.01	810	97.5	2.5	790	30.9	69.1	3.2
Census Tract 416.02	1,102	96.9	3.1	1,068	12.4	87.6	3.8
Census Tract 418.09	1,937	92.7	7.3	1,796	61.2	38.8	2.7
Census Tract 418.10	1,587	97.4	2.6	1,545	89.4	10.6	3.6
Census Tract 418.13	2,161	95.6	4.4	2,066	57.1	42.9	3.1
Census Tract 419.09	1,623	94.4	5.6	1,532	87.2	12.8	3.7
Census Tract 419.10	2,996	95.3	4.7	2,856	67.3	32.7	2.7
Census Tract 419.14	1,458	100.0	0.0	1,458	77.4	22.6	4.2

Table 4-9. Existing Occupancy Characteristics

Geographic Area	Total Housing Units	Occupancy Status		Total Occupied Units	Type of Occupancy		Average Household Size
		Occupied (%)	Vacant (%)		Owner (%)	Renter (%)	
Census Tract 419.15	3,012	95.7	4.3	2,882	88.5	11.5	2.8
Census Tract 420.07	1,943	88.3	11.7	1,715	80.3	19.7	3.0
Census Tract 427.48	1,805	94.0	6.0	1,696	70.4	29.6	3.0
Census Tract 427.49	1,605	95.3	4.7	1,530	51.5	48.5	3.3
Census Tract 427.50	1,016	100.0	0.0	1,016	72.8	27.2	3.8
Census Tract 430.01	2,943	96.9	3.1	2,853	74.3	25.7	3.7
Census Tract 430.05	1,759	95.6	4.4	1,682	55.8	44.2	3.5
Census Tract 430.06	1,442	90.8	9.2	1,309	39.2	60.8	3.6
Census Tract 430.07	2,112	98.7	1.3	2,084	86.3	13.7	3.5
Census Tract 479.01	1,372	95.6	4.4	1,312	89.0	11.0	3.3
Census Tract 479.02	1,933	97.9	2.1	1,892	90.6	9.4	3.6
Census Tract 481.00	2,050	92.2	7.8	1,890	87.3	12.7	3.5
Total	**41,109**	**95.7**	**4.3**	**39,334**	**74.4**	**26.3**	**3.4[a]**

Source: U.S. Census Bureau 2022 (Tables DP04 and S1101)

[a] Average of average household size for community impact study area census tracts.

Housing Cost

Data collected in Table 4-10 indicate that median home values within the community impact study area census tracts vary greatly from $282,700 to $727,300. Census Tracts 416.02, 430.05, and 430.06 have much lower median values than those of other census tracts, Cities, and County. Census Tract 479.02 has the highest median home value within the community impact study area which is also higher than the median home values of the Cities, County, and CDPs. Median monthly rents within the community impact study area range between $1,123 and $3,500. Census Tracts 416.01, 416.02, 418.09, 418.13, 419.09, 419.10, 419.14, 420.07, 427.49, 427.49, 427.50, 430.01, and 430.05 have similar median rents when compared to the median monthly rents of the Cities and County. Meanwhile, Census Tract 430.06 has a much lower median rent compared to the rest of the census tracts within the community impact study area, as well as the Cities and County. The City of Lake Elsinore and the City of Corona exhibit a wide range in median home value when compared to the County. The median home value in Lake Elsinore is approximately 0.5 percent higher than the median home value in the County, whereas the median home value in Corona is approximately 30.4 percent higher than the median home value in the County. Nonetheless, the difference in median monthly rent between the Cities and the County is less drastic than the difference in median home values. The median monthly rent in Lake Elsinore is approximately 8.5 percent higher, and in Corona is approximately 14.9 percent higher, than the median monthly rent in the County.

Table 4-10. Housing Costs Characteristics

Geographic Area	Median Home Value ($)	Median Monthly Rent ($)
County of Riverside	390,400	1,552
City of Corona	530,100	1,802
City of Lake Elsinore	392,200	1,691
El Cerrito CDP	528,600	2,143
Temescal Valley CDP	501,300	2,352
Warm Springs CDP	258,900	1,212
Community Impact Study Area Census Tracts		
Census Tract 414.13	620,200	2,856
Census Tract 414.14	616,700	—[a]
Census Tract 414.15	499,600	—[a]
Census Tract 416.01	413,800	1,245
Census Tract 416.02	282,700	1,438
Census Tract 418.09	460,600	1,769
Census Tract 418.10	656,900	3,500+[b]
Census Tract 418.13	429,100	1,394

Table 4-10. Housing Costs Characteristics

Geographic Area	Median Home Value ($)	Median Monthly Rent ($)
Census Tract 419.09	535,000	2,143
Census Tract 419.10	483,800	2,226
Census Tract 419.14	569,900	2,303
Census Tract 419.15	532,100	2,498
Census Tract 420.07	552,900	1,724
Census Tract 427.48	486,800	2,650
Census Tract 427.49	408,400	1,814
Census Tract 427.50	367,300	1,775
Census Tract 430.01	387,300	1,248
Census Tract 430.05	291,600	1,539
Census Tract 430.06	294,100	1,123
Census Tract 430.07	458,900	2,848
Census Tract 479.01	596,000	2,581
Census Tract 479.02	727,300	2,625
Census Tract 481.00	691,900	3,106
Average	**494,039[c]**	**2,115[c]**

Source: U.S. Census Bureau 2022 (Table DP04)

[a] The "—" symbol indicates that the estimate could not be computed because there was an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.

[b] The "+" symbol indicates that the median falls in the highest interval of an open-ended distribution. For the purposes of the calculation of the median monthly rent, this value was assumed to be $3,500.

[c] Average of median home value and median monthly rent for community impact study area census tracts.

Housing Tenure

Based on the housing tenure characteristics summarized in Table 4-11, the majority of the residential population within the community impact study area census tracts has moved into their current residence within the last 30 years. The largest number of residents moved into the community impact study area census tracts between 1990 and 1999 (31.7 percent), 2000 and 2009 (20.5 percent), and 2010 and 2014 (24.8 percent), which is similar to the trends of the Cities and County.

Table 4-11. Housing Tenure Characteristics

Geographic Area	Total Number of Occupied Housing Units	Year Householder Moved into Unit (%)					
		1989 or Earlier	1990–1999	2000–2009	2010–2014	2015–2018	2019 or later
County of Riverside	740,506	5.8	9.3	23.9	21.1	30.9	9.0
City of Corona	45,875	6.2	12.5	23.6	19.0	29.8	9.0
City of Lake Elsinore	19,162	2.1	5.8	19.1	23.6	40.3	9.0
El Cerrito CDP	1,401	14.1	28.6	19.0	19.3	17.9	1.1
Temescal Valley CDP	8,700	1.2	11.2	29.6	19.4	30.6	8.1
Warm Spring CDP	482	8.9	18.3	24.7	14.5	23.2	10.4
Community Impact Study Area Census Tracts							
Census Tract 414.13	1,787	1.9	3.1	39.6	30.9	21.2	3.2
Census Tract 414.14	1,375	0.0	17.0	18.3	16.4	48.4	0.0
Census Tract 414.15	1,200	3.1	18.1	18.1	23.0	30.3	7.4
Census Tract 416.01	790	5.6	11.4	24.4	28.0	20.3	10.4
Census Tract 416.02	1,068	4.6	9.6	16.8	11.1	40.4	17.5
Census Tract 418.09	1,796	4.7	9.1	20.7	23.9	26.2	15.5
Census Tract 418.10	1,545	1.7	16.0	32.0	24.1	20.6	5.6
Census Tract 418.13	2,066	9.5	6.0	17.4	25.7	34.0	7.4
Census Tract 419.09	1,532	11.7	25.9	17.4	20.2	23.8	1.0
Census Tract 419.10	2,856	0.5	6.6	31.4	15.8	38.8	6.9
Census Tract 419.14	1,458	0.0	1.2	32.9	12.3	46.0	7.5

Table 4-11. Housing Tenure Characteristics

Geographic Area	Total Number of Occupied Housing Units	Year Householder Moved into Unit (%)					
		1989 or Earlier	1990–1999	2000–2009	2010–2014	2015–2018	2019 or later
Census Tract 419.15	2,882	2.7	18.4	26.3	20.9	24.7	7.0
Census Tract 420.07	1,715	15.5	9.6	19.5	11.8	28.0	15.6
Census Tract 427.48	1,696	0.0	6.3	14.4	17.5	41.6	20.2
Census Tract 427.49	1,530	0.0	1.6	21.1	14.2	47.2	15.9
Census Tract 427.50	1,016	3.1	4.6	30.6	22.6	34.4	4.6
Census Tract 430.01	2,853	1.1	4.7	16.1	13.7	50.4	14.1
Census Tract 430.05	1,682	7.0	9.0	14.8	31.8	30.5	6.9
Census Tract 430.06	1,309	5.4	15.4	15.0	28.1	26.1	10.0
Census Tract 430.07	2,084	0.0	12.8	23.7	24.2	26.0	13.3
Census Tract 479.01	1,312	0.0	25.8	35.1	10.1	26.4	2.6
Census Tract 479.02	1,892	1.5	6.7	36.5	29.7	18.2	7.5
Census Tract 481.00	1,890	2.7	8.7	42.7	19.7	18.6	7.6
Total	**39,334**	**9.2**	**31.7**	**20.5**	**24.8**	**10.4**	**3.4**

Source: U.S. Census Bureau 2022 (Table DP04)

As previously stated, community cohesion is the degree to which residents each have a sense of belonging to their neighborhood, a high level of commitment to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Impacts to community cohesion generally depend on whether a project is likely to create a barrier or disrupt connectivity of a community. Either of these can be a result of disruptions in access or residential and business acquisitions. Community cohesion is often subtle and hard to identify; however, some indicators that a community has a high degree of cohesion are:

- ***Long average residency tenures:*** Long-term residents are likely to feel more connected to their community. As shown in Table 4-11, approximately 61.4 percent of the residents within the community impact study area census tracts moved in prior to 2010 while 38.6 percent have moved in since 2010. Given the same time frame, the community impact study area census tracts exhibit a very similar residency tenure compared to the City of Corona (42.3 percent), City of Lake Elsinore (27.0 percent), County (39.0 percent), and the Temescal Valley CDP (42.0 percent). The El Cerrito CDP (61.7 percent) and Warm Springs CDP (51.9 percent) are comparatively higher than associated SOI Cities of Corona and Lake Elsinore. This may indicate that the community impact study area census tracts have a moderate level of community cohesion. Although the El Cerrito and Warm Springs CDPs exhibit higher rates of residency tenure compared to the community impact study area census tracts, they are also substantially higher than their associated SOI cities. Therefore, the tenure of residents in the community impact study area census tracts are still considered to exhibit a moderate level of community cohesion based on the comparison to the overall City and County tenures.

- ***Households of two or more people:*** A high percentage of single-person households tend to correlate with a low sense of community cohesion. Communities with a higher average household size tend to be more focused on family rearing, which increases community cohesion. As shown in Table 4-9, the average household size for the affected census tracts within the community impact study area is 3.4 persons, which is within the range of the Cities, County, and CDPs (3.2 to 3.6 persons). Because this average household size is not substantially greater or less than averages of the Cities and County, the community cohesion based on this indicator is moderate within the community impact study area census tracts.

- ***Home ownership over rentals:*** A high percentage of home ownership tends to correlate with a high level of community cohesion, whereas a high percentage of rentals tends to imply high mobility within the community. Home ownership within the community impact study area census tracts is 74.4 percent, which is greater than the City of Lake Elsinore (69.7 percent), City of Corona (63.6 percent), County (68.1 percent), and the Warm Springs CDP (55.4 percent). These data indicate that there may be a stronger level of community cohesion within the community impact study area than the Cities and County; however, the average rate of owner-occupied units is not substantially greater and 26.3 percent of the occupied units within the community impact study area census tracts are occupied by renters.

- ***Ethnic homogeny:*** Clusters of populations with similar ethnic roots add to a sense of community cohesion. The community impact study area census tracts have a higher percentage of Hispanic or Latino (42.9 percent) and white (37.3 percent). The remaining 19.8 percent is composed of non-white/not Hispanic or Latino origin (i.e., Black or African American, American Indian or Alaskan Native, Asian, Native Hawaiian/Pacific Islander, Other Race, and Two or More Races). These rates are comparable to the percentages of the City of Corona's Hispanic or Latino (49.1 percent), white (31.3 percent), and non-white/not Hispanic or Latino origin (19.6 percent); the City of Lake Elsinore's Hispanic or Latino (50.0 percent), white (31.5 percent), and non-white/not Hispanic or Latino origin (18.5 percent); the County's Hispanic or Latino (50.3 percent), white (33.2 percent), and non-white/not Hispanic or Latino origin (16.5 percent); the El Cerrito CDP's Hispanic or Latino (47.1 percent), white (43.8 percent), and non-white/not Hispanic or Latino origin (9.1 percent); the Temescal Valley CDP's Hispanic or Latino (37.2 percent), white (43.8 percent), and non-white/not Hispanic or Latino origin

(19.0 percent); and the Warm Springs CDP's Hispanic or Latino (62.1 percent), white (25.3 percent), and non-white/not Hispanic or Latino origin (12.5 percent). Given that there are two groups that represent a substantial majority within the community impact study area census tracts and the community impact study area census tracts do not exhibit a substantially greater or less than average of the Cities and County, this may also indicate a moderate level of community cohesion.

Summary

In considering these factors, the community impact study area and its associated census tracts show moderate levels of community cohesion. Based on indicators of community cohesion (e.g., tenure of residency, household size, occupied housing characteristics, and ethnic homogeneity) within the community impact study area, the average of the population characteristics within the community impact study area census tracts does not exhibit a substantial difference from averages of the Cities, County, and associated CDPs. The community impact study area census tracts exhibit a similar or average residential tenure, rate of age, income, population with disability, ethnic homogeneity, number of limited English-speaking households, transit-dependent population, housing occupancy characteristics, and household size.

Given the information within this section and the amount of existing public resources (i.e., parks and community facilities), vacant land, and future commercial development that is planned to occur within the community impact study area (see Sections 2.1 and 2.3), a moderate level of community cohesion has been assessed for the existing conditions within the community impact study area and its associated census tracts.

4.1.2 Environmental Consequences

No-Build Alternative

Regional Population Characteristics

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related population impacts.

Neighborhoods/Communities/Community Character

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related community, neighborhood, or community character impacts.

Housing

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related housing impacts.

Build Alternative

Regional Population Characteristics

The improvements to I-15 under the Build Alternative would not be a catalyst for population growth or change in demographics. As stated above in Chapter 3, growth in the Cities and County is expected to occur

with or without the Project because the Build Alternative, on its own, would not substantially affect factors that contribute to growth. The purpose of the Project is to accommodate, improve traffic operations, and reduce existing and future congestion along the I-15 corridor. Approximately half of the population within the community impact study area census tracts is not considered to be dependent on public transportation as it is relatively similar to the Cities and County. All existing bus stop facilities would be kept in place and would remain operational during construction (Caltrans 2023a). Therefore, no direct or indirect, permanent, or temporary impacts that could result in permanent or temporary adverse effects on regional population characteristics would occur under the Build Alternative.

Neighborhoods/Communities/Community Character

During construction, short-term noise and air quality impacts may affect populations within the community impact study; however, the Project would implement Measures **AQ-1** through **AQ-4** and Measure **N-1** to reduce temporary air and noise impacts that may affect residential communities and neighborhoods that are within close proximity to the Project limits. These short-term impacts would not result in an adverse effect to quality of life within the community impact study area and is further discussed in Section 4.5.2.

There are no anticipated long-term closures or detours needed for this Project and no closures of local roads are anticipated; however, construction activities associated with the Build Alternative would result in direct temporary impacts to circulation within the community impact study area. These direct impacts would be due to roadway, freeway, and bridge improvements, which may result in short-term detours during construction. Temporary traffic delays would affect local populations within the community impact study area as well as commuters and those who live within the region. A TMP (Measure **TR-1**, Section 5.3), would be prepared and would identify strategies to reduce potential impacts to access and traffic delays during construction. Vehicular (including buses and emergency response vehicles), pedestrian, and bicyclist access within the community impact study area would be maintained at all times during construction. Alternative routes for any existing sidewalks would be provided during construction to maintain connectivity. Construction impacts would be temporary and would cease after construction is complete. Therefore, with the implementation of the TMP, the Build Alternative would not result in permanent or temporary adverse effects to public access that would create a barrier or permanent disruption in connectivity within the community impact study area's neighborhoods and communities.

As discussed in Section 1.4.2, existing traffic volumes often exceed current highway capacity along several segments of I-15 corridor, resulting in increased congestion and longer commute times that negatively affect traffic operations along the freeway mainline. This issue would only worsen due to forecast growth and the continued development within in the region. As discussed in Chapter 3, Growth, the Project would not trigger unanticipated growth, but would support and accommodate projected population, employment, housing growth; as well as future development goals for these neighborhoods that are listed in the land use plans (Chapter 2, Land Use). The projected growth within the Cities and County is anticipated to occur with or without the construction of the Project (Chapter 3, Growth) and, thus the community character and cohesion within the community impact study area would likely be strengthened over time in any case. Therefore, the Project would not result in permanent or temporary adverse effects to the moderate level of community character and cohesion assessed for the community impact study area.

Further, the majority of Project improvements under the Build Alternative would occur in existing public ROW and would not impact neighborhood and community resources that support current populations. Therefore, operation of the Build Alternative would be consistent with the existing setting and characteristic of the community impact study area and would not adversely affect the existing aesthetic, quality of life, special groups, social interaction, or community serving facilities within the community impact study on a permanent or temporary basis.

Housing

There would be no direct or indirect, permanent or temporary impacts to housing characteristics such as rent, housing prices, occupancy, housing type, or population projections requiring additional residential units, as a result of the Build Alternative. The Project would be improving existing transportation infrastructure. No displacements requiring relocation of residential uses or construction of housing would occur. Therefore, under the Build Alternative, permanent or temporary adverse effects to housing would not occur.

4.1.3 Avoidance, Minimization, and/or Mitigation

No avoidance, minimization, or mitigation measures are identified as there would be no substantial adverse effects related to population and housing with implementation of the Build Alternative.

4.2 Economic Conditions

This section identifies economic conditions in the community impact study area and the regional study area. Implementation of the Project may have impacts on certain components of the local economy. This section examines potential changes related to local businesses, property values, and tax revenues.

4.2.1 Affected Environment

Regional Economy

The regional study area used for analyzing impacts on regional economic conditions includes Riverside County and the Cities of Corona and Lake Elsinore. As shown in Table 3-1, between 2017 and 2045, employment is projected to increase by 69.4 percent within the City of Lake Elsinore, 16.6 percent within the City of Corona, and 44.7 percent within the County. Growth is projected to increase drastically in the City of Lake Elsinore due to the large available land area within the City of Lake Elsinoreand the County for development. Additionally, as previously described, the City of Lake Elsinore has been identified as one of the fastest-growing cities in California and the City of Corona is already relatively developed and urbanized. These employment growth projections between 2018 and 2045 correspond with the projected population growth, which is at 76.0 percent for the City of Lake Elsinore, 9.8 percent for the City of Corona, and at 34.6 percent for the County. Therefore, it can be concluded that, in the future, there would be a substantial change in the size of the labor force within the City of Lake Elsinore, in particular.

Table 4-12 shows current industry trends within the cities, CDPs, County, and community impact study area census tracts. The largest industries are construction; manufacturing; retail trade; professional, scientific, management, and administrative and waste management services; educational services and health care and social assistance; and arts, entertainment, and recreation, and accommodation and food services.

Employment and Income

Median household income for the Cities, County, CDPs, and community impact study area census tracts is shown above in Section 4.1.1. The average median income for the community impact study area census tracts is $103,623. Overall, the percentage of population over the age of 16 that is in or not in the labor force (Table 4-13) for the Cities, County, CDPs, and community impact study area census tracts is relatively within the same range of one another. However, Census Tracts 427.50 and 427.48 exhibit the lowest and highest percentages of population (age 16 and over), respectively, in the labor force that vary greatly from the rest of the geographic areas. The overall average of population (age 16 and over) in the labor force within the community impact study area census tracts (64.2 percent) is within the same range as the Cities, County, and CDPs.

Business Activity

County of Riverside

The portions of the County that overlap with the community impact study area are mostly made up of the Temescal Canyon Area Plan and the Temescal Canyon and the El Cerrito CDPs. I-15 runs generally in a northwest-southeast direction throughout the entirety of Temescal Canyon. As previously discussed in Section 2.1, existing uses that are most common along the segment of I-15 through the unincorporated County land and Temescal Canyon area are a variety of existing suburban residential and rural estate neighborhoods, and industrial and mineral extraction activities. The unincorporated County land and Temescal Canyon area is also dominated by vacant and underdeveloped land, or land reserved for potential mineral extraction. Very few retail businesses exist along this segment of the I-15 corridor within the County. However, the land use and zoning in this area supports the development of additional housing, retail stores, restaurants, offices, warehouse/distribution uses, and personal services, which could create a more cohesive economic connection between the City of Corona and City of Lake Elsinore, as they all are connected by I-15. Because growth projections for employment, housing, and population within the County and City of Lake Elsinore are projected to increase, this unincorporated portion along I-15 may present opportunity areas to accommodate this growth.

City of Corona

As discussed in Chapter 3, Growth, the City of Corona grew rapidly over the 1990s in terms of employment, retail sales, and average household income. However, there are areas of the City that need economic attention and revitalization. Therefore, the City of Corona has targeted areas for revitalization, which include underutilized and transitioning areas such as the southeast corner of the SR-91 and I-15 interchanges, and the center of the City of Corona current industrial district north of the SR-91 (City of Corona 2023a).

Table 4-12. Industry Trends

Geographic Area	Total Civilian Workforce Workers (16 Years and Over)	Industry												
		Agriculture, Forestry, Fishing and Hunting, and Mining (%)	Construction (%)	Manufacturing (%)	Wholesale Trade (%)	Retail Trade (%)	Transportation and Warehousing, and Utilities (%)	Information (%)	Finance and Insurance, and Real Estate and Rental and Leasing (%)	Professional, Scientific, and Management, and Administrative and Waste Management Services (%)	Educational Services, and Health Care and Social Assistance (%)	Arts, Entertainment, and Recreation, and Accommodation and Food Services (%)	Other Services, Except Public Administration (%)	Public Administration (%)
County of Riverside	1,131,857	1.2	8.6	7.7	2.5	11.6	6.8	1.4	4.6	9.3	19.3	10.0	1.5	4.8
City of Corona	81,342	0.2	6.6	12.4	2.5	11.6	5.6	1.7	6.2	11.2	19.2	8.7	2.8	5.4
City of Lake Elsinore	32,692	0.5	10.4	7.7	2.2	13.0	4.4	1.4	4.0	8.6	19.9	9.8	1.2	5.4
El Cerrito CDP	2,474	0.6	13.7	13.1	3.2	7.6	5.5	0.2	5.1	14.3	17.7	9.6	2.4	1.9
Temescal Valley CDP	13,347	0.1	7.7	12.6	2.2	11.0	4.5	1.7	8.9	8.8	18.9	7.5	3.7	6.4
Warm Springs CDP	665	1.1	23.2	5.3	1.7	10.1	8.7	1.4	2.3	4.4	15.3	5.4	2.0	3.6
Community Impact Study Area Census Tracts														
Census Tract 414.13	3,202	0.0	12.6	8.4	1.9	6.8	7.2	1.2	5.2	8.5	19.3	10.2	1.5	10.0
Census Tract 414.14	2,416	2.3	10.7	4.7	2.1	6.0	5.6	1.3	0.6	17.7	25.6	12.3	2.8	4.6
Census Tract 414.15	2,246	0.0	3.6	13.0	6.2	0.0	11.2	2.5	9.3	5.7	25.6	15.9	1.2	5.9
Census Tract 416.01	1,184	0.0	7.8	28.1	2.5	8.2	9.5	0.0	3.2	11.8	12.2	6.2	2.4	4.0
Census Tract 416.02	2,111	0.0	16.0	33.0	0.0	12.7	6.8	1.1	1.1	6.3	4.2	12.0	3.7	2.7
Census Tract 418.09	2,677	0.0	8.6	5.2	5.2	14.8	3.6	1.2	6.0	5.4	31.1	7.8	2.0	4.7
Census Tract 418.10	2,718	0.0	9.2	10.2	3.6	11.4	2.2	1.5	7.3	12.4	21.6	7.2	3.0	6.1
Census Tract 418.13	3,020	0.0	7.1	16.6	3.8	6.9	13.2	0.6	2.0	13.8	15.4	11.6	2.2	2.1
Census Tract 419.09	2,732	0.6	11.7	11.8	2.3	7.5	5.9	1.9	4.6	14.2	19.8	8.3	5.7	1.7

Table 4-12. Industry Trends

Geographic Area	Total Civilian Workforce Workers (16 Years and Over)	Industry												
		Agriculture, Forestry, Fishing and Hunting, and Mining (%)	Construction (%)	Manufacturing (%)	Wholesale Trade (%)	Retail Trade (%)	Transportation and Warehousing, and Utilities (%)	Information (%)	Finance and Insurance, and Real Estate and Rental and Leasing (%)	Professional, Scientific, and Management, and Administrative and Waste Management Services (%)	Educational Services, and Health Care and Social Assistance (%)	Arts, Entertainment, and Recreation, and Accommodation and Food Services (%)	Other Services, Except Public Administration (%)	Public Administration (%)
Census Tract 419.10	3,832	0.0	3.1	19.8	0.9	8.1	3.4	3.0	8.9	7.8	24.0	5.3	8.2	4.0
Census Tract 419.14	2,949	0.0	6.7	9.5	1.6	9.6	9.6	1.3	6.7	8.6	25.1	2.3	2.0	11.2
Census Tract 419.15	3,877	0.0	9.7	12.6	1.4	14.0	2.2	0.9	7.0	8.2	16.0	11.6	1.4	6.2
Census Tract 420.07	2,251	0.9	10.2	9.6	2.7	8.0	5.4	1.5	9.2	15.6	16.4	10.3	2.1	2.0
Census Tract 427.48	3,038	1.2	7.9	1.0	4.0	11.9	3.1	2.5	13.4	12.9	18.1	7.1	0.0	8.5
Census Tract 427.49	2,376	0.0	9.7	9.6	6.0	8.1	2.7	1.0	0.0	7.7	17.8	22.8	8.6	6.0
Census Tract 427.50	1,357	0.0	8.3	20.1	1.4	8.0	1.3	0.0	2.8	4.6	25.5	17.2	0.0	0.0
Census Tract 430.01	5,140	0.0	8.8	10.5	3.2	13.5	2.0	1.2	7.6	9.0	19.8	8.3	2.9	4.4
Census Tract 430.05	3,047	1.6	14.0	10.1	1.2	18.7	5.2	1.1	1.3	5.3	15.8	6.6	5.4	3.4
Census Tract 430.06	2,010	1.9	14.3	7.6	2.5	10.3	5.3	0.0	4.6	6.2	15.6	16.7	5.6	0.5
Census Tract 430.07	3,732	0.0	9.0	11.7	3.5	8.8	4.2	2.6	10.6	10.2	16.2	8.2	4.4	4.6
Census Tract 479.01	2,124	0.0	3.2	11.7	1.5	9.3	5.8	3.8	11.3	11.9	23.9	6.1	0.9	7.3
Census Tract 479.02	3,761	0.0	3.5	5.3	2.5	23.6	2.1	1.6	11.2	14.5	15.3	6.1	5.1	6.0
Census Tract 481.00	3,537	0.2	3.6	6.2	4.1	10.1	10.0	1.8	7.5	18.0	15.7	8.0	4.4	3.3
Total	**3,202**	**0.0**	**12.6**	**8.4**	**1.9**	**6.8**	**7.2**	**1.2**	**5.2**	**8.5**	**19.3**	**10.2**	**1.5**	**10.0**

Source: U.S. Census Bureau 2022 (Table DP03)

Table 4-13. Employment Status

Geographic Area	Population (Age 16 and Over)	In Labor Force (%)	Not in Labor Force (%)
County of Riverside	1,876,133	60.3	39.7
City of Corona	121,743	66.8	33.2
City of Lake Elsinore	50,525	64.7	35.3
El Cerrito CDP	4,109	60.2	39.8
Temescal Valley CDP	21,296	62.7	37.3
Warm Springs CDP	1,262	52.7	47.3
Average	345,845	61.3	38.8
Community Impact Study Area Census Tracts			
Census Tract 414.13	4,884	65.6	34.4
Census Tract 414.14	3,544	68.2	31.8
Census Tract 414.15	3,113	72.1	27.9
Census Tract 416.01	1,902	62.3	37.7
Census Tract 416.02	2,957	71.4	28.6
Census Tract 418.09	3,962	67.6	32.4
Census Tract 418.10	4,466	60.9	39.1
Census Tract 418.13	5,149	58.7	41.3
Census Tract 419.09	4,473	61.1	38.9
Census Tract 419.10	6,193	61.9	38.1
Census Tract 419.14	4,141	71.2	28.8
Census Tract 419.15	6,685	58.0	42.0
Census Tract 420.07	4,308	52.3	47.7
Census Tract 427.48	4,097	74.2	25.8
Census Tract 427.49	3,841	61.9	38.1
Census Tract 427.50	2,812	48.3	51.7
Census Tract 430.01	7,460	68.9	31.1
Census Tract 430.05	4,662	65.4	34.6
Census Tract 430.06	3,386	59.4	40.6
Census Tract 430.07	5,389	69.3	30.7

Table 4-13. Employment Status

Geographic Area	Population (Age 16 and Over)	In Labor Force (%)	Not in Labor Force (%)
Census Tract 479.01	3,422	62.1	37.9
Census Tract 479.02	5,584	67.4	32.6
Census Tract 481.00	5,288	66.9	33.1
Average	**4,422**	**64.2**	**35.8**

Source: U.S. Census Bureau 2022 (Table DP03)

The portion of the City of Corona that overlaps with the community impact study area is approximately between Magnolia Avenue and Weirick Road. In terms of business activity, between Magnolia Avenue and El Cerrito Road, the area west of I-15 is mixed with industrial uses and local and major retailers. Between El Cerrito Road and Weirick Road, the area north of Cajalco Road contains commercial plazas (Crossings at Corona and The Village at Eagle Glen) on either side of I-15, while the area south of Cajalco Road contains land dedicated to agricultural uses as well as vacant/underdeveloped land for future commercial development.

City of Lake Elsinore

The portion of the City of Lake Elsinore within the community impact study area is approximately between Indian Truck Trail and H Street. As discussed in Section 2.1, the Project is located in multiple districts and spheres of Lake Elsinore. The following are the business activities that define the current economic conditions:

- Scattered farmland is located in the Northwest Sphere District;
- There are mineral extraction uses along Lake Street in the Alberhill District;
- There is a limited amount of industrial and commercial uses in the North Central Sphere District;
- The city's main commercial and industrial activity area is within the Business District;
- A commercial node is located in the southern portion of the Lake Elsinore Hills District along I-15;
- There is a mix of neighborhood-serving commercial uses and some industrial uses in the historic uses; and
- The auto mall adjacent to I-15 is considered a defining characteristic in the Riverview District because it is a major source of tax revenue for the City of Lake Elsinore.

The City of Lake Elsinore has a large amount of available vacant land to accommodate future economic growth and development. As shown in Table 3-1, long-term population growth from 2017 to 2045 is expected to occur in the City of Lake Elsinore. Therefore, the large amount of available land area serves as a prime location to sustain continued and high growth rates projected.

Fiscal Conditions

County of Riverside

According to the 2019 local profiles for the County (SCAG 2019c), the real retail sales in the County was approximately $24.7 billion with a real retail sales per capita estimate of $10,400 in 2017. Total taxable sales for the County during 2015 reached $36.1 billion, which was an increase of 5.6 percent over 2016 and is the greatest increase compared across the Counties of Los Angeles (3.3 percent), Orange County (3.3 percent), San Bernardino (3.1 percent), and Ventura (1.1 percent) (Riverside County Economic Development Agency 2017). Table 4-14 summarizes data from the Riverside Economic Development Agency for the Taxable Sales Riverside County Annual Report 2017 (Riverside County Economic

Development Agency 2017). In comparison to the state, the County's per capita retail and food services sale total is slightly less from 2016 to 2017; however, as described above and shown in the total percent change for the County in Table 4-14, fiscal growth within the County between 2016 and 2017 is reasonable given the projected population growth within the County, which is discussed further in Chapter 3, Growth.

Table 4-14. County and State Retail and Food Services

Retail and Food Service Type of Business	Per Capita Retail & Food Services Sales ($)		Change 2016-2017 (%) (County Only)
	County	State	
Motor Vehicle & Parts Dealers	2,238	2,195	5.97
Home Furniture & Appliance Stores	724	763	24.78
Building Material & Garden Equipment & Supply	904	947	10.00
Food & Beverage Stores	697	727	5.90
Gasoline Stations	1,227	1,197	8.48
Clothing & Accessories Stores	920	1,015	0.42
General Merchandise Stores	1,298	1,246	1.60
Food Service & Drinking Places	1,612	2,079	5.58
Other Retail Group	1,082	1,461	5.47
Total Retail & Food Service	**10,704**	**11,630**	**6.49**

Source: Riverside County Economic Development Agency 2017

City of Corona

While property taxes were once the primary source of revenue for funding municipal activities within the City of Corona, sales tax is now more important (City of Corona 2023a). This is contingent upon a diversified local business base and increasing property values for residential land uses. In 2017, the real retail sales in the City of Corona were approximately $1,947 billion with a real retail sales per capita estimate of $11,700 (SCAG 2019a). The Taxable Sales Riverside County Annual Report 2018 (Riverside County Economic Development Agency 2018) also identifies the City of Corona as having a 5.57 percent increase in per capita retail and food services sale. The Riverside County Economic Development Agency also has the first quarter of 2018's taxable sales based on total number of permits. Table 4-15 shows the distribution of sales tax revenues generated in the City of Corona and County. According to Table 4-15, the most profitable business type is gasoline stations followed by general merchandise.

Table 4-15. City of Corona and County First Quarter 2018 Taxable Sales

Retail and Food Service Type of Business	County of Riverside			City of Corona		
	Permits	Values($)[a]	Average Sales Tax/Business[a]	Permits	Values($)[a]	Average Sales Tax/Business($)[a]
Motor Vehicle & Parts Dealers	2,244	1,324,752	590	220	104,547	475
Home Furniture & Appliance Stores	2,397	447,419	187	207	31,490	152
Building Material & Garden Equipment & Supply	1,156	515,732	446	85	52,417	617
Food & Beverage Stores	1,527	452,917	297	119	24,421	205
Gasoline Stations	542	794,443	1,466	39	79,591	2041
Clothing & Accessories Stores	6,051	544,220	90	400	22,793	57
General Merchandise Stores	2,050	799,655	390	105	85,898	818
Food Service & Drinking Places	5,246	103,565	20	392	83,064	212
Other Retail Group	18,243	682,463	37	1,028	36,685	36
All Other Outlets[b]	20,416	2,596,812	127	1,968	392,026	199

Source: Riverside County Economic Development Agency 2018

[a] Taxable transactions are in the thousands of dollars.

[b] Business and personal services and miscellaneous outlets. Additionally, sales totals for some classes of retail businesses are not shown because their publication would result in confidential information disclosure. These totals are included with Other Retail Group when possible.

Within the City of Corona, RCTC plans and implements transportation improvements to smooth the way for commuters and goods movement and assists local governments with money for local streets and roads (City of Corona n.d.b). One of these local funding sources includes Measure A, which was approved by voters in 1988, implements a half-cent sales tax for transportation to address increased congestion. Measure A was renewed in 2009 and will continue to fund transportation improvements through 2039 (RCTC 2021). For the Western Riverside County, 30 percent of the funds go to highways, 29 percent to local streets and roads, 12 percent to public transit, 11 percent to regional arterials, and the other 9 percent to other economic programs. Another local funding sources comes from the tolled ELs. Tolled ELs provide drivers time saving benefits and represents a long-term funding source that pay for the development, construction, maintenance, and operations of toll projects and other transportation improvements on the I-15 corridor (RCTC 2021). As discussed in Section 1.4.2, the Project is an extension of RCTC's completed SR-91 ELs and I-15 ELP, which were partially funded by tolls. The City of Corona also obtains funding from Measure X, a sales tax measure passed in 2020, which creates new opportunities to invest in the community with much-needed infrastructure and service improvements (City of Corona 2021b). This new sales tax contributes to the City

of Corona's revenue fund that is already supported by the General Fund (e.g., property tax, Measure A, and developer impact fees) and Special Revenue Funds (e.g., Gas Tax [Highway User Tax] and Transportation Urban Mitigation Fees), Successor Agency Funds, Capital Project Funds, Enterprise Funds, and Internal Service Funds (City of Corona 2021c).

City of Lake Elsinore

In 2017, the real retail sales in the City of Lake Elsinore were approximately $707 million with a real retail sales per capita estimate of $11,300 (SCAG 2019b). The Taxable Sales Riverside County Annual Report 2017 (Riverside County Economic Development Agency 2018) also identifies the City of Lake Elsinore as having a 4.89 percent increase in per capita retail and food services sale between 2016 and 2017. The Riverside County Economic Development Agency also has the first quarter of 2018's taxable sales based on total number of permits. Table 4-16 shows the distribution of sales tax revenues generated in the City of Lake Elsinore and County. According to Table 4-16, like the City of Corona, the most profitable business type is also gasoline stations followed by general merchandise.

Table 4-16. City of Lake Elsinore and County First Quarter 2018 Taxable Sales

Retail and Food Service Type of Business	County of Riverside			City of Lake Elsinore		
	Permits	Values($)[a]	Average Sales Tax/Business[a]	Permits	Values($)[a]	Average Sales Tax/Business($)[a]
Motor Vehicle & Parts Dealers	2,244	1,324,752	590	77	33,747	438
Home Furniture & Appliance Stores	2,397	447,419	187	60	1,838	31
Building Material & Garden Equipment & Supply	1,156	515,732	446	25	16,856	674
Food & Beverage Stores	1,527	452,917	297	41	9,715	237
Gasoline Stations	542	794,443	1,466	18	27,246	1,514
Clothing & Accessories Stores	6,051	544,220	90	144	8,788	61
General Merchandise Stores	2,050	799,655	390	36	44,214	1,228
Food Service & Drinking Places	5,246	103,565	20	132	23,985	182
Other Retail Group	18,243	682,463	37	402	10,787	27
All Other Outlets[b]	20,416	2,596,812	127	623	24,968	40

Source: Riverside County Economic Development Agency 2018

[a] Taxable transactions are in the thousands of dollars.

[b] Business and personal services and miscellaneous outlets. Additionally, sales totals for some classes of retail businesses are not shown because their publication would result in confidential information disclosure. These totals are included with Other Retail Group when possible.

The City of Lake Elsinore is also supported by RCTC and receives funding for transportation projects from Measure A and tolls, as described above. The City of Lake Elsinore has identified Measure A along with other fees (e.g., development fees, gas tax, and the City of Corona's general funds, which also includes sales and use tax) to provide funding for the City of Corona's Capital Improvement Projects.

Toll Projects

Currently, travelers on I-15 within the Project limits do not pay tolls. state, federal, and design-build toll-related legislation that provides the authority for RCTC and Caltrans to build and operate ELs in the I-15 corridor is described in Chapter 1.

4.2.2 Environmental Consequences

No-Build Alternative

Regional Economy

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with the regional economy.

Employment and Income

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with employment and income.

Business Activity

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with business activities.

Fiscal Conditions

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with fiscal conditions.

Toll Projects

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with toll projects.

Build Alternative

Regional Economy

The I-15 corridor is a primary link between major economic centers and geographic regions that is classified as a "High Emphasis" and "Gateway" route in the Interregional Road System (IRRS) and serves as a major truck route that provide access to major sea or waterway ports, nationwide railway

systems, airports, and interstate and intrastate highway systems; thereby serving as Intermodal Corridors of Economic Significance (ICES) network (Caltrans 2023a). As discussed in Section 1.4.2, existing traffic volumes often exceed current highway capacity along several segments of I-15 corridor, resulting in increased congestion and longer commute times that negatively affect traffic operations along the freeway mainline. This issue would only worsen due to forecast growth and the continued development within in the region. By implementing the Project, operation, congestion, and travel time reliability would be improved upon by providing additional travel choices and creating a more cohesive EL network within the region. Therefore, the Project is important for the regional economy and would accommodate the projected employment, population, housing, and development growth within the region by improving access and reliability of the overall transportation network. Additionally, the Project provides six access points to the tolled ELs throughout the Project limits. The locations of the access points were determined based on the ability to serve all interchanges within the Project limits, which would allow vehicles to maintain access to local destinations along the Project corridor.

As discussed further in Section 4.4, Relocations and Real Property Acquisitions, no permanent or temporary displacement or relocation of businesses that could affect the regional economy would occur. However, the Build Alternative has the potential to result in direct permanent and temporary effects to access for nearby businesses during construction due to short-term detours for roadway, freeway, and bridge improvement during construction. However, with the inclusion a TMP (Measure **TR-1**, Section 5.3) detours and notifications would be provided to stakeholders and the public so that the Build Alternative would not result in adverse impacts to access that would otherwise create a barrier or disruption in connectivity to businesses within the community impact study area or surrounding region. Therefore, the Project would not result in any permanent or temporary adverse effects under the Build Alternative.

Employment and Income

As discussed further in Section 4.4, Relocations and Real Property Acquisitions, no permanent or temporary displacement or relocation of businesses would occur. Therefore, no permanent or temporary adverse effects related to employment or income loss would occur under the Build Alternative.

Business Activity

As previously stated, no permanent or temporary displacement or relocation of businesses is anticipated; therefore, no disruption to business activity and operation within the community impact study area would occur. However, the Build Alternative would result in direct temporary impacts to access and circulation for nearby businesses during construction due to roadway, freeway, and bridge improvements, which may result in short-term detours during construction. A TMP (Measure **TR-1**, Section 5.3) would be implemented to manage traffic during construction and provide notifications to stakeholders and the general public to maintain continued access throughout construction. Given that businesses would continue to operate and access to these businesses would be maintained during and after construction, no permanent or direct temporary adverse effects to business activity would occur as a result of traffic delays cause by Project during construction. In addition, no indirect adverse effects to businesses activity would occur with the implementation of Measure **TR-1**.

Fiscal Conditions

No permanent or temporary displacement or relocation of businesses would occur; therefore, substantial adverse effects a result of loss or increase in local tax revenue, property values, or property tax would not occur. No direct or indirect, permanent or temporary impacts are anticipated, and no permanent or temporary adverse effects to fiscal conditions related to the amount of revenue or tax generated by these properties would occur under the Build Alternative.

Toll Projects

Two tolled ELs in both the northbound and southbound directions for a total of four tolled ELs would be implemented under the Build Alternative. The ELs option would provide choices for drivers that are not currently available, such as congestion-free travel for a fee, carpooling for three or more at reduced rates, and expanded opportunities for existing and future regional express bus operations.

There would be no direct impact to the cost of travel along the I-15 Project limits for those who do not use the ELs; however, implementing a toll fee may create potential inequalities for low-income users who are less able to afford ELs compared to high-income users.

Several studies suggest that the ability and willingness to pay the toll to travel in the EL would not disproportionately impact low-income I-15 users more than the general population of users. Both low-income and the general population weigh the cost and benefits of their choices. For example, in a recent FWHA study, *Impacts of Congestion Pricing on Low-Income Populations: Efforts to Measure and Respond to Income-Equity Concerns* (FWHA 2017), FHWA found that while low-income solo drivers would be unlikely to choose to use ELs on a regular basis, there might be urgent situations where they would choose to use them. The findings were based on the premise that a driver will choose to pay the toll on any occasion, based on his or her value of time at that instance.

Another FHWA study, *Low-Income Equity Concerns of U.S. Road Pricing Initiatives* (FHWA 2022), found that for value priced facilities currently in operation along major transportation corridors in the U.S. currently experiencing high levels of congestion, data has shown that a wide range of income groups use the value priced lanes at different levels of frequency. Research suggests that the differential impacts of congestion pricing often relate more to user schedule flexibility and route availability than to income.

The cost and perceived benefits of using the EL would differ between users and the EL is an option for both groups at all times. Additionally, studies have shown that low-income populations have a greater propensity for carpooling, when in a 3+ carpool they are able to use the EL at a reduced rate. Carpoolers also get the added benefit of cost sharing to reduce per/person costs. The choice to not use the ELs does not result in any financial impact to freeway users (FHWA 1996).

The requirement to obtain a toll tag may have a greater impact on the ability of low-income populations to utilize the EL. However, if strategies are implemented to make obtaining and operating a toll tag easier, it is unlikely this requirement would have a greater impact on the choices of low-income populations to use the ELs than of the population overall. RCTC has implemented a variety of programs to assist low-income customers in accessing and paying for toll tags. For example, customers can pay by cash at RCTC's walk-in centers and starting on July 1, 2024, customers will be able to pay by cash through the

Pay Near Me network at 7-Eleven stores and many other convenient locations in the community, including an RCTC Toll Office located at 301 Corporate Terrice Circle in Corona. In addition, low-income customers with outstanding violations may qualify for reduced violation penalties and payment plans as a result of Assembly Bill 2594. Under the Build Alternative, customers would be able to utilize these programs to obtain a toll tag and pay the fees in several ways and low-income drivers who may lack a credit card or bank account would still have alternative means of obtaining a toll tag and paying fees to access the ELs. These alternative means of obtaining a toll tag and paying fees is consistent with the I-15 ELP Project located immediately to the north of the Project.

Toll revenues would be used for constructing, operating, and maintaining the I-15 tolled ELs, and for other projects eligible for assistance under the Federal-Aid Highways Code (23 USC). Toll rates charged would be variable and the use of toll revenues would be subject to audit.

4.2.3 Avoidance, Minimization, and/or Mitigation

With the implementation of a TMP (Measure **TR-1**, Section 5.3), no substantial adverse effects to the regional economy, employment, income, business activity, and fiscal conditions are anticipated under the Build Alternative.

4.3 Community Facilities and Services

Community facilities and services are an important aspect of neighborhood identity. Schools, hospitals, and emergency services can be critical resources for the community. Occasionally, transportation projects may affect (both negatively and positively) community services, thereby affecting the character and cohesion of a community, either temporarily or permanently. Community facilities and services typically include fire and police protection, public or publicly funded schools, childcare centers, healthcare facilities, libraries, places of worship, and parks and recreation centers (see Section 2.3). Figures 4-2 through 4-7 in Appendix A show community facilities and services within the community impact study area are shown in Appendix A. Additional information on community services is also provided in the sections below. The study area for analyzing impacts to community facilities and services consists of the community impact study area.

4.3.1 Affected Environment

Community Facilities

<u>Schools</u>

There are no planned schools located within 0.5 mile of the Project limits. The following existing schools are located within 0.5 mile of the Project limits (Appendix A, Figures 4-2 through 4-7) (California Department of Education n.d.):

- Elsinore Elementary School (512 West Sumner Avenue, Lake Elsinore) serves approximately 569 students (grades K–5);
- Keith McCarthy Academy (1405 Education Way, Lake Elsinore) serves approximately 252 students (grades K–12);

- Ortega High School (520 Chaney Street, Lake Elsinore) serves approximately 336 students (grades 11–12);
- Temescal Canyon High School (28755 El Toro Road, Lake Elsinore) serves approximately 2,218 students (grades 9–12);
- Dr. Bernice Jameson Todd Elementary School (25105 Mayhew Canyon Road, Corona) serves approximately 1,218 students (grades K–6);
- Temescal Valley Elementary School (22950 Claystone Avenue, Corona) serves approximately 908 students (grades K–6);
- El Cerrito Middle School (7610 El Cerrito Road, Corona) serves approximately 1,007 students (grades 6–8); and
- Centennial High School (1820 Rimpau Avenue, Corona) serves approximately 3,253 students (grades 9–12).

Health Facilities

There are no major healthcare facilities within the community impact study area. The closest major hospital is the Corona Regional Medical Center (800 South Main Street, Corona), which is approximately 1.2 miles northwest of the community impact study area (see Appendix A). The Corona Regional Medical Center comprises a 160-bed acute care hospital and a 78-bed rehabilitation campus (Southwest Healthcare 2023). It employs more than 1,250 trained healthcare workers and has a medical staff of approximately 347 physicians representing more than 40 specialties (Southwest Healthcare 2023).

Places of Worship

The following places of worship are within 0.5 mile of the Project limits (see Appendix A, Figures 4-2 through 4-7):

- Rebellion Church: 310 East Franklin Street, Lake Elsinore;
- Iglesia de Dios Fuente de Vida: 581 Birch Street, Lake Elsinore;
- The Church of Jesus Christ of Latter-day Saints: 18220 Dexter Avenue, Lake Elsinore;
- The Bridge Church: 9106 Pulsar Court, Suite A, Corona;
- St. Mary Magdalene Roman Catholic Church: 8540 Weirick Road, Corona;
- Olive Branch Church & School: 7702 El Cerrito Road, Corona;
- Corona Presbyterian Church: 2790 California Avenue, Corona;
- Corona Canyon Community Church: 1504 Taber Street, Corona; and

- Lakeshore City Church: 1411 Rimpau Avenue, Suite 203, Corona.

Community Centers

The Cultural Center (183 North Main Street, Lake Elsinore) is the only community center within 0.5 mile of the Project limits (see Appendix A, Figure 4-2). This facility is home to the Lake Elsinore City Council and can accommodate public meetings and community gatherings. The Cultural Center is available for reservations to host public meetings only (City of Lake Elsinore n.d.d.).

Emergency Services

Police Protection

City of Corona. Law enforcement is divided among the City of Corona, Riverside County Sheriff, and the California Highway Patrol (CHP). The City of Corona operates four response zones to cover the incorporated area. Riverside County Sheriff provides patrol services in El Cerrito, Coronita, Home Gardens, and Temescal Valley (City of Corona 2023a).

As seen in Appendix A (Figures 4-2 through 4-7), there are no police stations within the community impact study area in the City of Corona. The closest police, sheriff, and CHP stations that serve the area are outside of the community impact study area and include the City of Corona Police station located northwest of the I-15/SR-91 interchange at 730 Public Safety Way, the Riverside County Sheriff's Station located at 7477 Mission Boulevard in Jurupa Valley, and the CHP office located at 8118 Lincoln Avenue in the City of Riverside.

City of Lake Elsinore. The City contracts police services with the Riverside County Sheriff's Department to enforce local, state, and federal statutes, public safety, and traffic enforcement, and to maintain public order (City of Lake Elsinore n.d.c.). There is one police station, the Lake Elsinore Police Station, just outside of the southern portion of the community impact study area that serves the City of Lake Elsinore at 333 Limited Street (see Appendix A, Figures 4-2 through 4-7). Additionally, the closest CHP office is located approximately 14 miles south of the Project limits, along I-15 at 27685 Commerce Center Drive in the City of Temecula.

Fire Protection

Based on information from the California Fire Hazard Severity Zone (FHSZ) viewer (CALFIRE 2023) and as shown in Appendix A (Figure 4-8), the Project limits overlaps with very high, high, and moderate FHSZs in Local Responsibility Area (LRA) and State Responsibility Area (SRA).

City of Corona. Fire protection services for the City of Corona and its SOIs are provided by the City of Corona's Fire Department (City of Corona 2023a). As seen in Appendix A (Figure 4-8), there is one fire station within the community impact study area, the City of Corona's Fire Station #7 located at 3777 Bedford Canyon Road, northeast of the Cajalco Road and I-15 interchange.

City of Lake Elsinore. The City of Lake Elsinore contracts fire services with the County of Riverside's Fire Department and CALFIRE to provide a full range of fire protection services (fire prevention, suppression, and emergency medical response) (City of Lake Elsinore n.d.c.). Although there are four fire

stations that serve the City of Lake Elsinore, none are located within the community impact study area. The closest of those four fire stations is the CALFIRE Lake Elsinore Fire Station #10, which services the central area of the City of Lake Elsinore (City of Lake Elsinore 2011a) and is located approximately 1.0 mile from the southernmost portion of the Project limits. This fire station operates three fire engines (one paramedic engine and two CALFIRE wildland engines), and a squad of mostly volunteer firefighters (City of Lake Elsinore n.d.c.). Standard response times are established by Riverside County Fire Department (RCFD) guidelines. The goal for a response time is to arrive at any location within the city in 7 minutes (City of Lake Elsinore 2011d).

Utilities

Water and Wastewater

City of Corona. The City of Corona receives water from both local groundwater basins and imported water sources (City of Corona 2023a). The Corona Department of Water and Power is responsible for supplying potable water to the City and surrounding areas, a total of approximately 75 square miles. This area includes approximately 39 square miles within the city's municipal area and 35 square miles in the City of Corona's SOI in Riverside County. This SOI includes the Warm Springs CDP. Lee Lake Water District (LLWD) and the Metropolitan Water District (MWD) provides water and water services such as wastewater treatment and disposal to residents within the City of Lake Elsinore.

City of Lake Elsinore. According to the Lake Elsinore General Plan (City of Lake Elsinore 2011a), the Elsinore Valley Municipal Water District (EVMWD) provides public water service, water supply development and planning, wastewater treatment and disposal, and recycling to the City of Lake Elsinore. EVMWD is a sub-agency of the Western Municipal Water District. Potable water supplies to EVMWD are provided from imported water from Metropolitan, local surface water from Canyon Lake, and local groundwater from the Elsinore Basin.

Waste

City of Corona. Waste Management, Inc. provides trash disposal services to the City of Corona and transports all solid waste from the City of Corona and its SOI areas to the El Sobrante landfill, located east in the unincorporated County at 10910 Dawson Canyon Road (City of Corona 2023a). The El Sobrante Landfill opened in 1986 and is a Class III landfill that accepts municipal solid waste. The City of Corona adopted comprehensive integrated waste management programs to meet state mandates. Assembly Bill 341, effective 2012, required mandatory commercial and public agency waste recycling and established a statewide 75 percent waste diversion goal by 2020. In 2016, businesses and multifamily buildings with five or more units were required by Assembly Bill 1826 to recycle organic waste.

City of Lake Elsinore. CR&R, Inc. provides trash disposal services to the City of Lake Elsinore as well as Temecula, Canyon Lake, and unincorporated parts of the County that are within the SOI (the Temescal Valley CDP and Warm Springs CDP). There are no landfills within the City of Lake Elsinore; therefore, trash is taken to either a landfill within Riverside County or the Materials Recovery Facility. The City of Lake Elsinore typically uses three landfills, which include El Sobrante, Badlands, and Lamb Canyon Landfills (City of Lake Elsinore 2011a). The El Sobrante landfill is the closest landfill to the Project limits. Riverside County Waste Management (RCWM) manages the landfills used by the City of Lake

Elsinore. As of December 31, 2005, 50 percent of the City of Lake Elsinore's trash was mandated by the State of California to be recycled per the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939).

Gas and Electrical Power

City of Corona. Southern California Edison (SCE) provides electrical service to most of Corona and its SOI with power plants in California and other western states (City of Corona 2023a). As of 2017, 10 substations serve the City of Corona and its SOI, of which SCE owns and operates eight. Most major electricity transmission lines are also maintained by SCE.

Southern California Gas Company (SCGC) provides natural gas service in Corona. SSCGC maintains transmission and distribution lines throughout the City of Corona (City of Corona 2023a).

City of Lake Elsinore. The City of Lake Elsinore also gets electricity from SCE and natural gas from SCGC. According to the City of Lake Elsinore's General Plan, SCE and SCGC anticipate that they would be able to accommodate future growth within the City of Lake Elsinore (City of Lake Elsinore 2011a).

Telecommunication

City of Corona. Telecommunications in Corona are offered by multiple service providers and through different types of infrastructure systems (City of Corona 2023a). Telecommunications companies are generally licensed and monitored by the California Public Utility Commission. The City of Corona is responsible for oversight and approval authority for the siting and operation of transmission antennas and other facilities but does not exercise control over the provision of telecommunications services.

City of Lake Elsinore. Verizon provides local land line telephone services; however, numerous providers provide long-distance series or wireless or cell phone services. Comcast provides cable television and high-speed internet to residents within the City of Lake Elsinore (City of Lake Elsinore 2011a).

4.3.2 Environmental Consequences

The following sections describe temporary and long-term effects on community facilities, emergency services, and utilities.

No-Build Alternative

Community Facilities

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with community facilities.

Emergency Services

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. However, considering the projected growth and development within the region (see Table 3-1), the congestion and commuter delays along I-15 would only worsen; therefore, the expected

increase in congestion and deteriorating traffic conditions are expected to reduce local and regional mobility for the motoring public. The No-Build Alternative would not address or alleviate the existing and forecast operational and capacity issues of the I-15 mainline and would not satisfy the Project purpose and need.

Utilities

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related impacts associated with utility service or utility relocation.

Build Alternative

Community Facilities

There are no anticipated long-term closures or detours needed for the Project and no closures of local roads are anticipated; however, these facilities may experience direct temporary impacts as a result of construction activities that may temporarily impact access and circulation due to short-term detours for roadway and bridge improvements. A TMP (Measure **TR-1**, Section 5.3) would be implemented to minimize direct temporary impacts to traffic and circulation within the community impact study area and to maintain continuous access and connectivity throughout construction activities. During construction, short-term noise impacts may affect populations within the community impact study; however, the Project would comply with City noise regulations (Measure **N-1**) to reduce temporary impacts that may affect residential communities and neighborhoods within close proximity to the Project limits. These short-term impacts would not result in an adverse effect to quality of life within the community impact study area and are further discussed in Section 4.5.2. Therefore, the Build Alternative would not result in permanent or temporary adverse effects on community facilities within the community impact study area.

Emergency Services

Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Sustained local growth and regional development have increased commuter traffic along I-15 resulting in severe peak hour traffic congestion and operational deficiencies. Based on forecast population growth and the continued development to support the projected growth in the region, the I-15 corridor is expected to continue to experience increased congestion and longer commute times that are projected to negatively affect traffic operations along the freeway mainline. Under the Build Alternative, the Project would maximize mobility in the region by improving operational safety and efficiency through the implementation of two tolled ELs in each direction on I-15 in Riverside County (PM 22.3 to PM 36.8) and multiple entrance and exit points to access the tolled EL facility. Therefore, the Project would improve mobility within the community impact study area and City once in operation.

As shown in Appendix A (Figure 4-8), there is one fire station and no police stations within the community impact study area. However, there are several fire and police stations just outside the community impact study area. The Project itself would not cause direct or indirect permanent impacts, and indirect temporary impacts to emergency services, response times, or the demand of services as the

Project does not propose any new residential, commercial, or industrial developments that would encourage growth, as discussed in Chapter 3, Growth.

Portions of the Project limits and community impact study area overlap with FHSZs. As shown in Appendix A (Figure 4-8), portions of the Project limits overlap with lands classified as very high, high, and moderate FHSZs in LRAs and SRAs. However, under the Build Alternative, the Project would not expose people or buildings to any new fire hazard areas because the Project would not construct any new residential, commercial, or industrial developments. During construction activities, Measure **FIRE-1** will be implemented to protect the public and the environment from the potential risk of fires and worker health and safety. Measure **FIRE-1** includes creating defensible spaces around active construction sites.

Traffic may be shifted for the bridge widening to accommodate the new lanes in the median. Therefore, there are no anticipated long-term closures or detours needed for the Project and no closures of local roads are anticipated (Caltrans 2023a). However, emergency services may experience direct temporary impacts due to the shift in traffic for the bridge and construction vehicles entering and leaving the Project site. A TMP (Measure **TR-1**, Section 5.3) would be implemented to minimize direct temporary impacts to traffic and circulation within the community impact study area by maintaining continuous vehicular access and minimizing any delays during construction activities. Therefore, the Build Alternative would not result in permanent or temporary adverse effects on emergency service response times within the community impact study area.

Utilities

The Build Alternative is not anticipated to have utility conflicts that would require relocation and existing utilities are anticipated to be protected in place. There are 227 utilities in the Project area; 35 of which are telecom, 67 are power, 33 are gas, 62 are water, 27 are sewer, and three are casing, none of which would be in conflict with the Build Alternative. Utilities located within the Project area are listed in Table 4-17. During construction, the Project would require conduit connections to existing power sources, which may include private utility companies. Implementation of Measures **UT-1** and **UT-2**, would ensure coordination with appropriate utility providers so that temporary disruption of utilities would not occur during construction.

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Telecom	11th Street	MCI	No Conflict	Protect in Place
Telecom	11th Street	Crown Castle	No Conflict	Protect in Place
Telecom	North of and parallel to I-15	AT&T	No Conflict	Protect in Place
Telecom	Lake Street, parallel to I-15	AT&T	No Conflict	Protect in Place
Telecom	East of Lake Street	Spectrum	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Telecom	East of Lake Street	AT&T	No Conflict	Protect in Place
Telecom	Temescal Canyon Road, parallel to I-15	Spectrum	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Charter	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	AT&T	No Conflict	Protect in Place
Telecom	Horsethief Canyon Road	Spectrum/Charter	No Conflict	Protect in Place
Telecom	Horsethief Canyon Road	Spectrum/Charter	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Spectrum	No Conflict	Protect in Place
Telecom	Campbell Ranch Road	Crown Castle	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	MCI	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Century Link	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Charter	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Spectrum	No Conflict	Protect in Place
Telecom	Temescal Canyon Road	Spectrum	No Conflict	Protect in Place
Telecom	Brown Canyon Wash	AT&T	No Conflict	Protect in Place
Telecom	Brown Canyon Wash	Spectrum	No Conflict	Protect in Place
Telecom	Parallel to Temescal Canyon Road	Spectrum	No Conflict	Protect in Place
Telecom	Brown Canyon Wash	Spectrum/Charter	No Conflict	Protect in Place
Telecom	Leroy Road	Charter	No Conflict	Protect in Place
Telecom	Weirick Road	Spectrum/Charter	No Conflict	Protect in Place
Telecom	Weirick Road	AT&T	No Conflict	Protect in Place
Telecom	Bedford Wash	AT&T	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Telecom	Cajalco Road	Sunesys	No Conflict	Protect in Place
Telecom	Cajalco Road	Sunesys	No Conflict	Protect in Place
Telecom	Cajalco Road	Time-Warner Cable	No Conflict	Protect in Place
Telecom	Bedford Canyon Road	Time-Warner Cable	No Conflict	Protect in Place
Telecom	El Cerrito Road	Crown Castle	No Conflict	Protect in Place
Telecom	El Cerrito Road	AT&T	No Conflict	Protect in Place
Telecom	State Street	AT&T	No Conflict	Protect in Place
Telecom	Ontario Avenue	AT&T	No Conflict	Protect in Place
Power	East Hill Street	SCE	No Conflict	Protect in Place
Power	Main Street	SCE	No Conflict	Protect in Place
Power	Collier Avenue	SCE	No Conflict	Protect in Place
Power	Camino Del Norte and 2nd Street	SCE	No Conflict	Protect in Place
Power	3rd Street	SCE	No Conflict	Protect in Place
Power	Central Avenue and Dexter Avenue	SCE	No Conflict	Protect in Place
Power	Central Avenue, Southbound Ramps	SCE	No Conflict	Protect in Place
Power	Central and Dexter Avenues	SCE	No Conflict	Protect in Place
Power	11th Street	SCE	No Conflict	Protect in Place
Power	North of and parallel to I-15	SCE	No Conflict	Protect in Place
Power	Lake Street, parallel to I-15	SCE	No Conflict	Protect in Place
Power	Lake Street	SCE	No Conflict	Protect in Place
Power	Lake Street	SCE	No Conflict	Protect in Place
Power	East of Lake Street	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road, parallel to I-15	SCE	No Conflict	Protect in Place
Power	Horsethief Canyon Wash Bridge	SCE	No Conflict	Protect in Place
Power	De Palma Road, parallel to I-15	SCE	No Conflict	Protect in Place
Power	Parallel to Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Indian Wash Bridge	SCE	No Conflict	Protect in Place
Power	Indian Truck Trail	SCE	No Conflict	Protect in Place
Power	Indian Truck Trail	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Campbell Ranch Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Campbell Ranch Road	SCE	No Conflict	Protect in Place
Power	Mayhew Wash Bridge	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	East of Stone Canyon Road	SCE	No Conflict	Protect in Place
Power	East of Stone Canyon Road	SCE	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Power	East of Stone Canyon Road	SCE	No Conflict	Protect in Place
Power	East of Stone Canyon Road	SCE	No Conflict	Protect in Place
Power	East of Stone Canyon Road	SCE	No Conflict	Protect in Place
Power	South of and parallel to I-15	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Knabe Road, parallel to Knabe Road	SCE	No Conflict	Protect in Place
Power	Brown Canyon Wash	SCE	No Conflict	Protect in Place
Power	Brown Canyon Wash	SCE	No Conflict	Protect in Place
Power	Parallel to Temescal Canyon Road	SCE	No Conflict	Protect in Place
Power	Brown Canyon Wash	SCE	No Conflict	Protect in Place
Power	Bedford Motor Way/ Leroy Road	SCE	No Conflict	Protect in Place
Power	Foster Road	SCE	No Conflict	Protect in Place
Power	Weirick Road	SCE	No Conflict	Protect in Place
Power	Weirick Road	SCE	No Conflict	Protect in Place
Power	Bedford Wash	SCE	No Conflict	Protect in Place
Power	Bedford Wash	SCE	No Conflict	Protect in Place
Power	Cajalco Road	SCE	No Conflict	Protect in Place
Power	Cajalco Road	SCE	No Conflict	Protect in Place
Power	Cajalco Road	SCE	No Conflict	Protect in Place
Power	Cajalco Road	SCE	No Conflict	Protect in Place
Power	Bedford Canyon Road	SCE	No Conflict	Protect in Place
Power	Corona Street	SCE	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Power	Liberty Avenue	SCE	No Conflict	Protect in Place
Power	Bedford Canyon Road	SCE	No Conflict	Protect in Place
Power	El Cerrito Road	SCE	No Conflict	Protect in Place
Power	State Street	SCE	No Conflict	Protect in Place
Power	State Street	SCE	No Conflict	Protect in Place
Power	Ontario Avenue	SCE	No Conflict	Protect in Place
Power	Old Temescal Road	SCE	No Conflict	Protect in Place
Power	Compton Avenue	SCE	No Conflict	Protect in Place
Power	Compton Avenue	Caltrans	No Conflict	Protect in Place
Gas	El Cerrito Road	SCGC	No Conflict	Protect in Place
Gas	Ontario Avenue	SCGC	No Conflict	Protect in Place
Gas	Ontario Avenue	SCGC	No Conflict	Protect in Place
Gas	Main Street	SCGC	No Conflict	Protect in Place
Gas	Camino Del Norte and 2nd Street	SCGC	No Conflict	Protect in Place
Gas	Central and Dexter Avenues	SCGC	No Conflict	Protect in Place
Gas	Central and Dexter Avenues	SCGC	No Conflict	Protect in Place
Gas	Central Avenue, Southbound Ramps	SCGC	No Conflict	Protect in Place
Gas	11th Street	SCGC	No Conflict	Protect in Place
Gas	Parallel to El Toro Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road, parallel to I-15	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road, parallel to I-15	SCGC	No Conflict	Protect in Place
Gas	Horsethief Canyon Road	SCGC	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Gas	Parallel to Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Campbell Ranch Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Temescal Canyon Road	SCGC	No Conflict	Protect in Place
Gas	Knabe Road, parallel to Knabe Road	SCGC	No Conflict	Protect in Place
Gas	Parallel to Knabe Road	SCGC	No Conflict	Protect in Place
Gas	ASPH Pulsar CT	SCGC	No Conflict	Protect in Place
Gas	Bedford Motor Way	SCGC	No Conflict	Protect in Place
Gas	Weirick Road	SCGC	No Conflict	Protect in Place
Gas	Weirick Road	SCGC	No Conflict	Protect in Place
Gas	Weirick Road	SCGC	No Conflict	Protect in Place
Gas	Cajalco Road	SCGC	No Conflict	Protect in Place
Gas	Bedford Canyon Road	SCGC	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Liberty Avenue	MWD	No Conflict	Protect in Place
Water	Cajalco Road	City of Corona	No Conflict	Protect in Place
Water	El Cerrito Road	City of Corona	No Conflict	Protect in Place
Water	El Cerrito Road	LLWD	No Conflict	Protect in Place
Water	El Cerrito Road	City of Corona	No Conflict	Protect in Place
Water	El Cerrito Road	City of Corona	No Conflict	Protect in Place
Water	State Street	City of Corona	No Conflict	Protect in Place
Water	State Street	City of Corona	No Conflict	Protect in Place
Water	Ontario Avenue	City of Corona	No Conflict	Protect in Place
Water	Ontario Avenue	City of Corona	No Conflict	Protect in Place
Water	Ontario Avenue	EVMWD	No Conflict	Protect in Place
Water	Adobe Street	EVMWD	No Conflict	Protect in Place
Water	Between East Hill and Granite Streets	EVMWD	No Conflict	Protect in Place
Water	Between Granite and Lookout Streets	EVMWD	No Conflict	Protect in Place
Water	Main Street	EVMWD	No Conflict	Protect in Place
Water	Camino Del Norte and 2nd Street	EVMWD	No Conflict	Protect in Place
Water	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Water	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Water	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Water	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Water	Central Avenue	EVMWD	No Conflict	Protect in Place
Water	11th Street	EVMWD	No Conflict	Protect in Place
Water	East of Lake Street	EVMWD	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Water	East of Lake Street, parallel to I-15	EVMWD	No Conflict	Protect in Place
Water	East of Lake Street	EVMWD	No Conflict	Protect in Place
Water	Lake Street	EVMWD	No Conflict	Protect in Place
Water	Hosteller Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Glen Eden Road	LLWD	No Conflict	Protect in Place
Water	Glen Eden Road	LLWD	No Conflict	Protect in Place
Water	East of Indian Truck Trail	LLWD	No Conflict	Protect in Place
Water	East of Indian Truck Trail	EVMWD	No Conflict	Protect in Place
Water	Parallel to Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	LLWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	LLWD	No Conflict	Protect in Place
Water	Mayhew Wash Bridge	LLWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Knabe Road, parallel to Knabe Road	LLWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	LLWD	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Water	Temescal Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	LLWD	No Conflict	Protect in Place
Water	Temescal Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Brown Canyon Wash	LLWD	No Conflict	Protect in Place
Water	Brown Canyon Wash	LLWD	No Conflict	Protect in Place
Water	Brown Canyon Wash	LLWD	No Conflict	Protect in Place
Water	Brown Canyon Wash	LLWD	No Conflict	Protect in Place
Water	Weirick Road	LLWD	No Conflict	Protect in Place
Water	Bedford Wash	Unknown	No Conflict	Protect in Place
Water	Bedford Wash	Unknown	No Conflict	Protect in Place
Water	Cajalco Road	City of Corona	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Water	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Adobe Street	EVMWD	No Conflict	Protect in Place
Sewer	Main St	EVMWD	No Conflict	Protect in Place
Sewer	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Sewer	Central and Dexter Avenues	EVMWD	No Conflict	Protect in Place
Sewer	Central Avenue	EVMWD	No Conflict	Protect in Place
Sewer	South of Heidi Lisa Lane	EVMWD	No Conflict	Protect in Place
Sewer	East of Lake Street	SAWPA	No Conflict	Protect in Place
Sewer	Temescal Canyon Road	SAWPA	No Conflict	Protect in Place
Sewer	Temescal Canyon Road	LLWD	No Conflict	Protect in Place
Sewer	Temescal Canyon Road	LLWD	No Conflict	Protect in Place

Table 4-17. I-15 ELPSE Utilities

Utility Type	Location	Utility Owner and/or Contact Name	Utility Conflict Description	Recommended Action or Resolution
Sewer	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Sewer	Temescal Canyon Road	SAWPA	No Conflict	Protect in Place
Sewer	Temescal Canyon Road	EVMWD	No Conflict	Protect in Place
Sewer	East of Stone Canyon Road	EVMWD	No Conflict	Protect in Place
Sewer	Knabe Road, parallel to Knabe Road	LLWD	No Conflict	Protect in Place
Sewer	White Sage Street	LLWD	No Conflict	Protect in Place
Sewer	North of White Sage Street	LLWD	No Conflict	Protect in Place
Sewer	Parallel to Knabe Road	LLWD	No Conflict	Protect in Place
Sewer	Brown Canyon Wash	LLWD	No Conflict	Protect in Place
Sewer	Bedford Motor Way/ Leroy Road	City of Corona	No Conflict	Protect in Place
Sewer	Bedford Wash	LLWD	No Conflict	Protect in Place
Sewer	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Bedford Canyon Road	City of Corona	No Conflict	Protect in Place
Sewer	Ontario Avenue	City of Corona	No Conflict	Protect in Place
Casing	Cajalco Road	City of Corona	No Conflict	Protect in Place
Casing	Cajalco Road	City of Corona	No Conflict	Protect in Place
Casing	Cajalco Road	City of Corona	No Conflict	Protect in Place

Source Caltrans District 8 (W. Taylor 2023)

Caltrans = California Department of Transportation; EVMWD=East Valley Metropolitan Water District; LLWD Lee Lake Water District; MCI = MCI Communications; MWD=Metropolitan Water District; SAWPA=Santa Ana Watershed Project Authority; SCE=Southern California Edison; SCGC=Southern California Gas Company

4.3.3 Avoidance, Minimization, and/or Mitigation

With implementation of the following measures, no substantial adverse effects to utilities are anticipated under the Build Alternative:

N-1 The contractor will implement appropriate noise reduction measures to minimize temporary noise impacts, including changing the location of stationary construction equipment, turning off idling equipment during construction activities, rescheduling construction activities as necessary to be in conformance with applicable requirements, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources as necessary in conformance with applicable requirements. To further minimize construction noise impacts on adjacent sensitive land uses, the contractor will ensure that noise levels from contractor operations, between the hours of 9:00 p.m. and 6:00 a.m., do not exceed 86 dBA Lmax at a distance of 50 feet from the job site, in accordance with Caltrans Standard Specifications Section 14-8.02 and Standard Special Provision 14-8.02.

UT-1 During construction, RCTC's resident engineer or designated contractor will ensure that all public utility lines, pipes, and cables within the Project limits continue to meet the needs of residents and businesses in the community. In addition, arrangements must be made to avoid disruption of utility services. If interruption in service is unavoidable, notice must be given and proper arrangements will be made with residents and businesses.

UT-2 Prior to grading activities, RCTC's resident engineer or designated contractor will require the designated contractor to notify Underground Service Alert (USA), at least 2 days prior to excavation, by calling 811 to require that all utility owners within the Project disturbance limit identify the locations of underground transmission lines and other utility facilities.

In addition to Measure **TR-1** (Section 5.3), no substantial adverse effects to emergency services are anticipated under the Build Alternative with the implementation of the following measure:

FIRE-1 To minimize risk of fires during construction activities, RCTC's resident engineer or designated contractor will ensure the will implement of the following minimization measures:

a. Coordinate with CALFIRE and local fire departments to identify and maintain defensible spaces around active construction areas.

b. Coordinate with CALFIRE and local fire departments to identify and maintain firefighting equipment (e.g., extinguishers, shovels, water tankers) in active construction areas.

c. Post emergency services phone numbers (i.e., fire, emergency medical, police) in visible locations in all active construction areas.

4.4 Relocations and Real Property Acquisitions

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended (Uniform Act), became effective January 2, 1971. In it, the U.S. adopted measures to be uniformly applied whenever the federal government acquired real property or when property acquisition involved the use of federal funds. The Uniform Act set minimum standards of benefits and compensation for relocation advisory and financial benefits and established basic standards and requirements for appraisal and acquisition to be followed in acquiring real property. The Uniform Act is not an entitlement program, but rather a reimbursement program to assist in relocating to a new site. It requires that relocation assistance be provided to any person, business, farm, or nonprofit operation displaced because of the acquisition of real property by a public entity for public use.

Chapter 10 of the Caltrans Right-of-Way Manual covers the policies and procedures for implementing the Relocation Assistance Program (RAP) in accordance with the Uniform Act and California Government Code, Chapter 16, Section 7260, et seq. A person, business, farm, or nonprofit organization displaced by a public project may be entitled to relocation benefits if they are in occupancy of the property being acquired at the time of the initiation of negotiations. There is also a Nonresidential RAP to help businesses, farms, and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. A tenant displaced from real property is also entitled to relocation benefits. RAP may provide advisory assistance in the form of current lists of properties offered for sale or rent. Payments may include searching, moving, and reestablishment expenses or a fixed in lieu payment.

4.4.1 Affected Environment

The study for analyzing impacts from relocation and real property acquisitions includes the Project limits. A full acquisition of a property is defined as an area in which occupants of residential or nonresidential units would be displaced by the project and would be expected to relocate permanently. A partial acquisition is when a small area of property is acquired, but full use of the property and dwelling structures, including multifamily units, would remain. Generally, partial acquisitions consist of portions of a back, side, front yard, landscaping, or parking.

The severity of property acquisition impacts varies greatly with the population involved. For instance, if a person is highly mobile and has had a history of changing residences frequently, the impact may only be a minor inconvenience. However, if the community is stable and cohesive, and residents have been in their housing units for many years, many of the displaced persons may have a difficult time adjusting to new residences and neighborhoods.

4.4.2 Environmental Consequences

No-Build Alternative

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related real property impacts.

Build Alternative

All proposed improvements would be constructed primarily within the existing Caltrans ROW, with the majority of the improvements occurring within the existing I-15 median (Caltrans 2023a). Permanent ROW acquisitions would not be needed to accommodate the Project improvements. Because all proposed improvements would be constructed primarily within the existing ROW, there are no proposed relocations for this Project. Therefore, no direct or indirect, permanent or temporary impacts are anticipated, and no permanent or temporary adverse effects to real property would occur under the Build Alternative.

4.4.3 Avoidance, Minimization, and/or Mitigation

No avoidance, minimization, or mitigation measures are identified as the Build Alternative would have no substantial adverse effects to real property.

4.5 Environmental Justice

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" and FHWA Order 6640.23A "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Executive Order 12898 directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. FHWA Order 6640.23A was issued to establish policies and procedures in compliance with Executive Order 12898.

Executive Order 14096—"Revitalizing Our Nation's Commitment to Environmental Justice for All" was enacted on April 21, 2023. Executive Order 14096 on environmental justice does not rescind Executive Order 12898 – "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," which has been in effect since February 11, 1994 and is currently implemented through U.S. Department of Transportation Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new Executive Order 14096 on environmental justice.

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by its Title VI Non-Discrimination Policy Statement, signed by the Director.

EO 13166 requires federally funded programs to develop and implement a system to provide meaningful access for limited-English proficiency populations. As a result, NEPA requires projects that receive federal funding to analyze EJ concerns.

CEQA does not refer specifically to the topic of EJ nor does it have specific thresholds of significance for EJ. CEQA focuses primarily on identifying and disclosing potential significant impacts to the physical environment. CEQA does, however, place a particular emphasis on identifying potential effects on affordable housing stating that an adverse impact may occur if a project displaces affordable housing. Since affordable housing is by definition inhabited by low-income people, the displacement of affordable

housing can be seen as an indicator of EJ impacts. However, the Project would not result in the displacement of affordable housing. Therefore, this EJ analysis focuses on EO 12898 and NEPA requirements.

In summary, the EJ impact analysis is guided by EO 12898, EO 13166, the Civil Rights Act of 1964, U.S. DOT Order 5610.2C Actions to Address EJ in Minority Populations and Low-Income Populations, and the Age Discrimination Act of 1975.

The EJ Policy Guidance for FTA Recipients (77 Federal Register 137, July 17, 2012) provides recommendations to state departments of transportation, metropolitan planning organizations, public transportation providers, and other recipients of FTA funds on how to fully engage EJ populations in the decision-making process, and how to analyze or determine whether EJ populations would be subjected to disproportionately high and adverse human health or environmental effects as a result of a transportation project. For FTA, this means following the three guiding principles of EJ:

- To avoid, minimize, and mitigate disproportionately high and adverse effects;
- To ensure the full and fair participation by all potentially affected communities; and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Once minority and/or low-income populations are identified and an EJ analysis is required, a determination must be made as to whether there would be a disproportionately high and adverse effect on human health or the environment. This requires comparing the burdens and benefits that would be experienced by EJ populations with the burdens and benefits that would be experienced by non-EJ populations. U.S. DOT Order 5610.2(a) (2012) defines a disproportionately high and adverse effect as one that would meet either characteristic below.

- The adverse effect would be predominantly borne by a minority and/or low-income population; and
- The adverse effect suffered by the minority and/or low-income population would be appreciably more severe than the adverse effect suffered by the non-minority and/or non-low-income population.

Meaningful involvement means that (1) potentially affected community (AC) residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public's contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision-making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected.

4.5.1 Affected Environment

The study area for analyzing EJ impacts consists of the community impact study area because it includes the EJ ACs that may be subject to disproportionately high and adverse effects from the Project. In order to determine if an EJ population would be disproportionately and adversely affected by the Project, the existence and location of EJ populations within the AC must first be determined. For purposes of EJ

analysis, the AC includes all census tracts (see Appendix A, Figure 4-9) having any part that lie within the community impact study area.

As identified in the Guidance on Environmental Justice and NEPA (FHWA 2011) and Caltrans SER Guidance Volume 4: CIA (Caltrans 2011a), the following definitions were established by the CEQ's *Environmental Justice: Guidance Under the National Environmental Policy Act (CEQ 1997)* for analyzing impacts to EJ. the CEQ definitions for NEPA analysis established the following definitions.

- Minority Individuals are defined as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black; or Hispanic.
- Minority populations should be identified where either:
    - The minority population of the affected area exceeds 50 percent; or
    - When the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis.[4]

In addition, as identified by U.S. DOT and FHWA Departmental Order 5610.2(a) (FHWA 1997), a "low-income household" is defined as "a person whose household income is at or below the U.S. DHHS Poverty Guidelines."

The EJ analysis was conducted using census tract-level information from the 2017-2021 American Community Survey (ACS) 5-year Estimates (U.S. Census Bureau 2022). Potential EJ impacts are detected by locating minority populations and low-income populations in and near the Project limits, calculating their percentage in the area relative to a reference population, and determining whether there would be adverse effects.

Based on the definitions above, the following analysis defines EJ areas as census tract populations that meet either of the following criteria:

- A minority population of the affected area exceeds 50 percent; or
- When the median household income for an AC or census tract is below the 2023 U.S. DHHS Poverty Guideline income of $30,000 for a four-person household (U.S. DHHS 2023).

Table 4-18 identifies which census tracts within the community impact study area contain EJ populations. A Community of Comparison (COC), which is typically a county, city, or town is also included as a reference community. The AC needs to be contained within the COC, and for the purpose of this analysis the COC is the City of Corona, the City of Lake Elsinore, and the County. Appendix A (Figure 4-9) graphically depicts which census tracts have been identified as having populations that meet EJ criteria of minority or low-income.

[4] It should be noted that while these are the official definitions for the NEPA analyses, they may not be appropriate for assessing EJ issues in transportation plans in California where minority individuals are the majority of residents and living expenses in some areas are unusually high.

Minority Environmental Justice Population

In Table 4-18, the affected census tracts would need to exceed a minority population of 50 percent to determine whether there was an EJ minority population. Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 418.09, 418.10, 418.13, 419.09, 419.10, 419.14, 419.15, 427.49, 427.50, 430.01, 430.05, 430.06, 430.07, 479.02, and 481.00 are identified as having EJ minority populations greater than 50 percent.

Low-Income Environmental Justice Population

In Table 4-18, using the 2023 U.S. DHHS Poverty Guideline income of $30,000 (U.S. DHHS 2023) to adjust for census tract-level information from the 2017-2021 ACS 5-year Estimates (U.S. Census Bureau 2022) for a family of four as a threshold, no census tracts were identified as a low-income EJ population.

Table 4-18. Environmental Justice Minority and Low-Income Populations in Community Impact Study Area

Geographic Area	Minority Populations			Low-Income Populations		
	% Non-White/ Minority	% Minority in AC > 50% (yes/no)	Minority EJ Population (yes/no)	Median Household Income ($)	Median Household Income Below 2023 U.S. DHHS Poverty Income of $30,000 (yes/no)[a]	Low-Income EJ Population (yes/no)
Community of Comparison						
City of Corona	68.7	N/A	N/A	$95,268	No	N/A
City of Lake Elsinore	68.5	N/A	N/A	$80,350	No	N/A
County of Riverside	78.4	N/A	N/A	$84,505	No	N/A
Community Impact Study Area Average	63.3	N/A	N/A	$103,623	No	N/A
Affected Community						
Census Tract 414.13	56.6	Yes	Yes	$141,970	No	No
Census Tract 414.14	59.1	Yes	Yes	$124,525	No	No
Census Tract 414.15	74.7	Yes	Yes	$128,721	No	No
Census Tract 416.01	84.3	Yes	Yes	$39,886	No	No
Census Tract 416.02	93.9	Yes	Yes	$60,515	No	No
Census Tract 418.09	53.7	Yes	Yes	$76,702	No	No
Census Tract 418.10	51.7	Yes	Yes	$140,815	No	No
Census Tract 418.13	78.0	Yes	Yes	$62,241	No	No
Census Tract 419.09	60.2	Yes	Yes	$112,768	No	No
Census Tract 419.10	53.9	Yes	Yes	$101,691	No	No
Census Tract 419.14	67.4	Yes	Yes	$149,773	No	No

Table 4-18. Environmental Justice Minority and Low-Income Populations in Community Impact Study Area

Geographic Area	Minority Populations			Low-Income Populations		
	% Non-White/ Minority	% Minority in AC > 50% (yes/no)	Minority EJ Population (yes/no)	Median Household Income ($)	Median Household Income Below 2023 U.S. DHHS Poverty Income of $30,000 (yes/no)[a]	Low-Income EJ Population (yes/no)
Census Tract 419.15	53.0	Yes	Yes	$104,603	No	No
Census Tract 420.07	41.4	No	No	$95,054	No	No
Census Tract 427.48	46.2	No	No	$123,750	No	No
Census Tract 427.49	76.6	Yes	Yes	$109,079	No	No
Census Tract 427.50	59.6	Yes	Yes	$57,176	No	No
Census Tract 430.01	74.4	Yes	Yes	$78,222	No	No
Census Tract 430.05	75.9	Yes	Yes	$67,030	No	No
Census Tract 430.06	72.8	Yes	Yes	$41,713	No	No
Census Tract 430.07	53.7	Yes	Yes	$121,368	No	No
Census Tract 479.01	49.5	No	No	$130,849	No	No
Census Tract 479.02	61.8	Yes	Yes	$169,739	No	No
Census Tract 481.00	58.3	Yes	Yes	$145,147	No	No

Source: U.S. Census Bureau 2022 (Tables B03002 and B19013)

[a] 2023 U.S. DHHS poverty level for a family of four.

AC=affected community; COC=community of comparison; DHHS=Department of Health and Human Services; EJ=environmental justice; N/A=not applicable; U.S.=United States

4.5.2 Environmental Consequences

The EJ analysis in this section examines whether minority and/or low-income populations in the community impact study area would experience disproportionately high and adverse effects and whether the improvements benefit low-income and minority communities equitably.

FHWA Order 6640.23A defines an adverse effect as one that:

- Is predominantly borne by a minority population and/or a low-income population; or
- Will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population.

No-Build Alternative

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related EJ impacts.

Build Alternative

As shown in Table 4-18, Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 418.09, 418.10, 418.13, 419.09, 419.10, 419.14, 419.15, 427.49, 427.50, 430.01, 430.05, 430.06, 430.07, 479.02, and 481.00 contain minority EJ populations greater than 50 percent. However, none of the census tracts has been identified as having low-income EJ populations based on the 2023 U.S. DHHS Poverty Guideline income of $30,000 for a family of four (U.S. DHHS 2023).

As shown in Appendix A (Figure 4-9), the affected census tracts are relatively large and the Project would affect only a small part of many of these census tracts. The Build Alternative is an improvement of the existing 15.8-mile segment of I-15 between from SR-74 (Central Avenue) in the City of Lake Elsinore to El Cerrito Road in the City of Corona and would address the deficiencies of the existing transportation system. The Build Alternative would benefit residents within the community impact study area, including minority populations, by improving mobility and circulation throughout the community impact study area. Based on the above discussion and analysis, the Build Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23A. No further environmental justice analysis is required.

Business Activity

No displacement or relocation of businesses are anticipated as a result of construction of the Project. However, the Build Alternative would result in direct temporary impacts to access and circulation for nearby businesses during construction due to roadway, freeway, and bridge improvements, which may result in short-term detours during construction. Therefore, a TMP (Measure **TR-1**, Section 5.3) would be implemented to manage traffic during construction and provide notifications to stakeholders, residents, and the general public to maintain continued access throughout construction. Given that businesses would continue to operate and access to these businesses would be maintained during and after construction, no

permanent or direct temporary adverse effects to business activity would occur as a result of traffic delays caused by the Project during construction.

Traffic and Circulation

Traffic may be shifted for the bridge widening to accommodate the new lanes in the median during construction. Although long-term roadway closures or detours are not anticipated during construction (Caltrans 2023a), construction activities may cause traffic delays that may result in direct temporary impacts on EJ populations that live adjacent to the Project limits within the community impact study area due to the roadway, freeway, and bridge improvements; ramp closures, as well as construction vehicles entering and leaving the Project site. These direct temporary impacts on traffic and circulation would be reduced through the implementation of a TMP (Measure **TR-1**, Section 5.3). The TMP would identify strategies to reduce impacts to access during construction. No direct permanent impacts would occur under the Build Alternative.

Because the Build Alternative would maximize mobility in the region by improving operational reliability and efficiency of I-15, the Project would not create new access that would trigger growth, development, or alter the transportation network in such a way that would reduce transit services or access to resources for EJ populations. Therefore, the Build Alternative would not result in direct permanent impacts or indirect permanent or temporary impacts, and no permanent or temporary adverse effects to EJ populations, as it relates to traffic and circulation, would occur.

Air Quality/Greenhouse Gases

As discussed in the AQR (Caltrans 2022a), regional emissions are a function of regional Vehicle Miles Traveled (VMT) and travel speeds for roadway improvement projects. VMT refers to the total distance that a vehicle travels, regardless of how many passengers are in the vehicle. VMT is used to measure the transportation systems impact on the climate, the environment and human health. The regional VMT data, along with the 2017 CT-EMission FACtors (EMFAC) emission rates, were used to quantify regional emissions.

The AQR (Caltrans 2022a) included an operational emission analysis for criteria pollutants and greenhouse gases for the Existing (2019), Opening Year (2030) No-Build, Opening Year (2030) Build, Design Year (2050) No-Build, and Design Year (2050) Build conditions. Criteria pollutants analyzed included suspended particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), reactive organic gases (ROG), nitrogen oxides (NO_x), and carbon monoxide (CO). GHG analyzed included carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These GHG emissions were all expressed using a metric called "carbon dioxide equivalent" or "CO_2e" since CO_2 is the most important GHG.

The AQR (Caltrans 2022a) included the following results regarding the operational emissions analysis mentioned above. When compared with existing operational emissions, the No-Build and Build Alternatives under Opening Year (2030) and Design Year (2050) conditions are both projected to a) increase PM_{10} and $PM_{2.5}$ emissions, and b) decrease ROG, NO_X, and CO emissions. The increase in particulate matter would be partly due to background growth in VMT from 2019 to 2050 because particulate matter fugitive dust emissions are a function of VMT. The decreases in other pollutants would be due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older,

more-heavily polluting vehicles. Regarding GHG emissions, the analysis showed that all of the projected CO_2e emissions due to the future No-Build and Build conditions would be higher than the CO_2e emissions under the existing conditions. However, when compared to the No-Build Alternative, with the exception of CO and ROG emissions projected for 2050, the Build Alternative is projected to: a) result in a marginal increase in daily regional emissions due to capacity expansion and subsequent increases in VMT along the Project corridor, and b) result in a minimal increase in GHG emissions in the Project area.

Although no long-term (operational) air quality measures would be required for the Project, mitigation measures to reduce the Project's long-term GHG emissions would be implemented. Mitigation Measures **GHG-5** through **GHG-10** would require that the Project use landscaping methods that minimize water use, increase vegetation and tree canopy cover, incorporate native California plant species, and sequester carbon. Mitigation Measure **GHG-11** would require that the project includes the installation of pavement structures that are designed for a long service life.

The ELPSE is required to include an analysis of mobile-source air toxic (MSAT) as part of the NEPA process for highways. As discussed in the AQR (Caltrans 2022a), the Build Alternative is projected to result in a minimal increase in MSAT emissions in the project limits when compared to the No-Build Alternative. Existing (2019) MSAT emissions, including diesel particulate matter (DPM), are projected to be substantially greater than 2030 and 2050 emissions, despite projected increase in vehicle volumes. This is due to improvements in engine efficiencies and associated emission rates.

Direct temporary impacts to air quality may also occur during construction as a result of site preparation and roadway construction that would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. During construction, short-term degradation of air quality is expected from the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment powered by gasoline and diesel engines are also anticipated and would include CO, NO_x, volatile organic compounds, $PM_{2.5}$ and PM_{10}, and toxic air contaminants, such as diesel exhaust particulate matter.

Construction activities are also expected to increase traffic congestion in the area, resulting in increases in emissions from traffic during the delays. These emissions would be temporary and limited to the immediate area surrounding the construction site. Construction Green House Gas (GHG) emissions would result from material processing, onsite construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase. Project construction would involve crawler tractors, excavators, graders, rollers, rubber-tired loaders, scrapers, rough terrain forklifts, and paving equipment, among other types of construction equipment. Mitigation Measures **GHG-1** through **GHG-4** are expected to reduce the Project's construction GHG emissions by requiring the Project to comply with SCAQMD regulations, to use energy-efficient lighting, to solicit bids with energy-efficient fleets, and to ensure that equipment is maintained in proper working order. Measures **EN-1** and **EN-2** would also decrease GHG emissions by requiring the Project to conserve energy by recycling construction debris.

Temporary air quality impacts associated with construction activities as a result of vehicle and equipment emissions and earth-disturbing activities would be reduced by the inclusion of Standard Project Measures

AQ-1 through **AQ-4.** With the implementation of Standard Project Measure **AQ-1** fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts. Standard Project Measure **AQ-2** would ensure ozone precursor emissions from construction equipment vehicles would be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications. Standard Project Measure **AQ-3** ensures that excavated or graded material from constriction activities would not spill onto streets or roadways. Standard Project Measure **AQ-4** (Caltrans Standard Specification Section 14-9 (2023)), requires that the Project comply with air-pollution-control rules, regulations, ordinances, and statutes, and that they would be implemented during construction activities to minimize and/or avoid impacts related to air quality during construction.

Methods of complying with Measure **AQ-4** (SSP 14-9.02) include:

- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes and on all Project construction parking areas.
- Trucks will be washed as they leave the right of way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low-sulfur fuel, as required by California Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed, documenting sprinkling, temporary paving, speed limits, and timely revegetation of disturbed slopes as needed to minimize construction impacts on existing communities.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving extended idling by diesel equipment or vehicles will be prohibited to the extent feasible.
- Track-out reduction measures, such as gravel pads at Project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soil and wet material will be covered before transport, or adequate freeboard (i.e., space from the top of the material to the top of the truck) will be provided to minimize emissions of dust during transportation.
- Dust and mud deposited on paved public roads due to construction activity and traffic will be promptly and regularly removed to reduce particulate matter emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown particulate matter in the area.

The Project will develop a TMP (Measure **TR-1**, Section 5.3) to address short-term traffic circulation and access effects during Project construction. Implementation of the standardized measures listed above, some of which may also be required for other purposes such as stormwater pollution control, would reduce air quality impacts resulting from construction activities. Although these measures are anticipated to reduce construction-related emissions, the reductions cannot be quantified at this time.

Sensitive receptors include residential areas, schools, hospitals, other healthcare facilities, child/day care facilities, parks and playgrounds. In the AQR (Caltrans 2022a), sensitive receptors were identified within 500 feet of the Project right of way. The majority of the sensitive receptors within or adjacent to the Project area are residential, park, church and school facilities.

Based on the AQR analysis on long-term effects or operational emissions, the Project would not result in substantially worsened air quality since the Project would have no effect on the regional criteria pollutant emissions that could cause or contribute to an exceedance of the federal standards.

As noted above, the Build Alternative would not result in any temporary or permanent substantial adverse impacts on air quality, and no permanent or temporary substantial adverse effects related to air quality on EJ populations.

Noise

There are typically two types of short-term noise impacts during construction. The first is noise from construction crew commutes and the transport of construction equipment and materials to and from the Project site. A high single-event noise exposure potential at a maximum level of 87 A-weighted decibels (dBA) maximum noise level (L_{max}) from trucks passing at 50 feet from EJ populations would occur. However, the projected construction traffic would be short-term. Therefore, short-term construction-related worker commutes and equipment transport noise impacts would not have a substantial adverse impact. The second type of short-term noise impact is related to noise generated during roadway construction. The site preparation phase, which includes grading and paving, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Standard construction equipment is expected to generate maximum noise levels ranging from 74 to 90 dBA at a distance of 50 feet. Receptors within 50 feet of the Project construction area may be exposed to short-term noise higher than 90 dBA equivalent noise level (L_{eq}) generated by construction activities along the Project alignment. Pile driving would generate maximum noise levels of approximately 101 dBA (L_{eq}) (at a distance of 50 feet from an active construction area). Direct temporary impacts to noise associated with construction activities from vehicle and equipment operations and earth-disturbing activities would be reduced by compliance with local noise regulations to reduce noise impacts that may affect existing residential properties that are within close proximity to the Project limits.

Short-term noise impacts as a result of construction activities would be reduced by the inclusion of Standard Project Measure **N-1.** With the implementation of Standard Project Measure **N-1,** the contractor would be required to implement appropriate noise reduction measures to minimize temporary noise impacts, including changing the location of stationary construction equipment, turning off idling equipment during construction activities, rescheduling construction activities as necessary to be in conformance with applicable requirements, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources as necessary in conformance

with applicable requirements. To further minimize construction noise impacts on adjacent sensitive land uses, the contractor will ensure that noise levels from contractor operations between the hours of 9:00 p.m. and 6:00 a.m. would not exceed 86 dBA L_{max} at a distance of 50 feet from the job site, in accordance with Caltrans Standard Specifications Section 14-8.02 and local noise ordinances. Because construction would be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, "Noise Control," of the 2023 Standard Specifications and applicable local noise standards, no adverse noise impacts from construction are anticipated.

An NSR (Caltrans 2024b) and an NADR (Caltrans 2024a) have been completed for this Project to assess the Project's permanent noise impacts. The NSR evaluates the acoustical feasibleness of potential noise barriers to meet the required noise reduction goal of 7dBA. The NADR evaluates the noise barriers that are found feasible in the NSR to determine the preliminary reasonableness of potential noise barriers. Feasibility of noise abatement is an engineering concern. Noise abatement must be predicted to reduce noise by at least 5 dBA at an impacted receptor to be considered feasible from an acoustical perspective. It must also be possible to design and construct the noise abatement measure for it to be considered feasible. Factors that affect the design and constructability of noise abatement include, but are not limited to, safety, barrier height, topography, drainage, access requirements for driveways, presence of local cross streets, underground utilities, other noise sources in the area, and maintenance of the abatement measures. The overall reasonableness of noise abatement is determined by the following three factors: 1) the noise reduction goal of 7 dbA at one or more impacted receptors; 2) the cost of noise abatement; and 3) the viewpoints of benefited receptors (including property owners and residents of the benefited receptors). The viewpoints of benefited receptors for potential noise barriers that are found to be feasible and reasonable will be determined by a survey that will be conducted following the public review period of the Project's Draft EIR/EA, and a final decision to construct noise abatement will be made prior to the Final EIR/EA.

Sustained local and regional growth and development have and will increase commuter traffic along I-15, which serves as a major truck route and as a primary link between major economic centers and geographic regions. This has resulted in severe peak hour traffic congestion and operational deficiencies. Under the Build Alternative, the Project would maximize mobility in the region by improving operational reliability and efficiency through the provision of additional travel choices and creating a more cohesive EL network within the region. The Project would therefore improve mobility and access for all users, residents, and businesses within the Project limits and address Existing Year (2019) and Design Year (2050) I-15 traffic volumes. The Build Alternative would reduce congestion and would not generate new vehicular traffic trips, increase traffic volumes, or trigger development in the area, any of which would contribute to increases in noise once the Project is in operation. Therefore, the Build Alternative would not result in direct permanent impacts or indirect permanent or temporary impacts to noise, and no permanent or temporary adverse effects to EJ populations related to noise are anticipated under the Build Alternative.

As shown in the above discussion and analysis, the Build Alternative would not result in any temporary or permanent adverse impacts on noise levels, and no permanent or temporary substantial adverse effects to EJ populations related to noise are anticipated under the Build Alternative. Therefore, the Build Alternative would not cause disproportionately high and adverse effects related to noise on any minority

or low-income populations in accordance with the provisions of EO 12898. No further environmental justice analysis is required.

4.5.3 Avoidance, Minimization, and/or Mitigation

In addition to Standard Project Measure **TR-1** (Section 5.3), the following Standard Project Measures and Avoidance and Minimization measures also apply:

AQ-1 During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions be controlled by regular watering or other dust preventive measures using the following procedures, as specified in South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The areas disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the project will be prevented to the maximum extent feasible.

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

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

AQ-4 The contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02) which specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

4.6 Equity

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved. It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances affecting a community's mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network (U.S. DOT 2022a, 2022b).

Equity is related to environmental justice, discussed in the previous section, but is more broadly defined. Recent laws and policies have been adopted regarding equity and the consideration of how past policies and plans have resulted in disparities for underserved and disadvantaged populations.

Executive Order 13985. EO 13985, Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (2021), affirms that "the Federal Government should pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity is the responsibility of the whole of our Government." Under EO 13985, the term "equity" means the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders, and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. EO 13985 seeks to advance equity through various efforts, including coordinating across the Federal Government, identifying methods to assess equity, conducting an equity assessment in federal agencies, allocating federal resources to advance fairness and opportunity, promoting equitable delivery of government benefits and equitable opportunities, engaging with members of underserved communities, and establishing an Equitable Data Working Group.

U.S. DOT Equity and Access Policy. The U.S. Department of Transportation's March 2021 Equity and Access Policy Statement (U.S. DOT 2021) states that "the Department is committed to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of goods and services." The policy statement reiterates U.S. DOT's commitment to incorporate environmental justice and equity principles into transportation planning and decision-making processes, including ensuring full and equitable access to programs, activities, and services for persons with limited English proficiency in accordance with EO 13166 Improving Access to Services for Persons with Limited English Proficiency.

Caltrans Equity Statement. The Caltrans Equity Statement (December 10, 2020) acknowledges that communities of color and underserved communities experienced fewer benefits and a greater share of negative impacts associated with the state's transportation system. Some of these disparities reflect a history of transportation decision-making, policy, processes, planning, design, and construction that "quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods."

Local Agency Equity Policies. Local governments are also addressing equity in their policies and decision making. In August 2020, the County approved a Resolution of the Board of Supervisors of the County of Riverside Declaring Racism and Inequity as a Public Health Crisis (County of Riverside 2020).

4.6.1 Affected Environment

The study area for analyzing impacts to community facilities and services consists of the community impact study area. When identifying underserved and disadvantaged communities in the community impact study area, this analysis considers historic impacts from transportation infrastructure development,

existing environmental conditions and pollution burdens, health disparities that make communities more sensitive to pollution, and other socioeconomic factors that correlate with sensitivity to environmental impacts and traditionally underserved communities. Many socioeconomic characteristics of the community impact study area are described in more detail in Sections 4.1, Population and Housing; 4.2, Economic Conditions; and 4.5, Environmental Justice.

To help identify communities that are disproportionately burdened by multiple sources of pollution and with population characteristics that make them more sensitive to pollution, the California Office of Environmental Health Hazards Assessment (OEHHA) developed the CalEnviroScreen mapping tool (OEHHA 2021). CalEnviroScreen identifies communities facing socioeconomic disadvantages or health disadvantages. It uses environmental, health, and socioeconomic data from state and federal government sources to score every census tract in California. The scores are generated using statewide indicators in two categories representing Pollution Burden—Exposures and Environmental Effects—and in two categories representing Population Characteristics—Sensitive Populations and Socioeconomic Factors. CalEnviroScreen ranks census tracts (low to high sensitivity) based on their combined Pollution Burden and Population Characteristics; a percentile is then calculated from the ordered values. The California Environmental Protection Agency (2022) has defined disadvantaged communities as those census tracts that fall above the 75th percentile in CalEnviroScreen, meaning the combined score is higher than 75 percent of the approximately 8,000 census tracts in California. This information is used to prioritize projects under Senate Bill (SB) 535 and AB 1550.

CalEnviroScreen: Pollution Burden

CalEnviroScreen reports Pollution Burden as a summary of Exposures (environmental conditions) and Environmental Effects (effects of that exposure on communities). This analysis characterizes the cumulative impact on communities from existing pollution, and how the overall pollution burden affects health and quality of life (OEHHA 2021). Exposures involve the movement of chemicals through the environment (air, water, food, soil) to an individual or population, and Environmental Effects are the adverse environmental conditions caused by pollution. CalEnviroScreen identifies the following indicators of human exposure to pollutants and environmental degradation caused by pollutants:

- Exposure
    - Ozone concentrations in air;
    - Particulate matter concentrations in air;
    - Diesel particulate matter emissions;
    - Drinking water contaminants;
    - Children’s lead risk from housing;
    - Use of certain high-hazard, high-volatility pesticides;
    - Toxic releases from facilities;

- Traffic impacts;
- Environmental Effects;
- Toxic cleanup sites;
- Groundwater threats from leaking underground storage sites and cleanups;
- Hazardous waste facilities and generators;
- Impaired water bodies; and
- Solid waste sites and facilities.

CalEnviroScreen groups data from these indicators to represent a cumulative Pollution Burden score for each census tract. Table 4-19 provides CalEnviroScreen (version 4.0) Pollution Burden percentiles for census tracts in the community impact study area. Census tracts with the highest CalEnviroScreen Pollution Burden percentiles are 414.09, 416.00, 418.13, 419.09, and 420.07.[5]

CalEnviroScreen: Population Characteristics

CalEnviroScreen reports Population Characteristics as a summary of Sensitive Populations (intrinsic factors such as health status) and Socioeconomic Factors (extrinsic factors such as socioeconomic status). Population Characteristics are pollution effect modifiers that may increase the magnitude of adverse effects due to environmental pollutants. Increased risk in vulnerable populations is described by these effect modifiers that amplify the risk (OEHHA 2021).

CalEnviroScreen identifies the following indicators that result in increased vulnerability to pollutants:

- Sensitive Populations:
  - Asthma;
  - Cardiovascular Disease; and
  - Low Birth Weight.

[5] Between 2010 and 2021, Census Tracts 414.09, 416.00, 419.11, 427.15, and 479.00 were subdivided further into smaller Census Tracts, some of which overlap with the community impact study area. However, CalEnviroScreen data are not available for Census Tracts resulting from subdivision and are presented for undivided Census Tracts only. Refer to Section 1.6 for more information regarding the community impact study area.

- Socioeconomic Factors:
    - Educational Attainment;
    - Housing Burden;
    - Linguistic Isolation;
    - Poverty; and
    - Unemployment.

CalEnviroScreen groups data from these indicators to represent a cumulative Population Characteristics score for each census tract. Table 4-19 provides CalEnviroScreen (version 4.0) Population Characteristics percentiles for census tracts in the community impact study area. Census tracts with the highest CalEnviroScreen Population Characteristics percentiles are 430.0, 430.05, and 430.06.

CalEnviroScreen: Disadvantaged Communities

As shown in Table 4-19, census tracts with the highest CalEnviroScreen score are located along the I-15 corridor, where the Pollution Burden percentiles and Population Characteristics percentiles combine for an overall score above the 75th percentile when compared to all census tracts in the state. This ranking indicates that these tracts are confronted with many burdens and vulnerabilities from environmental pollutants and are defined as disadvantaged communities. As shown in Appendix A, Figure 4.9 Census Tracts 416.00, 418.13, and 430.06 each have a CalEnviroScreen score above the 75th percentile and are therefore considered disadvantaged communities. Contrarily, Census Tracts 419.10, 430.07, and 479.00 each have a CalEnviroScreen score below the 30th percentile, indicating that these communities have a lower pollution burden and/or lower sensitivity. Table 4-19 presents results of pollution burden, health disparities, and socioeconomic factor analyses to define disadvantaged communities in the community impact study area. These topics are discussed in further detail in the following sections.

Table 4-19. CalEnviroScreen Results by Census Tract

Census Tract[1]	Population	Pollution Burden Percentile	Population Characteristics Percentile	Combined Ranked Percentile	Disadvantaged Community?[2]
414.09	16,512	79.2	45.1	61.6	No
416.00	6,511	97.6	70.2	92.1	Yes
418.09	5,815	67.7	44.7	56.4	No
418.10	6,192	50.4	26.0	33.8	No
418.13	7,165	85.3	72.7	83.7	Yes
419.09	5,622	84.9	48.0	66.7	No
419.10	7,685	61.5	14.6	26.4	No

Table 4-19. CalEnviroScreen Results by Census Tract

Census Tract[1]	Population	Pollution Burden Percentile	Population Characteristics Percentile	Combined Ranked Percentile	Disadvantaged Community?[2]
419.11	13,750	56.2	26.7	36.5	No
420.07	5,058	79.5	41.5	58.8	No
427.15	14,869	58.4	40.3	48.9	No
430.01	7,090	55.2	81.1	74.8	No
430.05	5,960	51.4	80.7	72.8	No
430.06	5,402	59.7	90.2	82.5	Yes
430.07	7,420	14.2	13.8	10.7	No
479.00	12,628	14.2	25.0	17.8	No
481.00	7,365	37.2	10.3	14.9	No

Source: OEHHA 2021.

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

[2] As defined by the California Environmental Protection Agency (2022), a Disadvantaged Community has an overall CalEnviroScreen score in the 75th percentile or greater.

Sensitive Populations

Health factors and age contribute to the sensitivity of a population to pollution exposure. Physiological conditions such as asthma and cardiovascular disease result in increased vulnerability to pollutants. Other sensitive individuals include those with a low birth weight, compromised immunity, or lower protective mechanisms due to genetic factors (OEHHA 2021). Age is also an indicator of sensitivity to pollution burdens.

Asthma

Asthma is a disease that affects the lungs and makes it hard to breathe. Symptoms include breathlessness, wheezing, coughing, and chest tightness. Approximately five million Californians have been diagnosed with asthma at some point in their lives (OEHHA 2023). Children, the elderly and low-income Californians suffer disproportionately from asthma (University of California, Los Angeles 2009). People with asthma can be especially susceptible to pneumonia, flu, and other illnesses. Outdoor air pollution can trigger asthma attacks. Asthma rates are a good indicator of population sensitivity to environmental stressors because asthma has been found to both be caused by and worsened by pollutants. Air pollutants, including particulate matter, ozone, nitrogen dioxide, and diesel exhaust, can trigger symptoms among asthmatics (Meng et al., 2011). Children living in areas with higher traffic-related pollution in California have been shown to suffer substantially increased rates of asthma (McConnell et al., 2010). Although asthma can be managed as a chronic disease, asthma can be a life-threatening condition and emergency department visits for asthma are a very serious outcome, both for patients and for the medical system.

Table 4-20 presents the rate of asthma-related emergency department visits per 10,000 residents per year (averaged from a 3-year period) for the census tracts in the community impact study area. The table also compares each census tract score against statewide scores; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of greater than 75 has a higher rate of asthma than 75 percent of the census tracts in California. As shown in the table, no census tracts have a rate of asthma that is greater than the 75th percentile compared to statewide scores. Eight census tracts have a rate of asthma that is below the 30th percentile. The California Asthma Dashboard (California Department of Public Health 2022) reports that Riverside County has a lifetime asthma prevalence (proportion of people who have ever been diagnosed with asthma by a healthcare provider) of 12.2 percent compared to 15.1 percent statewide.

Table 4-20. Asthma Rates by Census Tract

Census Tract[1]	Average Annual Rate of Emergency Department Visits for Asthma per 10,000 Residents	Ranked Percentile Compared to Statewide Scores[2]
414.09	50.8	57.7
416.00	39.8	41.3
418.09	22.3	12.3
418.10	24.0	14.9
418.13	44.7	48.5
419.09	22.5	12.5
419.10	23.7	14.2
419.11	25.3	17.0
420.07	41.7	44.2
427.15	35.0	33.4
430.01	56.1	64.1
430.05	55.3	63.2
430.06	57.5	66.1
430.07	24.8	16.1
479.00	23.4	13.6
481.00	18.1	6.7

Source: OEHHA 2021.

1 CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

2 Ranked percentile compared to all census tracts in California.

Cardiovascular Disease

Cardiovascular disease refers to conditions that involve blocked or narrowed blood vessels of the heart. Cardiovascular disease is the leading cause of death both in California and the United States (OEHHA 2021). A heart attack is the most common result of cardiovascular disease. Many people survive and

return to normal life after a heart attack, but quality of life and long-term survival may be reduced, and these people are highly vulnerable to future cardiovascular events. There are many risk factors for developing cardiovascular disease including diet, lack of exercise, smoking, and exposure to air pollution. In scientific statements made by the American Heart Association, there is strong evidence that air pollution contributes to cardiovascular morbidity and mortality (Brook et al. 2010; Pope III et al. 2006). Exposure to outdoor air pollution following a heart attack has been shown to increase the risk of death (OEHHA 2021). Short-term exposure to air pollution, and specifically particulate matter, has been shown to increase the risk of cardiovascular mortality shortly following a heart attack. There is also growing evidence that long-term exposure to air pollution may result in premature death for people that have had a heart attack. In addition to people with a past heart attack, the effects of air pollution may also be greater in the elderly and people with other preexisting health conditions.

Table 4-21 presents the rate of emergency department visits for acute myocardial infarction (or heart attack) per 10,000 residents per year (averaged from 2015–2017 data) for the census tracts in the community impact study area. The table also compares each census tract score against statewide scores; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of greater than 75 has a higher rate of cardiovascular disease than 75 percent of the census tracts in California. As shown in the table, 9 of the 16 census tracts in the community impact study area have an average annual rate of emergency department visits for acute myocardial infarction that is in the greater than 75th percentile compared to statewide scores.

Table 4-21. Cardiovascular Disease by Census Tract

Census Tract[1]	Average Annual Rate of Emergency Departments Visits for Acute Myocardial Infarction per 10,000 residents	Ranked Percentile Compared to Statewide Scores[2]
414.09	17.2	77.1
416.00	18.3	81.9
418.09	15.3	68.1
418.10	17.9	80.2
418.13	20.0	87.3
419.09	16.3	73.0
419.10	13.9	59.5
419.11	14.6	64.3
420.07	15.8	70.5
427.15	19.0	84.0
430.01	26.1	98.3
430.05	27.6	99.0
430.06	26.6	98.8
430.07	14.1	60.7
479.00	17.6	79.3

Table 4-21. Cardiovascular Disease by Census Tract

Census Tract[1]	Average Annual Rate of Emergency Departments Visits for Acute Myocardial Infarction per 10,000 residents	Ranked Percentile Compared to Statewide Scores[2]
481.00	11.3	40.4

Source: OEHHA 2021.

1 CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

2 Ranked percentile compared to all census tracts in California.

Low Birth Weight

Low birth weight is an indicator of increased risk of health problems later in life as well as infant mortality. Poor nutrition, lack of prenatal care, stress, and smoking by the mother are known to increase the risk of having a low birth-weight baby. Studies suggest that pollution could also be a factor; environmental exposures to lead, air pollution, toxic air contaminants, traffic pollution, pesticides, and polychlorinated biphenyls are all linked to low birth weight (OEHHA 2021). Low birth-weight babies may face a greater risk of developing asthma or other chronic diseases later in life. They are also more likely to die as infants than babies who are not born low weight. Infants born weighing less than 2,500 grams (about 5.5 pounds) are classified as low birth weight. Because these children are at higher risk of chronic health conditions that may make them more sensitive to environmental exposures after birth, low birth weight is a vulnerability when evaluating impacts of pollution burdens on sensitive populations.

Table 4-22 presents data from the California Department of Public Health on the percentage of live, singleton births during the 2009–2015 period weighing less than 2,500 grams. The table also compares each census tract score against statewide scores; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of greater than 75 has a higher rate of low birth-weight infants than 75 percent of the census tracts in California. As shown in the table, no census tracts in the community impact study area with available data have a rate of low birth-weight infants that is in the greater than 75th percentile compared to statewide scores.

Table 4-22. Low Birth-Weight by Census Tract

Census Tract[1]	Percent of Births with Low Birth-weight Infants[2]	Ranked Percentile Compared to Statewide Results[3]
414.09	5.0	52.8
416.00	4.5	38.2
418.09	4.2	31.5
418.10	3.9	25.0
418.13	4.3	32.8
419.09	5.2	57.4
419.10	2.9	8.0

Table 4-22. Low Birth-Weight by Census Tract

Census Tract[1]	Percent of Births with Low Birth-weight Infants[2]	Ranked Percentile Compared to Statewide Results[3]
419.11	4.2	31.3
420.07	5.1	54.1
427.15	4.6	41.1
430.01	5.0	51.3
430.05	5.3	58.8
430.06	4.9	49.0
430.07	2.5	4.1
479.00	4.2	30.8
481.00	3.2	11.1

Source: OEHHA 2021.

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

[2] Live, singleton births during the 2009–2015 period weighing less than 2,500 grams.

[3] Ranked percentile compared to all census tracts in California.

Age

Age influences the sensitivity of a population to pollution exposures. Elderly and young population groups are considered more susceptible to the negative environmental effects of pollution exposures. As shown in Table 4-23, community impact study area as a whole does not have a disproportionate percentage of population that is young or elderly when compared to the County or Cities in the regional study area, or the State of California. Table 4-23 presents U.S. Census Bureau age data by census tract in the community impact study area. As shown in the table, Census Tract 430.05 is the only census tract in the community impact study area that has a population with a substantially higher percentage of elderly people.

Table 4-23. Age by Census Tract

Census Tract/Area[1]	Children: Percent of Population under 18	Elderly: Percent of Population 65 years or older
California	12.7	10.3
County of Riverside	12.9	10.4
City of Corona	9.7	11.1
City of Lake Elsinore	12.0	9.8

Table 4-23. Age by Census Tract

Census Tract/Area[1]	Children: Percent of Population under 18	Elderly: Percent of Population 65 years or older
Community Impact Study Area (average)	11.2	10.1
Census Tracts		
414.09	5.2	3.4
416.00	21.0	19.6
418.09	6.7	10.8
418.10	8.5	4.6
418.13	16.6	16.5
419.09	13.4	11.0
419.10	3.8	1.9
419.11	7.3	7.5
420.07	8.5	4.8
427.15	13.3	3.0
430.01	19.9	18.9
430.05	18.5	28.5
430.06	21.5	18.1
430.07	5.5	7.2
479.00	5.3	5.0
481.00	4.6	0.0

Source: U.S. Census Bureau 2020

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

Socioeconomic Factors

Underserved and disadvantaged communities include those populations that are affected by persistent poverty or who have been systematically denied full opportunity to participate in aspects of economic, social, and civic life due to a shared characteristic. Low-income and minority populations are discussed in Section 4.5, Environmental Justice. Other socioeconomic factors can be used to identify traditionally underserved populations and communities that have a heightened vulnerability to environmental pollutants. This section provides data on the following socioeconomic factors for the community impact study area:

- Linguistic Isolation;

- Housing-burdened low-income households;
- Unemployment;
- Educational Attainment; and
- Poverty.

Linguistic Isolation

According to the U.S. Census Bureau's 2015–2019 ACS, nearly 44 percent of Californians speak a language at home other than English, 18 percent of the state's population speaks English "less than very well," and 9 percent of all households in California are linguistically isolated (U.S. Census Bureau 2019). This analysis uses the term "linguistic isolation" to measure households where all members 14 years of age or above have at least some difficulties speaking English or are Limited English Proficiency (LEP) individuals. A high degree of linguistic isolation among members of a community raises concerns about access to health information and public services and effective engagement with regulatory and civic processes. Adults who are not able to speak English well often have trouble talking to the people who provide social services and medical care. Linguistically isolated households may also not hear or understand important information when there is an emergency.

Table 4-24 presents rates of linguistic isolation by census tract in the community impact study area, i.e., the percentage of households where no one over the age of 14 speaks English well. The table also compares each census tract score against statewide scores; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of greater than 75 has a higher rate of linguistic isolation than 75 percent of the census tracts in California. As shown in the table, Census Tracts 416.00 and 430.06 are the only census tracts with scores that rank higher than the 75th percentile compared to statewide scores for linguistic isolation.

Table 4-24. Linguistic Isolation by Census Tract

Census Tract[1]	Linguistically Isolated Percentage of Households Where No One Over 14 Speaks English Well	Ranked Percentile Compared to Statewide Rates[2]
414.09	6.2	44.4
416.00	15.1	77.6
418.09	5.5	40.4
418.10	3.8	30.0
418.13	6.8	47.7
419.09	6.8	47.7
419.10	3.0	23.8
419.11	2.4	18.9

Table 4-24. Linguistic Isolation by Census Tract

Census Tract[1]	Linguistically Isolated Percentage of Households Where No One Over 14 Speaks English Well	Ranked Percentile Compared to Statewide Rates[2]
420.07	3.3	26.4
427.15	1.5	11.3
430.01	9.9	61.5
430.05	7.3	50.0
430.06	17.4	82.1
430.07	1.6	12.3
479.00	4.1	32.0
481.00	2.8	22.2

Source: OEHHA 2021.

1 CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

2 Ranked percentile compared to all census tracts in California.

Housing-Cost Burdened Households

Housing-burdened low-income households are households that are both low-income and highly burdened by housings costs (OEHHA 2021). California has very high housing costs relative to much of the country, which can make it hard for many to afford housing. Households with lower incomes may spend a larger proportion of their income on housing and may suffer from housing-induced poverty. Housing affordability is an important determinant of health and well-being. Low-income households with high housing costs may suffer adverse health impacts. Table 4-25 presents the percentage of households that are both low-income (making less than 80 percent of its county median family income) and severely burdened by housing costs (paying greater than 50 percent of their income to housing costs) (OEHHA 2021). The table also compares each census tract score against statewide scores; this percentile is based on the ranked order for all census tracts in the state, meaning that a census tract with a ranked percentile of greater than 75 has a higher rate of housing-cost burdened households than 75 percent of the census tracts in California. As shown in the table, four of the 16 census tracts in the community impact study area with available data have a rate of housing-cost burden that is at or above the 75th percentile compared to statewide scores.

Table 4-25. Housing-Cost Burden by Census Tract

Census Tract[1]	Percentage of Households that are Both Low-income and Severely Burdened by Housing Costs[2]	Ranked Percentile Compared to Statewide Rates[3]
414.09	9.4	11.6
416.00	27.4	85.8
418.09	23.7	76.3
418.10	10.8	17.4
418.13	28.4	87.7
419.09	15.8	42.8
419.10	12.8	27.2
419.11	9.4	11.6
420.07	10.6	16.3
427.15	13.5	30.6
430.01	24.5	78.7
430.05	18.8	57.9
430.06	22.2	71.2
430.07	9.6	12.3
479.00	12.7	26.7
481.00	13.8	32.3

Source: OEHHA 2021.

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

[2] Low-income households are households making less than 80 percent of the county median family income, and severely burdened by housing costs are households paying greater than 50 percent of their income to housing costs.

[3] Ranked percentile compared to all census tracts in California.

Unemployment

Because low socioeconomic status often goes hand-in-hand with high unemployment, the rate of unemployment is a factor commonly used in describing disadvantaged communities. On an individual level, unemployment is a source of stress, which is implicated in poor health reported by residents of such communities. Lack of employment and resulting low income often constrain people to live in neighborhoods with higher levels of pollution and environmental degradation (OEHHA 2021).

According to the ACS, in 2022 California had an unemployment rate of 3.4 percent (Table 4-26). Comparatively, Riverside County had an unemployment rate (civilian labor force) of 3.3 percent, the City of Corona of 3.0 percent, and the City of Lake Elsinore of 2.3 percent. Table 4-26 presents the 2019 unemployment rate for persons over the age of 16 who are unemployed and eligible for the labor force.

As shown in the table, only two of the 16 census tracts in the community impact study area have unemployment rates that are substantially higher (represented as greater than 2 percent higher) than the Regional Study Area average. Census Tract 430.06 has the highest unemployment rate in the community impact study area at nearly 11.8 percent.

Table 4-26. Unemployment Rate (2015–2019)

Census Tract/Area[1]	Unemployment Rate (%) (Civilian Labor Force)[2]
California	6.7
Regional Study Area	8.0
County of Riverside	8.6
City of Corona	5.5
City of Lake Elsinore	9.9
Community Impact Study Area	
414.09	6.9
416.00	4.8
418.09	7.2
418.10	4.2
418.13	9.4
419.09	7.2
419.10	5.2
419.11	9.8
420.07	7.0
427.15	6.7
430.01	9.4
430.05	11.4
430.06	11.8
430.07	4.4
479.00	4.8
481.00	5.5

Source: U.S. Census Bureau 2020

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

[2] Unemployment rate for the civilian labor force is the percentage of population over the age of 16 that is unemployed and eligible for the labor force. This excludes retirees, students, homemakers, institutionalized persons except prisoners, those not looking for work, and military personnel on active duty.

Educational Attainment

Educational attainment is the highest level of education a person has completed and an important independent predictor of health. Individuals with lower education in the United States have a lower life expectancy, and several studies have associated educational attainment with susceptibility to the health impacts of environmental pollutants. Therefore, educational attainment is an important element of socioeconomic status and a social determinant of health. Numerous studies suggest a higher level of education is associated with lower exposures to environmental pollutants that damage health (OEHHA 2021).

Table 4-27 presents educational attainment as a percentage of population more than 25 years old with less than a high school education. Within California, the percentage of population more than 25 years old with less than a high school education is 11.6 percent, which is equal to the average percentage of the population more than 25 years old with less than a high school education within the community impact study area. To distinguish census tracts at risk due to educational attainment, the census tracts in the community impact study area are compared to the cities and counties in the regional study area. As shown in Table 4-27, Census Tracts 418.09, 419.10, and 430.06 have educational attainment deficit rates that are substantially higher (represented as greater than 5 percent higher) when compared to the cities and counties in the regional study area.

Table 4-27. Educational Attainment

Census Tracts/Area[1]	Percentage of Population Greater than 25 Years Old with Less than a High School Education
California	11.6
County of Riverside	11.9
City of Corona	9.3
City of Lake Elsinore	9.2
Community Impact Study Area (average)	11.6
Census Tracts	
414.09	6.4
416.00	7.0
418.09	21.7
418.10	9.5
418.13	10.1
419.09	9.4
419.10	29.9
419.11	7.6

Table 4-27. Educational Attainment

Census Tracts/Area[1]	Percentage of Population Greater than 25 Years Old with Less than a High School Education
420.07	1.0
427.15	8.6
430.01	11.7
430.05	10.2
430.06	22.9
430.07	14.0
479.00	5.6
481.00	9.2

Source: U.S. Census Bureau 2020

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

Poverty

The U.S. Census Bureau determines the federal poverty level each year. The poverty level is based on the size of the household and the age of family members. Poverty is an important social determinant of health. Numerous studies have suggested that people living in poverty are more likely than others to experience adverse health outcomes when exposed to environmental pollution. Wealth influences health by determining an individual's living conditions, nutrition, occupation, and access to healthcare and other health-promoting resources. Low-income communities have a higher exposure to pollutants and environmental hazards, and they experience increased susceptibility to poor health due to factors such as psychosocial and chronic stress. Differential underlying burdens of pre-existing illness and co-exposure to multiple pollutants are other factors that can contribute to increased susceptibility in low-income communities (OEHHA 2021).

Poverty is previously discussed in Section 4.5 Environmental Justice. As shown in Table 4-3, there are no census tracts in the community impact study area with a median household income that is below the poverty level that is substantially higher (represented as more than 5 percent higher) than the Regional Study Area.

Disability

The U.S. Census Bureau attempts to capture a variety of characteristics that encompass the definition of disability. The ACS captures functional limitations of six aspects of disability: hearing, vision, cognitive, ambulatory, self-care, and independent living, which can be used together to create an overall disability measure. Table 4-28 indicates the percentage of the population with a disability in each census tract in the community impact study area. As Table 4-28 shows, the average of the census tracts within the community impact study area is a slightly lower percentage of the population with a disability than either

Riverside County or the state. The table also shows that Census Tracts 418.09 and 419.09 have a disability level that is substantially higher (represented as more than 5 percent higher) than that of Riverside County or the Cities of Corona and Lake Elsinore.

Table 4-28. Disability

Area	Percent of Population with a Disability[2]
California	10.6
County of Riverside	11.4
City of Corona	8.0
City of Lake Elsinore	8.3
Census Tracts[1]	
414.09	5.7
416.00	7.3
418.09	15.3
418.10	7.0
418.13	11.5
419.09	17.6
419.10	9.8
419.11	7.5
420.07	10.9
427.15	5.9
430.01	12.3
430.05	11.7
430.06	11.4
430.07	7.3
479.00	7.0
481.00	7.3
Average	**9.7**

Source: U.S. Census Bureau 2020

[1] CalEnviroScreen data are not available for census tracts resulting from subdivision, including Census Tracts 414.13, 414.14, 414.15, 416.01, 416.02, 419.14, 419.15, 427.48, 427.49, 427.50, 427.470.01, and 479.02; therefore, data are presented for undivided census tracts only.

[2] Percentage of the population living with a disability.

4.6.2 Environmental Consequences

The environmental consequences of the Project are evaluated for their potential to adversely affect underserved and disadvantaged communities through changes in the human and natural environment. Project effects on communities can include changes in pollutant burdens, modifications to community character, and exacerbation of historical impacts from transportation infrastructure (e.g., divided communities). Localized changes in air quality, noise, and visual resources in underserved communities are described. Conclusions from the Environmental Justice section are referenced; please refer to Section 4.5, Environmental Justice, for an evaluation of whether minority and/or low-income populations would experience disproportionately adverse effects.

No-Build Alternative

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related equity impacts.

Build Alternative

The Build Alternative would not result in property acquisition of businesses; therefore, no personal property acquisitions in underserved communities would occur. The Build Alternative would not divide communities. The Build Alternative would not contribute to the division of a historic downtown Lake Elsinore area; the added lanes within the existing I-15 corridor do not further divide a community or remedy historical divisions.

The Build Alternative would reduce congestion and would not generate new vehicular traffic trips, increase traffic volumes, or trigger development in the area, any of which would contribute to increases in noise once the Project is in operation. Therefore, the Build Alternative would not result in substantial adverse effects related to noise and would not disproportionately affect adjacent communities or disproportionately affect community character or quality of life in underserved communities within the community impact study area.

Vehicular air pollution and health disparities associated with those air pollutants (including asthma, cardiovascular disease, and low birth weight) are disproportionately borne by residents who live near major highways in California (Union of Concerned Scientists 2019). Traffic is a substantial source of air pollution, particularly in urban areas, where more than 50 percent of particulate emissions come from traffic (OEHHA 2021). Exhaust from vehicles also contains toxic chemicals, including nitrogen oxides, carbon monoxide, and benzene. When determining whether the Project would affect communities already burdened by air pollution and associated health risks, the analysis of projected air quality conditions was used. The highest levels of CO_2 from mobile sources such as automobiles occur at stop-and-go speeds (0 to 25 miles per hour (mph), which are the most severe) and speeds of more than 55 mph. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, GHG emissions, particularly CO_2, may be reduced (AQR 2022a). The Build Alternative directly supports the 2020–2045 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. This strategy contributes to overall GHG reduction efforts regarding mobile sources within the SCAG region.

Although the Build Alternative would increase future VMT compared to the No-Build Alternative, the Project has been determined not to be a Project of Air Quality Concern (Caltrans 2022a). The Project would not result in substantially worsened air quality since the Project would not have substantial adverse effects on the regional criteria pollutant emissions that could cause or contribute to an exceedance of the federal standards. Therefore, the Build Alternative would not substantially exacerbate conditions compared to the future No-Build alternative for nearby underserved communities and communities with associated health disparities. How changes in air pollutants affect health outcomes for communities that already have high pollutant burdens is difficult to predict. As noted by FHWA (2023), "While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT [Mobile Source Air Toxics] exposure remain limited." Because of the limitations in the methodologies for forecasting health impacts, predicted differences in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts (FHWA 2023). Therefore, the air quality modeling results are used as a predictor for changes in health risk. The Air Quality Report (Caltrans 2022a) concludes that the Build Alternative would not substantially increase the pollution burden on neighboring communities in the short or long-term.

Visual changes would also influence community character in adjacent underserved communities. The Project proposes to increase the amount of paving within the existing width of the freeway. These changes would have a notable visual impact that is apparent to highway users and highway neighbors, including the surrounding community. During construction, both the highway users and neighboring communities would be subject to short-term visual changes; however, long-term visual changes for neighboring communities would be more modest than changes experienced by highway users. While the Build Alternative would include features that may increase the dominance of the transportation facility in neighboring viewsheds, the Project would be overall compatible with the existing visual character of the Project corridor. According to the Projects VIA (Caltrans 2024c), implementation of Measures **AES-1** through **AES**-4 would further minimize or avoid visual impacts associated with the Build Alternative. The Project would require the development of a Project Aesthetics and Landscape Master Plan (PALM) (Measure **AES-1**), aesthetic treatments to noise barrier and retaining wall designs (Measure **AES-2**), replacement planting for all disturbed landscaping and soil consistent with the existing character of the area (Measure **AES-3**), and that lighting and signage be placed in unobstructive locations, using warm-toned lighting with light shields (Measure **AES-4**). Impacts on visual resources are not expected to be adverse. Therefore, the Project would not degrade the existing visual condition for disadvantaged communities adjacent to the highway.

Although the Build Alternatives would not substantially affect socioeconomic conditions (e.g., housing cost, employment, and educational attainment), new tolled lanes under the Build Alternative would introduce new signage that may present challenges for linguistically isolated households. Households where no one over the age of 14 speaks English well, may be initially challenged by the toll-related signage and the process for obtaining toll transponders. Linguistically isolated households would likely adapt to the new signage and lane operations over time; however, providing messages in multiple languages would help offset this burden. One method of communication that supports equitable transportation are changeable message signs (CMS). CMS are hardware found on the highway, or near on- and off-ramps, that show a brief travel-related message in orange text on a black digital board and could be used to rotate messages related to the ELs in multiple languages (Caltrans 2023i).

While there are no low-income communities identified within census tracts in the community study area, the use of tolled lanes may constitute a higher financial burden on regional low-income travelers who choose to use them than on higher-income individuals. Analysis of potential toll prices have indicated that there could be times when a low-income driver would find the ELs time savings attractive. For example, studies show that a low-income driver may find time savings beneficial when running late for work, or for other reasons, such as a toll might be less expensive than per-minute late fees at a daycare center (FWHA 2017).

During construction, short-term changes in access, circulation, light/glare, noise, and air quality would occur. Intermittent and temporary ramp and lane closures would inconvenience all roadway users and could require alternative traffic routing. Neighboring residents and businesses may be subject to short-term noise, fugitive dust, and light/glare from construction activities. These impacts would be temporary and limited to the length of the construction period. Construction-related impacts on noise, air quality, light/glare, and traffic would be minimized through Best Management Practices (BMPs) for noise abatement, fugitive dust control, light and glare screening measures, and traffic management planning.

The toll policies for the Project would incorporate free EL use for in-service transit vehicles which are consistent with the toll policies for the I-15 ELP project. These policies would include free access to the ELs for public buses and other public transit vehicles. A 2019 Los Angeles Metro rider survey showed that the median household income of Metro bus riders was $17,975, (LA Metro 2019; U.S. Census Bureau 2019) which was well below the 2019 U.S. DHHS poverty guidelines of $30,000 for a family of four (U.S. DHHS 2019). Congestion on freeways typically delays any vehicle travelling on these freeways, including transit vehicles. Freeways with less congestion would improve traffic conditions for buses both on and near them. Because buses are used disproportionately by low-income households, the ELs could provide transit benefits for members of underserved and disadvantaged communities who may not otherwise be able to afford express lane tolls (Manville et al. 2022). As a result, the Build Alternative would improve traffic conditions for a variety of highway users, including those from underserved and disadvantaged communities.

Additionally, a letter of Project support from the Riverside Transit Agency (RTA) stated that “RTA strongly supports the Project, and RTA’s CommuterLink Route 206 travels along the Project corridor. Once the Project is completed, RTA buses will be able to utilize the ELs, bypassing growing congestion along the corridor” (RTA 2024).

Please refer to Section 4.5, Environmental Justice, for an analysis of tolling and low-income populations.

4.6.3 Avoidance, Minimization, and/or Mitigation Measures

With the implementation of Measure **TR-1** (Section 5.3) and Measures **AQ-1** through **AQ-4** (Section 4.5.3), no substantial adverse effects to underserved communities are anticipated under the Build Alternative. In addition, the following Avoidance and Minimization measures would apply:

AES-1 Project Aesthetics and Landscape Master Plan. During final design, a decision regarding construction of noise barriers will be determined. A PALM will be developed to identify the aesthetic treatments to be used for each noise barrier to be constructed.

AES-2 Noise Barriers and Retaining Walls. The design of noise barriers will comply with Caltrans standards for noise attenuation, safety requirements, and other features. Aesthetic features will be reviewed by the Caltrans District Landscape Architect. Architectural details, such as texture and color, will be considered carefully in effort to minimize the appearance of the noise barrier surface. They will also be designed to comply visually with the surrounding community character, following the guidelines of the City of Corona, City of Lake Elsinore, and County of Riverside aesthetic recommendations, consistent with the PALM developed in the final design phase.

AES-3 Landscaping**.** Landscaping design for replacement planting where established landscaping occurs will follow Caltrans standards for aesthetic treatments and will be designed and implemented under the direction of the Caltrans District Landscape Architect. All soil area disturbed during construction of the Project will be treated with a native hydroseed mix that includes native wildflowers. The loss of the vegetation from the disturbed soil areas will be replaced by plantings of native shrubs and ground cover in addition to hydroseeding, where appropriate, after construction. Replacement of highway landscaping, where required, will be consistent with the existing character of its respective community and use drought-resistant, regional native plants, when applicable, to the greatest extent possible. These replacement regional native plant materials, where deemed necessary, will also be chosen in respect to the air quality of the implementation area. A District Biologist will be consulted throughout the design and implementation process.

AES-4 Lighting and Signage. Changeable message signs and other signs consisting of illuminating and/or moving features will be placed to avoid viewsheds to the greatest extent possible, and according to consultation with the Caltrans District Landscape Architect. Specifically, the placement of signs will intentionally avoid obstructing views of identified visual resources, particularly the seasonal California poppy bloom near Walker Canyon. Highway lighting will conform to Caltrans design guidelines and be placed to illuminate only intended areas. Light shielding with non-glare hoods will be incorporated into Project designs to limit dispersion of light beyond the Project ROW. Lighting will incorporate yellow-white or amber-white light emitting fixtures of 3000K or less.

5 Traffic and Transportation/Pedestrian and Bicycle Facilities

This section is based on the Administrative Draft Project Report (Caltrans 2023a) and TOAR (Caltrans 2022b) prepared for the Project.

5.1 Affected Environment

5.1.1 Access, Circulation and Parking

Highways and Streets

I-15 is a major truck/passenger route that begins at its junction with I-5 in San Diego, approximately 10 miles north of the United States/Mexico Border and ends at the United States/Canada Border (Caltrans 2023a). I-15 is strategically located and is a vital interstate goods-movement corridor that links southern California to the Inland Empire, Las Vegas, the Rocky Mountain States, and Canada. It is a primary link between major economic centers and geographic regions and is classified as a "High Emphasis" and "Gateway" route in the IRRS.

I-15 is a major truck route and is included in the National Network for Federal Surface Transportation Association Act (STAA) for oversize trucks that provides interstate/interregional movement of people and goods (Caltrans 2023a). I-15 is also part of the ICES system of routes, which are significant transportation arteries that provide access to major sea or waterway ports, nationwide railway systems, airports, and interstate and intrastate highway systems, thereby serving as intermodal corridors of economic significance. Weekend and holiday recreational traffic on the route is exceptionally high since it serves as a connection to Las Vegas and to the Colorado River area via I-40.

Over the past decade, the County has experienced substantial population growth that is projected to continue with approved and planned future developments, especially in western Riverside County (Caltrans 2023a). This growth has resulted in increased traffic congestion, decreased mobility, and decreased travel time reliability on local and regional highway systems. The expected increase in congestion and deteriorating traffic conditions along the I-15 corridor will reduce the overall function of the facility as a high-speed freeway and will decrease overall local and regional mobility for users of the facility. Existing heavy peak-hour congestion and traffic delays due to high traffic volumes, along with weaving and merge/diverge movements continue to reduce mobility along mainline I-15.

Parking

There are multiple businesses, residences, and public facilities adjacent to the Project limits. Four park-and-ride lots that are operated by RCTC are located adjacent to the Project limits: the Lake Elsinore–Dexter park-and-ride lot west of the Dexter Place and Dexter Avenue intersection (see Appendix A, Figure 5-1), the Lake Elsinore Outlet Center park-and-ride lot at the northwest corner of the Lake Elsinore Outlets (see Appendix A, Figure 5-1), the Tom's Farm park-and-ride lot northeast of the Temescal Canyon Road and Lawson Road intersection (see Appendix A, Figure 5-3), and the Canyon Community Church of the Nazarene park-and-ride lot south of the Compton Avenue and Taber Street

intersection (see Appendix A, Figure 5-5). However, no parking lots, driveways, or access points into these uses overlap with the Project limits.

Pedestrian and Bicycle Facilities

As seen in Appendix A (Figures 5-1 through 5-5), there are existing Class II and multiple proposed bikeways along Ontario Avenue, El Cerrito Road, Cajalco Road, Temescal Canyon Road, Main Street, Nichols Road, Camino Del Norte, and Collier Avenue that are adjacent to or intersect with the Project limits. Some of these bikeways cross under the proposed bridge improvements identified in Figures 5-1 through 5-5. The majority of pedestrian facilities (i.e., sidewalks) are along the peripheries of the businesses, residences, and public facilities adjacent to the Project limits. Additionally, there are sidewalks below some of the proposed bridge improvements identified in Table 1-2.

5.1.2 Public Transportation

For regional travel, the RTA buses connect to the Metrolink stations and other regional destinations (City of Corona 2023a). According to the Market Assessment and Strategic Directions Study (RTA 2018), students and persons who are employed comprise the majority of the ridership base at 31 percent and 29 percent, and, in total, over 50 percent of customers that ride the bus five or more days a week. Regional transit is also provided by Metrolink, which provides passenger rail service from outlying communities to employment centers in Burbank, Irvine, and Los Angeles (City of Corona 2023a). The Metrolink 91 Line provides access between Riverside and Los Angeles, and the Inland Empire/Orange County Line provides access between Irvine and Riverside. As seen in Appendix A (Figures 5-1 through 5-5), no major stations or rail lines are located within the community impact study area.

City of Corona

The Corona Cruiser provides transit to local activity centers—major retail areas, hospitals, medical facilities, public service agencies, library, civic center, and commercial/retail areas—in the City of Corona and unincorporated areas (City of Corona 2023a). The City of Corona's fixed-route bus system travels along the Red Line and Blue Line within the City of Corona and connects to RTA bus routes and North Main Metrolink Commuter Train Station and Park-and-Ride lots (City of Corona n.d.c). Metrolink is used in Corona by approximately 7,500 daily weekday riders. The City of Corona also operates the Dial-A-Ride program, which is an on-demand shared-ride transit system that provides enhanced and tailored options for seniors and persons with disabilities to remain active and able to access community services (City of Corona 2023a). RTA operates three bus routes throughout the City of Corona, one of which runs through the community impact study area. This includes Route 205/206 (Temecula, Murrieta, Lake Elsinore Outlet Center Park and Ride, Tom's Farms, Dos Lagos, Corona Transit Center) (RTA 2021). The locations of the bus stops and the fixed-routes that traverse through the community impact study area are shown in Appendix A (Figures 5-1 through 5-5).

City of Lake Elsinore

Public transportation in the City of Lake Elsinore includes local buses and intercity buses. RTA provides public bus services for the City of Lake Elsinore and operates Dial-a-Ride, which serves seniors and persons with disabilities through advance reservation designed for curb-to-curb transport (City of Lake Elsinore 2011a). RTA operates five bus routes throughout the City of Lake Elsinore, three of which run

through the community impact study area. This includes Route 8 (Lake Elsinore–Wildomar Loop), Route 9 (Perris Station Transit Center to Lake Elsinore Outlet Center), and Route 205/206 (Temecula, Murrieta, Lake Elsinore Outlet Center Park and Ride, Tom's Farms, Dos Lagos, Corona Transit Center) (RTA 2021). The locations of the bus stops and the three bus routes that traverse through the community impact study area are shown in Appendix A (Figures 5-1 through 5-5).

5.2 Environmental Consequences

5.2.1 No-Build Alternative

Access, Circulation and Parking

Highways and Streets

In the Opening Year (2030) No-Build Alternative scenario, all mainline segments, ramps, and ELs studied are projected to operate at a satisfactory level of service (LOS) (LOS D or better) during the AM peak hour. However, during the PM peak hour on southbound I-15, the southbound I-15 bottleneck at the Cajalco Road Interchange would be exacerbated and create a queue that would extend to the eastbound SR-91 On-Ramp. Due to the bottleneck, segments in queue would operate unacceptably at LOS F. The demand from eastbound SR-91 would not be fully served during the AM peak hour and would spill back onto eastbound SR-91. Additionally, five various southbound I-15 freeway segments, between the Temescal Canyon Road On-Ramp and Lake Street Off-Ramp, would operate unacceptably at LOS E. All other mainline segments, ramps, and ELs would operate at LOS D or better during the PM peak hour. During the PM peak hour on northbound I-15, the northbound I-15 bottleneck at the westbound Magnolia Avenue On-Ramp merge segment would create a queue that extends to the Indian Truck Trail On-Ramp. Due to that bottleneck, segments in queue would operate unacceptably at LOS E or F. All other mainline segment, ramps, and ELs would operate acceptably at LOS D or better during the PM peak hour.

In the Design Year (2050) No-Build Alternative scenario, the southbound I-15 bottleneck at the Ontario Avenue Off-Ramp diverge segment would create a queue during the AM peak hour that extends to the Magnolia Avenue On-Ramp. Due to the bottleneck, segments in queue would operate unacceptably at LOS E or F. The I-15 eastbound SR-91 Off-Ramp would also operate unacceptably at LOS E or F due to vehicles diverging to access the off-ramp. All other mainline segment, ramps, and ELs studied would operate at LOS D or better during the AM peak hour. Further, under the Design Year (2050) No-Build Alternative, the northbound I-15 bottleneck at the Weirick Road/Dos Lagos Drive On-Ramp merge segment would create a queue that extends past Main Street. Due to the bottleneck, segments in queue would operate unacceptably at LOS F. Additionally, due to high serving volumes, the El Cerrito Road On-Ramp and Ontario Avenue Off-Ramp would operate at LOS E during the AM peak hour. All other mainline segment, ramps, and ELs would operate at LOS D or better during the AM peak hour.

Existing traffic volumes often exceed current highway capacity along several segments of I-15 between SR-74 (Central Avenue) and El Cerrito Road. Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Currently, the congestion along I-15 has put pressure on local transportation networks because a substantial amount of regional traffic uses city streets to bypass and avoid freeway congestion. Because the No-Build Alternative would not address or alleviate the existing and forecast operational and capacity issues of I-15, the existing deficiencies along

I-15 would continue to worsen over time due to forecast population growth and the incompatibility of the No-Build Alternative's I-15 segment with the Express Lanes Network in both Riverside and San Bernardino Counties. As discussed in Section 1.4.2, once the current Express Lanes Network Projects are completed in 2021, the southern terminus of the Express Lanes Network in the Inland Empire will terminate at Cajalco Road on I-15. Therefore, by not implementing the Project, the No-Build Alternative would also result in increased congestion, vehicle delays, safety concerns, vehicle-operating costs, and vehicle emissions due to slower operating speeds along I-15. Additionally, the No-Build Alternative would be inconsistent with the 2020-2045 RTP/SCS and 2023 FTIP described in Section 1.2 and would not satisfy the purpose and need of the Project.

Parking

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related parking impacts.

Pedestrian and Bicycle

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. Therefore, there would be no Project-related pedestrian and bicycled facility impacts.

Public Transportation

Under the No-Build Alternative, I-15 would remain in its current condition and no improvements would be implemented. However, as previously stated, the existing deficiencies along I-15 would continue to worsen over time, which may increase the "bypass" traffic on local roadways and affect transit services operating in the community impact study area.

5.2.2 Build Alternative

Access, Circulation and Parking

Highways and Streets

Traffic collision data was obtained from the Caltrans Traffic Accident Surveillance and Analysis System (TASAS) on July 10, 2023, for a 36-month period from October 1, 2019, to September 30, 2022. The data was obtained to review the collision rates of fatal, fatal plus injury, and total collision rates on the freeway mainline within the Project limits along I-15 northbound and southbound in comparison with the statewide average rates on similar facilities.

In the northbound direction, total collision rates at five of the twenty segment locations reported have fatal collision rates higher than statewide average, one location has fatal plus injury collision rates higher than statewide average, and three locations have a total collision rate higher than the statewide average. Among those locations, none have collision rates that are more than double the statewide average. Total collision rates and fatal plus injury collision rates for the entire Project length in the northbound direction are below statewide average for similar facilities while the fatal collision rate is the same as statewide average. In the southbound direction, total collision rates at three of the twenty segment locations reported have fatal collision rates higher than statewide average, two locations have fatal plus injury collision rates

higher than statewide average, and two locations have a total collision rate higher than the statewide average. Among those locations, none have collision rates that are more than double the statewide average. The collision rates for the entire Project length in the southbound direction are below the statewide average for similar facilities.

For the entire Project length in the northbound direction (PM 20.3 to PM 40.1), over 54 percent of the collisions were rear-end, 22 percent were sideswipe, and over 17 percent were hit objects. Other types of collision account for less than 7 percent of the total. The TASAS reports that the primary collision factors were speeding, improper turn, and other violations. For the entire Project length in the southbound direction, nearly 50 percent of the collisions were rear-end, over 27 percent were sideswipe, and 17 percent were hit objects. Other types of collision account for 6 percent of the total. Similar to the northbound direction, the primary collision factors were speeding, improper turn, and other violations. Rear-end and sideswipe collisions on freeways are generally related to traffic congestion, speed differentials, and abrupt lane changes.

As discussed in the AQR (Caltrans 2022a), under the Existing (2019) conditions, there are up to 16,500 truck trips (9.4 percent) on the mainline segments of I-15 within the Project area. In the Opening Year (2030) No-Build Alternative conditions, there would be up to 19,290 truck trips (9.4 percent) on the mainline segments of I-15 that are within the Project area. This condition would be an increase of approximately 2,800 truck trips from the Existing (2019) conditions. In the Opening Year (2030) Build Alternative conditions, there would be up to 19,300 truck trips (8.7 percent) within the Project segments of I-15. Under the Opening Year (2030) Build Alternative condition, there would be an increase of approximately 2,800 truck trips from the Existing (2019) conditions. Compared to the No-Build Alternative in 2030, there would be no additional truck trips under the Build Alternative. Table 5-1 provides the 2030 and 2050 truck ADT and truck percentage by segment.

Table 5-1. 2030 and 2050 Truck ADT

I-15 Freeway Segment	2030					2050				
	No Build		Build		Project Increase	No Build		Build		Project Increase
	Truck ADT	Truck %	Truck ADT	Truck %	% Increase in Trucks	Truck ADT	Truck %	Truck ADT	Truck %	% Increase in Trucks
South of Main Street	16,230	9.3%	16,230	8.8%	0%	17,270	9.7%	17,270	7.7%	0%
Main Street to SR-74 (Central Avenue)	15,440	9.3%	15,440	8.6%	0%	16,940	9.6%	16,940	7.5%	0%
SR-74 (Central Avenue) to Nichols Road	13,740	9.2%	13,740	8.4%	0%	15,060	9.5%	15,060	7.1%	0%
Nichols Road to Lake Street	13,610	9.2%	13,610	8.4%	0%	15,150	9.5%	15,150	7.0%	0%
Lake Street to Horsethief Canyon	14,460	9.3%	14,460	8.5%	0%	16,080	9.6%	16,080	7.0%	0%
Horsethief Canyon to Indian Truck Trail	14,460	9.3%	14,460	8.5%	0%	16,310	9.5%	16,310	7.0%	0%

Table 5-1. 2030 and 2050 Truck ADT

I-15 Freeway Segment	2030					2050				
	No Build		Build		Project Increase	No Build		Build		Project Increase
	Truck ADT	Truck %	Truck ADT	Truck %	% Increase in Trucks	Truck ADT	Truck %	Truck ADT	Truck %	% Increase in Trucks
Indian Truck Trail to Temescal Canyon Road	14,650	9.2%	14,650	8.4%	0%	16,720	9.5%	16,720	7.0%	0%
Temescal Canyon Road to Weirick Road	14,750	9.2%	14,750	8.4%	0%	17,090	9.5%	17,090	7.0%	0%
Weirick Road to Cajalco Road	17,190	9.3%	17,190	8.6%	0%	20,030	9.6%	20,030	7.3%	0%
Cajalco Road to El Cerrito Road	19,290	9.4%	19,290	8.7%	0%	25,540	9.6%	25,540	7.7%	0%
El Cerrito Road to Ontario Avenue	20,340	9.5%	20,340	8.9%	0%	27,030	9.6%	27,030	8.1%	0%
Ontario Avenue to Magnolia Avenue	22,000	9.5%	22,000	9.2%	0%	28,610	9.7%	28,610	8.5%	0%
Magnolia Avenue to SR-91	24,020	9.6%	24,020	9.3%	0%	30,520	9.7%	30,520	8.8%	0%

Under the Opening Year (2030) Build Alternative scenario, implementation of the improvements under the Build Alternative is projected to result in a satisfactory LOS (LOS D or better) for all mainline segments, ramps, and ELs studied on southbound and northbound I-15 during the AM peak hour (Caltrans 2023a). During the PM peak hour for southbound I-15 users, implementation of the improvements under the Build Alternative is projected to result in an LOS E in three off-ramp freeway segments operating at El Cerrito Road, Temescal Canyon Road, and Indian Truck Trail, which is better under the Build Alternative when compared to the No-Build Alternative (Caltrans 2022b). The Build Alternative would substantially improve operations for all southbound I-15 users in Corona and Temescal Valley. However, a new bottleneck would form downstream on southbound I-15 at the Main Street On-Ramp merge segment, which would create a queue that extends to the Nichols Road Off-Ramp. Due to the bottleneck, segments in queue would operate unacceptably at LOS E or F. All other mainline segment, ramps, and ELs would operate acceptably at LOS E or F during the PM peak hour (Caltrans 2022b).

During the PM peak hour for northbound I-15 users under the Opening Year (2030) Build Alternative scenario, the northbound I-15 bottleneck at the westbound Magnolia Avenue On-Ramp merge segment would continue to create a queue that extends to the Indian Truck Trail interchange with a queue length of approximately 9.8 miles (Caltrans 2022b); however, this is somewhat shorter than the No-Build Alternative as additional capacity is provided by the Build Alternative. Due to the bottleneck, segments in queue operate unacceptably at LOS E or F. All other mainline segment, ramps, and ELs would operate at LOS D or better during the PM peak hour (Caltrans 2022b). The Build Alternative would not alleviate traffic on the general purpose lanes, but rather would help manage congestion along the corridor. With the level of congestion projected in Opening Year (2030), travel time management and reliability would be expanded with implementation of the Build Alternative (Caltrans 2022b).

Under the Design Year (2050) Build Alternative scenario, the traffic impacts during the AM peak hour along southbound I-15 would be similar to that of the No-Build Alternative (Caltrans 2022b). However, under the Build Alternative scenario, the El Cerrito Road Off-Ramp segment would degrade to LOS E because the Ontario Avenue Off-Ramp bottleneck would be slightly relieved following construction of the Build Alternative and adjacent downstream links would increase in density. However, during the AM peak hour along northbound I-15, the Build Alternative would improve operations at the Weirick Road/Dos Lagos Road On-Ramp merge segment by providing additional throughput capacity (Caltrans 2022b). As the Build Alternative improves the bottleneck at the Weirick Road/Dos Lagos Road On-Ramp merge segment, a bottleneck would form downstream at the westbound Magnolia Avenue On-Ramp merge segment. The northbound I-15 bottleneck at the westbound Magnolia Avenue On-Ramp merge segment would create a queue that extends to the Main Street On-Ramp with a queue length of 19.5 miles. Due to the bottleneck, segments in queue would operate unacceptably at LOS E or F. Furthermore, upstream of the queue, there would be a slowdown at the Main Street Off-Ramp (LOS E). All other mainline segment, ramps, and ELs would operate at LOS D or better during the AM peak hour (Caltrans 2022b).

Although there would be more segments operating at LOS F, the Build Alternative would provide additional throughput capacity at the Weirick Road/Dos Lagos Road On-Ramp merge (Caltrans 2022b). As a result, the bottleneck would shift downstream, which would allow additional vehicles to enter I-15. In comparison, under the No-Build Alternative, the reduced capacity at Weirick Road/Dos Lagos Road would limit the ability of vehicles to access the freeway (Caltrans 2022b).

Under the Design Year (2050) Build Alternative, the southbound I-15 bottleneck at the El Cerrito Road Off-Ramp diverge segment would create a queue that extends south of Hidden Valley Parkway; segments in queue due to the bottleneck would operate unacceptably at LOS E or F. Indian Truck Trail and Lake Street Off-Ramp would operate at LOS E (Caltrans 2022b). The Build Alternative would attract drivers who, under the No-Build Alternative, would use local streets to bypass the freeway. As a result, overall congestion would worsen on southbound I-15 during the PM peak hour. The Build Alternative would incur an additional demand of 2,600 vehicles on southbound I-15 during the PM peak hour (approximately 17,600 additional vehicles over the PM 7-hour peak period). Nevertheless, the Build Alternative would improve operations at Express Lane Egress segments at El Cerrito Road and Cajalco Road (Caltrans 2022b). As the Build Alternative would substantially improve the bottleneck at the Ontario Avenue Interchange—resulting in greater traffic throughput—a bottleneck would form downstream on southbound I-15 at the Main Street On-Ramp merge segment even with the addition of the future HOV lane. This lane reduction, with increased demands on I-15, would create congestion at this location. The southbound I-15 bottleneck at the Main Street On-Ramp merge segment would create a queue that extends to the Nichols Road Off-Ramp. Due to the bottleneck, segments in queue would operate unacceptably at LOS E or F. The off-ramps at Indian Truck Trail and Lake Street would operate at LOS E. All other mainline segment, ramps, and ELs would operate at LOS D or better during the PM peak hour (Caltrans 2022b).

Furthermore, under the Design Year (2050) Build Alternative, traffic impacts during the PM peak hour along northbound I-15 would be similar to that of the No-Build Alternative (Caltrans 2022b). Although the Build Alternative would not alleviate traffic on general purpose lanes compared to the No-Build Alternative, the Project would help manage congestion along the I-15 corridor. With the level of

congestion projected in Design Year, travel time management and reliability would be expanded with the construction of the Build Alternative (Caltrans 2022b). Table 5-2 below provides a summary of the 2030 and 2050 Traffic Performance Metrics as discussed above.

Table 5-2. 2030 and 2050 Truck ADT

Measure of Effectiveness		Opening Year (2030)				Design Year (2050)			
		No-Build Alternative		Build Alternative		No-Build Alternative		Build Alternative	
Number of Freeway Mainline Locations	Peak Hour LOS A, B, C, or D	149	73%	175	81%	112	51%	85	37%
	Peak Hour LOS E or F	55	27%	41	19%	108	49%	143	63%
Average Peak Period Travel Time (minutes) [AM / PM]	SB I-15 GP Lanes	20 / 34		21 / 29		22 / 22		23 / 44	
	SB I-15 Express Lanes	-		19 / 21		-		19 / 21	
	NB I-15 GP Lanes	23 / 51		23 / 57		82 / 130		101 / 141	
	NB I-15 Express Lanes	-		21 / 21				26 / 31	
Peak Period Volume Served Change (vehicles)		-		+ 2,089		-		- 2,186[3]	
Peak Period Total Distance Traveled (miles)		-		+ 262,431				+ 730,337	
Peak Period Total Vehicle Hours Delay Change (hours)		-		- 1,825				+ 20,663[4]	

Notes:

1. Mainline locations do not include Express Lane analysis locations.
2. Travel time was measured on SB I-15 from Hidden Valley Parkway overcrossing to Main Street undercrossing. Travel time was measured on NB I-15 from Main Street undercrossing to Hidden Valley Parkway overcrossing.
3. Volume served is slightly skewed since vehicles in No-Build alternative may be double counted through exiting the I-15, taking a local route, and then entering I-15 at a downstream location.
4. Vehicle hours of delay do not include vehicles that are unable to enter the simulation model due to oversaturated conditions. As such, these increases with the Build Alternative are largely due to vehicles that enter the network and travel through the corridor instead of being stuck in queue along the corridor.

Source: Fehr & Peers, 2020

Although the Build Alternative would result in the creation of new bottlenecks along the I-15 corridor in both the Opening Year (2030) and Design Year (2050) scenarios, the Build Alternative is projected to improve overall congestion, travel time management, and reliability for users of the I-15 corridor, as compared to the No-Build Alternative. The Build Alternative would serve more vehicles on the mainline, particularly those making longer trips, and reduce overall vehicle delay in the region. Therefore, direct or

indirect impacts to local circulation that could have a substantial adverse effect on traffic on a permanent basis would not occur under the Build Alternative.

During construction, direct temporary impacts to traffic and circulation as a result of construction-related detours and lane closures would be required for the Build Alternative for staging, equipment moving, grading, and restriping. All detours and lane closures will be incorporated into the TMP (Measure **TR-1**) for the Project. Coordination with transit providers regarding detours and lane closures would also be initiated as part of the TMP to minimize direct temporary impacts on traffic within the community impact study area by providing continuous access to and from the freeway ramps, driveways, private properties, and businesses at all times. Additionally, as part of standard construction staging practices weekend and night work could be considered to minimize the impacts to circulation, and the need for a flag man and signal operation engineer on-site during construction will be evaluated during final design for the stage construction, detours, and traffic handling plans (Caltrans 2023a). With the inclusion of Measure **TR-1**, the Build Alternative would not result in temporary adverse effects to access or connectivity within the community impact study area during construction activities.

Parking

The Project would not affect any parking facilities within the community impact study area.

Pedestrian and Bicycle

The Project would not affect pedestrian facilities such as modifications to local sidewalks, crosswalks, and access ramps that may affect low mobility and/or minority groups (Caltrans 2023a). Review of existing and planned facilities did not identify any existing bike paths or bike lanes that pass over or under the I-15 corridor. Although the Project improves existing structures, there are no direct impacts to any existing pedestrian or bicycle facilities—including the three bike lanes identified in the City of Corona's Bikeway Network. The Project may affect existing pedestrian/bicycle facilities during construction of the bridge widening. It is anticipated that, at these locations, openings will be provided for pedestrians/ bicyclists. If openings are not feasible, detour routes will be provided through the TMP (Measure **TR-1**) which would require that any temporary detours and closures of pedestrian and bicycle infrastructure would be coordinated with the local Public Works Department to ensure that pedestrian and bicyclist access along the affected roadways would be maintained at all times and that early notification would be provided to the public through signage, mailers, or internet resources.

Public Transportation

All the existing bus stop facilities will be kept in place and would remain operational during construction (Caltrans 2023a). However, during construction of the Build Alternative, direct temporary impacts to traffic and circulation as a result of construction-related activities such as equipment moving, grading, and restriping, and improvements to roadways, freeway, and bridge improvements may cause traffic delays. Traffic may also be shifted for the bridge widening to accommodate the new lanes in the median during construction; however, no long-term roadway closures or detours are anticipated during construction (Caltrans 2023a). These direct temporary impacts on traffic and circulation would be reduced through the implementation of a TMP (Measure **TR-1**). The TMP would identify strategies to minimize direct temporary impacts on public transit services within the community impact study area and to ensure

continuous access to and from the freeway ramps and adjacent private properties at all times. The TMP would also require coordination with transit providers regarding traffic delays that may affect service times. With the inclusion of Measure **TR-1**, the Build Alternative would not result in temporary adverse effects to access or connectivity within the community impact study area during construction activities. Once the Project is in operation, the capacity and operational improvements proposed by the Project will support the current and future transit and shared ride services and reduce the amount of bypass traffic.

5.3 Avoidance, Minimization, and/or Mitigation

With implementation of the following measure, no substantial adverse effects to traffic are anticipated under the Build Alternative:

TR-1 During the PS&E phase, a detailed Transportation Management Plan (TMP) will be developed for implementation prior to and during construction. Some of the key elements recommended in the TMP include the following:

- Public information/public awareness campaign;
- Motorist information strategies;
- Incident management;
- Construction strategies;
- Demand management; and
- Alternative Route Strategies.

6 Cumulative Community Impacts

6.1 Affected Environment

Cumulative impacts include the effect of past, present, and reasonably foreseeable development projects, which, together with the Project, could potentially have a substantial or considerable contribution to cumulative environmental impacts. Incremental impacts that may result from the Build Alternative are considered in the context of the cumulative condition. Table 2-2 lists past, present, and foreseeable projects considered in the assessment of cumulative impacts on community resources. Regional land use and transportation plans, such as the City of Corona General Plan, the City of Lake Elsinore General Plan, the Riverside County General Plan, and the 2020-2045 RTP/SCS, provide a regional assessment of cumulative environmental changes.

The *Interim Guidance: Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process Guidance for Preparers of Cumulative Impact Analyses* (FHWA 2003) describes how the cumulative impact analysis should focus on resources significantly impacted by a proposed project or resources currently in poor or declining health or at risk. If a proposed project would not result in a direct or indirect adverse effect on a resource, then it would not contribute to a cumulative impact on that resource and does not need to be further evaluated. Similarly, CEQA requires analysis of potential environmental impacts that are individually limited but cumulatively considerable. CEQA does not require an analysis of incremental effects that are not cumulatively considerable nor is there a requirement to discuss impacts that do not result in part from the project evaluated.

6.2 Environmental Consequences

6.2.1 No-Build Alternative

Under the No-Build Alternative, improvements to the I-15 ELPSE Project would not be constructed. Existing conditions would remain, and the No-Build Alternative would not contribute to cumulative changes for declining community resources in combination with other projects.

6.2.2 Build Alternative

The Build Alternative would not result in substantial adverse effects on community resources. The Build Alternative would not contribute to cumulative adverse effects on land use, farmlands, parks and recreation, wild and scenic rivers, community facilities, economic conditions, and public transportation. The Build Alternative would have would not adversely impacts on community character and cohesion, environmental justice, equity, and circulation. Cumulative impacts on other resources such as air quality, vehicle miles traveled, water quality, and biological resources are addressed in other technical studies prepared for the Project.

6.3 Avoidance, Minimization, and/or Mitigation

There would be no adverse cumulative environmental impacts as a result of past, present, and reasonably foreseeable development projects, so no avoidance, minimization, or mitigation measures are proposed. Implementation of Caltrans' standard project features would reduce or avoid potential impacts.

7 Public Involvement

Public review and comment on the Draft EIR/EA through the CEQA and NEPA process is the primary means of conveying information on potential impacts of the Project to the public. The information in the Draft EIR/EA is used to obtain informal input from adjacent property owners, the local community, stakeholders, interested groups, and the general public on the potential impacts and mitigation measures.

The 45-day public comment period for the circulation of the Draft EIR/EA is expected to be in the fall or winter of 2024. Copies of the Draft EIR/EA and technical studies would be made available for review online. Public hearings will be scheduled in the City of Corona, Temescal Valley, and the City of Lake Elsinore upon release of the Draft Environmental Document. A certified Spanish language interpreter will be available at all three meetings. Public input will be documented via a court reporter or on written comment cards, including the preparation of a Public Hearing Report. Based on comments received from the Notice of Availability/Notice of Opportunity for Public Hearing, RCTC may host a public meeting to address Project issues and concerns.

Project Development Team (PDT) meetings between representatives from the Cities, County, and Caltrans have been held to discuss the status of the Project. Caltrans and RCTC have also carried out a variety of public outreach methods, including advertisements, digital platforms, e-blast announcements, and newsletters, to provide the public with information related to planned and ongoing highway work.

The information in this section is based on the *Scoping Period Summary* (Caltrans 2020) completed for the Project.

7.1 Community-Based Organizations

Community-based organizations refer to grassroots organizations with a person in a defined leadership role. A list of community-based organizations was developed during the meeting notification and outreach process for the community meetings. Certified mailings of the Notice of Preparation (NOP) packets, regular mailings, scoping meeting notice mailings, and email notices were provided to the active community-based organizations, which included highly-trafficked public counters including city halls, schools, and chambers of commerce. During the public circulation of the Draft EIR/EA, all stakeholders, including community-based organizations, will be provided an opportunity to comment on findings of the Draft EIR/EA.

7.2 Stakeholders

Stakeholders include individuals, community-based organizations, neighborhood groups, etc., and governmental agencies. Notification and request for comments were sent to stakeholders as part of the NOP process. The following agencies and organizations were identified as stakeholders with influence over the Project:

- Federal Agencies:
    - Advisory Council on Historic Preservation;

  - Bureau of Indian Affairs;
  - Bureau of Land Management;
  - Federal Emergency Management Agency;
  - National Resources Conservation Service;
  - Office of Environmental Policy and Compliance;
  - United States Army Corps of Engineers;
  - United States Environmental Protection Agency; and
  - United States Fish and Wildlife Service.
- State Agencies:
  - California Department of Conservation;
  - California Department of Fish and Wildlife;
  - California Department of Parks and Recreation;
  - California Department of Toxic Substances;
  - California Department of Transportation, District 8;
  - California Highway Patrol;
  - California Office of Historic Preservation;
  - California Resources Agency;
  - California State Lands Commission; and
  - California Water Boards.
- Regional Agencies:
  - Regional Water Quality Control Board, Santa Ana Region;
  - Santa Ana Watershed Project Authority;
  - Southern California Association of Governments; and
  - South Coast Air Quality Management District.

- Local Agencies:
  - County of Riverside;
  - County of Riverside Executive Office;
  - County of Riverside, Planning Department;
  - Riverside-Corona Resource Conservation District;
  - Riverside County Airport Land Use Commission;
  - Riverside County Economic Development Agency;
  - Riverside County Fire Protection;
  - Riverside County Flood Control District;
  - Riverside County Habitat Conservation Agency;
  - Riverside County Regional Park and Open-Space District;
  - Riverside County Transportation Commission;
  - Riverside County Waste Management; and
  - Western Riverside County Regional Conservation Authority.
- Utilities:
  - Metropolitan Water District; and
  - Western Municipal Water District.
- State Legislators:
  - California State Assembly (District 60);
  - United States House of Representatives (District 42); and
  - United States Senate (District 28).
- Local Elected Officials:
  - County of Riverside Supervisorial District (District 1);
  - County of Riverside Supervisorial District (District 2);

- County of Riverside Supervisorial District (District 3);
- County of Riverside Supervisorial District (District 4);
- County of Riverside Supervisorial District (District 5);
- Banning City Council;
- Beaumont City Council;
- Blythe City Council;
- Calimesa City Council;
- Canyon Lake City Council;
- Cathedral City Council;
- Coachella City Council;
- Corona City Council;
- Desert Hot Springs City Council;
- Eastvale City Council;
- Hemet City Council;
- Indian Wells City Council;
- Indio City Council;
- Jurupa Valley City Council;
- La Quinta City Council;
- Lake Elsinore City Council;
- Menifee City Council;
- Moreno Valley City Council;
- Murrieta City Council;
- Norco City Council;
- Palm Desert City Council;

  - Perris City Council;
  - Rancho Mirage City Council;
  - Riverside City Council;
  - San Jacinto City Council;
  - Temecula City Council; and
  - Wildomar City Council.
- Environmental Groups and Organizations:
  - California Native Plant Society;
  - California Wilderness Coalition;
  - Center for Biological Diversity;
  - Endangered Habitat League;
  - Inland Empire Waterkeeper;
  - Riverside Land Conservancy;
  - San Bernardino Valley Audubon Society;
  - Sierra Club San Gorgonio Chapter; and
  - Rivers and Land Conservancy.
- Native American Tribes:
  - Gabrielino Band of Mission Indians – Kizh Nation;
  - Morongo Band of Mission Indians;
  - Pala Band of Mission Indians;
  - Pechanga Band of Luiseño Indians;
  - Rincon Band of Luiseño Indians; and
  - Soboba Band of Luiseño Indians.

7.3 Outreach to Minority and Low-Income Communities

As previously identified in Chapter 4, several of the census tracts within the Project limits contain majority low-income minority populations. Notifications sent out to the general public were provided in English and Spanish languages to notify the general public about the Project and any public meetings. Specifically, bilingual (English and Spanish) postcards containing information about the scoping period were mailed to 14,392 resident and business addresses located at a radius between 0.5 mile and 2 miles from the I-15 corridor, depending on geographical contours and residential/business developments. Spanish-language newspaper advertisements notifying the public about the Project scoping period ran in the weekly *La Prensa* newspaper, which serves the Riverside and Orange County zones. RCTC's I-15 ELPSE Project webpage content was updated in advance of the scoping period to include a Project fact sheet in both English and Spanish. Further, a certified Spanish interpreter was present at each of the three scoping meetings to assist the public with Spanish-language needs and to transcribe oral comments from attendees.

7.4 Community Participation Program

RCTC, in cooperation with Caltrans, provided online public scoping information through the RCTC Project website and conducted three in-person public scoping meetings over a period of 33 days between October 21 and November 22, 2019. The RCTC website and scoping meetings were utilized to engage the local community. The public outreach process was designed to ensure that public and project stakeholders had the opportunity to be involved in the project development process.

7.4.1 Online Public Scoping Information

The scoping period was kicked off with the release of online public scoping information via the RCTC's I-15 ELPSE Project webpage (www.rctc.org/projects/i15-express-southern-extension/) on October 21, 2019. The website information was Americans with Disabilities Act (ADA) compliant and provided 24-hour access for the duration of the scoping period. The online public scoping information featured the same exhibits as the in-person meetings and the opportunity to ask questions and submit comments. Furthermore, animated and closed-captioned videos were developed to explain the online public scoping information and provide information about the:

- Project background;
- Proposed Project;
- Express Lanes;
- Environmental issues;
- Funding/schedule; and
- Public engagement opportunities.

The online public scoping information was available through November 22, 2019, via the RCTC's I-15 ELPSE Project webpage.

7.4.2 Public Scoping Meetings

RCTC held three public scoping meetings; one in each of the key Cities/communities along the corridor to increase accessibility to the public. Meetings were held in an open house format on the following dates, times, and locations:

- November 12, 2019, 6–8 PM, Temescal Valley Elementary Multipurpose Room

  (22950 Claystone Avenue, Corona, CA 92883).

- November 13, 2019, 6–8 PM, Eagle Glen Golf Club Meeting Room

  (1800 Eagle Glen Parkway, Corona, CA 92883).

- November 14, 2019, 6–8 PM, Ortega High School Assembly Room

  (520 Chaney Street, Lake Elsinore, CA 92530).

Content was the same at each of the scoping meetings and included a station with a video about the Project and various Project-related information exhibits. RCTC and Caltrans specialists in engineering, environmental, traffic, noise, and right-of-way were available to address concerns and answer questions.

The meetings were held in an open house format with no formal presentation. Team members staffed the exhibits to speak one-on-one with visitors. A certified Spanish interpreter and a certified court reporter were present at each of the three scoping meetings to assist the public with Spanish-language needs and to transcribe oral comments from attendees.

7.4.3 Meeting Notification and Outreach

A comprehensive outreach notification plan was developed to inform the public of the scoping period, scoping meetings, and to encourage engagement in the public review and comment process. Notification and engagement tools included direct mail, print and online advertisements, electronic meeting notices, social media posts, mobile advertisement, media coverage, and communication/distribution of information with key organizations and elected officials representing the corridor.

Postcard Scoping Meeting Notice

A bilingual (English and Spanish), 8.5 × 11-inch, double-sided postcard was developed to inform the public of the start of the scoping period, invite them to attend one of the three scoping meetings, and encourage public participation through the meetings or RCTC's I-15 ELPSE Project webpage option.

While a typical notification area is between 500 feet and 0.25 mile during the EIR/EA process, the PDT determined that it was important to reach a larger number of residents and businesses through a greater coverage area. As such, a radius between 0.5 mile and 2 miles was used throughout the corridor, depending on geographical contours and residential/business developments.

A mail house service was contracted to ascertain property owner and tenant data for residents and businesses in the coverage area. This resulted in an October 18, 2019, mailing of 14,392 postcard scoping meeting notices.

Advertisements

RCTC invested in advertising during the EIR/EA phase of the Project in order to reach a wide range of audiences through various information channels. The following is a summary of print, digital, and mobile application advertisements for the scoping period.

Newspaper Advertisements

A display advertisement following Caltrans guidelines was prepared for publication in local newspapers to notify the public of the Project scoping period and invite them to attend the scoping meetings or participate through RCTC's I-15 ELPSE Project webpage option. Print ads ran in *The Press-Enterprise* serving Riverside County, weekly *La Prensa* (Spanish) in the Riverside and Orange County zones, and weekly *Valley News* serving Lake Elsinore and the surrounding communities. Additionally, digital banners of the ad were created and ran on the *Press Enterprise* and *La Prensa* websites.

Online Advertisement

RCTC implemented an online advertising campaign to promote the public scoping meetings across RCTC social media platforms that included Facebook (facebook.com/TheRCTC/), Instagram (instagram.com/therctc/), and X (X.com/TheRCTC). The ads targeted audiences in Corona, Temescal Valley, and Lake Elsinore.

E-Blasts

Three email notices were developed for the scoping period and scoping meetings. The notices were distributed via Constant Contact to the initial 187 email contacts in the Project database. The distribution began at the start of the scoping period (October 21, 2019), a week prior to the scoping meetings (November 4, 2019), and the start of the three scoping meetings (November 12, 2019).

Project Webpage and Social Media

RCTC's I-15 ELPSE Project webpage content was updated in advance of the scoping period. This included the Project overview, status, schedule, and history sections. The Project fact sheet was also updated in English and Spanish and posted to the website.

As previously discussed, an online public scoping information component was developed and integrated into the Project webpage, which gave the public the opportunity to access scoping meeting information at the start of the scoping period on October 21, 2019. This included videos that provided overviews of the Project and scoping meeting sections, as well as all the exhibits that were displayed at the three scoping meetings on November 12, 13, and 14, 2019. RCTC's I-15 ELPSE Project webpage also included an online form through which the public could submit comments electronically.

At the end of the scoping period on November 22, 2019, the online public scoping information section was closed and the content was moved to the "Additional Resources" section of the Project webpage so that the public could continue to access the information at any time.

A calendar of social media posts was developed to promote the scoping period and scoping meetings and to encourage the public to provide comments about the Project. Posts were developed for RCTC's Facebook, Instagram, and X accounts.

RCTC's I-15 ELPSE Project website has remained active since the end of the scoping period in 2019. The Project website has been updated to include the I-15 ELPSE Scoping Summary Document, which summarizes the outreach efforts during the scoping period. In addition, the website was updated to include the following statement: "The next opportunity for public comment will be when the Draft Environmental Document is available for review." The Project website also contains a "Contact Us" link for project related inquiries and/or feedback.

Facebook

There were 10 organic (unpaid) Facebook posts in a one-month period to create awareness of the scoping period and meetings, as well as encourage the public to submit comments. Posts included tagging (engaging social media users) relevant audiences.

X

There also were 10 organic X posts. One post was posted as an advertisement. Posts included tagging relevant audiences.

Instagram

There were eight organic Instagram posts in a one-month period. One post was posted as an advertisement. Posts included tagging relevant audiences.

Geofencing Mobile Advertising

In an additional effort to capture target audiences in the Project area, the PDT enlisted the services of Outfront Media to implement a three-week geofencing mobile advertising campaign. Geofencing advertising is a method in which GPS points are set to create a virtual geographic boundary. When a mobile device such as a cell phone or tablet enters the virtual geographic boundary, enabling software is triggered, causing an advertisement to appear on the device.

For this campaign, points within a 5-mile radius were selected along the corridor, including In-N-Out at Ontario Avenue and I-15 in Corona to the north, Temescal Valley Elementary in Corona, Glen Eden Sun Club in Corona, Temescal Canyon High School in Lake Elsinore, and at In-N-Out at Railroad Canyon Road to the south. When people on a mobile device entered this area, a digital banner for Project appeared. When clicked, the ad would direct users to the Project webpage.

Media Coverage

RCTC developed a news release announcing the start of the scoping period and encouraging the public to participate in the process by visiting RCTC's I-15 ELPSE Project webpage, attending in-person scoping meetings in Corona, Temescal Valley, and Lake Elsinore, and submitting comments. The news release was distributed to local and regional media on October 16, 2019. The news media coverage garnered through these efforts was provided by MyNewsLA.com, KNX 1070 AM, *Lake Elsinore-Wildomar Patch*, and *The Press-Enterprise*.

Newsletter Coverage

Newsletter coverage for the Project scoping period and scoping meetings was provided by the following newsletters:

- "We Are Temescal Valley.";
- RCTC "The Point.";
- WTS "Friends of WTS.";
- Mobility 21 "Forward Motion."; and
- Supervisor Kevin Jeffries "Jeffries Journal."

Public Scoping Meeting Shared Content, Invitation Distribution, and Announcements to City, County, Community, and Business Groups

To further engage local stakeholders, scoping period information was shared with the following entities:

- We Are Temescal Valley;
- Lake Elsinore City Council Meeting;
- Lake Elsinore Chamber of Commerce;
- Temescal Valley Municipal Advisory Council;
- Corona City Council Meeting; and
- Corona Chamber of Commerce.

7.5 Results

7.5.1 Community Participation Program

Online Public Scoping Information

During the scoping period, website statistics show the following results:

- There were 876 views of RCTC's I-15 ELPSE Project webpage;
- On average, visitors spent 4 minutes and 24 seconds viewing information;
- There were 29 public scoping comments submitted through this webpage, which accounted for 20 percent of the total comments received; and
- Overall, there were 1,686 views of the Project page.

Public Scoping Meetings

A total of 87 people signed in at the three public scoping meetings and 55 comments were submitted by attendees. Attendees had the option to fill out comment cards or provide oral comments to a certified court reporter available at each of the three meetings.

Public Comments

A total of 151 comments were collected through the three public scoping meetings (written comment cards and oral comments to the court reporter), the RCTC I-15 ELPSE Project website form, emails to the Caltrans Project email at 15expsouth@dot.ca.gov, emails to RCTC's general email at info@rctc.org, and through U.S. mail. Comments were received from agencies, organizations, and individuals. Figure 7-1 shows a breakdown of comments received by submission channel. As shown in Figure 7-1, most of the public comments received during the scoping period were from the public scoping meetings and the Project comment email.

Figure 7-1. All Public Comments Received During Scoping Period

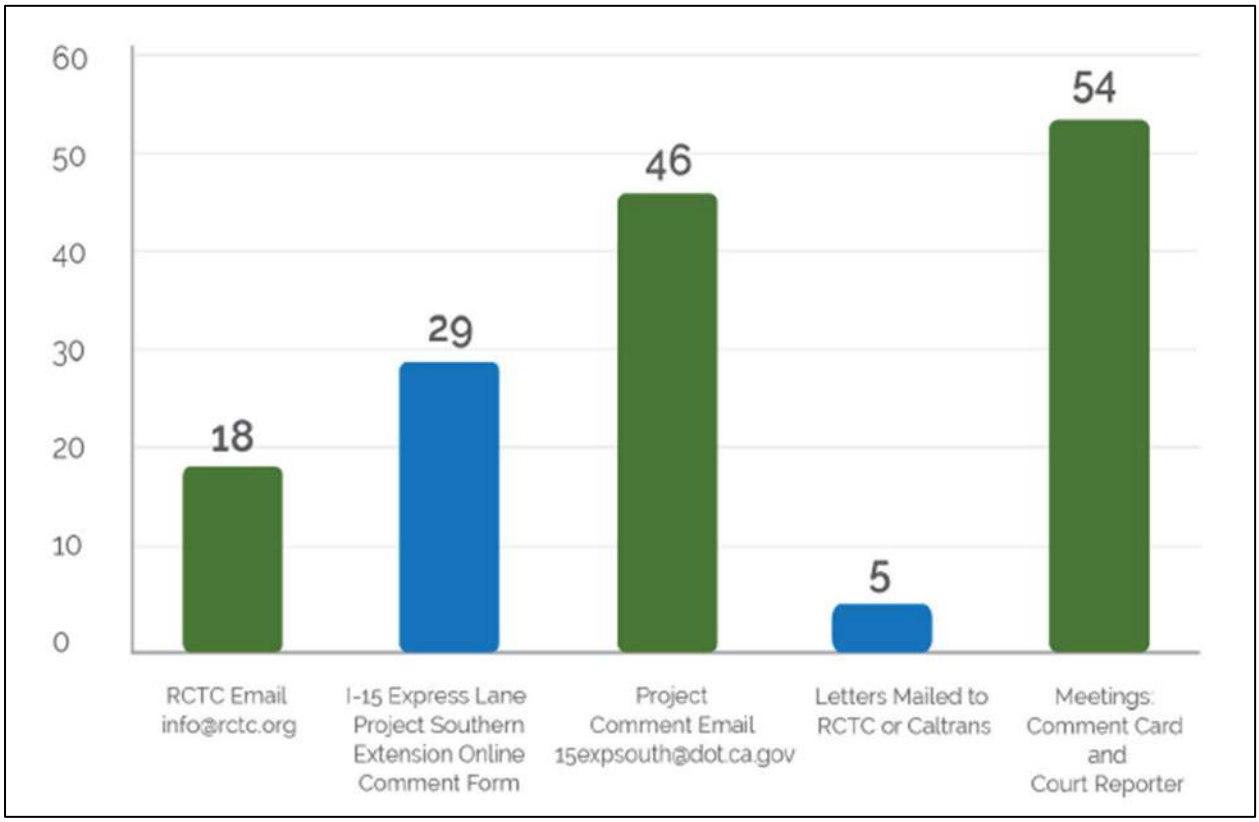
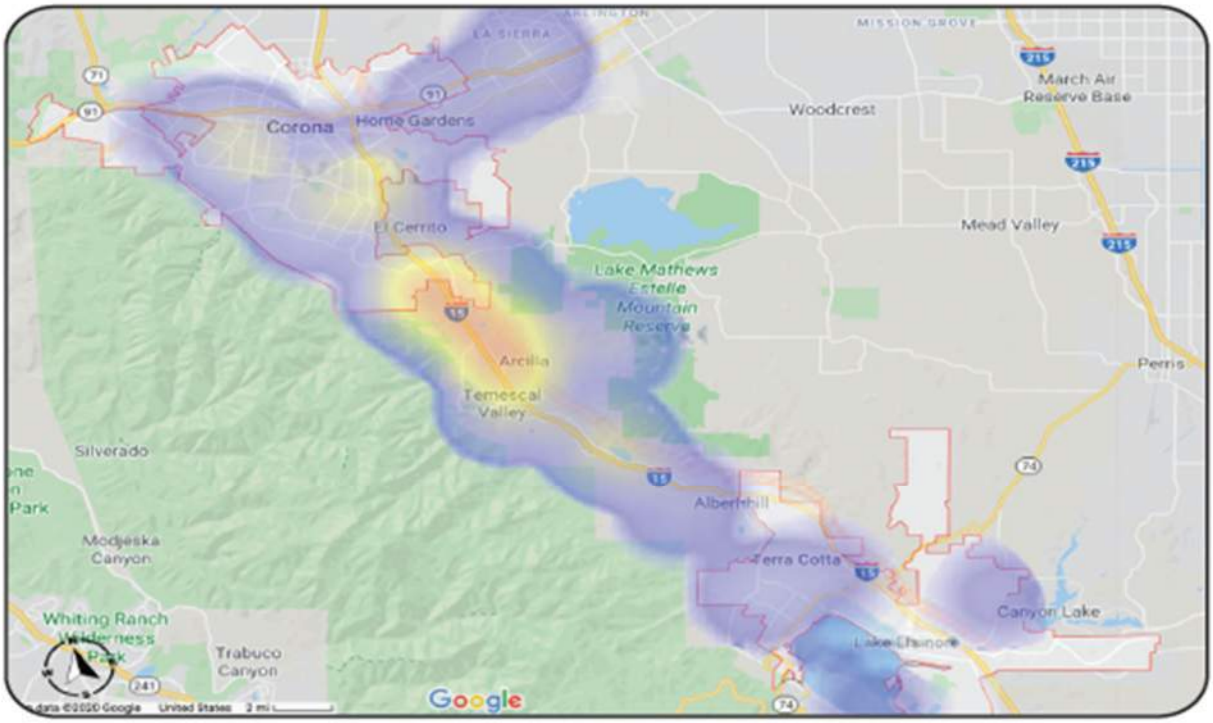


Figure 7-2 includes a heat map that shows the ZIP codes of people that included this information in their comment submissions. A total of 92 of the 151 comments received included ZIP codes. One ZIP code was from the state of Georgia, which is not included in this heat map. As shown in Figure 7-2, most of the people who submitted public comments and included their ZIP codes in their comment submissions during the scoping period lived in Temescal Valley and Corona.

Figure 7-2. Heat Map of Public Comments Received During Scoping Period



COLOR MAP DENSITY	NUMBER OF COMMENTS	CITY	ZIP CODES
●	42	Temescal Valley	92883
●	11	Corona	92882
●	7	Corona	92879
●	5	Corona	92881
●	4	Lake Elsinore	92530
●	3	Riverside	92505
●	2	Riverside	92501
●	1	Riverside	92504
●	1	Riverside	92507
●	1	Lake Elsinore	92532

Furthermore, comments received (Caltrans 2020) included, but were not limited to, the following common themes: access to ELs, funding, safety, air quality, future residential and commercial growth, traffic impacts, design alternatives, mobility on local roads, wildlife, equity, and noise. Comments received during scoping period can be found in the Project's Scoping Period Summary found on the Project's website: https://www.rctc.org/projects/i15-express-southern-extension/.

RCTC and Caltrans will continue to engage and work with the public throughout Project development and construction to ensure that public concerns and comments are addressed.

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Appendix A. Figures 1-1 through 5-5

Figure List

Figure 1-1. Location Map

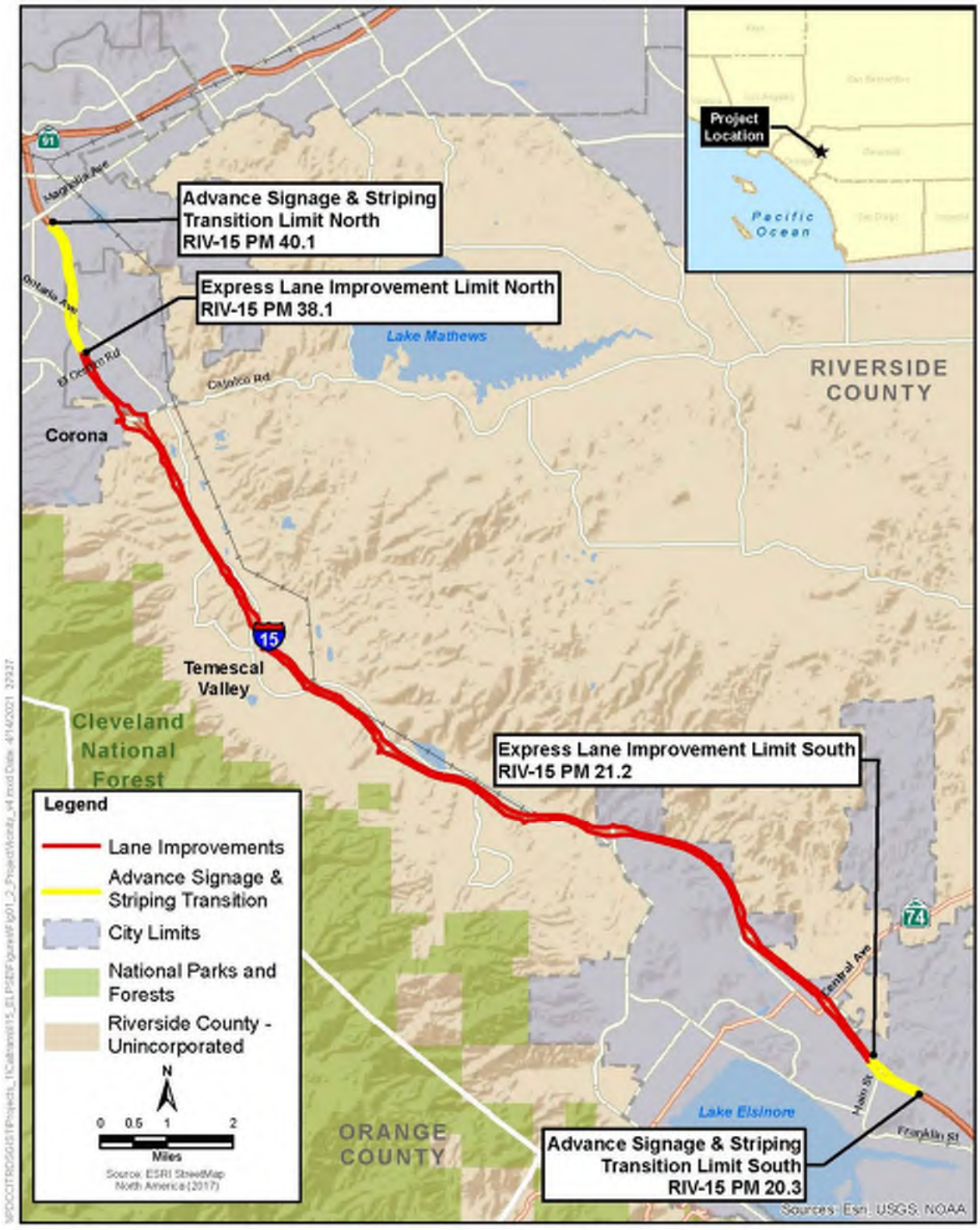

Figure 1-2. Project Vicinity Map

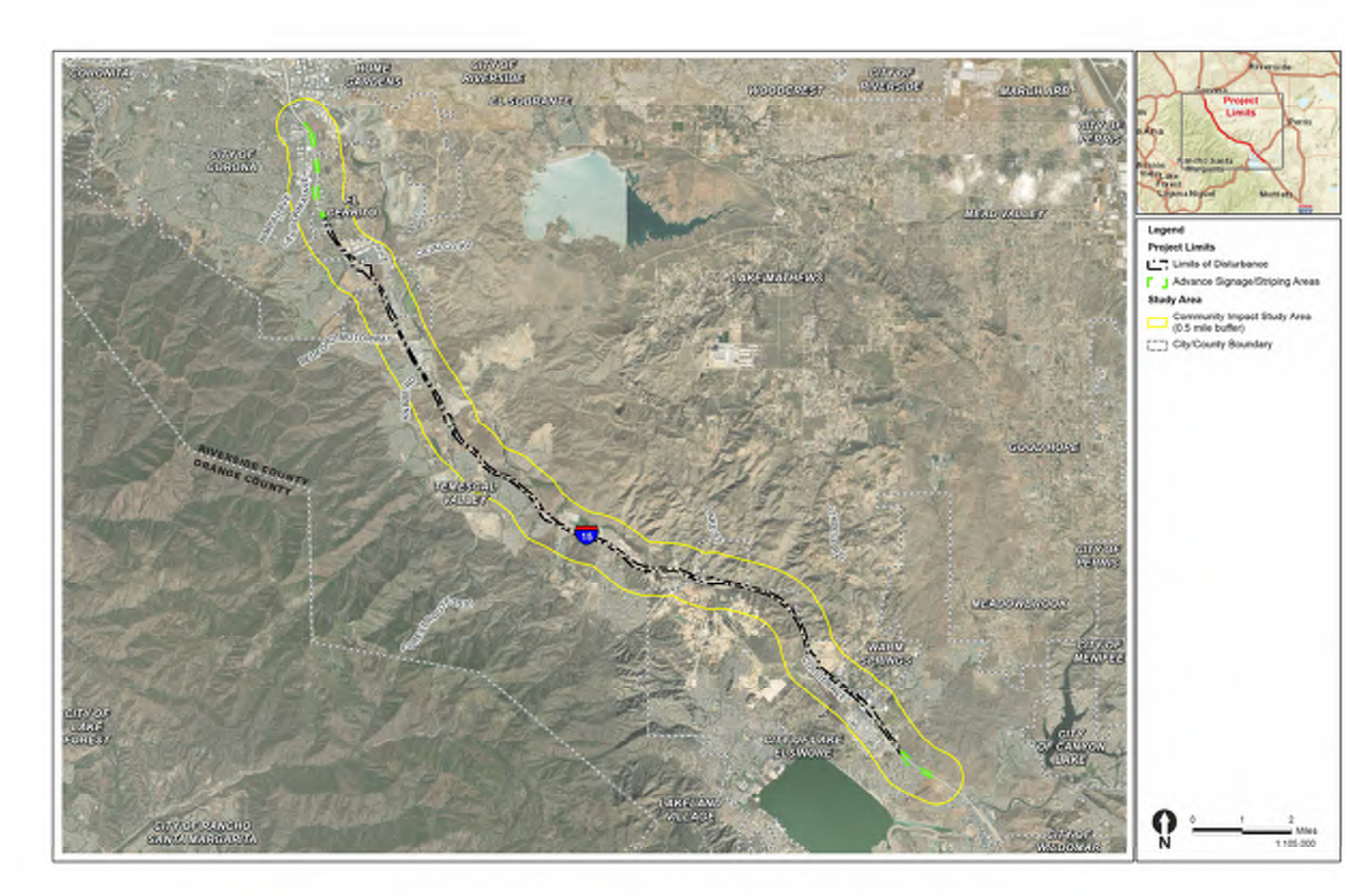

Figure 1-3. Community Impact Study Area

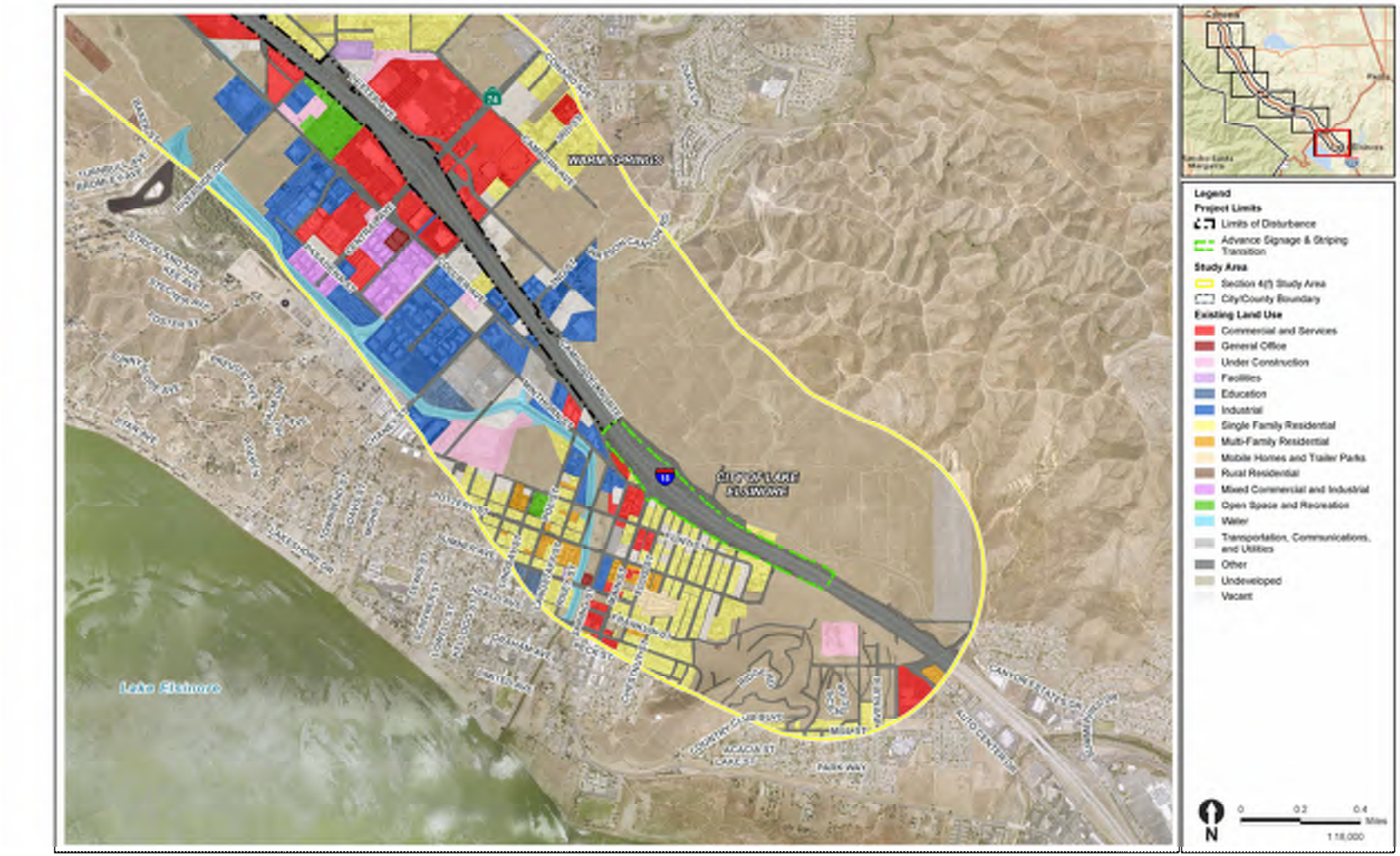

Figure 2-1. Existing Land Uses within the Community Impact Study Area (Sheet 1 of 6)

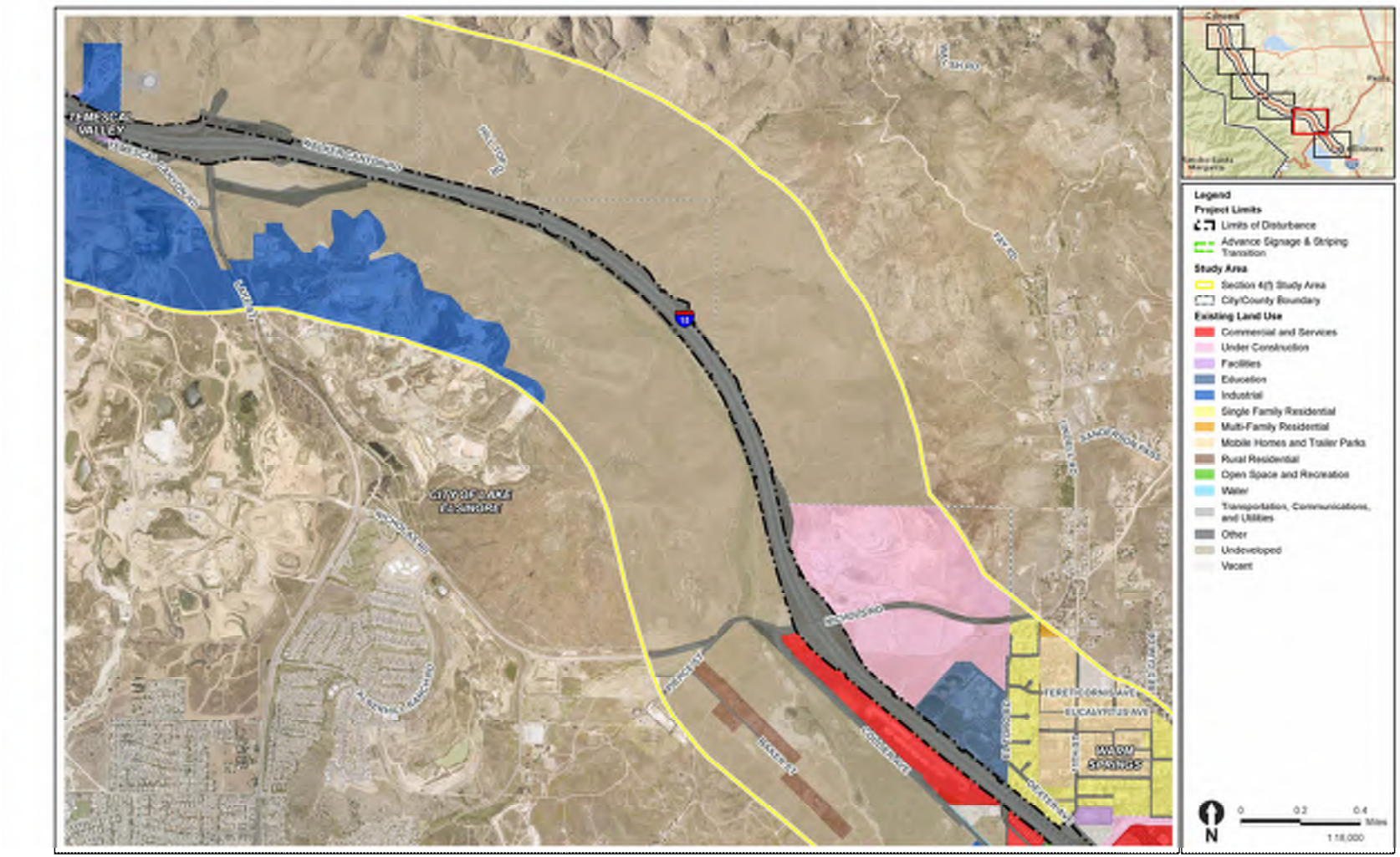

Figure 2-2. Existing Land Uses within the Community Impact Study Area (Sheet 2 of 6)

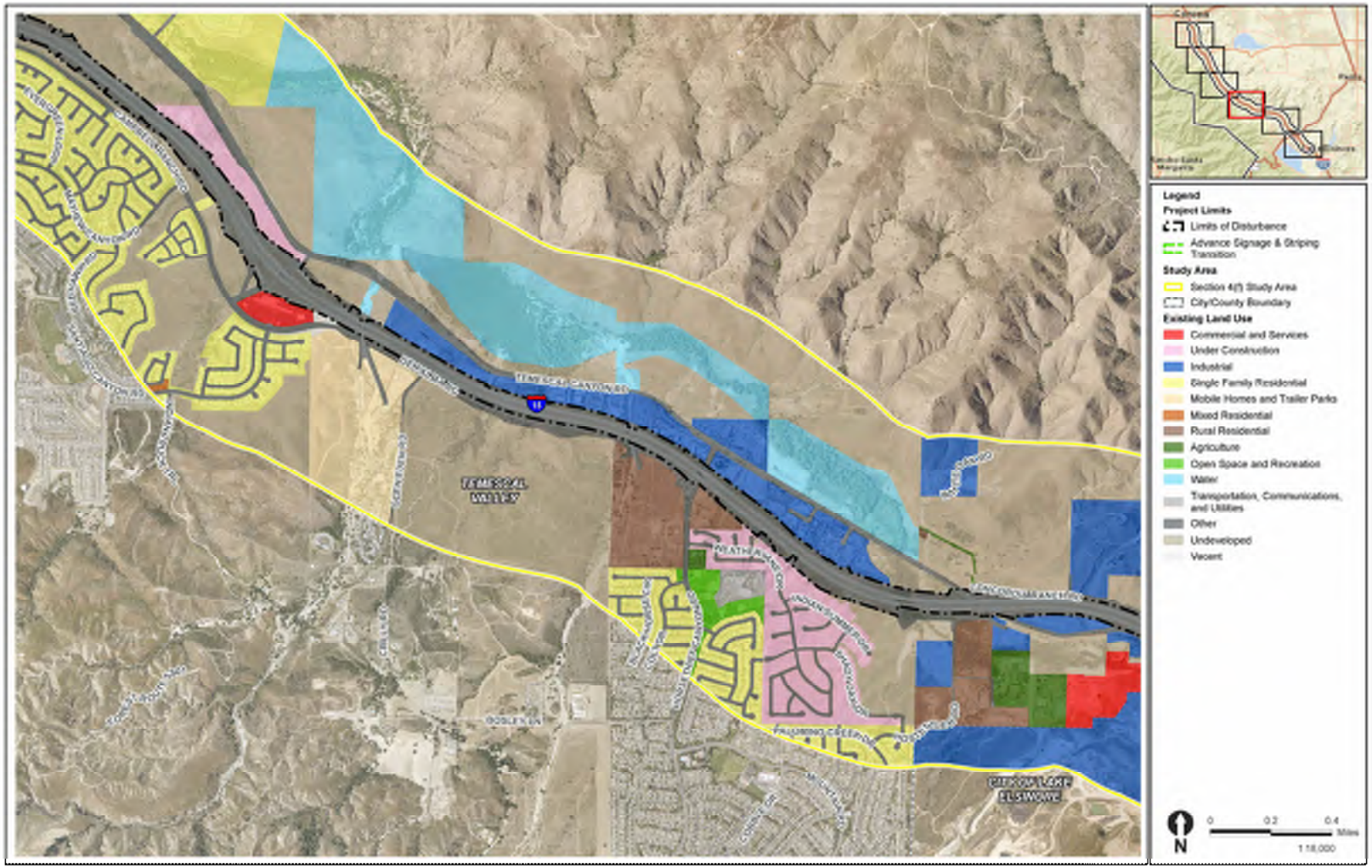

Figure 2-3. Existing Land Uses within the Community Impact Study Area (Sheet 3 of 6)

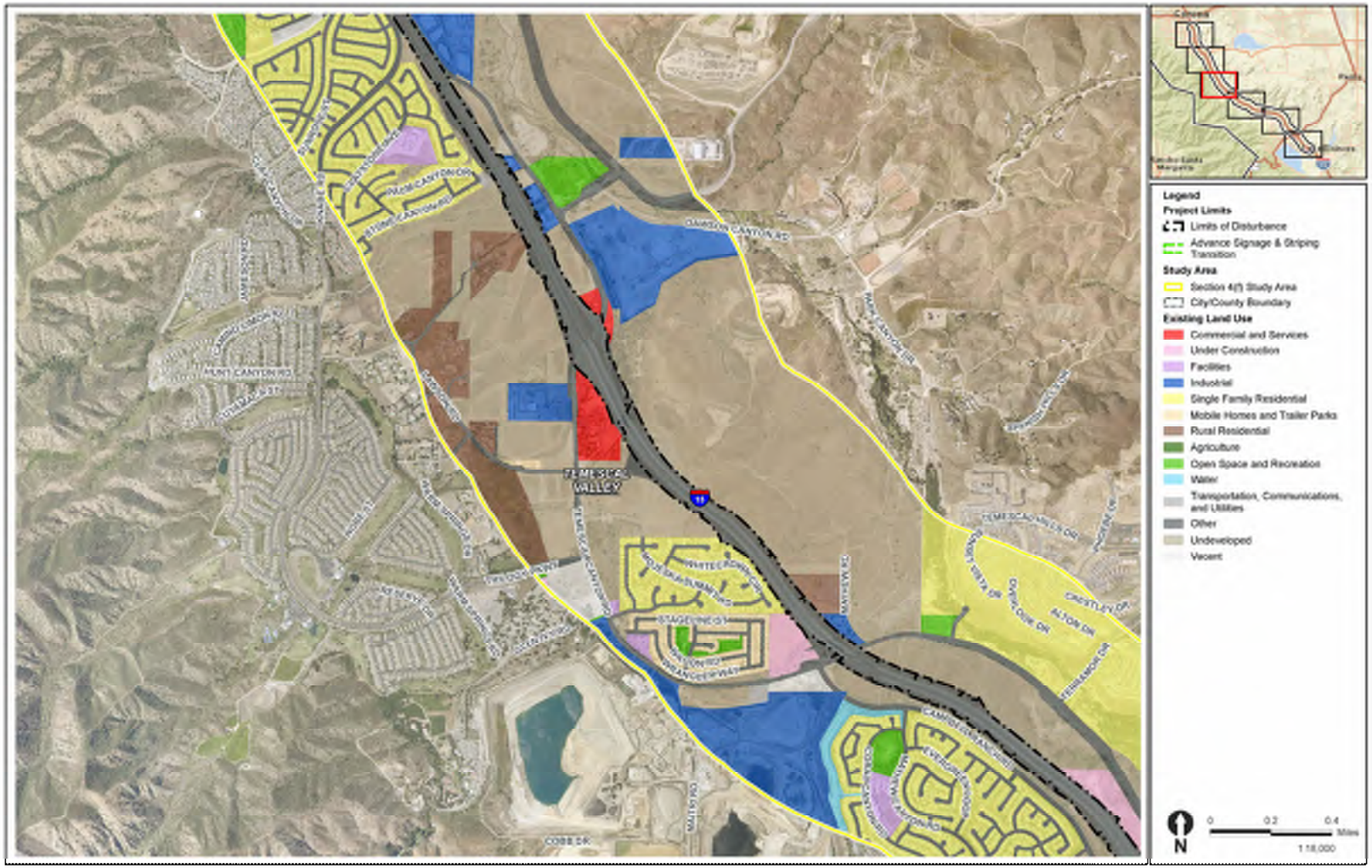

Figure 2-4. Existing Land Uses within the Community Impact Study Area (Sheet 4 of 6)

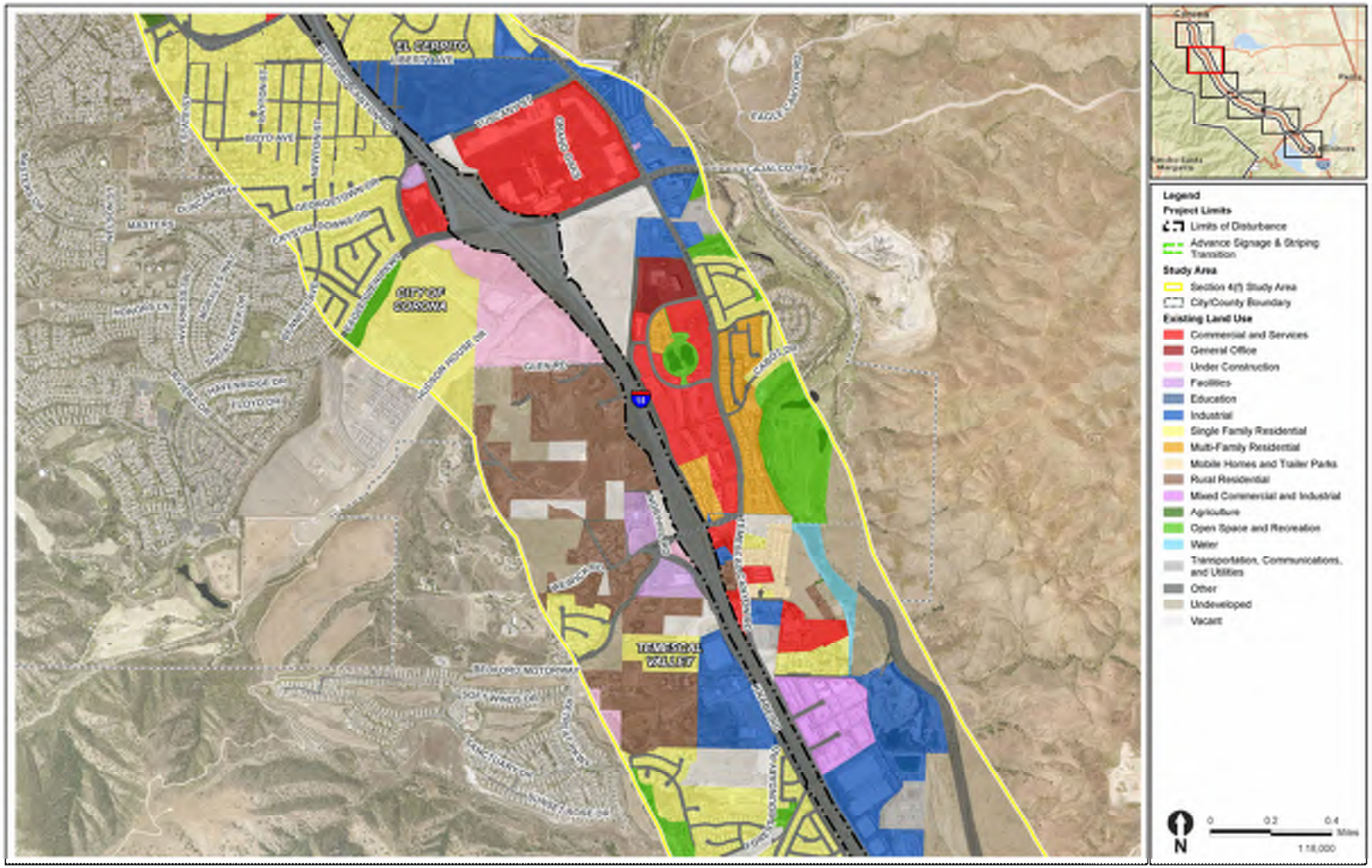

Figure 2-5. Existing Land Uses within the Community Impact Study Area (Sheet 5 of 6)

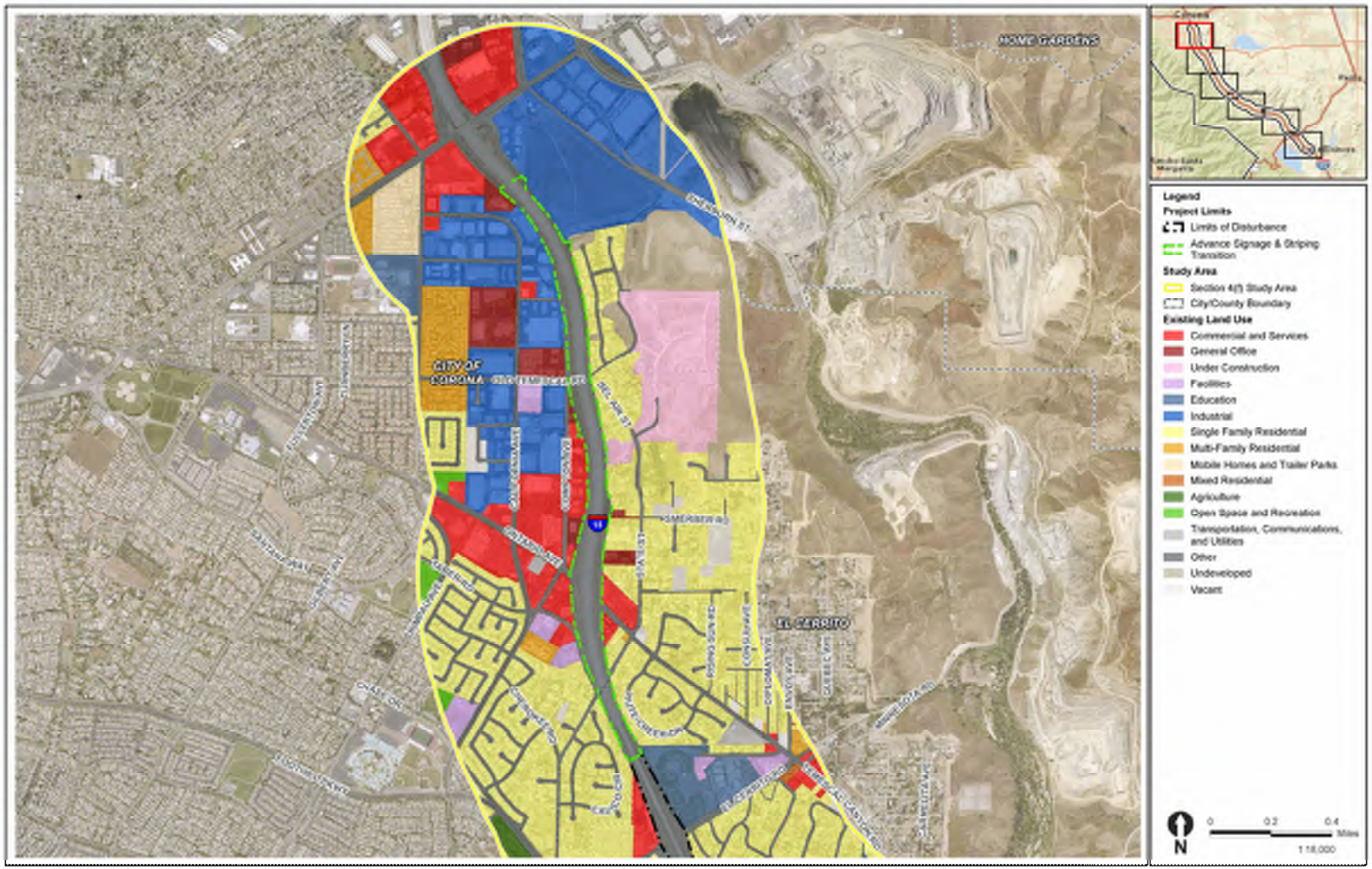

Figure 2-6. Existing Land Uses within the Community Impact Study Area (Sheet 6 of 6)

Figure 2-7. Planned Development Projects within the Community Impact Study Area (Sheet 1 of 5)

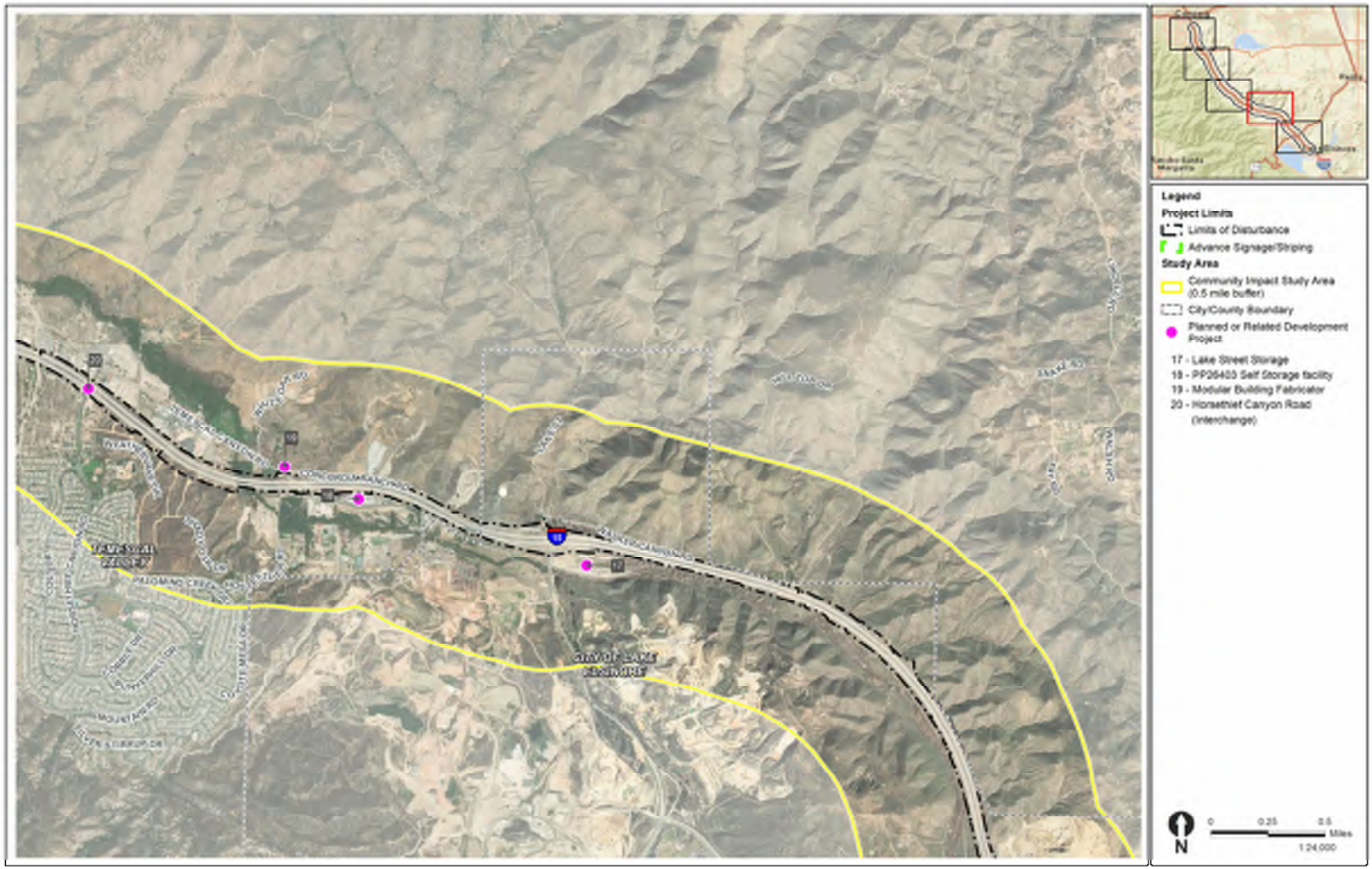

Figure 2-8. Planned Development Projects within the Community Impact Study Area (Sheet 2 of 5)

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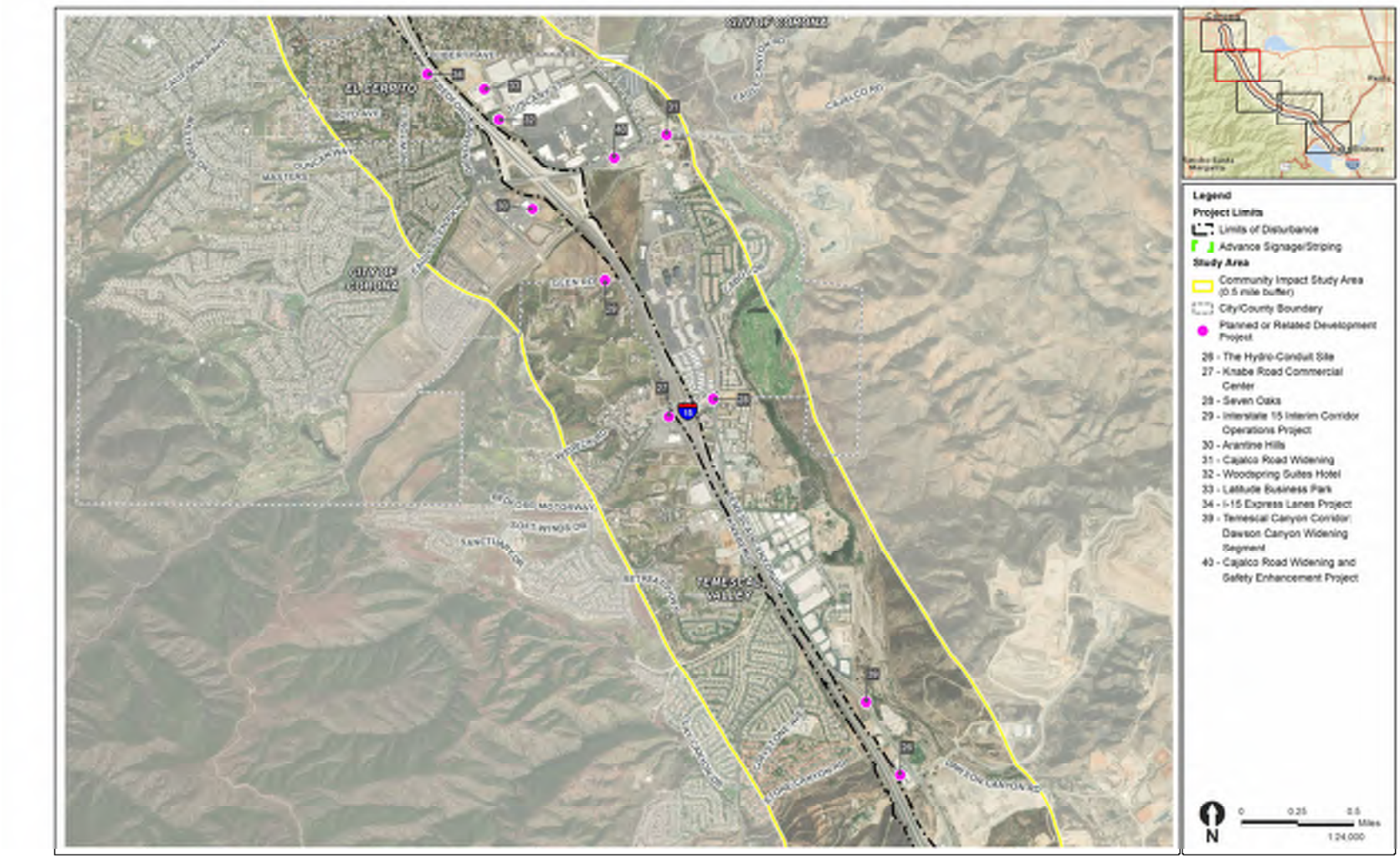


Figure 2-10. Planned Development Projects within the Community Impact Study Area (Sheet 4 of 5)

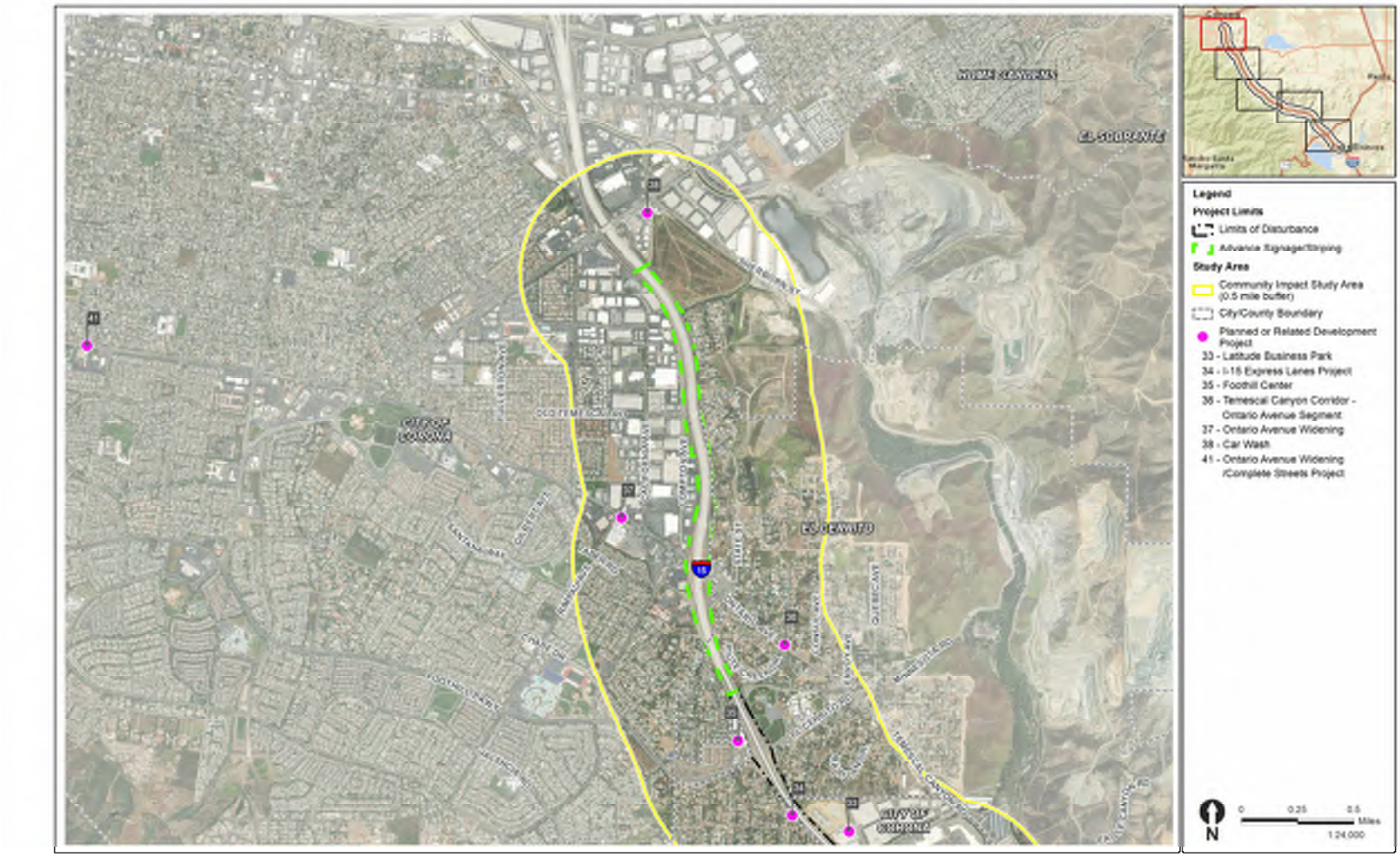


Figure 2-11. Planned Development Projects within the Community Impact Study Area (Sheet 5 of 5)

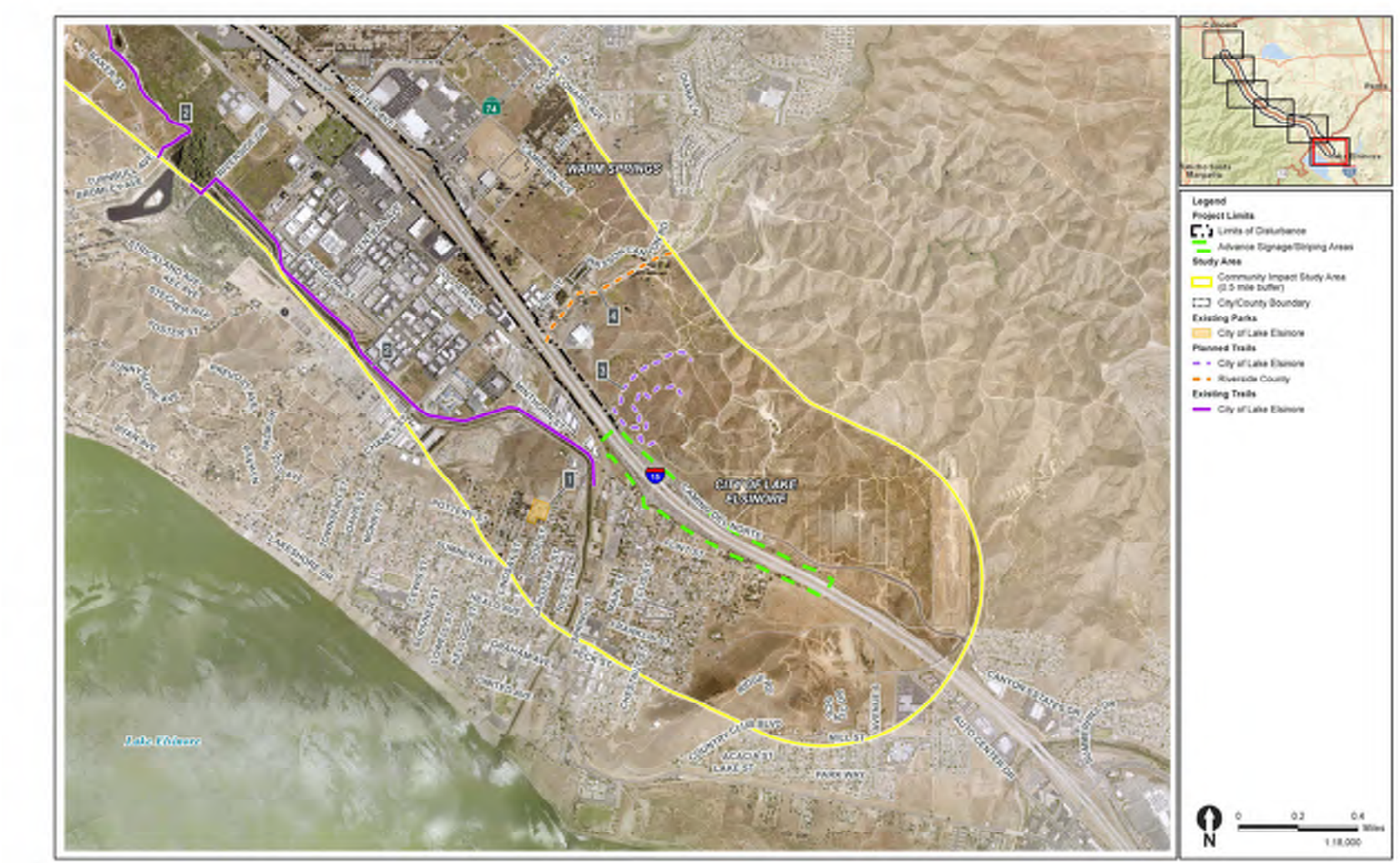


Figure 2-12. Parks and Recreational Facilities within the Community Impact Study Area (Sheet 1 of 6)

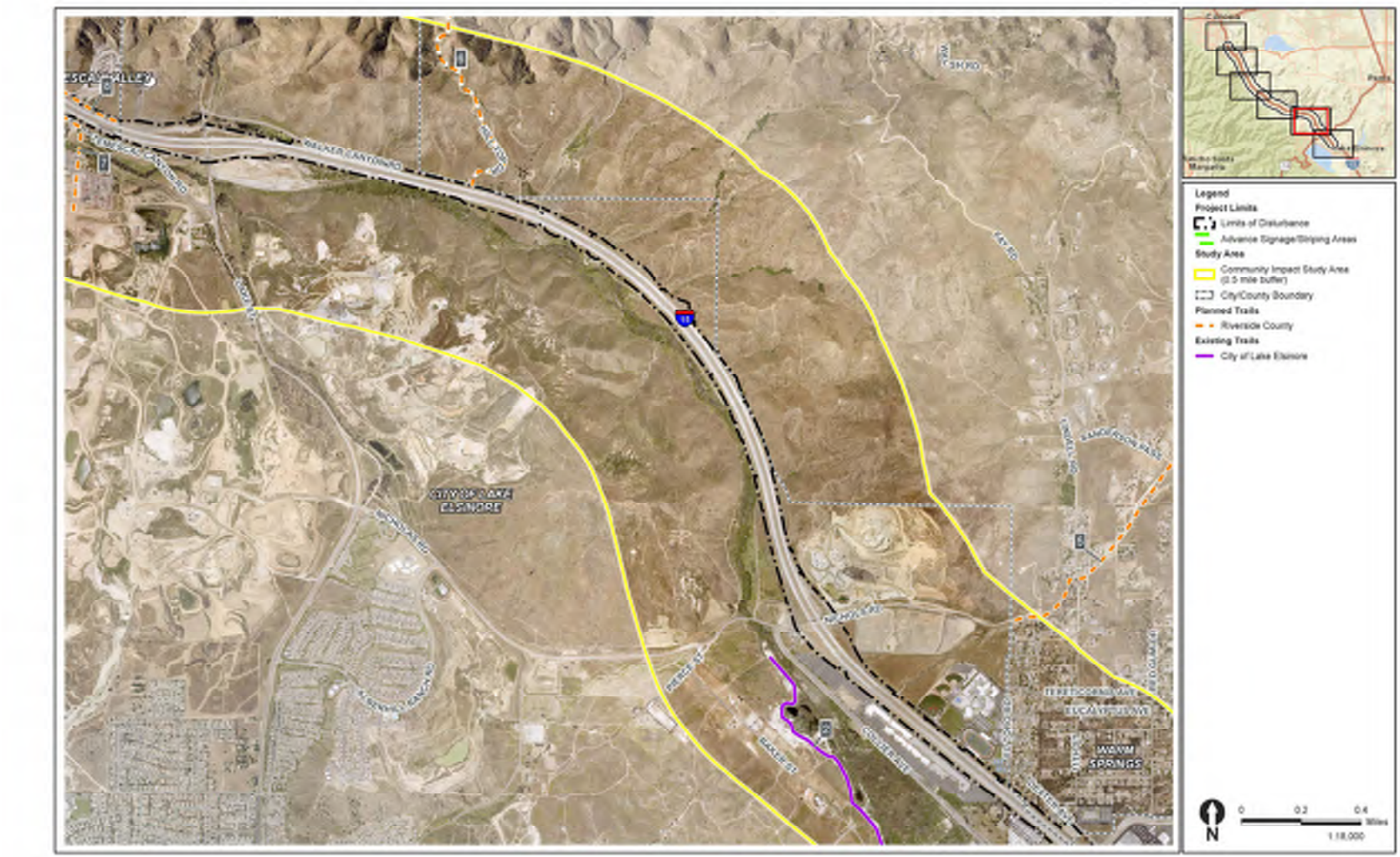


Figure 2-13. Parks and Recreational Facilities within the Community Impact Study Area (Sheet 2 of 6)

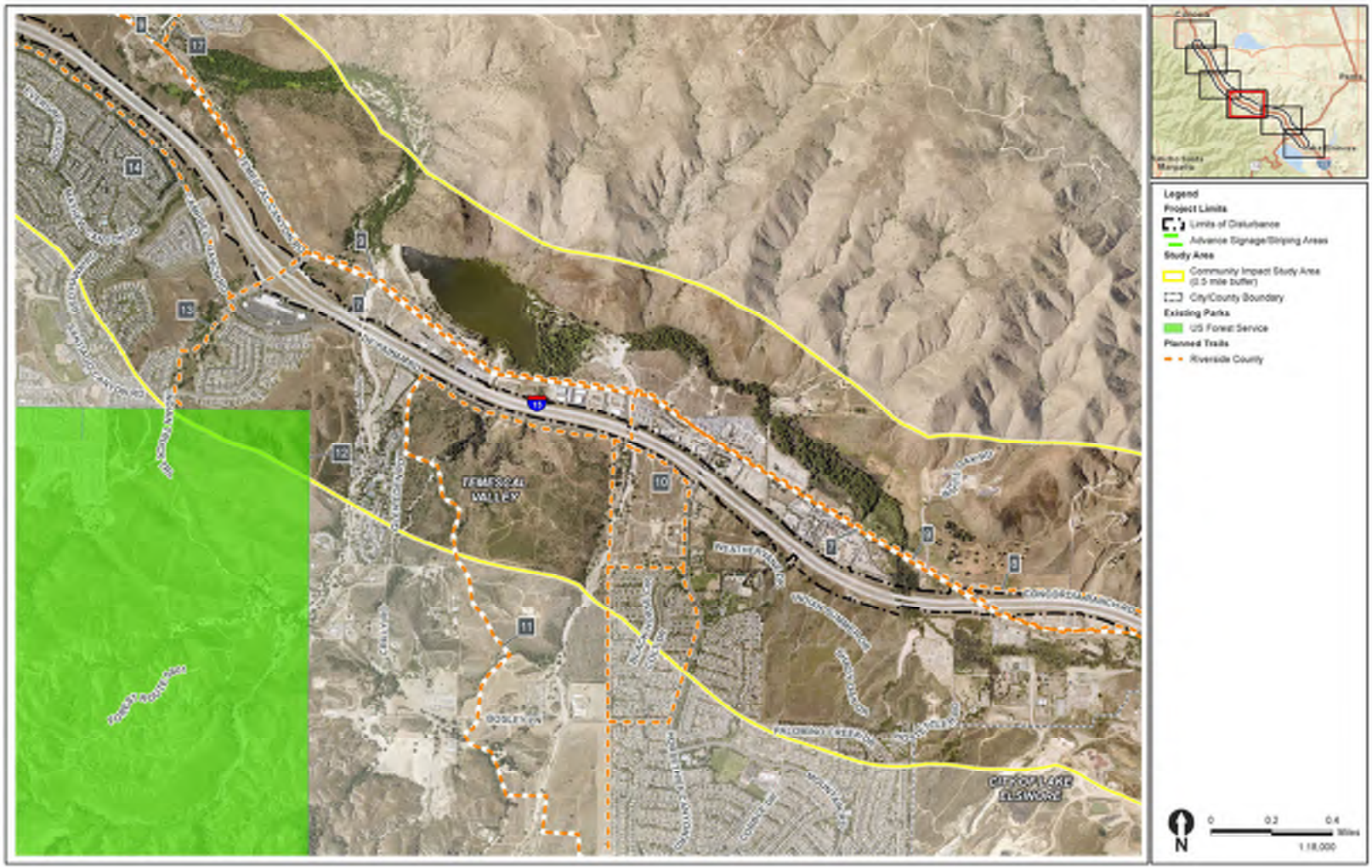


Figure 2-14. Parks and Recreational Facilities within the Community Impact Study Area (Sheet 3 of 6)

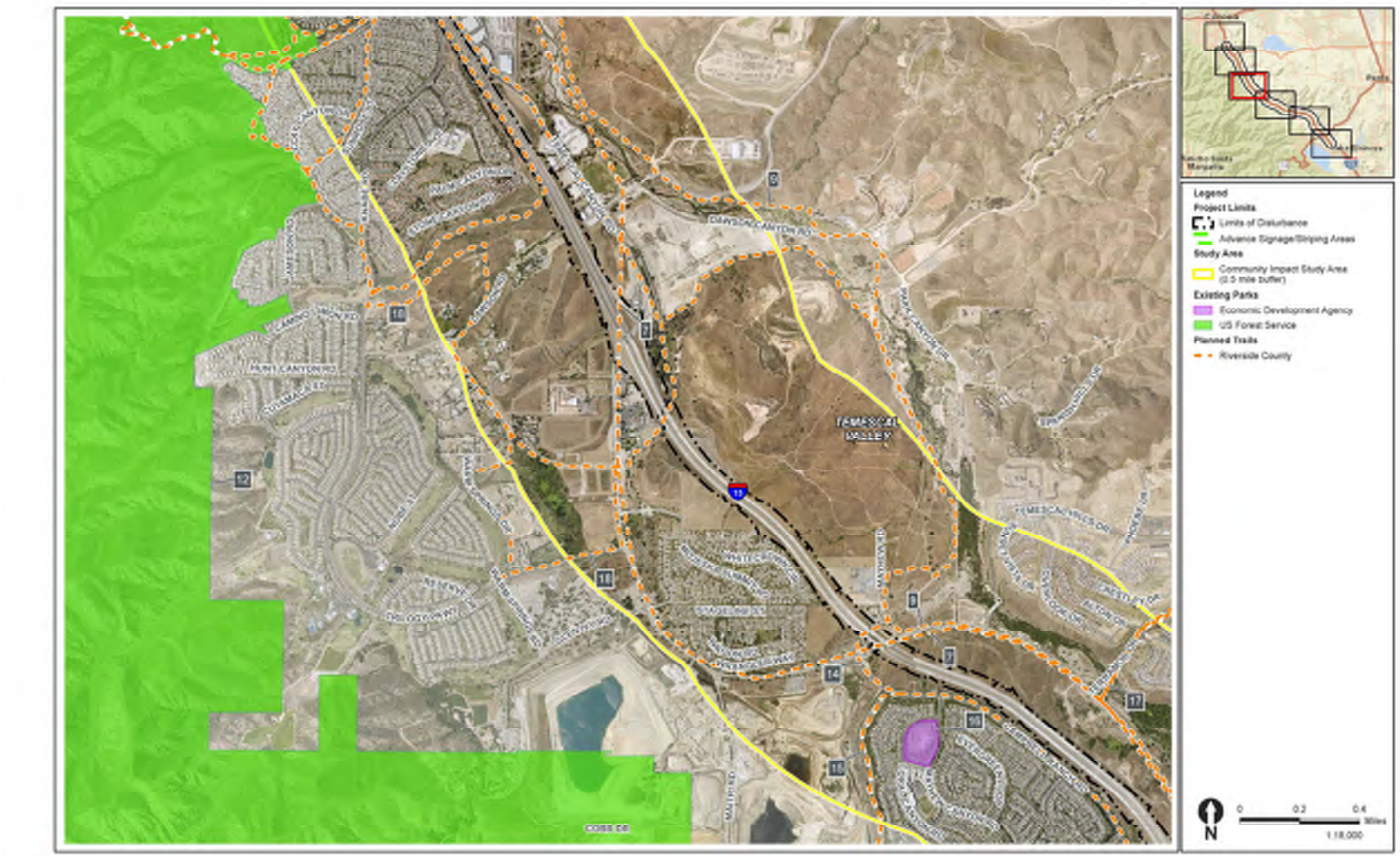


Figure 2-15. Parks and Recreational Facilities within the Community Impact Study Area (Sheet 4 of 6)

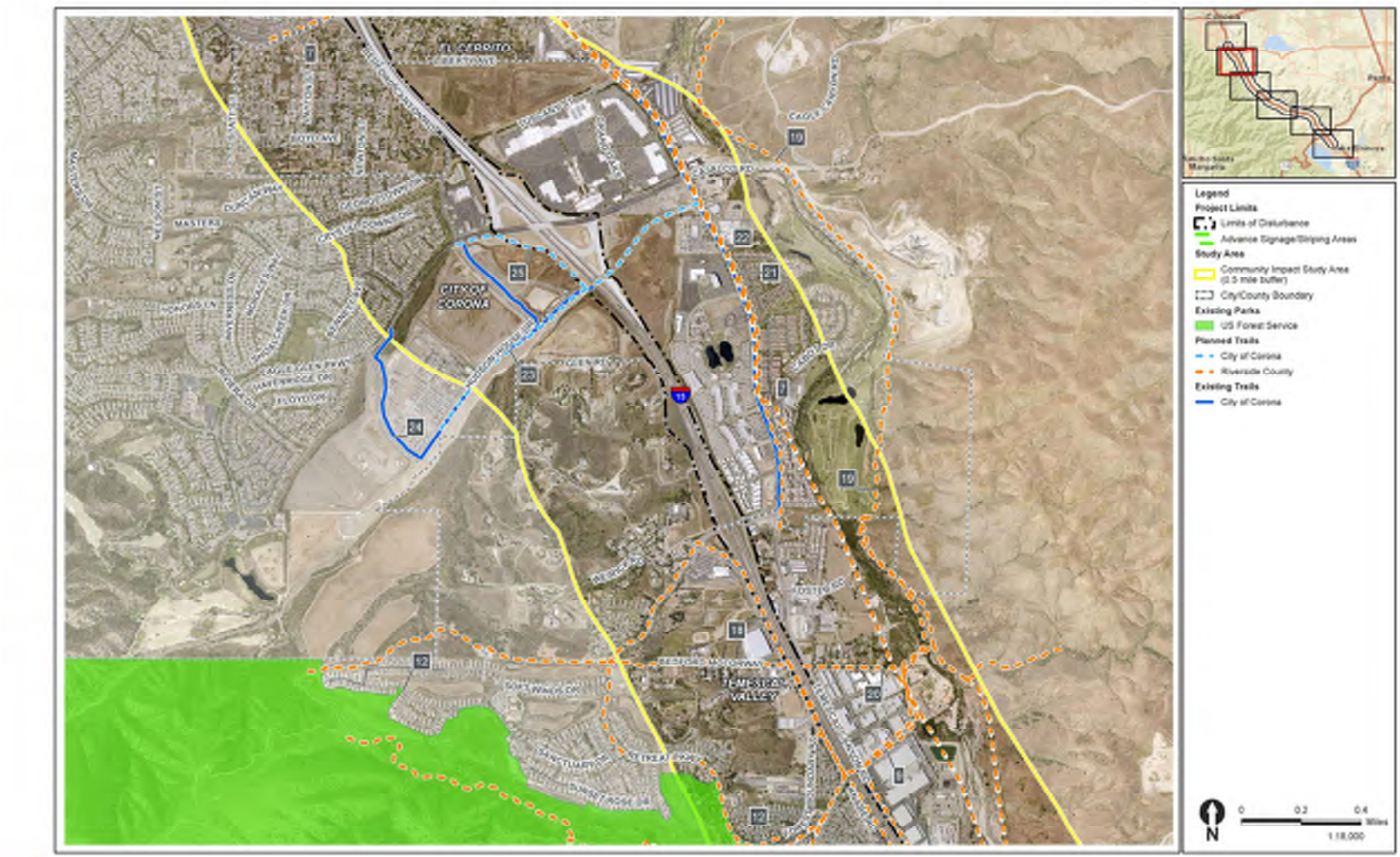
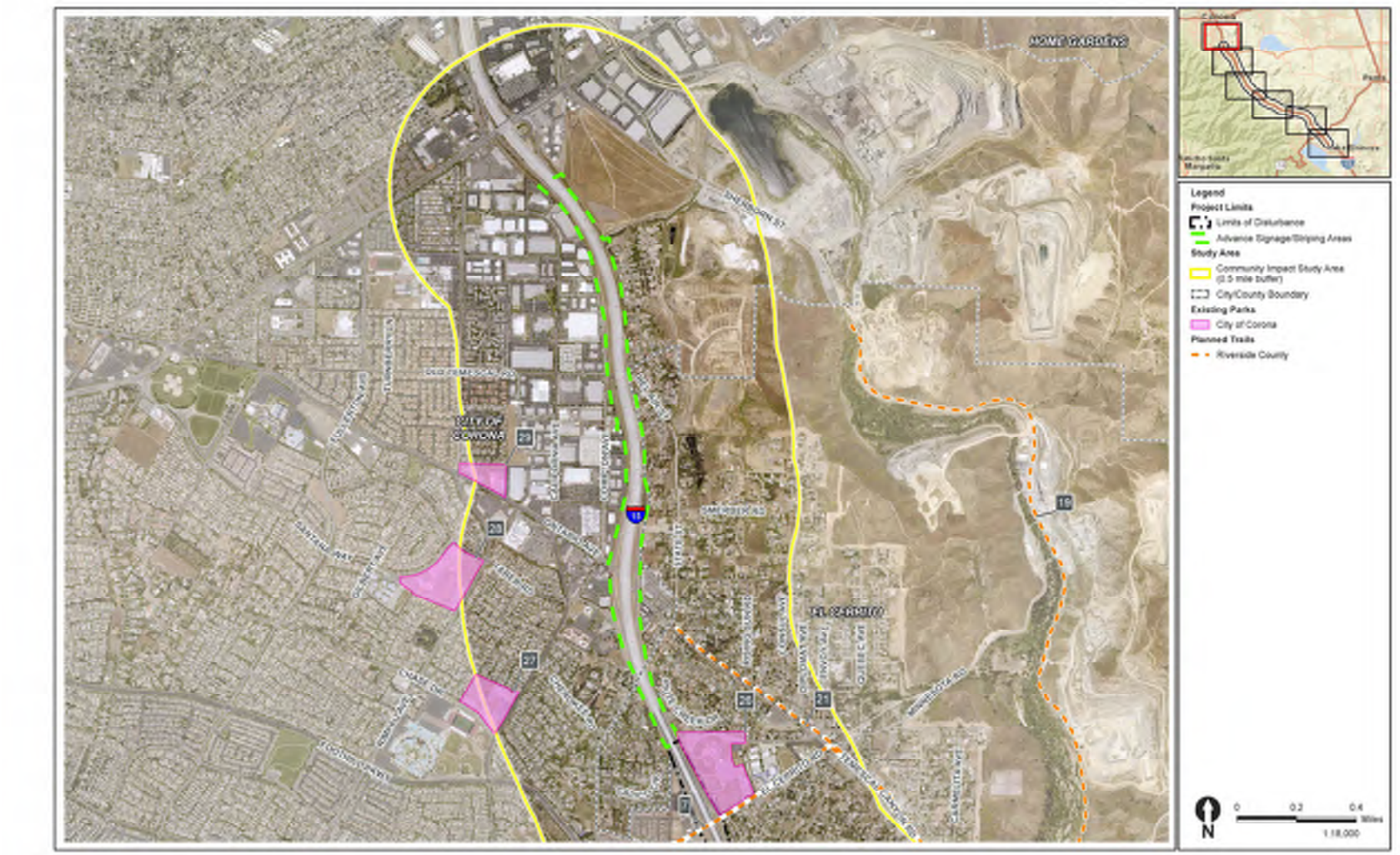


Figure 2-16. Parks and Recreational Facilities within the Community Impact Study Area (Sheet 5 of 6)



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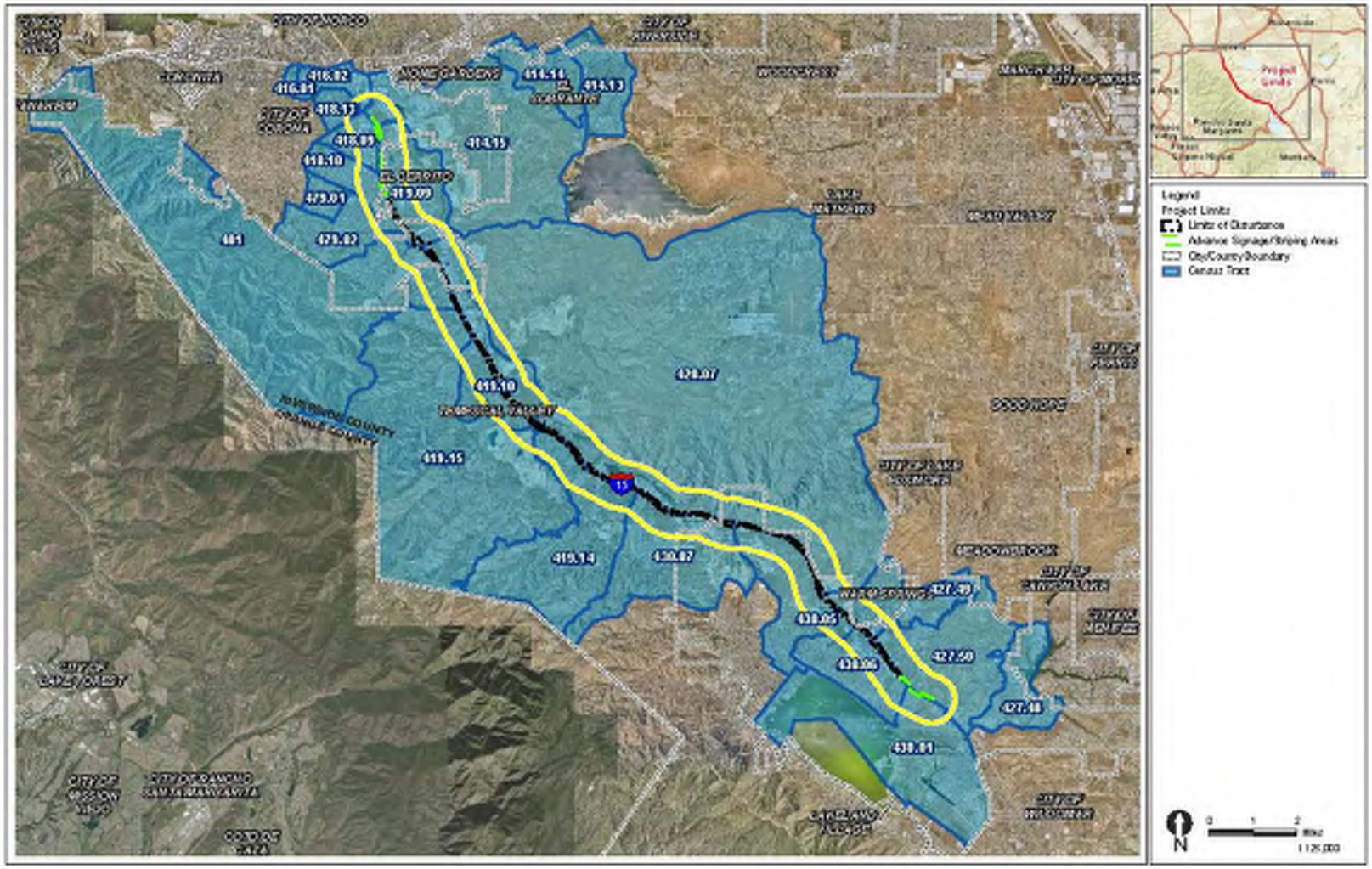

Figure 4-1. Community Impact Study Area Census Tracts

Figure 4-2. Community Facilities and Services within the Community Impact Study Area (Sheet 1 of 6)

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Figure 4-6. Community Facilities and Services within the Community Impact Study Area (Sheet 5 of 6)

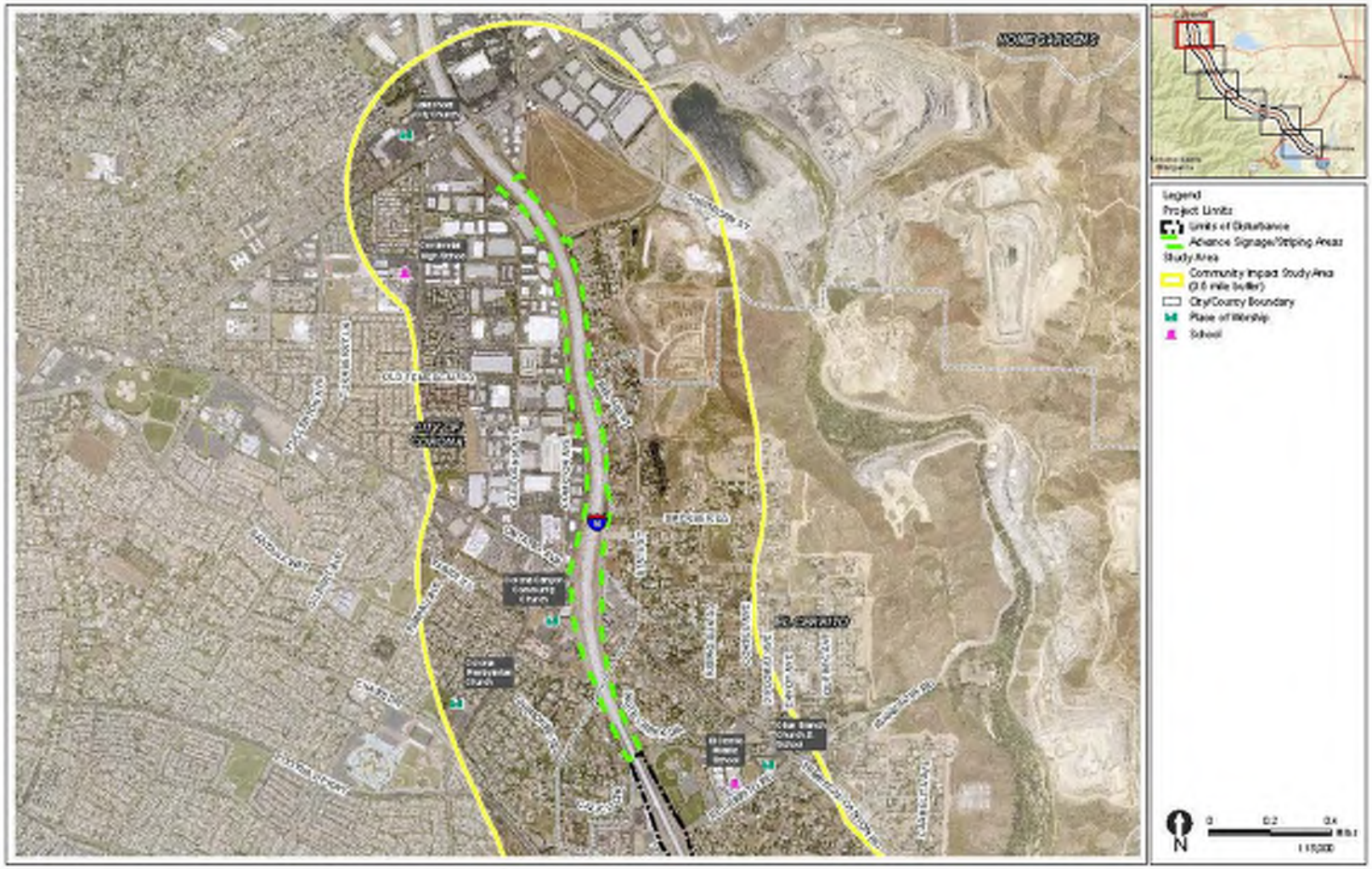

Figure 4-7. Community Facilities and Services within the Community Impact Study Area (Sheet 6 of 6)

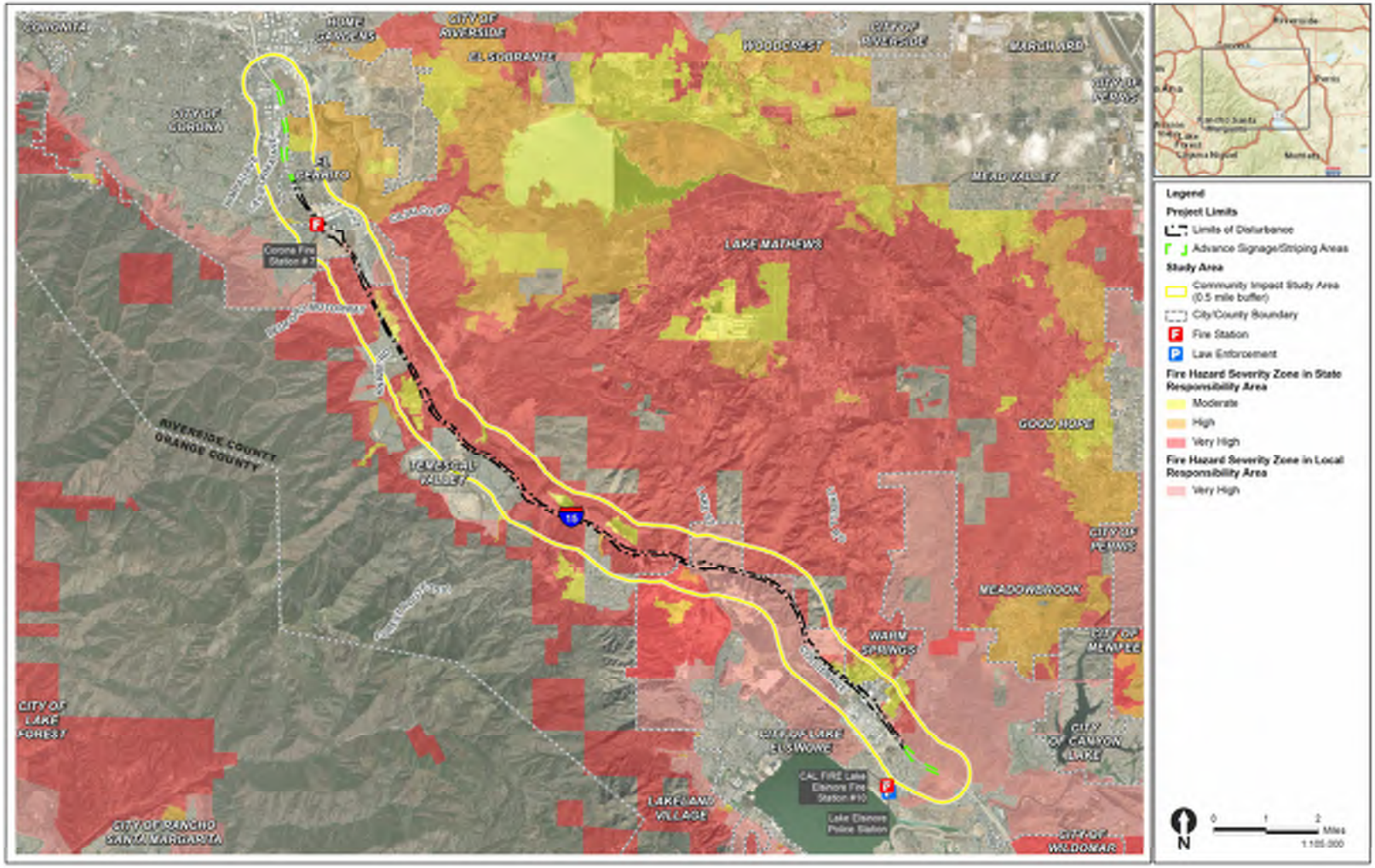

Figure 4-8. Fire Hazard Severity Zones within the Community Impact Study Area

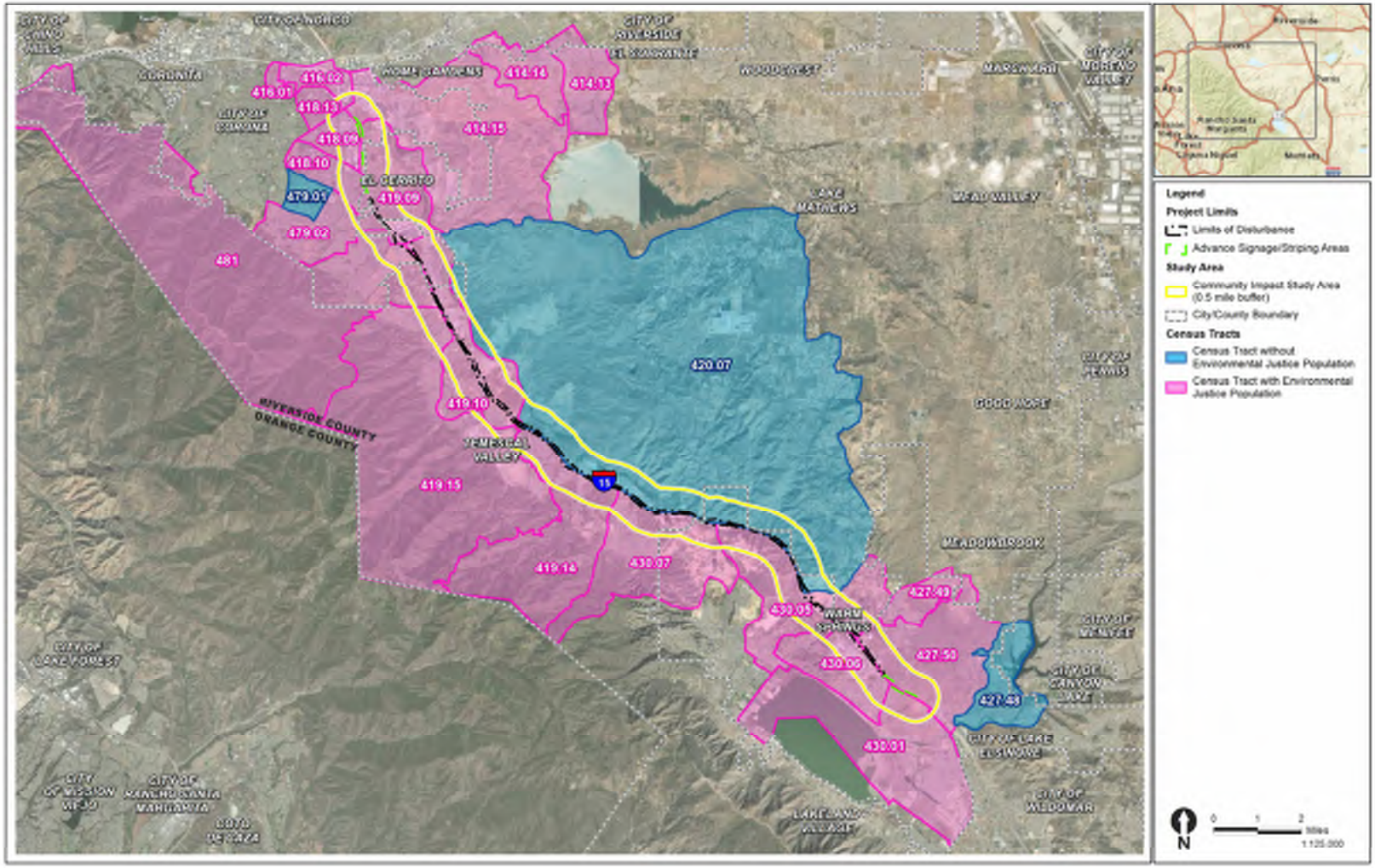

Figure 4-9. Community Impact Study Area Census Tracts with Environmental Justice Populations

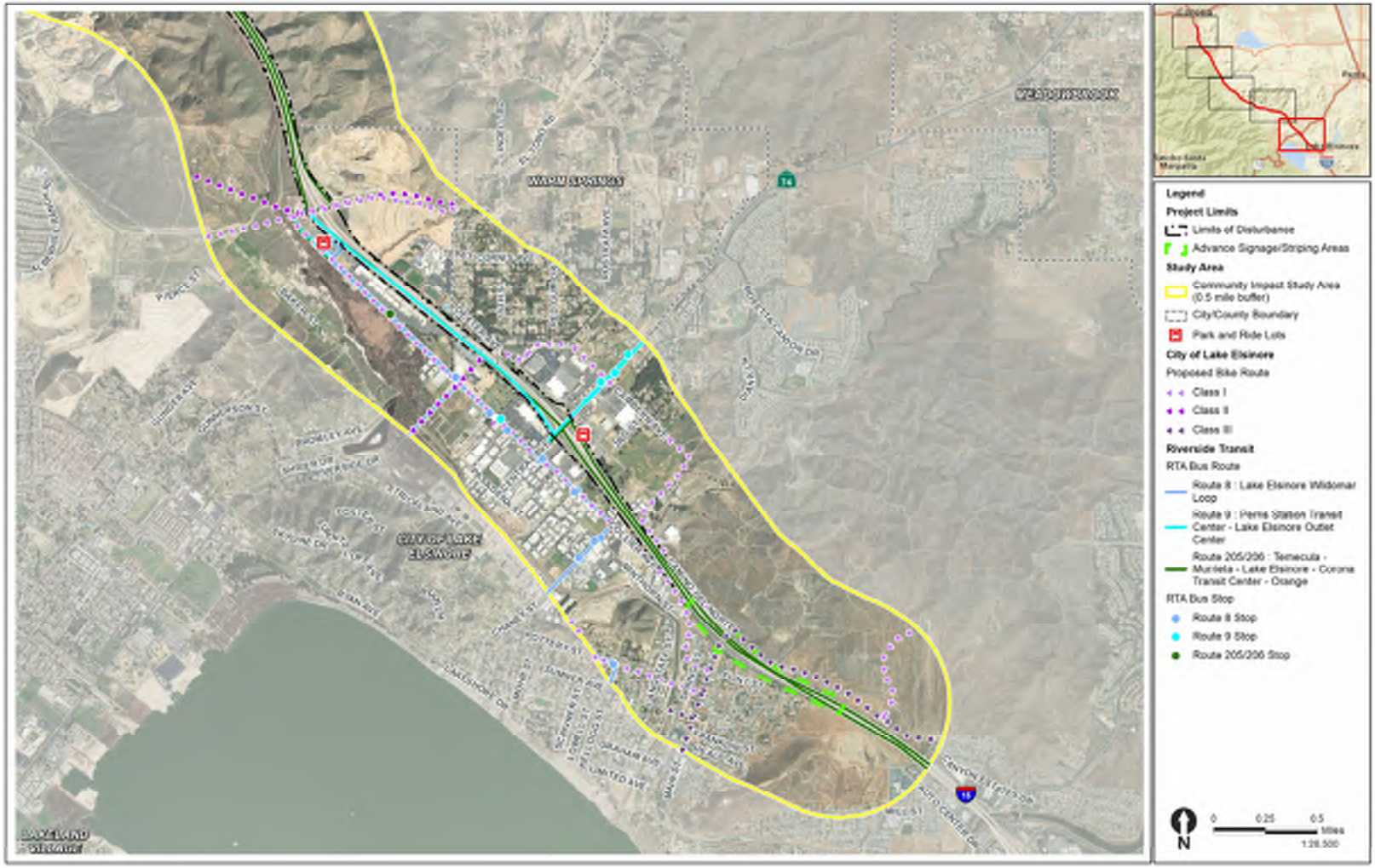

Figure 5-1. Transportation Facilities within the Community Impact Study Area (Sheet 1 of 5)

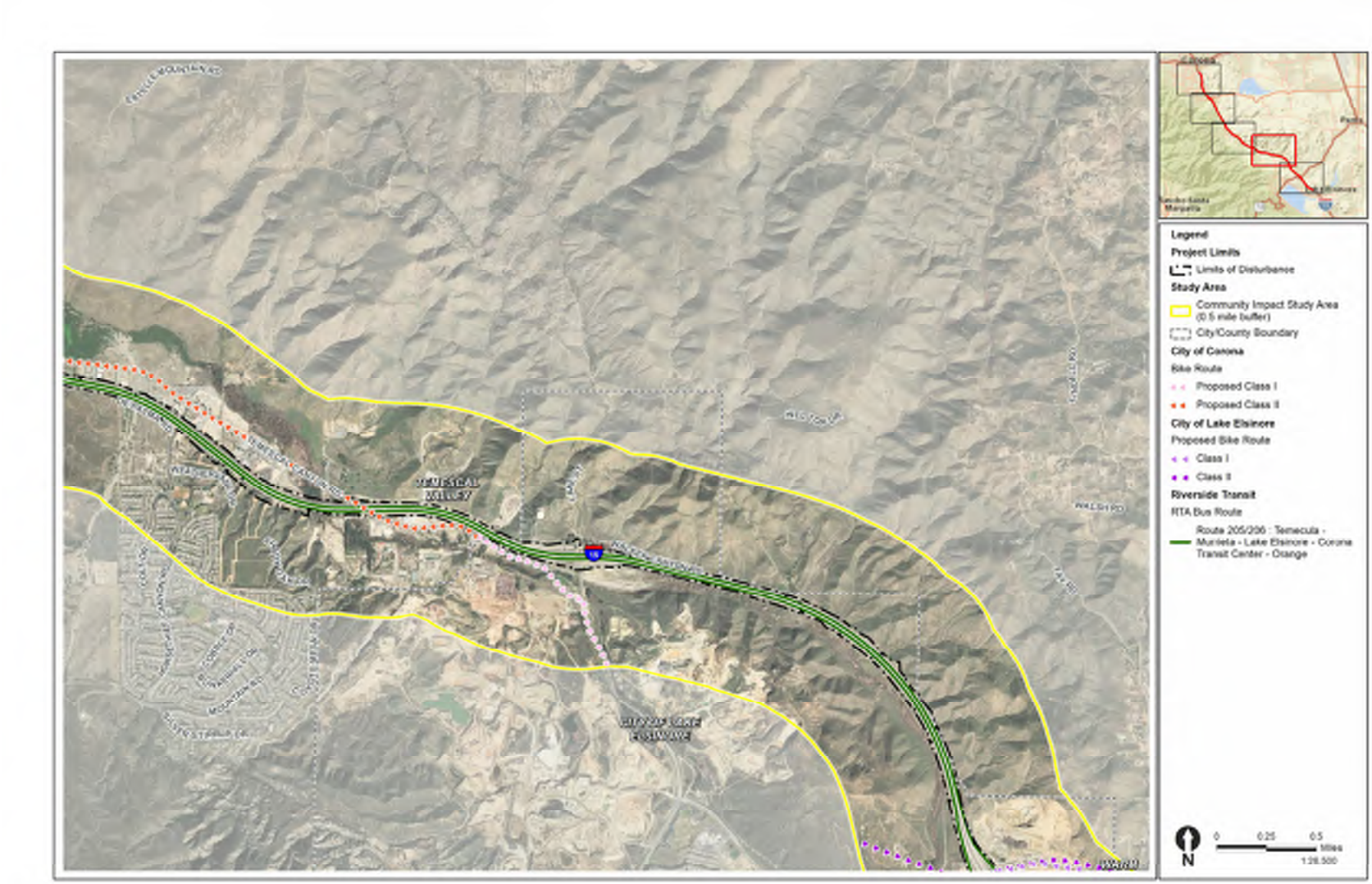

Figure 5-2. Transportation Facilities within the Community Impact Study Area (Sheet 2 of 5)

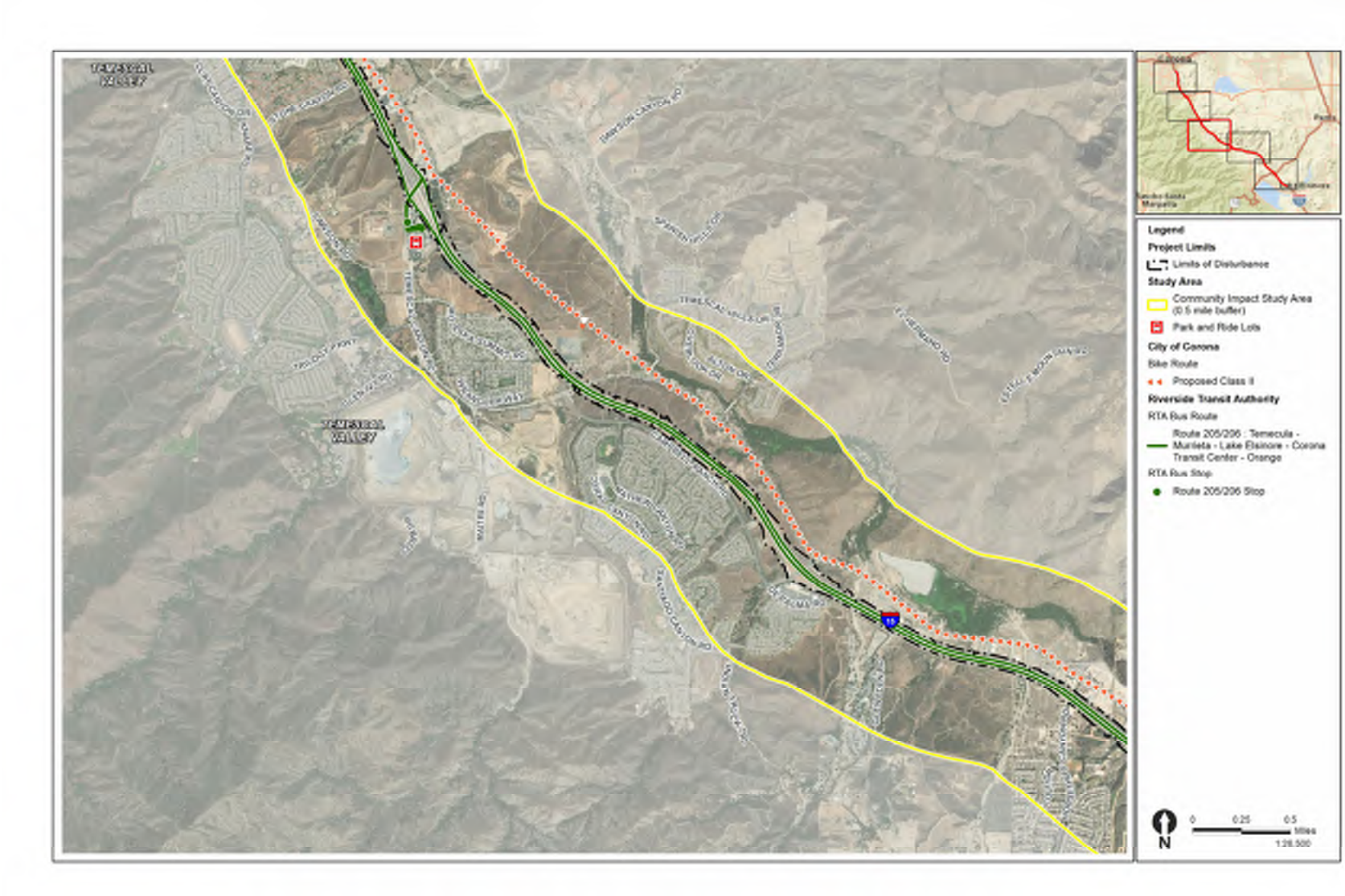

Figure 5-3. Transportation Facilities within the Community Impact Study Area (Sheet 3 of 5)

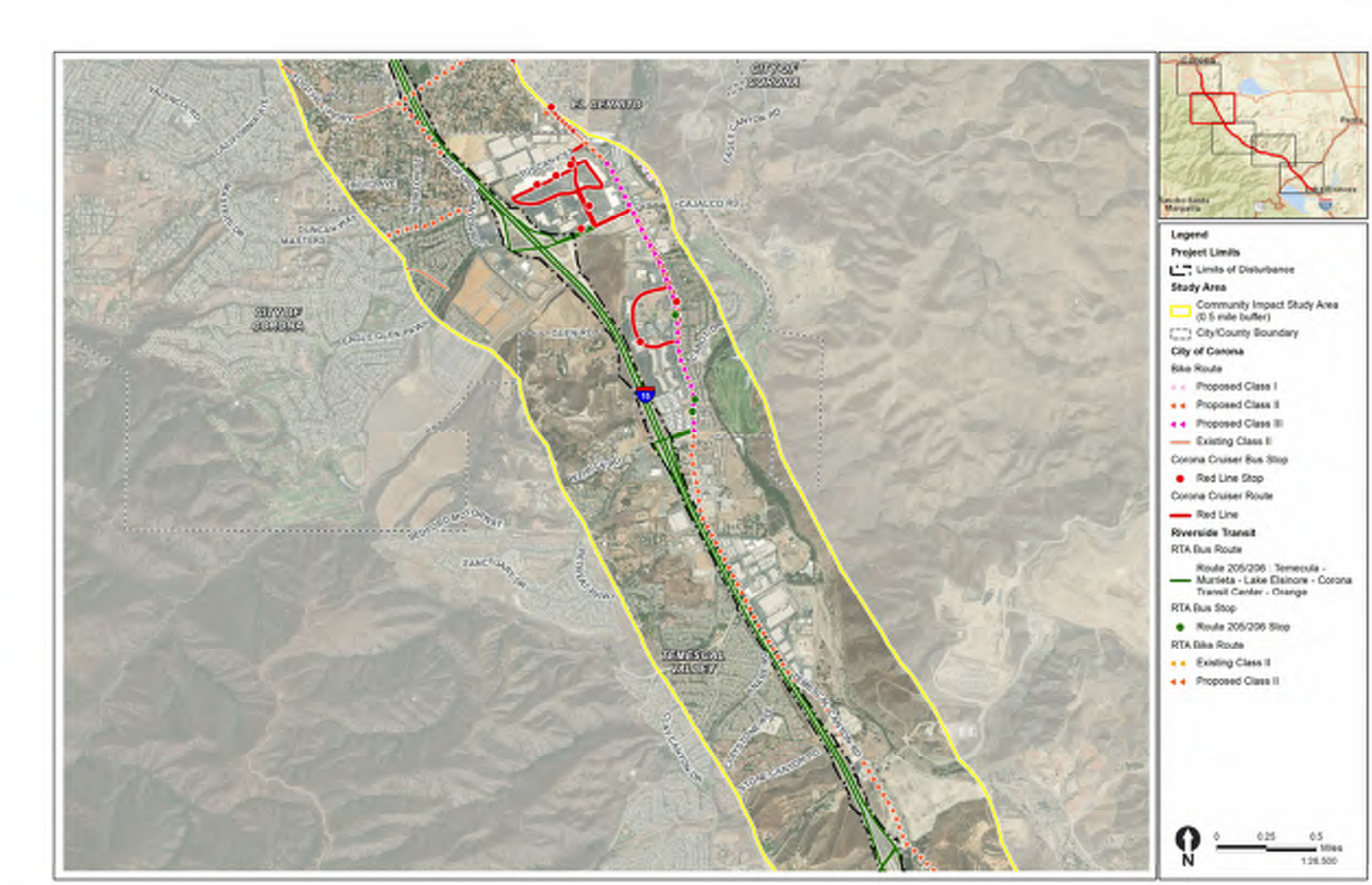

Figure 5-4. Transportation Facilities within the Community Impact Study Area (Sheet 4 of 5)

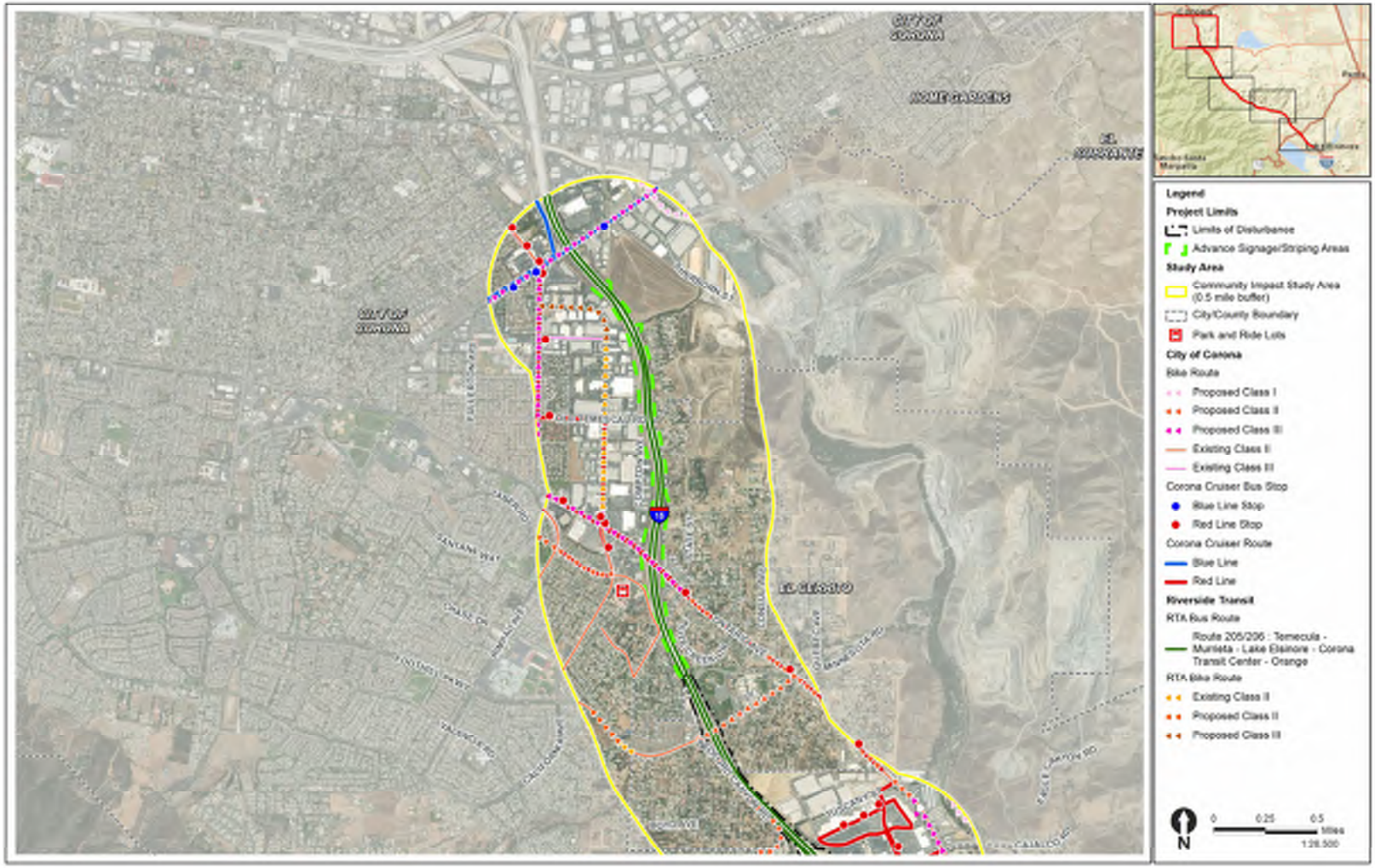

Figure 5-5. Transportation Facilities within the Community Impact Study Area (Sheet 5 of 5)

Appendix B. Consistency with State and Local Plans

Table B-1. Consistency with State, Regional, and Local Plans and Programs

Policy/Goal	No-Build Alternative	Build Alternative
California's AB Climate Change Scoping Plan (2022)		
Overall Goal: That the following greenhouse gas emission reduction targets are hereby established for California: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; by 2050, reduce GHG emissions to 80 percent below 1990 levels.	**Inconsistent.** The No-Build Alternative would not result in any changes to existing conditions and would not help California meet the greenhouse gas emission reduction targets set forth in the State's AB 32 Climate Change Scoping Plan. Therefore, the No-Build Alternative would be inconsistent with this overall goal.	**Inconsistent.** Operational emissions are projected to increase under the Build Alternative in the Opening Year (2030) and Design Year (2050) when compared to the Existing (2019) condition and No-Build condition in the Opening and Design years, therefore the Project would conflict with the goals included in the State's AB 32 Climate Change Scoping Plan and other regulations adopted for the purpose of reducing the emissions of GHGs. Mitigation Measures **GHG-1** through **GHG-4** and **GHG-11**, Standard Project Measure **EN-1**, Avoidance and Minimization Measure **EN-2**, and Standard Project Measure **AQ-4** are expected to reduce construction GHG emissions and potential climate change impacts from the Project. . However, because operational emissions would increase, the Project would conflict with the plan.
***SCAG 2023 Federal Transportation Improvement Program* (2022)**		
Policy Guideline: Each project in the County FTIP submitted to SCAG must be consistent with and reflect investment priorities established in the most recently adopted metropolitan transportation plan, in accordance with Moving Ahead for Progress in the 21st Century Act (MAP-21). Each FTIP project must show consistency with the project's design concept, and timely implementation as reflected in the adopted RTP/SCS.	**Inconsistent.** The No-Build Alternative would not result in any changes to existing conditions and would not implement the Project as reflected in the adopted 2020–2045 RTP/SCS. Therefore, the No-Build Alternative would be inconsistent with this guideline.	**Consistent.** The Project is identified in the Final 2023 Adopted FTIP and SCAG's 2020 RTP for Riverside County as Project ID: RIV170901. The Project is consistent with the design concept and timely implementation as reflected in the adopted 2020–2045 RTP/SCS. Therefore, the Build Alternative would be consistent with this policy guideline.
***SCAG 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020)**		
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods. **Goal 3:** Enhance the preservation, security, and resilience of the regional transportation system.	**Inconsistent.** Because the No-Build Alternative would not result in any changes to existing conditions, this alternative would not achieve the transportation improvements projected to result under the Build Alternative. As continued development and growth occur, the No-Build Alternative would be inconsistent with these goals.	**Consistent.** The Build Alternative would implement improvements that would result in a more efficient transportation system by improving traffic operations, connectivity to other ELs in the region, and current congestion levels along I-15. Therefore, Project improvements under the Build Alternative would maximize mobility for all users within the region. Consequently, the Build Alternative would be consistent with these goals.
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Inconsistent.** Currently, traffic volumes often exceed existing highway capacity. As local and regional development continues and the traffic demand increases, traffic operations along I-15 would further deteriorate, resulting in increased congestion, vehicle delay, safety concerns, vehicle operating costs, and vehicle emissions due to slower travel speeds, reduced throughput, and increased travel times. Therefore, increases in emissions as a result of the aforementioned issues may occur and a reduction of GHG emissions and improved air quality would not be achieved. The No-Build Alternative would be inconsistent with this goal.	**Consistent.** Currently, traffic volumes often exceed existing highway capacity. The Build Alternative would improve air quality in the area by addressing existing vehicle congestion through the implementation of two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability, traffic operation and congestion, and maintain compatibility with other EL networks in the region. There would be localized areas where VMT would increase; however, emissions would be substantially reduced in the future due to implementation of U.S. EPA vehicle and fuel regulations. Therefore, the Build Alternative would be consistent with this goal.
***County of Riverside Comprehensive Trails Plan* (2018)**		
Goal: Simultaneously Develop Land, Transportation and Trail Improvements. **Policy 2: Regional Trail Connectivity.** Development located on an identified Regional Trail on The Regional Trails Map shall be required to provide a trail, open to the public that provides seamless connectivity between areas adjacent to the development.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** Under the Build Alternative, all proposed improvements would be constructed primarily within existing Caltrans ROW, with the majority of the improvements occurring within the existing I-15 median. The Build Alternative would not interfere with any of the existing or proposed trails on a temporary or permanent basis. Some proposed trails cross under I-15 in locations where the Project proposes to widen bridges within the median; however, the Project would maintain access below and would not preclude future implementation of these trails. Therefore, the Build Alternative would be consistent with this goal and policy.

Table B-1. Consistency with State, Regional, and Local Plans and Programs

Policy/Goal	No-Build Alternative	Build Alternative
***Western Riverside County Multiple Species Habitat Conservation Plan* (2004)**		
Biological Goal: In the MSHCP Plan Area, Conserve Covered Species and their Habitats.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal would not be applicable.	**Consistent.** The NES (Caltrans 2023b) prepared for the Project identifies existing biological resources, analyzes the extent to which the Project may affect these resources, and ensures compliance with the MSHCP. The Project would result in direct and indirect temporary and permanent impacts on existing riparian/riverine resources within the Project limits. Consultation with WRCRCA and USFWS would be required. Furthermore, temporary impacts would be restored upon Project completion and compensatory mitigation would be provided for permanent impacts. Therefore, the Build Alternative, with mitigation, would be consistent with this goal.
***Riverside-Corona Conservation District Long Range Objectives 2022–2027* (2022)**		
Goal 2: Conserve Habitat Land and Species.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal would not be applicable.	**Consistent.** As discussed above, the NES (Caltrans 2023b) prepared for the Project identifies existing biological resources, analyzes the extent to which the Project may affect these resources, and ensures compliance with the MSHCP. The Project would result in direct and indirect temporary and permanent impacts on existing riparian/riverine resources within the Project limits. Consultation with the WRCRCA and USFWS would be required. Further, temporary impacts would be restored upon Project completion and compensatory mitigation would be provided for permanent impacts. Therefore, the Build Alternative with mitigation would be consistent with this goal.
***Habitat Conservation Plan for the Stephens' Kangaroo Rat in Western Riverside County* (1996)**		
Overall Goal: To conserve 15,000 acres of occupied Stephens' kangaroo rat habitat.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal would not be applicable.	**Consistent.** The Build Alternative is expected to remove potentially suitable habitat for Stephens' Kangaroo rat (SKR) during construction. In cases where the species is present and take may occur, take of SKR is covered under the SKR Habitat Conservation Plan (HCP), not the MSHCP. The Project limits are outside the limits of the SKR HCP core reserve areas, but within the SKR HCP plan area. However, the Project has an Avoidance and Minimization Measure (TE-4) which requires compliance with SKR HCP Therefore, the Build Alternative would be consistent with this goal.
***County of Riverside General Plan* (2021)**		
Chapter 3: Policy LU 24.1. Cooperate with the California Department of Fish and Wildlife (CDFW), United States Fish and Wildlife Service (USFWS), and any other appropriate agencies in establishing programs for the voluntary protection, and where feasible, voluntary restoration of significant environmental habitats.	**Not Applicable.** The No-Build Alternative would not result in any changes to the existing conditions. Therefore, this policy would not be applicable.	**Consistent.** As previously discussed, a NES (Caltrans 2023b) has been prepared for the Project to identify existing biological resources, to review the extent to which the Project may affect these resources, and ensure compliance with the MSHCP. The Project would result in direct and indirect temporary and permanent impacts on existing riparian/riverine resources within the Project limits. Consultation with WRCRCA, USFWS, and CDFW would be required. Furthermore, temporary impacts would be restored upon Project completion and compensatory mitigation would be provided for permanent impacts. Therefore, the Build Alternative would be consistent with this policy.
Chapter 3: Policy LU 25.3. Require that park facilities be accessible to the community, regardless of age, physical limitation or income level.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** Project implementation would primarily be contained within Caltrans ROW; however, during construction of the Build Alternative, there may be some temporary disruptions to local circulation and access. Temporary access routes to Project-adjacent recreational facilities would maintain ADA accessibility. Therefore, detours and signage would be provided during construction to provide alternative routes and allow for continued community access to any Project-adjacent park facilities. Once the Build Alternative is constructed, there would be no permanent

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Policy/Goal	No-Build Alternative	Build Alternative
		indirect or direct impacts on accessibility to park facilities. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 1.1. Design the transportation system to respond to concentrations of population and employment activities, as designated by the Land Use Element and in accordance with the Circulation Plan, Figure C-1.	**Inconsistent.** Currently traffic volumes often exceed existing highway capacity. As local and regional development continues and the traffic demand increases, mobility along the I-15 corridor would further deteriorate, resulting in increased congestion, vehicle delay, safety concerns, vehicle operating costs, and vehicle emissions due to slower operating speeds on I-15. The No-Build Alternative would not achieve the transportation improvements projected to result under the Build Alternative and would not be able to respond to the population and employment projections that would increase demands on the existing transportation system. Additionally, under the No-Build Alternative, I-15 would not be compatible with other EL networks within the region. Therefore, the No-Build Alternative would not be consistent with this policy.	**Consistent.** The Build Alternative would address the current deficiencies of the existing system by implementing two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 1.3. Support the development of transit connections between Riverside County and regional activity centers in other counties as well as transit connections that link the community centers located throughout the county and as identified in the Land Use Element and in the individual Area Plans. **Chapter 4: Policy C 1.4.** Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services. **Chapter 4: Policy C 1.5.** Evaluate the planned circulation system as needed to enhance the arterial highway network to respond to anticipated growth and mobility needs. **Chapter 4: Policy C 1.6.** Cooperate with and where appropriate lead local, regional, state, and federal agencies to establish an efficient circulation system.	**Inconsistent.** Under the No-Build Alternative, the Project would not provide the needed toll lanes and auxiliary lanes that would improve travel time reliability, traffic operation, and congestion; or maintain I-15's compatibility with the regional EL networks as discussed in Chapter 1. Currently traffic volumes often exceed existing highway capacity. Therefore, this alternative would not support the development of transit connections between important transit corridors within Riverside County and to regional activity centers, improve efficiency through the extension of the EL network, or be able to respond to the anticipated growth that would increase the demand on the current deficient highway system. This disconnect in system improvements would result in adverse cumulative effects on traffic safety and operation for localities and counties along these connected highway networks, as well as the agencies that maintain these systems. The No-Build Alternative would not be consistent with these policies.	**Consistent.** The Build Alternative would expand and maintain compatibility with other EL networks in the region. Therefore, the Build Alternative would support the development of transit connections between important transit corridors within Riverside County and to regional activity centers that would result in a regional system that would maximize the efficiency of I-15 and address the anticipated growth that would increase the demand on the current deficient highway system. As a cooperative project between RCTC and Caltrans, the Build Alternative would enhance regional mobility and offer greater user flexibility of the regional transportation system. Therefore, the Build Alternative would be consistent with these policies.
Chapter 4: Policy C 3.27. Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.	**Not Applicable.** The No-Build Alternative would not result in any changes to the existing conditions. Therefore, this policy would not be applicable.	**Consistent.** An NSR (Caltrans 2024b) have been prepared for the Project to identify potential noise impacts on sensitive land uses and receptors adjacent to the Project limits. Although the overall freeway structure itself would not be widened, there would be a widening of 15 bridges along the freeway to accommodate the use of the center median to construct the proposed ELs, as well as retaining walls and potential noise barriers at various locations within the Project limits. During construction, excessive noise may occur; therefore, the Project would comply with standard specifications and time restrictions as applicable. Additionally, the installation of potential noise barriers would reduce transportation-related noise impacts to sensitive uses once the Project is in operation. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 7.4. Coordinate with transportation planning, programming and implementation agencies such as Caltrans, Riverside County Transportation Commission, Western Riverside Council of Governments, Coachella Valley Association of Governments, and the cities of Riverside County on various studies relating to freeway, high occupancy vehicle/high occupancy toll lanes, and transportation corridor planning, construction, and improvement in	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** This southern extension of ELs along I-15 is a cooperative project between RCTC and Caltrans. The Build Alternative would enhance regional mobility and offer greater user flexibility of the regional transportation system. Therefore, coordination with other agencies such as Western Riverside Council of Governments, City of Corona, and City of Lake Elsinore has been conducted and will continue to occur in to facilitate planning and implementation of this proposal to

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order to facilitate the planning and implementation of an integrated circulation system.		create a more integrated circulation system. The Build Alternative would be consistent with this policy.
Chapter 4: Policy C 20.8. Protect Riverside County residents from transportation-generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** During construction of the Build Alternative, excessive noise may occur; therefore, the Project would comply with standard specifications and time restrictions as applicable. Additionally, the Project proposes to install potential noise barriers in order to reduce transportation-related noise impacts on sensitive uses. The NSR (Caltrans 2024b) identifies the location and feasibility of these potential noise barriers. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 20.15. Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** A WQAR (Caltrans 2021a) and SWDR (Caltrans 2023e) have been prepared for the Project to identify potential project impacts on water quality and the drainage system within the Project area. The center median of I-15 is a natural soil channel that collects and directs water runoff from the road to nearby drainage points. The area around the Project site is crossed by major waterways like the Santa Ana River and Temescal Wash. The proposed changes would replace parts of the median with new structures like retaining walls and potential noise barriers, increasing the amount of paved surface and thus the runoff. The Project would result in approximately 125 acres of new impervious surfaces, of which 82 acres would be new impervious surface area and 43 acres would be replacement of existing impervious surface area. Prior to construction, a SWPPP required by the NPDES Construction General Permit will be prepared and will include all the necessary temporary pollution and erosion control measures required during construction to avoid, minimize, and mitigate any adverse effects related to runoff contaminates that would affect groundwater supplies. Additionally, the post-construction BMPs will be implemented according to the Caltrans NPDES permit during the PS&E phase. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 21.1. Encourage the installation and use of HOV lanes. Such lanes should be continuous, linking major population centers with employment centers. If HOV lanes are used, consider making them available for mixed-flow traffic during non-peak periods where warranted and feasible. Consider and implement, where feasible and needed, direct HOV connections between freeways and arterial to freeway exclusive HOV ingress/egress ramps.	**Inconsistent.** As growth and development continues within the region, the implementation of ELs and HOVs would be necessary in order to improve the operation and efficiency of the existing system. However, the No-Build Alternative would not result in any changes to existing conditions. Therefore, the tolled ELs and HOV lanes proposed under the Build Alternative would not be implemented and connections to other ELs within the region to create a more cohesive EL network would not occur. As such, the No-Build Alternative would not be consistent with this policy.	**Consistent.** As stated in Section 1.5.2, under the Build Alternative the proposed tolled ELs would be used by vehicles for a toll and would also serve as HOV lanes for HOV 3+ users for a reduced toll. These improvements would enhance regional mobility and offer greater user flexibility of the regional transportation system. The Project would also include multiple entrance and exit points to access the tolled EL facility. Access into the tolled ELs would be separated from the general purpose lanes with delineators and would be restricted for a specific length. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 21.2. Consider creating HOV lanes by adding additional travel lanes instead of removing existing mixed-flow traffic lanes.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** As stated in Section 1.5.2, the Build Alternative proposes to increase capacity by adding the two tolled ELs in both the northbound and southbound directions for a total of four tolled ELs would within the I-15 median to accommodate increasing traffic volumes in southwestern Riverside County. Therefore, the Build Alternative would be consistent with this policy.
Chapter 4: Policy C 23.1. Implement street and highway projects to provide safe, sustainable, and economical goods movement in areas where large concentrations of truck traffic exist or are anticipated to exist.	**Inconsistent.** I-15 is a major truck/passenger route that begins at its junction with I-5 in San Diego, approximately 10 miles north of the United States/Mexico Border, and ends at the United States/Canada Border. As a major truck route, I-15 also is included in the National Network for Federal STAA for oversize trucks.	**Consistent.** I-15 is a major truck/passenger route that is strategically located and is a vital interstate goods-movement corridor that links southern California to the Inland Empire, Las Vegas, the Rocky Mountain States, and Canada. It is a primary link between major economic centers and geographic regions and is classified as a

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Chapter 4: Policy C 23.7. Identify economically feasible street and highway improvement and maintenance projects that will improve goods movements.	I-15 is also part of the ICES system of routes, which are important transportation arteries that provide access to major sea or waterway ports, nationwide railway systems, airports, and interstate and intrastate highway systems, thereby serving as intermodal corridors of economic significance (Caltrans 2023a). The No-Build Alternative would not result in any changes to existing conditions. Therefore, continued growth and development would further deteriorate the operational efficiency of I-15, which already experiences traffic volumes that often exceed existing capacity. With increases to congestion and travel time, the Project under the No-Build Alternative would not be able to contribute to the safe, sustainable, and economical movement of goods in an economically feasible way. Therefore, the No-Build Alternative would not be consistent with these policies.	"High Emphasis" and "Gateway" route in the IRRS (Caltrans 2023a). I-15 also is included in the National Network for Federal STAA for oversize trucks and part of the ICES system of routes. Weekend and holiday recreational traffic on the route is exceptionally high because it serves as a connection to Las Vegas and to the Colorado River area via I-40 (Caltrans 2023a). The Build Alternative would address the current deficiencies of the existing system by implementing two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. By providing additional capacity and options for motorists, the Project would maximize the efficiency of I-15 and address the anticipated growth that would increase the demand, thereby improving the safe, sustainable, and economical movement of goods in an economically feasible way. Therefore, the Build Alternative would be consistent with these policies.
Chapter 5: Policy OS 3.3. Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, these policies would not be applicable.	**Consistent.** Because the Project would construct ELs within the existing median and retaining walls and potential noise barriers at various locations within the Project limits, the Build Alternative would necessitate drainage system upgrades or construction of new systems adjacent to and as part of the I-15 infrastructure improvements. Additionally, the bridge widening that may affect intersecting water systems such as washes, rivers, and creeks, most notably the Santa Ana River and the Temescal Wash, would require capturing deck flow within a drainage conduit system that would direct flows to a water quality treatment BMP prior to discharging into the receiving water body. According to the WQAR (Caltrans 2021a) prior to and post-construction, a SWPPP required by the NPDES Construction General Permit will be prepared and will include all the necessary temporary pollution and erosion control measures required during construction and post-construction BMPs will be implemented according to the Caltrans NPDES permit during the PS&E phase to avoid, minimize, and mitigate any adverse effects related to runoff contaminant that would affect water quality. No direct or indirect adverse long-term impacts would result from the Build Alternative. Therefore, the Build Alternative would be consistent with these policies.
Chapter 5: Policy OS 3.4. Review proposed projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Storm Water Pollution Prevention Program (SWPPP).		
Chapter 5: Policy OS 3.5. Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.		
Chapter 5: Policy OS 6.1. During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.	**Not Applicable.** The No-Build Alternative would not result in any changes to the existing conditions. Therefore, these policies would not be applicable.	**Consistent.** As discussed in the NES (Caltrans 2023b), riparian/riverine resources within USACE, RWQCB, and CDFW jurisdiction are present within the Project limits and are proposed for removal. Therefore, the Build Alternative would require submission, compliance, and approval with the federal Clean Water Act Section 404 Nationwide Permit. The Build Alternative would be consistent with this policy.
Chapter 5: Policy OS 9.4. Conserve the oak tree resources in the county.		**Consistent.** As discussed in the NES (Caltrans 2023b), tree removal may occur during construction and operations of the Build Alternative. However, the Build Alternative would require compliance with the Riverside County Oak Tree Management Guidelines, which would ensure that impacts on all oak trees be identified and quantified, and that an oak tree mitigation plan be prepared if oak trees are to be lost. Furthermore, the potential impacts on oak trees from the Build Alternative would not be expected to be more than the impacts under current operational conditions of the I-15 facility. Therefore, the Build Alternative would be consistent with this policy.
Chapter 5: Policy OS 18.1. Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of		**Consistent.** An NES (Caltrans 2023b) has been prepared for the Project to identify existing biological resources, review the extent to which the Project may affect

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Policy/Goal	No-Build Alternative	Build Alternative
applicable MSHCP's and through implementing related Riverside County policies.		these resources, and ensure compliance with the MSHCP. The Project would result in direct and indirect temporary and permanent impacts on MSHCP riparian/riverine resources within the Project limits. Consultation with WRCRCA, CDFW, and USFWS would be required. Furthermore, temporary impacts would be restored upon Project completion and compensatory mitigation would be provided for permanent impacts. Therefore, the Build Alternative would be consistent with this policy.
Chapter 5: Policy OS 19.2. The County of Riverside shall establish a Cultural Resources Program in consultation with Tribes and the professional cultural resources consulting community that, at a minimum, would address each of the following: application of the Cultural Resources Program to projects subject to environmental review; government-to-government consultation; application processing requirements; information database(s); confidentiality of site locations; content and review of technical studies; professional consultant qualifications and requirements; site monitoring; examples of preservation and mitigation techniques and methods; curation and the descendant community consultation requirements of local, state and federal law.		**Consistent.** An HPSR (Caltrans 2023g) and Archaeological Survey Report (ASR; Caltrans 2023h) have been prepared for the Project to identify historic properties and cultural resources within the APE and assess the ground conditions within the APE to identify intact cultural materials and features, if present on the ground surface. As detailed in the ASR, the Project would be required to comply with cultural resources programs as established between the County of Riverside and consulting Tribes. This would ensure the implementation of government-to-government consultation, application processing requirements, information database(s), confidentiality of site locations, content and review of technical studies, professional consultant qualifications and requirements, site monitoring, examples of preservation and mitigation techniques and methods, proper curation, and the descendant community consultation requirements of local, state and federal law. Therefore, the Build Alternative would be consistent with this policy.
Chapter 5: Policy OS 19.5. Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.		**Consistent.** The ASR (Caltrans 2023h) prepared for the Project includes standard measures if previously unidentified cultural materials are unearthed during construction. This includes that if human remains are discovered, the Project would adhere to Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 to ensure that construction activities are ceased in the area of discovery and notification to the NAHC would be conducted. Therefore, the Build Alternative would be consistent with this policy.
Chapter 5: Policy OS 19.9. Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.		**Consistent.** A PIR/PER (Caltrans 2021b) was prepared for the Project to identify any paleontologically sensitive areas and resources within the Project limits. Under the Build Alternative, a Paleontological Mitigation Plan would be prepared to implement appropriate protocols and procedures that would reduce Project impacts on scientifically important paleontological resources that may be encountered during project construction. Therefore, the Build Alternative would be consistent with this policy.
Chapter 5: Policy S 2.11. Require grading plans, environmental assessments, engineering and geologic technical reports, irrigation and landscaping plans, including ecological restoration and revegetation plans, as appropriate, in order to assure the adequate demonstration of a project's ability to mitigate the potential impacts of slope and erosion hazards and loss of native vegetation.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, these policies would not be applicable.	**Consistent.** The SWDR (Caltrans 2023e) prepared for the Project considers temporary BMPs for application during construction and permanent BMPs for long-term measures. Permanent BMPs recommended for consideration in the SWDR include infiltration area, bioswales, biostrips, infiltration basins, and detention basins. Temporary BMPs recommended for consideration include soil-stabilization protection, sediment control protection, tracking-control protection, and waste-management protection. For slopes, an erosion-control plan and Geotechnical Report will be prepared as needed under the supervision of the District Landscape Architect. Therefore, the Build Alternative would be consistent with this policy.
Chapter 7: Policy N.1.1. Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these		**Consistent.** The NADR (Caltrans 2024c) and NSR (Caltrans 2024d) prepared for the Project identify potential Project noise impacts on sensitive land uses and

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areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.		receptors adjacent to the Project limits. Although the overall freeway structure itself would not be widened, there would be a widening of 15 bridges along the freeway to accommodate the use of the center median to construct the proposed ELs, as well as retaining walls and potential noise barriers at various locations within the Project limits. During construction, excessive noise may occur; therefore, the Project would comply with standard specifications and time restrictions as applicable. Additionally, the installation of potential noise barriers would reduce transportation-related noise impacts on sensitive uses once the Project is in operation. Therefore, the Build Alternative would be consistent with these policies.
Chapter 7: Policy N 1.5. Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.		
Chapter 7: Policy N 3.5. Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise sensitive land uses.		
Chapter 7: Policy N 9.5. Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.		
Chapter 7: Policy N 17.2. Identify and map noise-sensitive land uses throughout the county.		
Chapter 9: Policy AQ 4.7. To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency, and the California Air Resources Board.	**Inconsistent.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, continued growth and development would further deteriorate the operational efficiency of I-15, which already experiences traffic volumes that often exceed existing capacity. With increases to congestion and travel time, the No-Build Alternative would result in increases in emissions that could contribute to exceedances of allowable emissions. Therefore, the No-Build Alternative would not be consistent with this policy.	**Consistent.** An AQR (Caltrans 2022a) has been prepared for the Project to assess the Project's effects on air quality and measures to avoid, minimize, and mitigate any adverse effects. Under the Build Alternative, the Project would adhere to requirements of SCAQMD, SCAB, U.S. EPA, and CARB and apply minimization measures to reduce the amount of anticipated emissions from Project construction and operation. Therefore, the Build Alternative would be consistent with this policy.
Chapter 9: Policy AQ 4.9. Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** The AQR (Caltrans 2022a) identifies the Project's effects on air quality during construction and measures to avoid, minimize, and mitigate any adverse effects. Under the Build Alternative, the Project would adhere to requirements of the SCAQMD Rule 403 and NPDES, and apply minimization measures and BMPs to reduce the amount of fugitive dust emitted as a result of Project construction. Therefore, the Build Alternative would be consistent with this policy.
Chapter 9: Policy AQ 20.3. Reduce VMT and GHG emissions by improving circulation network efficiency.	**Inconsistent.** Under the No-Build Alternative, the Project would not construct the needed toll lanes and auxiliary lanes that would improve travel time reliability, traffic operation, and congestion; or maintain I-15's compatibility with the regional EL networks as discussed in Chapter 1. Currently, traffic volumes often exceed existing highway capacity. As local and regional development continues and traffic demand increases, mobility along the I-15 corridor would further deteriorate, resulting in increased congestion, vehicle delay, safety concerns, vehicle operating costs, and vehicle emissions due to slower operating speeds on I-15. Therefore, this alternative would not support the need for an efficient circulation network or be able to respond to the anticipated growth that would increase the demand on the current deficient highway system and increase VMT and GHG emissions. The No-Build Alternative would not be consistent with this policy.	**Consistent.** The Project would expand and maintain compatibility with other EL networks in the region. Therefore, the Project would result in a more efficient regional circulation system and accommodate the anticipated growth that would increase the demand on the current deficient highway system, which would reduce VMT and GHG emissions. The Build Alternative would be consistent with this policy.

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***Elsinore Area Plan* (2021)**		
ELAP 1.1: Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, these policies would not be applicable.	**Consistent.** I-15 is an existing freeway corridor and, according to the area plan, the Project limits traverse moderate to low slope as well as very high FHSZs and very high, high, and moderate FHSZs within state and federal Responsibility areas. However, the Project would be constructed primarily within the existing ROW areas and according to regulatory design standards to ensure impacts are not adverse. Furthermore, during construction avoidance, minimization, and mitigation measures would be utilized to reduce any potential fire risks and adverse effects on sensitive areas. Therefore, the preservation of life and property of residents, Gavilan Hills, environmentally sensitive lands, soil stability in steeply sloped areas, and fire hazard areas would not be adversely affected or further exacerbated with implementation of the Project. The Build Alternative would be consistent with this policy.
ELAP 2.1: Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the General Plan Safety Element; the Non-motorized Transportation section of the Circulation Element; the Multiple Species Habitat Conservation Plans and the Environmentally Sensitive Lands sections of the Multipurpose Open Space Element; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element		**Consistent.** As discussed above, the Project would be consistent with applicable goals and policies within the County's General Plan and would be constructed and designed so that important attributes of Temescal Wash and sensitive lands and habitats would not be adversely affected, and operation or implementation of non-motorized transportation within the County or area plan would not be inhibited. Therefore, the Build Alternative would be consistent with this policy.
ELAP 2.2: Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.		**Consistent.** As discussed in the NES (Caltrans 2023b), the JSA is between the Santa Ana Mountains to the west and the Gavilan Hills to the east. As previously discussed, flows from these ranges are generally conveyed downstream toward Temescal Wash. However, the JSA is in a highly urbanized area and all of the drainage features within the JSA have been modified to some extent or were built exclusively for flood-control purposes. There are features subject to USACE, RWQCB, and CDFW jurisdiction; therefore, the Project would be required to comply with applicable permit conditions. As previously stated, the Project would not affect any trails within the Temescal Wash area and would not inhibit the implementation of non-motorized transportation within the County or area plan. Therefore, the Build Alternative is consistent with this policy.
ELAP 13.2: Consider the following regional and community wide transportation options when developing transportation improvements in the Elsinore Area Plan: a. Construct a new interchange on Interstate 15 at Horsethief Canyon Road. b. Develop regional transportation facilities and services (such as high-occupancy vehicle lanes and express bus service), which will encourage the use of public transportation and ridesharing for longer-distance trips.		**Consistent.** The Project would expand and maintain compatibility with other EL networks in the region. Therefore, the Project would support the development of transit connections within Riverside County and to regional activity centers to maximize the efficiency of I-15. The Project would also enhance regional mobility and encourage the use of public transportation and ridesharing for longer-distance trips. Therefore, the Build Alternative would be consistent with this policy.
***Temescal Canyon Area Plan* (2021)**		
TCAP 1.3: Provide extensive and appropriate landscaping with native trees and vegetation to complement the mission style architectural theme.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, these policies would not be applicable.	**Consistent.** According to the VIA (Caltrans 2024f), a landscape plan would be prepared to ensure that appropriate landscaping with native trees and vegetation would be consistent with applicable design requirements. Therefore, the Build Alternative is consistent with this policy.

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TCAP 1.4: Preserve the existing riparian stream bed in its existing natural state.		**Consistent.** As discussed in the NES (Caltrans 2023b), a preliminary assessment identified a total of 0.206 acre of isolated wetlands and riparian habitat potentially subject to RWQCB jurisdiction and a total of 14.693 acres of riparian habitat potentially subject to CDFW jurisdiction within the JSA. The Project would be subject to Section 401 and 1600 and required to comply with applicable permit conditions to ensure Project effects on riparian stream beds are avoided, minimized, and mitigated. Therefore, the Build Alternative is consistent with this policy.
TCAP 1.5: Preserve existing oak and sycamore trees.		**Consistent.** As previously discussed in regard to Riverside County General Plan Policy OS 9.4, tree removal may occur during construction and operations of the Build Alternative. However, the Build Alternative would ensure that impacts on all oak trees be identified and quantified, and that an oak tree mitigation plan be prepared if oak trees are to be lost. Furthermore, the potential impacts on oak trees from the Build Alternative would not be expected to be more than the impacts under current operational conditions of the I-15 facility. Therefore, the Build Alternative is consistent with this policy.
TCAP 5.10: Coordinate with the California Department of Transportation on future freeway expansions to ensure compatibility with the open space character of the corridor.		**Consistent.** Coordination is ongoing among the multiple regional and local government agencies involved in the Build Alternative, including Caltrans, to improve freeway improvements along I-15 within the Project limits. Therefore, the Build Alternative would be consistent with this policy.
TCAP 14.1: Protect the scenic highways in the Temescal Canyon Area Plan from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements.		**Consistent.** As discussed in the VIA (Caltrans 2024f), the Project limits are not within a designated State Scenic Highway. However, a portion of I-15 beginning south of the Project corridor from SR-79 near the San Luis Rey River, extending north to SR-91 in Corona is identified as eligible for the Scenic Highway Program. The Build Alternative would adhere to all design standards as they relate to the preservation of scenic highways and resources for roadway construction. Furthermore, recommendations from the VIA (Caltrans 2024f) will be incorporated into the Build Alternative as feasible. Therefore, the Build Alternative would be consistent with this policy.
***City of Corona General Plan* (2023)**		
Goal CE-2: A network of regional roadway facilities to ensure the safe and efficient movement of people and goods from within the City to areas outside its boundaries and that reduce regional cut-through traffic in the City.	**Inconsistent.** I-15 is a major truck/passenger route and current traffic volumes often exceed existing highway capacity. The No-Build Alternative would not result in any changes to existing conditions, and the ELs and HOVs that are needed to improve the operation and efficiency of the existing system would not be implemented. As local and regional development continues and traffic demand increases, mobility along the I-15 corridor would further deteriorate, resulting in increased congestion, vehicle delay, safety concerns, vehicle operating costs, and vehicle emissions due to slower operating speeds on I-15. Therefore, the No-Build Alternative would not be able to support development of a network of regional roadway facilities to ensure the safe and efficient movement of people and goods within the region. The No-Build Alternative would not be consistent with this goal and policy.	**Consistent.** I-15 is a primary link between major economic centers and geographic regions and is classified as a “High Emphasis” and “Gateway” route in the IRRS (Caltrans 2023a). The Build Alternative would address the current deficiencies of the existing system by implementing two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. The proposed tolled ELs would also serve as HOV lanes for HOV 3+ users for a reduced toll. By providing additional capacity and options for motorists, the Project would maximize the efficiency of I-15 and address projected increases on system demands, thereby improving the safe and sustainable movement of goods. Therefore, the Build Alternative would be consistent with this goal and policy.
Policy CE-2.1: Support RCTC and Caltrans efforts to improve management of the SR-91, I-15, and SR-71. Promote improvements that reduce regional cut-through traffic on City streets and work with RCTC and Caltrans to ensure that accessibility to these facilities is provided to Corona residents.		
Goal CE-6: Facilitate goods movement to support local commerce, while protecting residents and visitors from the negative effects of	**Inconsistent.** The No-Build Alternative would not result in any changes to existing conditions, and the ELs and HOVs that are needed to improve the	**Consistent.** The Build Alternative would support goods movement within the City without adverse impacts on residents, businesses, truck congestion, and noise or

Table B-1. Consistency with State, Regional, and Local Plans and Programs

Policy/Goal	No-Build Alternative	Build Alternative
noise, vibration, and air pollution typically associated with truck operations and rail service.	operation and efficiency of the existing system and potential noise barriers to protect sensitive land uses would not be implemented. Currently, traffic volumes often exceed existing highway capacity. Therefore, the No-Build Alternative would not be able to support the movement of goods in the City and with the projected of growth for the region, the demand on I-15 as a major truck/passenger route would only worsen. The No-Build Alternative would eventually result in adverse impacts on residents, businesses, truck congestion, and noise or air quality. Therefore, the No-Build Alternative would not be consistent with this goal and policy.	air quality by addressing the deficiencies of the existing system. The Build Alternative proposes to implement two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. Additionally, noise barriers would potentially be implemented as part of the Project. During construction of the Project, standard BMPs and minimization measures would be implemented. Therefore, with the reduction in congestion, the Build Alternative would not result in excessive noise or exceed air pollutant levels. As such, the Build Alternative would be consistent with this goal and policy.
Policy CE-6.3: Develop appropriate treatments along local truck routes to minimize noise and vibration impacts on sensitive land uses that are adjacent to or impacted by the truck route.		
Goal IU-5: Ensure that urban runoff from existing and new development does not degrade the quality of the City's surface waters, groundwater system, and other sensitive environmental areas.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** According to the WQAR (Caltrans 2021a) prior to and post-construction, an SWPPP required by the NPDES Construction General Permit will be prepared and will include all the necessary temporary pollution and erosion-control measures required during construction; post-construction BMPs will be implemented according to the Caltrans NPDES permit during the PS&E phase to avoid, minimize, and mitigate any adverse effects related to runoff contaminants that would affect water quality. Therefore, the Build Alternative would be consistent with this goal and policy.
Policy IU-5.7: Require developers to obtain an NPDES permit prior to moving construction equipment onto a development site. The NPDES permit shall be retained at the construction site throughout the construction period, and a copy shall be filed with the City Engineer.		
Goal PR-6: A comprehensive and quality system of off-road hiking, biking, and equestrian trails that are, to the extent feasible, accessible to people of all ages, and connect residents to natural resources surrounding Corona.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** Under the Build Alternative all proposed improvements would be constructed primarily within the existing Caltrans ROW, with the majority of the improvements occurring within existing I-15 median. The Project would not interfere with any of the existing or proposed trails on a temporary or permanent basis. Some proposed trails cross under I-15 in locations where the Project proposes to widen bridges within the median; however, the Project would maintain access below and would not preclude future implementation of these trails. Therefore, the Build Alternative would be consistent with this goal and policy.
Policy PR-6.8: Promote the safe use of trails and require infrastructure and other public rights-of-way to be designed and developed to accommodate trails in a manner that is safe and compatible with the intended primary use of the rights-of-way or easement, where feasible.		
Goal N-1: Protect residents, visitors, and noise-sensitive land uses from the adverse human health and environmental impacts created by excessive noise levels from transportation sources by requiring proactive mitigation.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, these goals and policies would not be applicable.	**Consistent.** The NADR (Caltrans 2024a) and NSR (Caltrans 2024b) prepared for the Project identify potential project noise impacts on sensitive land uses and receptors adjacent to the Project limits. Although the overall freeway structure itself would not be widened, there would be a widening of 15 bridges along the freeway to accommodate the use of the center median to construct the proposed ELs, as well as retaining walls and potential noise barriers at various locations within the Project limits. During construction, excessive noise may occur; therefore, the Project would comply with standard specifications and time restrictions as applicable. Additionally, the installation of potential noise barriers would reduce transportation-related noise impacts on sensitive uses once the Project is in operation. Therefore, the Build Alternative would be consistent with these goals and policies.
Policy N-1.2: Minimize the rise of vehicle noise from roadways through route location, sensitive roadway design, regulation of traffic volumes and speeds, and working with Caltrans in highway improvements.		
Policy N-1.3: Encourage Caltrans to install and maintain mitigation (e.g., noise walls) and/or landscaping elements along highways that are adjacent to existing residential subdivisions or other noise-sensitive areas in order to reduce adverse noise impacts.		
Goal N-2: Prevent and mitigate the adverse impacts of excessive ambient noise exposure, including vibration on residents, employees, visitors, and "noise sensitive" land uses.		
Policy N-2.7: Require construction activities that occur in close proximity to existing "noise sensitive" uses, including schools, libraries,		

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health care facilities, and residential uses to limit the hours and days of operation in accordance with City Noise Ordinance.		
***City of Lake Elsinore General Plan* (2011)**		
Chapter 2 – Goal 6: Optimize the efficiency and safety of the transportation system within the City of Lake Elsinore.	**Inconsistent.** The No-Build Alternative would not result in any changes to existing conditions; therefore, this alternative would not optimize the efficiency and safety of the transportation system along the I-15 corridor. Based on future projections on demand and growth, traffic operations along I-15 would further deteriorate and result in increased congestion, vehicle delays, safety concerns, vehicle operating costs, and vehicle emissions. Therefore, the No-Build Alternative would be inconsistent with this goal.	**Consistent.** Current traffic volumes along the I-15 mainline often exceed existing highway capacity. The Build Alternative would optimize the efficiency and safety of the I-15 transportation system through the implementation of two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. Therefore, the Build Alternative would be consistent with this goal.
Chapter 3 – Goal 1: Continue to coordinate with the Air Quality Management District and the City's Building Department to reduce the amount of fugitive dust that is emitted into the atmosphere from unpaved areas, parking lots, and construction sites. **Chapter 3 – Policy 1.1:** Continue to implement requirements identified in the National Pollutant Discharge Elimination System (NPDES).	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** An AQR (Caltrans 2022a) has been prepared for the Project to assess the Project's effects on air quality during construction and measures to avoid, minimize, and mitigate any adverse effects. Under the Build Alternative, the Project would adhere to requirements of SCAQMD and NPDES and apply minimization measures and BMPs to reduce the amount of fugitive dust that is emitted as a result of project construction. Therefore, the Build Alternative would be consistent with this goal and policy.
Chapter 4 – Goal 2: Protect sensitive plant and wildlife species residing or occurring within the City. **Chapter 4 – Policy 2.1:** Biological resources analyses of proposed projects shall include discussion of potential impacts to any plant or wildlife species that is officially listed as threatened or endangered by the United States Fish and Wildlife Service and/or the California Department of Fish and Game but not covered by the MSHCP.	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** The NES (Caltrans 2023b) prepared for the Project identifies existing biological resources, analyzes the extent to which the Project may affect these resources, and ensures compliance with the MSHCP. The Project would result in direct and indirect temporary and permanent impacts on existing riparian/riverine resources within the Project limits. Consultation with WRCRCA and USFWS would be required. Furthermore, temporary impacts would be restored upon Project completion and compensatory mitigation would be provided for permanent impacts. Therefore, the Build Alternative would be consistent with this goal and policy.
Chapter 4 – Goal 6: Preserve, protect, and promote the cultural heritage of the City and surrounding region for the education and enjoyment of all City residents and visitors, as well as for the advancement of historical and archeological knowledge. **Chapter 4 – Policy 6.2:** The City shall consult with the appropriate Native American tribes for projects identified under Senate Bill 18 (Traditional Tribal Cultural Places).	**Not Applicable.** The No-Build Alternative would not result in any changes to existing conditions. Therefore, this goal and policy would not be applicable.	**Consistent.** The HPSR (Caltrans 2023g) and ASR (Caltrans 2023h) were prepared for the Project to identify historic properties and cultural resources within the APE and assess the ground conditions within the APE to identify intact cultural materials and features, if present on the ground surface. Construction of the Project was determined to have moderate sensitivity to encounter buried archaeological deposits. Although initial Section 106 and Assembly Bill 52 consultation letters were mailed on October 29, 2019, November 2, 2021 and March 1, 2023 to Native American tribes who had established an interest in the APE, because the Project would require an amendment to the General Plan as a result of changes to land use designations, the City would ensure consultation with appropriate tribes per the NAHC in regard to the updates to the General Plan. Therefore, the Build Alternative would be consistent with this goal and policy.
Chapter 4 – Policy 6.3: When significant cultural/archeological sites or artifacts are discovered on a site, coordination with professional archeologists, relevant state and, if applicable, federal agencies, and the appropriate Native American tribes regarding preservation of sites or professional retrieval and preservation of artifacts or by other means of protection, prior to development of the site shall be required. Because ceremonial items and items of cultural patrimony reflect traditional religious beliefs and practices,	**Not Applicable.** No-Build Alternative would not result in any changes to existing conditions. Therefore, this policy would not be applicable.	**Consistent.** The ASR (Caltrans 2023h) prepared for the Project includes standard measures addressing previously unidentified cultural materials unearthed during construction. These measures would require that work be halted in the area of discovery until a qualified archaeologist can assess the nature and significance of the find. Additionally, if human remains are discovered, the Project would adhere to Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 to

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developers shall waive any and all claims to ownership and agree to return all Native American ceremonial items and items of cultural patrimony that may be found on a project site to the appropriate tribe for treatment. It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act.		ensure that construction activities are ceased in the area of discovery and notification to the NAHC would be conducted. Therefore, the Build Alternative would be consistent with this policy.
***Alberhill District* (2011)**		
AH 4.1: The interchange at Lake Street and I-15 shall be improved to meet the future traffic demand and satisfy the minimum level of service required by the City.	**Not Applicable.** No-Build Alternative would not result in any changes to the existing conditions. Therefore, these policies would not be applicable.	**Consistent.** As listed under Section 1.5.2, the Lake Street and I-15 interchange would be improved to support the Project's ability meet the future traffic demand. Therefore, the Build Alternative would be consistent with this policy.
AH 4.4: Lake Street shall be constructed in accordance with Urban Arterial standards.		**Consistent.** Improvements to Lake Street would be subject to design requirements of the appropriate jurisdiction. Therefore, the Build Alternative would be consistent with this policy.
***Northwest Sphere District* (2011)**		
NWS 3.4: Consider the design and the improvement of access points to I-15.	**Inconsistent.** As previously stated, I-15 is a major truck/passenger route and current traffic volumes often exceed existing highway capacity. The No-Build Alternative would not result in any changes to existing conditions, and the ELs and HOVs that are needed to improve the operation and efficiency of the existing system would not be implemented, including improvements to the multiple entrance and exit points to access the tolled EL facility listed under Section 1.5.2. Therefore, the No-Build Alternative would not be able to improve the access points to I-15 and would not be consistent with this goal and policy.	**Consistent.** As previously stated, the Build Alternative would address the current deficiencies of the existing system by implementing two tolled ELs in the northbound and southbound directions for a total of four tolled express lanes and southbound auxiliary lanes that would improve travel time reliability and traffic operation and congestion and maintain compatibility with other EL networks in the region. The proposed tolled ELs would also serve as HOV lanes for HOV 3+ users for a reduced toll. By providing additional capacity and options for motorists, the Project would maximize the efficiency of I-15 and address projected increases on system demands, thereby improving the safe and sustainable movement of goods. Therefore, the Build Alternative would be consistent with this policy.

Source: SCAG 2020, 2022; Riverside County Regional Park and Open-Space District 2018; RCTLMA n.d.; RCRCD 2022; RCHCA 2020; County of Riverside 2021a, 2021b, 2021d; City of Corona 2023a; City of Lake Elsinore 2011a, 2011b, 2011c; Caltrans 2021a, 2021b, 2022, 2023b, 2024a, 2024b, 2023e, 2023f, 2023g, 2023h, 2023i

Notes:

ADA=Americans with Disabilities Act; APE=Area of Potential Effect; AQR=Air Quality Report; ASR=Archaeological Survey Report; BMP=Best Management Practice; CARB=California Air Resources Board; CDFW=California Department of Fish and Wildlife; CESA=California Endangered Species Act; EL=express lane; U.S. EPA=Environmental Protection Agency; FESA=federal Endangered Species Act; FHSZ=fire hazard severity zones; HPSR=Historic Property Survey Report; ICES=Intermodal Corridors of Economic Significance; IRRS=Interregional Road System; JSA=jurisdictional study area; MDAQMD=Mojave Desert Air Quality Management District; NAHC=Native American Heritage Commission; NADR=Noise Abatement Decision Report; NES=Natural Environment Study; NPDES=National Pollutant Discharge Elimination System; NSR=Noise Study Report; PIR/PER=Paleontological Identification Report/Paleontological Evaluation Report; PS&E=Plans, Specifications and Estimates; RCTC=Riverside County Transportation Commission; RWQCB=Regional Water Quality Control Board; SCAB=South Coast Air Basin; SCAQMD=South Coast Air Quality Management District; STAA=Surface Transportation Assistance Act; SWDR=Storm Water Data Report; SWPPP=Storm Water Pollution Prevention Plan; USACE=United States Army Corps of Engineers; USFWS=United States Fish and Wildlife Service; VIA=Visual Impact Assessment; VMT=Vehicle Miles Traveled; WQAR=Water Quality Assessment Report