

Ontario International Airport Connector Project



ENVIRONMENTAL ASSESSMENT EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

INTRODUCTION AND BACKGROUND

This document is an Environmental Assessment (EA) for a proposed connection between the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station and Ontario International Airport (ONT). This chapter discusses: (1) the EA background, (2) alternatives considered, (3) the environmental review process required under National Environmental Policy Act (NEPA), (4) the affected environment, and (5) a summary of anticipated environmental effects and proposed mitigation measures. The proposed ONT Connector Project (Project), including the Build Alternative and No Build Alternative, are described in detail in Chapter 2.

Introduction

The San Bernardino County Transportation Authority (SBCTA) proposes to construct a 4.2-mile-long transit service tunnel directly connecting the SCRRA Cucamonga Metrolink Station with ONT. The Build Alternative proposes to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. The proposed Project area is defined as those areas anticipated to be disturbed during construction of the Build Alternative and is located in the City of Rancho Cucamonga and the City of Ontario within San Bernardino County (County).

The Build Alternative would provide a direct airport connection to ONT from Cucamonga Metrolink Station to support ONT's projected growth. Transit facilities would be constructed, including stations to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4; a maintenance and storage facility (MSF) to store and maintain vehicles; and an emergency access and ventilation (vent) shaft to provide a means of emergency passenger egress and first responder access. This new connection would increase mobility and connectivity for transit patrons; improve access to existing transportation services; provide a connection to future Brightline West service to/from ONT; and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT.

Under NEPA, a proposed Project is the activity that is subject to the federal action. The proposed Project is subject to federal and state environmental review requirements pursuant to NEPA and California Environmental Quality Act (CEQA). The Federal Transit Administration (FTA) is the lead agency for NEPA, as SBCTA plans to seek federal funding for the proposed Project from FTA. SBCTA is the lead agency under CEQA. Partner agencies include Ontario International Airport Authority, Omnitrans, the City of Ontario, and the City of Rancho Cucamonga.

Background

Several transit concepts that could connect to ONT have been evaluated, screened, and refined since 2008. Previous studies and efforts have assessed the feasibility of such a connection and evaluated the performance of several transit concepts, with distinct alignments and configurations.

Building on the findings of previous studies and efforts, SBCTA initiated the environmental phase for the SBCTA Tunnel Loop Project, now known as the ONT Connector Project, in 2022. Additional information on the background of the ONT Connector Project is included in Section 1.2, Section 2.4, and Appendix C of this EA.

Project Outreach

Public outreach for the proposed Project included notifying 70 key stakeholders of the proposed Project, including municipal, county, regional, state, and federal agencies; community organizations; municipal, state, and federal elected officials; resource groups; and transportation agencies. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These methods included mailing bilingual notices, electronic distribution (e-blasts), social media posts (@goSBCTA Facebook, Instagram, and Twitter accounts), and newspaper advertisements.

A virtual public scoping meeting was held on Wednesday, July 20, 2022, from 6:00 p.m. to 7:00 p.m., via Zoom. The meeting provided agencies and the public with an opportunity to receive proposed Project updates and submit formal oral comments. Comments received included comments requesting general information about the proposed Project and concerns related to the alignment, funding, traffic, operations, air quality, safety and security, construction effects, water quality, land use, noise and vibration, outreach, and utilities.

PURPOSE AND NEED

Project Purpose

The purpose of the proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. More specifically, the proposed Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station;
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT; and
- Support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Project Need

The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules;
- Roadway congestion affecting trip reliability and causing traffic delays;
- High number of vehicle miles traveled resulting from ONT travelers and lack of a direct transit connection; and
- Increasing greenhouse gas emissions within communities surrounding ONT from vehicle travel to and from ONT.

ALTERNATIVES CONSIDERED

The EA discusses alternatives to the proposed Project, including the No Build Alternative, and identifies other alternatives considered. The Build Alternative was identified because it met the most performance criteria (including the capacity for growth) and would best meet the purpose and need of the proposed Project. Environmental review under NEPA must consider the effects of not implementing the Build Alternative. Therefore, the Build Alternative and the No Build Alternative are analyzed in the EA.

No Build Alternative

NEPA requires consideration of the No Build Alternative and the environmental effects of not implementing a proposed Project. The No Build Alternative would have no new direct transportation connection from Cucamonga Metrolink Station to ONT. There would be no direct, last-mile connections between nearby Metrolink stations and ONT. The limited public transportation (bus line) to ONT provided by Omnitrans would remain as it currently exists. The No Build Alternative assumes that the existing roadway system near ONT (such as Interstate 10 and Interstate) will implement some planned expansion and improvement projects and undergo routine maintenance activities. As a result, the No Build Alternative would not achieve the proposed Project's Purpose and Need (as previously discussed) and would not address the proposed Project's goals and objectives.

Build Alternative

The Build Alternative would have the construction of a 4.2-mile-long transit service tunnel alignment, three passenger stations, one MSF, and one access and vent shaft. The Build Alternative would directly connect the Cucamonga Metrolink Station, located in the City of Rancho Cucamonga, to ONT, located in the City of Ontario. Autonomous electric vehicles would be in operation to transport passengers to and from the stations, providing direct access from Cucamonga Metrolink Station to ONT.

The Build Alternative includes three passenger stations. One station would be located in the northwestern corner of the existing Cucamonga Metrolink Station parking lot, and two would be located within two of the existing parking lots at ONT, specifically Parking Lot 2 and Parking Lot 4. The Build Alternative also includes a vent shaft to provide a means of emergency passenger egress and first responder access. Two vent shafts with different design options and access points are being considered for the Build Alternative. The tunnel alignment near the vent shaft locations slightly shifts to either the west (Vent Shaft Design Option 2) or the east (Vent Shaft Design Option 4). Further, an 11,000-square-foot MSF would also be constructed adjacent to the Cucamonga Metrolink Station plaza, where the autonomous electric vehicles would be stored and maintained. Chapter 2 of this EA presents a detailed description of the Build Alternative components.

Right-of-Way Requirements

The tunnel alignment would require right-of-way (ROW) easements from 19 properties. This alignment includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcels that are both subsurface and surface easements. Chapter 2 of this EA presents a detailed description of the ROW requirements.

Construction

Construction of the Build Alternative would be managed by SBCTA. The construction of the Build Alternative is projected to start in the spring of 2025 and be completed in 2031. Construction activities would shift along the corridor to minimize the duration of overall construction activities at any one point in time. Most construction activities would occur during daytime hours between 7:00 a.m. and 5:00 p.m. For specialized construction tasks, it may be necessary to work during nighttime hours to meet the restrictions set by the City of Rancho Cucamonga and the City of Ontario to minimize traffic disruptions. Construction activities and staging for the Cucamonga station would occur within the existing Cucamonga Metrolink Station parking lot.

PERMITS AND APPROVALS

SBCTA is seeking federal funding for the proposed Project and is required to comply with federal environmental regulations under NEPA (Code of Federal Regulations [CFR] Title 40, Parts 1500–1508) and its implementing regulations, in accordance with 23 CFR Part 771. While FTA and SBCTA are joint lead agencies for the proposed Project under NEPA, FTA manages and provides oversight for the development and approval of the NEPA environmental document. A NEPA determination from FTA is required to proceed to the next phase. Under CEQA, certification of the Final Environmental Impact Report (EIR) and approval of the proposed Project by SBCTA would be required prior to construction and implementation of the proposed Project. The EIR, as defined by Section 15161 of the *State CEQA Guidelines*, serves as an informational document for the general public and the proposed Project’s decision-makers. SBCTA, as CEQA lead agency, has the responsibility for preparing and circulating the Draft EIR for public review and

certifying the Final EIR, pursuant to *State CEQA Guidelines* Sections 15089 and 15090, respectively. Implementation of the Build Alternative would require discretionary actions and permits from the agencies identified in Table ES-1.

Table ES-1: Anticipated Permits and Approvals

#	Requirement/Permit	Permitting Agency
1	Draft Cooperating Coordination Agency Plan	Federal Transit Administration, SBCTA
2	National Environmental Policy Act Compliance	Federal Transit Administration
3	Form 7460-2-Parts 1 and 2 Obstruction Evaluation/Airport Airspace Evaluation	Federal Aviation Administration
4	California Environmental Quality Act Compliance	San Bernardino County Transportation Authority
5	Section 106 of the National Historic Preservation Act (NHPA) Consultation	State Historic Preservation Officer
6	Air Quality Permit (stationary equipment)	South Coast Air Quality Management District
7	Construction General Permit	State Water Resources Control Board
8	Encroachment Permits	Caltrans, Cities of Ontario and Rancho Cucamonga
9	Discretionary Permit for Airport Property	City of Ontario
10	Tree Removal Permits	Cities of Ontario and Rancho Cucamonga
11	Building Permits	Cities of Ontario and Rancho Cucamonga
12	Airport Development Advisory Board approval (design phase)	Ontario International Airport Authority

SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND MITIGATION MEASURES

Table ES-2 provides a summary of all potential environmental impacts of the Build Alternative and all design options. Chapter 3.0 of the EA presents further and more detailed information about the impacts as they pertain to the Build Alternative and all design options. Table ES-2 includes a list of proposed avoidance, minimization, and/or mitigation measures to be implemented to address potential proposed Project-related permanent and temporary impacts. SBCTA and FTA are committed to satisfying all applicable federal, state, and local environmental regulations and applying reasonable and feasible mitigation measures to reduce potential effects.

Table ES-2: Summary of Environmental Effects

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND ENERGY	<p>Construction of the Build Alternative would have particulate matter (PM) (PM₁₀, PM_{2.5}), nitrogen oxides (NO_x), and volatile organic compound (VOC) emissions as well as fugitive dust. To avoid or minimize effects during construction, MM-AQ-1 would be implemented.</p> <p>The Build Alternative under the operational condition would have a net air quality benefit, as reduced vehicle miles traveled (VMT) results in reduced combustion emissions.</p>	No adverse effect	MM-AQ-1: Implement Basic Construction Emission Control Practices	No adverse effect
AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND ENERGY	<p>During construction of the Build Alternative, greenhouse gases (GHGs) would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. Construction of the Build Alternative would have an estimated 401 metric tons CO₂ equivalent per year, amortized over 30 years. When construction GHG</p>	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational GHG effects.	No adverse effect (construction); Beneficial effect (operations)

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
	<p>emissions are considered with operations GHG emissions, construction of the Build Alternative would not generate GHG emissions in exceedance of the South Coast Air Quality Management District thresholds. Implementation of the Build Alternative would have a net decrease in GHG emissions compared to the No Build Alternative, as the Build Alternative would replace the GHG-emitting vehicles driving the last portion of their route with electric shuttles between the Cucamonga Metrolink Station and ONT.</p>			
<p>AIR QUALITY, GREENHOUSE GAS EMISSIONS, AND ENERGY</p>	<p>Construction of the Build Alternative would have a 0.01 percent increase in energy consumption over the 56-month construction window. The Build Alternative would not cause or have the need for additional energy facilities or an additional or expanded delivery system.</p> <p>During operation, the Build Alternative would be required to adhere to, and would be consistent with, all federal, State, and local requirements for energy efficiency, including the Title 24 standards.</p>	<p>No adverse effect</p>	<p>No avoidance, minimization, or mitigation measures are needed to address construction or operational energy effects.</p>	<p>No adverse effect</p>

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
COMMUNITY AND SOCIOECONOMIC EFFECTS	<p>Compliance with existing land use policies and regulations would ensure that the effects of the Build Alternative would not divide established communities during construction and operational activities. The construction phase of the Build Alternative would be temporary and would not directly or indirectly induce unplanned population growth in the area; therefore, no new demands on fire, police, or emergency services are anticipated. Additionally, no housing would be developed under the Build Alternative and implementation of the Build Alternative would not generate population growth that would increase the use of parks or other recreational facilities.</p>	<p>No adverse effect</p>	<p>No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.</p>	<p>No adverse effect</p>

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
COMMUNITY AND SOCIOECONOMIC EFFECTS	The Build Alternative would include construction staging areas that would house equipment and vehicles primarily at the proposed station sites and in the vicinity of the proposed vent shaft (either Design Option 2 or Design Option 4); however, construction staging areas would be fenced and screened from public vantage points. Fencing, equipment, and vehicles would be removed when construction is complete. The operation of the Build Alternative would include visible features; however, the aboveground features would be surrounded by similar urban development.	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect
COMMUNITY AND SOCIOECONOMIC EFFECTS	The Build Alternative would require ROW easements from 19 properties. Construction staging activities may have temporary increases in dust and noise levels in the immediate vicinity. However, these effects would be minimized through compliance with federal, state, and local specifications and regulations.	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
COMMUNITY AND SOCIOECONOMIC EFFECTS	Temporary transportation, noise, air quality, hazardous material, water quality, and utility effects during construction of the Build Alternative have the potential to affect public health and safety. However, SBCTA will develop and implement a Safety and Security Management Plan to maintain the safety of all construction workers and the public during construction and operation of the Build Alternative.	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect
CULTURAL RESOURCES	The Build Alternative would not impact archaeological resources within the Area of Potential Effect (APE). Based on the depth of tunneling activities up to 70 feet, excavation activities are unlikely to encounter archaeological resources; however, in the event that archaeological materials are encountered during construction, AM-CUL-1 would be implemented. If human remains are encountered, AM-CUL-2 would require compliance with State Health and Safety Code Section 7050.5.	No adverse effect for cultural resources Adverse effect for tribal cultural resources	MM-CUL-1: Discovery of Archaeological Materials MM-CUL-2: Discovery of Human Remains MM-CUL-3: Discovery of Tribal Cultural Resources	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
	<p>None of the historic resources that were evaluated appear eligible for listing in the National Register or California Register, and there are no historic properties as defined by Section 106. Therefore, pursuant to Section 106, a Finding of No Historic Properties Affected is appropriate for this undertaking.</p>			
<p>ECONOMIC AND FISCAL EFFECTS</p>	<p>Construction of the Build Alternative would require substantial capital investment in San Bernardino County and the Riverside-San Bernardino-Ontario Metropolitan Statistical Area (MSA); however, operation would have long-term recurring benefits.</p> <p>The incremental consumption from new earnings would boost sales tax revenues for the County, MSA, and State. The County would earn an additional sales tax revenue of \$0.8 million, while the MSA and the State would generate income tax earnings of \$1.4 million and \$1.9 million, respectively.</p>	<p>No adverse effect</p>	<p>No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.</p>	<p>No adverse effect (construction); Beneficial effect (operations)</p>

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
	The increased transit employment would have positive economic and fiscal effects to the County, the MSA region, and the State, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, thus creating additional consumer demand and jobs to meet that demand.			
ENVIRONMENTAL JUSTICE AND EQUITY	Construction and operation of the Build Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations in accordance with the provisions of Executive Order 12898 and Federal Highway Administration Circular 4703.1.	No adverse effect	Measures identified for other resources, such as air quality, cultural resources, geology, hazards, and water quality, would help minimize potential environmental justice community impacts.	No adverse effect
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	Because of the proximity of known active faults that could produce earthquakes of magnitude 6.0 to 8.0, the hazard posed to the Project Area by seismic shaking is potentially high.	Adverse effect	MM-GEO-1: Demonstrate Seismic Resistant Design Compliance	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
	Structures within the Project Area would be required to be designed in accordance with applicable parameters of current California Building Code. MM-GEO-1, which requires compliance with current California Building Code requirements, would ensure that the Build Alternative would address effects related to seismic-related ground failure.			
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	Although soils in the Project Area have a low to moderate susceptibility to erosion, these soils would be susceptible to erosion during construction activities, such as excavation. As part of the City of Rancho Cucamonga and the City of Ontario permitting process, a site-specific Stormwater Urban Mitigation Plan, which is part of the National Pollutant Discharge Elimination System Municipal General Permit, would be prepared for the Build Alternative (see Mitigation Measure MM-HWQ-1 in Appendix G).	Adverse effect	MM-HWQ-1: Temporary Construction Dewatering	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	Excavation activities for temporary slopes in the Project Area could occur in unstable soil. In general, the risk of slope failure is considered higher for temporary slopes due to generally steeper gradients versus permanent, manufactured slopes. MM-GEO-2 would be implemented, as required by applicable local, state, or federal laws or regulations, to ensure stability of temporary slopes.	Adverse effect	MM-GEO-2: Ensure Stability of Temporary Slopes	No adverse effect
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	Using unsuitable materials for fill and/or foundation support would have the potential to create future heaving, subsidence, spreading, or collapse problems leading to building settlement and/or utility line and pavement disruption. Implementation of MM-GEO-3 through MM-GEO-5 would require the preparation of a site-specific evaluation and would require compliance with the recommendations of the evaluation.	Adverse effect	MM-GEO-3: Prepare Soils and Geotechnical Analysis	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	The Project Area may have the potential to contain expansive soil, which could cause compromised foundation stability for buildings, roads, and utilities. MM-GEO-6 requires compliance with the City of Rancho Cucamonga’s and City of Ontario’s building codes and preparation of a site-specific foundation investigation and report for each construction site that identifies potentially unsuitable soil conditions (including soil expansion issues) and contains appropriate recommendations for foundation type and design criteria.	Adverse effect	MM-GEO-3: Prepare Soils and Geotechnical Analysis	No adverse effect
GEOLOGY, SOILS, SEISMICITY, AND PALEONTOLOGICAL RESOURCES	Some fossils could be destroyed prior to discovery and identification during construction of the proposed stations, the cut-and-cover portions of the tunnel, and vent shaft and the relocation of affected utilities. However, the scientific value of fossils that may be present in these areas can be largely or completely preserved by the implementation of MM-PAL-1 through MM-PAL-4.	Adverse effect	<p>MM-PAL-1: Engage a Qualified Paleontological Resources Specialist</p> <p>MM-PAL-2: Prepare and Implement a Paleontological Resources Impact Mitigation Plan.</p> <p>MM-PAL-3: Provide Worker Environmental Awareness Program Training for Paleontological Resources.</p> <p>MM-PAL-4: Halt Construction if Paleontological Resources are Found</p>	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
HAZARDS AND HAZARDOUS MATERIALS	Construction of the Build Alternative could have exposure of hazardous materials due to improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, transportation accident, environmentally unsound disposal methods, fire, or other emergencies.	Adverse effect	MM-HAZ-1: Prepare a Risk Management Plan, if Necessary MM-HAZ-2: Locate and Avoid Underground Pipelines in Areas Where Development is Proposed, and Prepare a Response Plan to be Implemented if Accidental Rupture Occurs	No adverse effect
HAZARDS AND HAZARDOUS MATERIALS	There are 15 closed leaking underground storage tanks (LUST) cases, one open LUST case, one Cleanup Program Site, and one tiered permit site within the Study Area. Trenching, tunneling, and other ground-disturbing construction activities could disturb undocumented soil or groundwater contamination. Impacts could result if construction activities inadvertently disperse contaminated material into the environment. MM-HAZ-1 would require preparation of a Risk Management Plan to identify contaminants found during construction and measures to avoid exposure to hazardous contaminants.	Adverse effect	MM-HAZ-1: Prepare a Risk Management Plan, if Necessary MM-HAZ-2: Locate and Avoid Underground Pipelines in Areas Where Development is Proposed, and Prepare a Response Plan to be Implemented if Accidental Rupture Occurs	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
<p>HAZARDS AND HAZARDOUS MATERIALS</p>	<p>In addition, three hazardous liquid pipelines were identified within the resource study area. MM-HAZ-2 would ensure underground pipelines are avoided during construction and a response plan is implemented if accidental rupture occurs. During construction, there may be effects associated with temporary lane and roadway closures. MM-HAZ-3 would ensure adequate emergency access during construction.</p> <p>The Build Alternative is located within the ONT Airport Land Use Compatibility Plan (ALUCP). Cranes would be required during construction of the Build Alternative. Because construction contractors would be required to comply with FAR Part 77 height limits, crane heights would not penetrate the Airspace Protection Zone. The southern portion of the Build Alternative is located within Safety Zone 3 (Inner Turning Zone); however, transportation uses—including (1) Airport Terminals: airline, general aviation;</p>	<p>Adverse effect</p>	<p>MM-HAZ-1: Prepare a Risk Management Plan, if Necessary</p> <p>MM-HAZ-2: Locate and Avoid Underground Pipelines in Areas Where Development is Proposed, and Prepare a Response Plan to be Implemented if Accidental Rupture Occurs</p>	<p>No adverse effect</p>

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
	(2) Rail and Bus Stations; (3) Transportation Routes: roads and rail ROW and bus stops; and (4) Auto Parking: surface lots and structures—are compatible uses in Safety Zone 3.			
NOISE AND VIBRATION	<p>Under the FTA noise impact criteria, construction of the Build Alternative would not increase noise levels in exceedance of the FTA impact threshold (ranging from 80 to 90 dBA) at noise-sensitive receptor locations. Operation of the Build Alternative is not expected to substantially increase noise levels above current levels at nearby noise-sensitive receptor locations. Additionally, the Build Alternative would adhere to existing noise regulations to minimize operational noise effects.</p> <p>The Build Alternative would not have human annoyance ground borne vibration levels or structural damage vibration levels exceeding FTA thresholds. Operation of the Build Alternative is not anticipated to produce perceptible vibration beyond the Project Area.</p>	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect (construction); No adverse effect (operation)

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
TRANSPORTATION AND TRAFFIC	<p>During construction, access to transit facilities and roadway, parking, bicycle, and pedestrian facilities would be temporarily affected. Implementation of MM-TRA-1 ensures a Transportation Management Plan (TMP) would be prepared by SBCTA to facilitate the flow of traffic in and around construction zones and would address any construction-related effects to roadway, parking, bicycle, and pedestrian facilities.</p> <p>During operation, the Build Alternative is expected to attract new transit riders, thus encouraging a shift from automobile use to public transit, as well as improved regional connectivity and local transit access. The Build Alternative is anticipated to reduce vehicular trips within the region overall due to alternative modes of travel being made available and would provide a direct connection to the Cucamonga Metrolink Station, allowing for convenient transfers between ONT and the Metrolink San Bernardino Line.</p>	Adverse effect	MM TRA-1: Ensure Adequate Access to Transit, Roadway, Parking, Bicycle, and Pedestrian Facilities During Construction.	No adverse effect (construction); Beneficial effect (operations)

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
WATER QUALITY, WATER RESOURCES, AND FLOODPLAIN	<p>During construction of the Build Alternative, soil would be exposed and there would be a potential for soil erosion, sedimentation, and polluted runoff. In addition, construction of the Build Alternative could introduce contaminants into storm drains. Because the Build Alternative would disturb greater than 1 acre of soil, construction would be subject to requirements of the Construction General Permit. Additionally, if construction dewatering is deemed necessary, the Build Alternative contractor would be required to obtain coverage under the SWRCB Control Board Construction Dewatering General Permit, as outlined in MM-HWQ-1.</p> <p>It is anticipated that excavations will be required for construction of the subterranean tunnel and vent shaft. Implementation of MM-HWQ-1 would address potential effects on dewatering during construction.</p>	Adverse effect	MM-HWQ-1: Temporary Construction Dewatering	No Adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
WATER QUALITY, WATER RESOURCES, AND FLOODPLAIN	<p>Any increase in impervious surfaces resulting from the development of the proposed vent shaft (Option 2 and Option 4) is anticipated to be minor in relation to existing conditions. Impervious surfaces generate stormwater runoff that may contain pollutants. However, the Build Alternative would comply with City regulatory processes for ensuring that appropriate best management practices are included in design of the Build Alternative and applicable federal Clean Water Act NPDES program and state NPDES requirements.</p> <p>Construction and operation would not alter existing drainage patterns. Because existing drainage patterns would be maintained, the Build Alternative would not increase surface runoff that would have erosion, siltation, or flooding. With compliance with the Construction General Permit and the city General Plans and municipal codes, erosion and sediment controls would be implemented during construction; erosion, siltation, and flows would be controlled for the Build Alternative.</p>	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
WATER QUALITY, WATER RESOURCES, AND FLOODPLAIN	<p>A portion of the Project Area crosses a Federal Emergency Management Agency (FEMA)-designated 100-year floodplain. Construction activities in floodplains have the potential to temporarily cause or contribute to localized increases in flood depths (water surface elevations), peak flow rates, and flow velocities, particularly during storm events. However, the Build Alternative is mostly located outside of a 100-year flood hazard area and does not place any surface structures within the floodplain. MM-HWQ-2 would require design plans to meet all safety standards for portions of the Build Alternative within FEMA-designated 100-year floodplains and be approved by the City of Ontario Building Department. Implementation of MM-HWQ-2 and adherence to all federal, state, and local regulations would ensure that any potential effects resulting from FEMA-designated 100-year flood hazard area would be reduced.</p>	Adverse effect	MM-HWQ-2: Floodplain Plan Approval	No adverse effect

Potential Environmental Effects	Description of Impacts	Impact Before Mitigation	Proposed Avoidance, Minimization, and/or Mitigation Measures	Impact Remaining After Mitigation
WATER QUALITY, WATER RESOURCES, AND FLOODPLAIN	A portion of the Project Area is located within the San Antonio Dam failure inundation zone. Although dam failure is considered remote, MM-HWQ-3 would require that evacuation procedures be established for the Project Area in the event of failure of the San Antonio Dam.	Adverse effect	MM-HWQ-3: Emergency Operations Plan	No adverse effect
CUMULATIVE	The Build Alternative in combination with projects in the area would have a cumulative parking effect at the Cucamonga Metrolink Station.	No adverse effect	No avoidance, minimization, or mitigation measures are needed to address construction or operational effects to this topic.	No adverse effect