Ontario International Airport Connector Project

ONTCONNECTOR



APPENDIX H
CUMULATIVE IMPACTS TECHNICAL REPORT

October 2024

Prepared by:

sbeta

San Bernardino County Transportation Authority
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715

THIS PAGE INTENTIONALLY LEFT BLANK

TABLE OF CONTENTS

1 INTRODUCTION 1-1

2 PROJECT DESCRIPTION 2-1

2.1 PROJECT PURPOSE AND OBJECTIVES 2-1
2.2 PROJECT NEED 2-1
2.3 ALTERNATIVES EVALUATED 2-2
2.3.1 No Project Alternative 2-2
2.3.2 Proposed Project 2-2
2.3.2.1 Project Location 2-2
2.3.2.2 Existing Land Uses 2-3
2.3.2.3 Proposed Project Design 2-6
2.3.2.4 Proposed Operations 2-13
2.3.2.5 Proposed Construction 2-13
2.3.2.6 Proposed Project Easements 2-18

3 REGULATORY SETTING 3-1

3.1 FEDERAL 3-1
3.1.1 National Environmental Policy Act 3-1
3.2 STATE 3-1
3.2.1 California Environmental Quality Act 3-1
3.3 REGIONAL AND LOCAL 3-2
3.3.1 Southern California Association of Governments 3-2
3.3.2 San Bernardino County 3-2
3.3.3 City of Rancho Cucamonga 3-2
3.3.4 City of Ontario 3-3

4 METHODOLOGY 4-1

4.1 EVALUATION OF IMPACTS UNDER CEQA 4-1

5 EXISTING CONDITIONS 5-1

5.1 LIST OF PROJECTS 5-1
5.2 HISTORIC GROWTH 5-9
5.2.1 Population and Households 5-9
5.2.2 Employment 5-10
5.2.3 Unemployment 5-10

5.2.4 Land Use 5-11
5.3 FUTURE GROWTH 5-11
6 IMPACT EVALUATION 6-1
6.1 AESTHETICS AND VISUAL QUALITY 6-1
6.1.1 Have a substantial adverse effect on a scenic vista? 6-1
6.1.2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? 6-1
6.1.3 If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? 6-1
6.1.4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? 6-2
6.2 AIR QUALITY 6-2
6.2.1 Conflict with or obstruct implementation of the applicable air quality plan? 6-3
6.2.2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? 6-3
6.2.3 Expose sensitive receptors to substantial pollutant concentrations? 6-6
6.2.4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? 6-7
6.3 BIOLOGICAL RESOURCES 6-7
6.3.1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? 6-8
6.3.2 Have a Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? 6-9
6.3.3 Have a substantially adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? 6-9
6.3.4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? 6-9
6.3.5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? 6-10
6.3.6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? 6-10
6.4 COMMUNITY IMPACT (LAND USE, POPULATION AND HOUSING, PUBLIC SERVICES AND RECREATION) 6-10
6.4.1 Physically divide an established community? 6-10

6.4.2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? 6-11

6.4.3 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? 6-11

6.4.4 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? 6-11

6.4.5 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response? 6-11

6.4.6 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection? 6-12

6.4.7 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools and/or result in substantial adverse physical impacts associated with the provision of, or need for, new or physically other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives other public facilities? 6-12

6.4.8 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? 6-13

6.4.9 Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment and/or result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks? 6-13

6.5 CULTURAL RESOURCES 6-13

6.5.1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5? 6-14

6.5.2 Cause substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? 6-14

6.5.3 Disturb any human remains, including those interred outside of formal cemeteries? 6-15

6.6 ENERGY RESOURCES 6-15

6.6.1 Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? 6-15

6.6.2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? 6-16

6.7 GEOLOGY, SOILS, AND SEISMICITY 6-16

6.7.1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) 6-17

6.7.2 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and/or seismic-related ground failure, including liquefaction? 6-17

6.7.3 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides? 6-17

6.7.4 Result in substantial soil erosion or the loss of topsoil? 6-17

6.7.5 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? 6-18

6.7.6 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? 6-18

6.7.7 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? 6-18

6.7.8 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? 6-19

6.7.9 Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state? 6-19

6.7.10 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? 6-19

6.8 GREENHOUSE GAS 6-19

6.8.1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? 6-20

6.8.2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? 6-20

6.9 HAZARDS AND HAZARDOUS MATERIALS 6-21

6.9.1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 6-21

6.9.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? 6-22

6.9.3 Emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? 6-22

6.9.4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? 6-23

6.9.5 Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area? 6-23

6.9.6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? 6-23

6.9.7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? 6-24

6.10 HYDROLOGY AND WATER QUALITY 6-24

6.10.1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. 6-24

6.10.2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin 6-25

6.10.3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation n- or off- site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; and/or impede or redirect flood flows? 6-26

6.10.4 In Flood Hazard, Tsunami, or Seiche Zones, Risk Release of Pollutants Due to Project Inundation. 6-28

6.10.5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? 6-29

6.11 NOISE AND VIBRATION 6-29

6.11.1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. 6-30

6.11.2 Generation of excessive groundborne vibration or groundborne noise levels. 6-30

6.11.3 For a project location within the vicinity of a private airstrip or an airport land use plan that has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels. 6-31

6.12 PALEONTOLOGICAL RESOURCES 6-31

6.12.1 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? 6-32

6.13 TRANSPORTATION AND TRAFFIC 6-32
6.13.1 Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities? 6-32
6.13.2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? 6-33
6.13.3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? 6-34
6.13.4 Result in inadequate emergency access? 6-34
6.14 TRIBAL CULTURAL RESOURCES 6-34
6.14.1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, as in the local register of historical resources as defined in Public Resources Code Section 5020.1 (k)? 6-35
6.14.2 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? 6-35
6.15 UTILITIES SERVICE SYSTEMS 6-36
6.15.1 Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? 6-36
6.15.2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? 6-38
6.15.3 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? 6-38
6.15.4 Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? 6-39
6.15.5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? 6-39
7 REFERENCES 7-1

FIGURES

Figure 2-1: Regional Location Map 2-4
Figure 2-2: Proposed Project Site 2-5
Figure 2-3: Typical Transit Tunnel Section View 2-7
Figure 2-4: Cucamonga Station 2-9
Figure 2-5: Ontario International Airport - Terminal 2 Station and Terminal 4 Station 2-10
Figure 2-6: Vent Shaft Design Option 2 and Vent Shaft Design Option 4 2-12
Figure 5-1: Related Projects Map 5-8

TABLES

Table 2-1: Stations, Maintenance and Storage Facility Construction Details 2-15
Table 2-2: Typical Sequencing of Transit Construction Activities 2-16
Table 5-1: Related Projects List 5-2
Table 5-2: Historic Population Growth, 2010-2020 5-9
Table 5-3: Historic Household Growth, 2010-2020 5-9
Table 5-4: Historic Employment Growth, 2010-2020 5-10
Table 5-5: Historic Unemployment Rates, 2017-2021 5-10
Table 5-6: Existing Land Uses Near the Proposed Stations 5-11
Table 5-7: Population Growth, 2020-2045 5-11
Table 5-8: Household Growth, 2020-2045 5-12
Table 5-9: Employment Growth, 2020-2045 5-12
Table 6-1: Maximum Daily Regional Emissions 6-4
Table 6-2: Maximum Daily Localized Emissions (Per Construction Site) 6-5
Table 6-3: Construction Emissions 6-5
Table 6-4: Net Change in Operational VMT 6-6
Table 6-5: Construction Greenhouse Gas Emissions 6-20

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
AFY	Acre Feet per Year
AQMP	Air Quality Management Plan
BMP	Best Management Practice
Burrtec	Burrtec Waste Industries
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon monoxide
COVID-19	Coronavirus Disease
CVWD	Cucamonga Valley Water District
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emission
I-10	Interstate 10
I-15	Interstate 15
IEUA	Inland Empire Utilities Agency
IWD	City of Ontario Integrated Waste Department
lbs/day	pounds per day
LST	Localized Significance Threshold
m	meters
MBTA	Migratory Bird Treaty Act
MEP	Mechanical, electrical, and plumbing
MM	Mitigation Measure
MSF	Maintenance and Storage Facility

MT CO_2e	Metric Tons of Carbon Dioxide Equivalent
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
No.	Number
NOI	Notice of Intent
NOx	Oxides of Nitrogen
OIAA	Ontario International Airport Authority
OMUC	Ontario Municipal Utilities Company
ONT	Ontario International Airport
PM	Particulate Matter
$PM_{2.5}$	Particulate matter sized 2.5 microns or less in diameter
PM_{10}	Particulate matter sized 10 microns or less in diameter
PRIMP	Paleontological Resources Impact Mitigation Plan
Project	Ontario International Airport Connector Project
ROW	Right-of-Way
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RTS	Regional Threshold of Significance
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SoCalGas	Southern California Gas Company
SRA	Source Receptor Area
SWPPP	Stormwater Pollution Prevention Plan

SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TBM	Tunnel Boring Machine
TCC	Transformative Climate Communities
TMDL	Total Maximum Daily Load
TOD	Transit-Oriented Development
UPRR	Union Pacific Railroad
U.S.	United States
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
UWMP	Urban Water Management Plan
Vent Shaft	Ventilation shaft
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirement
WEAP	Worker Environmental Awareness Program
WMA	Watershed Management Area
WVC	West Valley Connector

1 INTRODUCTION

San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to the Ontario International Airport (ONT). The proposed ONT Connector Project (Project) is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. The proposed Project is subject to federal and state environmental review requirements pursuant to National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, while SBCTA is the lead agency under CEQA. Partner agencies include the Ontario International Airport Authority (OIAA), Omnitrans, the City of Ontario and the City of Rancho Cucamonga.

ONT is located approximately two miles east of downtown Ontario in San Bernardino County. The airport services more than 25 major cities via 10 commercial carriers. ONT is owned and operated under a joint powers agreement between the City of Ontario and San Bernardino County. OIAA provides overall direction, management, operations, and marketing for ONT. In 2014, the San Bernardino Associated Governments (SANBAG), now SBCTA, prepared the Ontario Airport Rail Access Study (SANBAG 2014), which identified the need for a direct rail-to-airport connection to ONT to support its projected growth. ONT is one of the fastest growing commercial airports, forecasted to serve 14 million annual passengers by 2045 (OIAA 2019).

The purpose of this technical report is to evaluate potential environmental impacts/effects of cumulative impacts that the Project may have within the Project area. This technical report describes existing setting, applicable regulatory settings, methodology, and potential impacts from construction and operation of the proposed Project and the No Project Alternative. The information contained in this technical report will be used to prepare the required environmental documents under CEQA.

2 PROJECT DESCRIPTION

2.1 PROJECT PURPOSE AND OBJECTIVES

The purpose of the 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 Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct connection between ONT and the Metrolink network, and other transportation services at the Cucamonga Station.
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT.
- Support autonomous electric vehicle technology usage for transit projects.

2.2 PROJECT NEED

The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules. The lack of a direct transit connection between Cucamonga Metrolink Station and ONT creates mobility challenges for air passengers accessing ONT. In many cases, the lack of a last-mile connection between the Metrolink system and ONT forces airport passengers to use rideshare services or private single-occupancy vehicles, adding congestion to the local roads between the Cucamonga Metrolink Station and ONT. This congestion results in delays for the public to reach their destination, community services, and facilities.
- Roadway congestion affecting trip reliability and causing traffic delays. ONT travelers using rideshare services or private single-occupancy vehicles adds traffic volumes and increasing congestion on the local roads between Cucamonga Metrolink Station and ONT. Increases in future traffic volumes and roadway congestion affects trip reliability for travelers and commuters to and from ONT.
- Increasing vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection.
- Increased greenhouse gas emissions within communities surrounding ONT from single-occupancy vehicle travel to and from ONT.

2.3 ALTERNATIVES EVALUATED

2.3.1 No Project Alternative

CEQA requires that existing conditions and the proposed Project be evaluated against a No Project Alternative in an Environmental Impact Report (EIR). The No Project Alternative represents the Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus only constructing projects which are already funded and planned for in local and regional plans.

The No Project Alternative would result in no new direct electrically powered, on-demand fixed transit guideway connection from the Cucamonga Metrolink Station to ONT. Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would remain operational under the No Project Alternative. ONT Connect currently operates Monday through Sunday, with bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes. However, ONT Connect travels with general/mixed traffic on existing roadways. The No Project Alternative assumes that the existing roadway system near ONT (such as the Interstate 10 [I-10] and Interstate 15 [I-15]) will implement some planned expansion and improvement projects and undergo routine maintenance activities. SBCTA and California Department of Transportation (Caltrans) propose to construct Express Lanes, including tolled facilities, in both directions of I-15. In addition, Caltrans is proposing to improve I-10 by constructing freeway lane(s) and other improvements through all or a portion of the 33-mile-long segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County.

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report.

2.3.2 Proposed Project

The proposed Project includes a 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft (vent shaft) in the cities of Rancho Cucamonga and Ontario within the San Bernardino County (see Figure 2-1). The proposed Project would include autonomous electric vehicles that would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. The following sections provide additional details on the proposed Project location and land uses, and on the proposed design, construction, and operation, as applicable, for these project elements.

2.3.2.1 Project Location

The proposed Project is located in the City of Rancho Cucamonga and in the City of Ontario within San Bernardino County. Figure 2-1 illustrates the proposed Project site's regional location and vicinity. The proposed Project alignment is a reversed L-shaped alignment consisting of the Cucamonga Metrolink

Station, Milliken Avenue, East Airport Drive, and ONT. Figure 2-2 illustrates the proposed Project area. Cucamonga Metrolink Station is located at 11208 Azusa Court in the City of Rancho Cucamonga and serves the Metrolink San Bernardino Line commuter rail. ONT is located at 1923 East Aviation in the City of Ontario and provides international airport service with over 10 different airline partners. Information related to the proposed Project Design is found in Section 2.3.2.3.

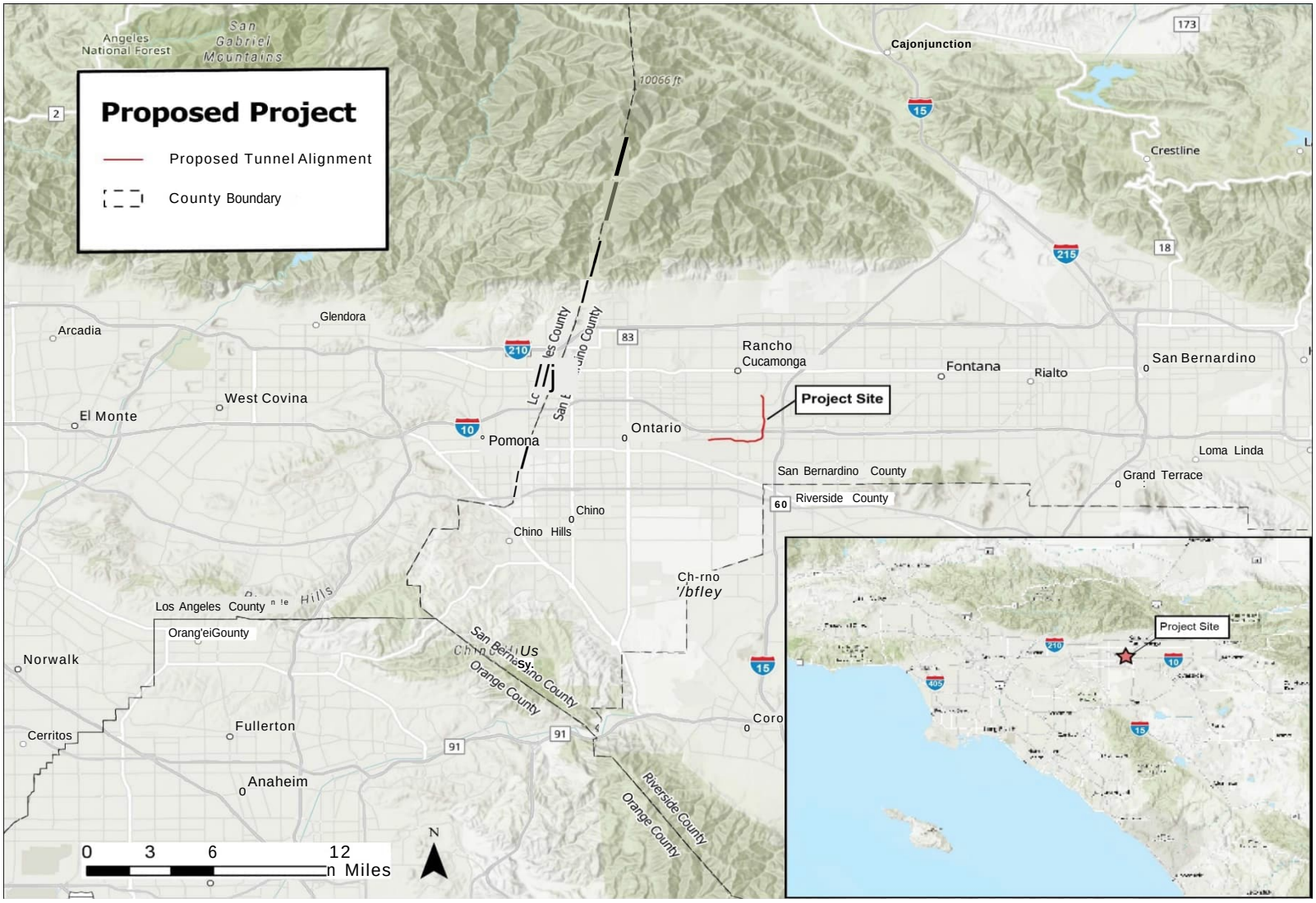
2.3.2.2 Existing Land Uses

The northwestern portion of the proposed Project alignment includes the Cucamonga Metrolink Station. There are 980 standard parking stalls and 24 Americans with Disabilities Act (ADA) compliant stalls at the Cucamonga Metrolink Station (Metrolink 2022).

From the northwestern portion of the proposed Project site, the tunnel alignment travels under Milliken Avenue, which is a major north-south arterial roadway. Milliken Avenue consists of three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard. From Milliken Avenue, the alignment travels south crossing under the existing I-10. I-10 is an east-west cross-country highway and has six lanes in each direction at the proposed Project site. The alignment eventually connects to East Airport Drive, which is an east-west arterial roadway with three travel lanes in each direction.

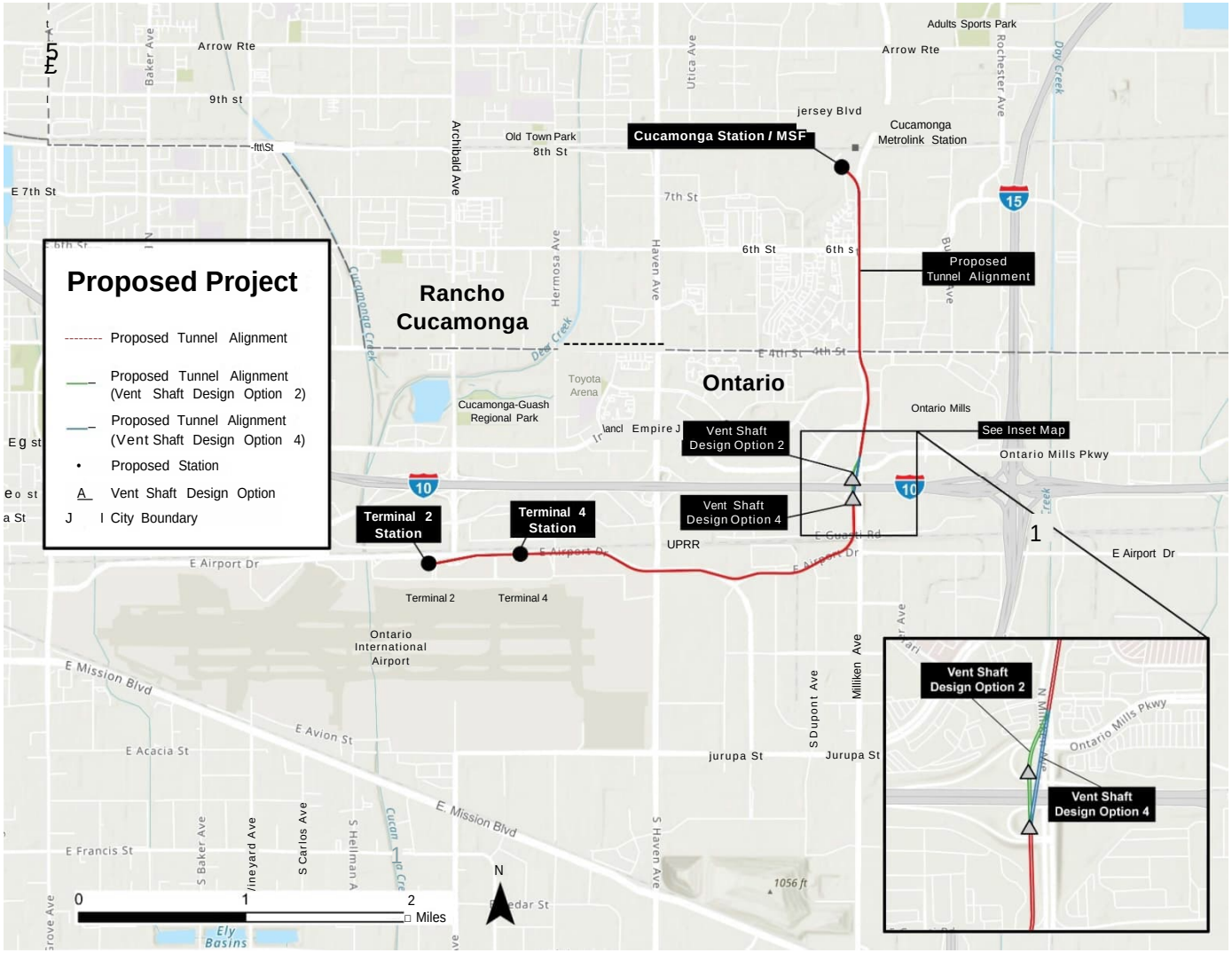
The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface economy lot at which a shuttle service is available.

Figure 2-1: Regional Location Map



Source: AECOM 2024

Figure 2-2: Proposed Project Site



Source: AECOM 2024

2.3.2.2.1 Surrounding Land Uses

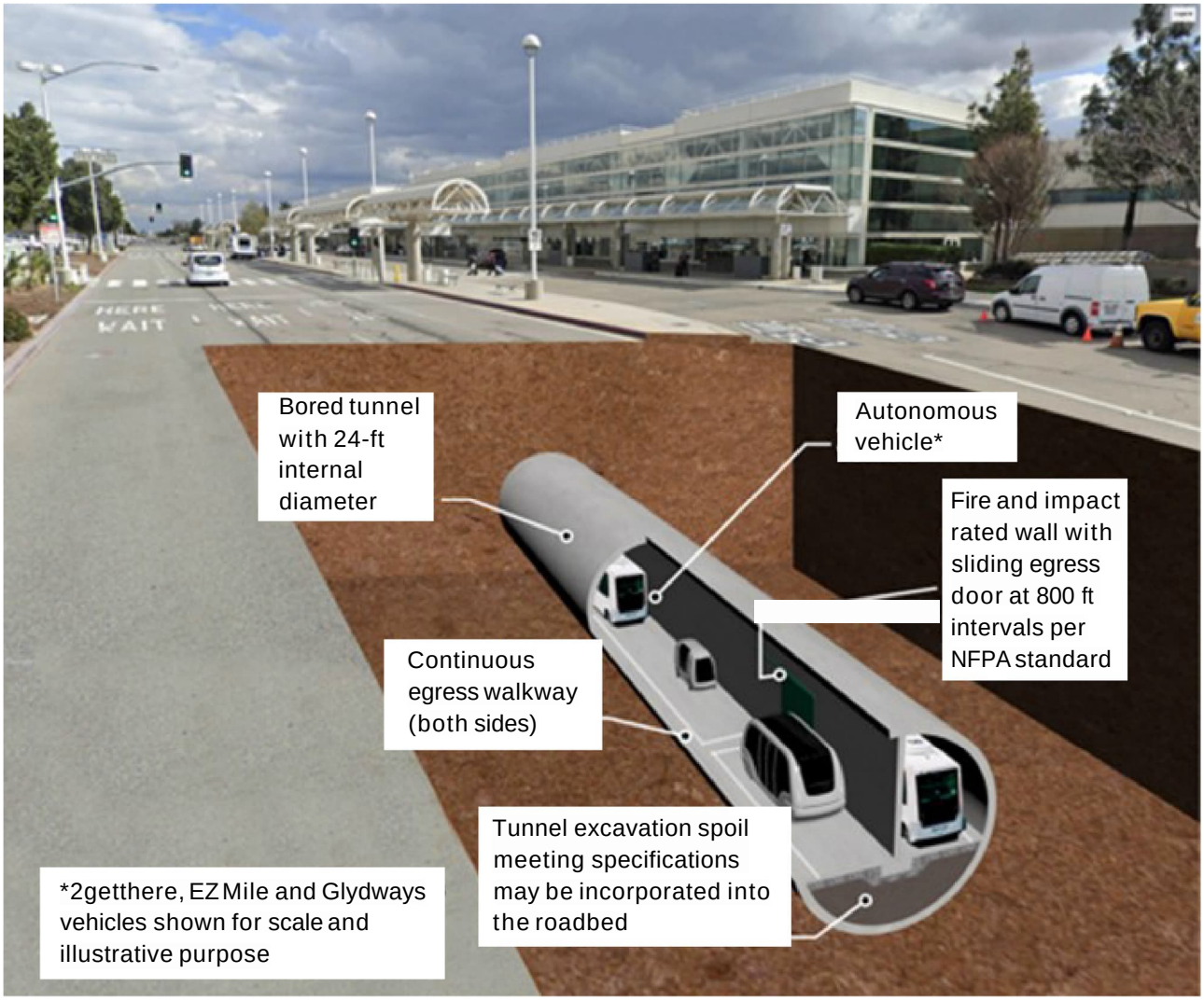
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga and City of Ontario. Immediately adjacent uses include the following:

- North: Railroad tracks, industrial and manufacturing uses, trucking facilities, surface parking lots, Rancho Cucamonga Fire Station Number (No.) 174, and All Risk Training Center for the Rancho Cucamonga Fire Protection District.
- South: Industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotel uses, and other airport related uses. ONT includes two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services.
- East: The eastern side of Milliken Avenue from 5th Street south to 4th Street consists primarily of hotel uses. Concentrated areas of commercial uses and restaurants are located along Milliken Avenue from 4th Street south to I-10, including Ontario Mills, which is a regional shopping mall complex. Hotel uses are also located adjacent to the Ontario Mills shopping mall.
- West: The western side of Milliken Avenue from approximately 7th Street south to 4th Street consists primarily of multi-family residential uses. Concentrated areas of large retail, commercial uses, restaurants, hotels, and the Toyota Arena are located along Milliken Avenue from 4th Street south to I-10.

2.3.2.3 Proposed Project Design

The proposed Project includes construction of transit facilities, including three at-grade passenger stations, one MSF, and one emergency access and vent shaft. The proposed alignment would run primarily within a 4.2-mile single underground tunnel (24-foot inner diameter bi-directional tunnel) alignment that begins at the Cucamonga Metrolink Station and travels south along Milliken Avenue and crosses beneath 6th Street and 4th Street, I-10, and the Union Pacific Railroad (UPRR), before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT. A tunnel configuration has been identified as the proposed Project based on technical analysis, evaluation, and stakeholder input. Figure 2-3 below depicts a typical transit tunnel section. Please see the Alternatives Considered Report for additional background on the development and refinement of the proposed Project design.

Figure 2-3: Typical Transit Tunnel Section View



Source: HNTB 2024

The three proposed at-grade stations would be constructed to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. The MSF would be located adjacent to Cucamonga Metrolink Station and would support operations for the proposed Project by storing, maintaining, and cleaning autonomous electric transit vehicles, and it would also include employee amenities and parking. The access and vent shafts would be constructed to provide a means of emergency passenger and first responder access.

The proposed Project would include autonomous electric vehicles used to transport passengers on demand between Cucamonga Metrolink Station and ONT. The autonomous electric vehicles would run on rubber tires, and the vehicles are proposed to travel on a dedicated guideway within the proposed tunnel. The tunnel would include access ramps for the transit vehicles to surface to grade and provide access to the three proposed at-grade stations for passenger boarding and alighting.

2.3.2.3.1 Stations

The proposed Project includes three passenger stations. One station would be located in the northwestern corner of the existing Cucamonga Metrolink Station parking lot, which is owned and maintained by the City of Rancho Cucamonga. The other two proposed stations would be located within two of the existing parking lots at ONT, specifically Parking Lot 2 and Parking Lot 4, which are located across from Terminals 2 and 4. These proposed stations would be located at-grade and would connect to their associated tunnel portals along Terminal Way at ONT. Stations are proposed to be one to two stories and up to approximately 40 feet in height. All three stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. The guideway would be enclosed by fencing, and the walls would be buffered with landscaping. A pedestrian walkway would be provided bordering the outside of the guideway. Figure 2-4 and Figure 2-5 illustrate the overview of the proposed station footprint.

The proposed at-grade station Cucamonga Station would be approximately 8,000 square-feet and would be located at the northwest corner of the existing Cucamonga Metrolink Station parking lot. The existing Cucamonga Metrolink Station parking lot is owned and maintained by the City of Rancho Cucamonga. Approximately 180 parking stalls would be permanently removed from the existing Cucamonga Metrolink Station parking lot to accommodate the proposed Cucamonga Station. Two other stations, each approximately 10,000 square-feet, would be located at-grade within two of the existing parking lots at ONT Terminal 2 and Terminal 4. The Cucamonga Station also includes the proposed Project's MSF.

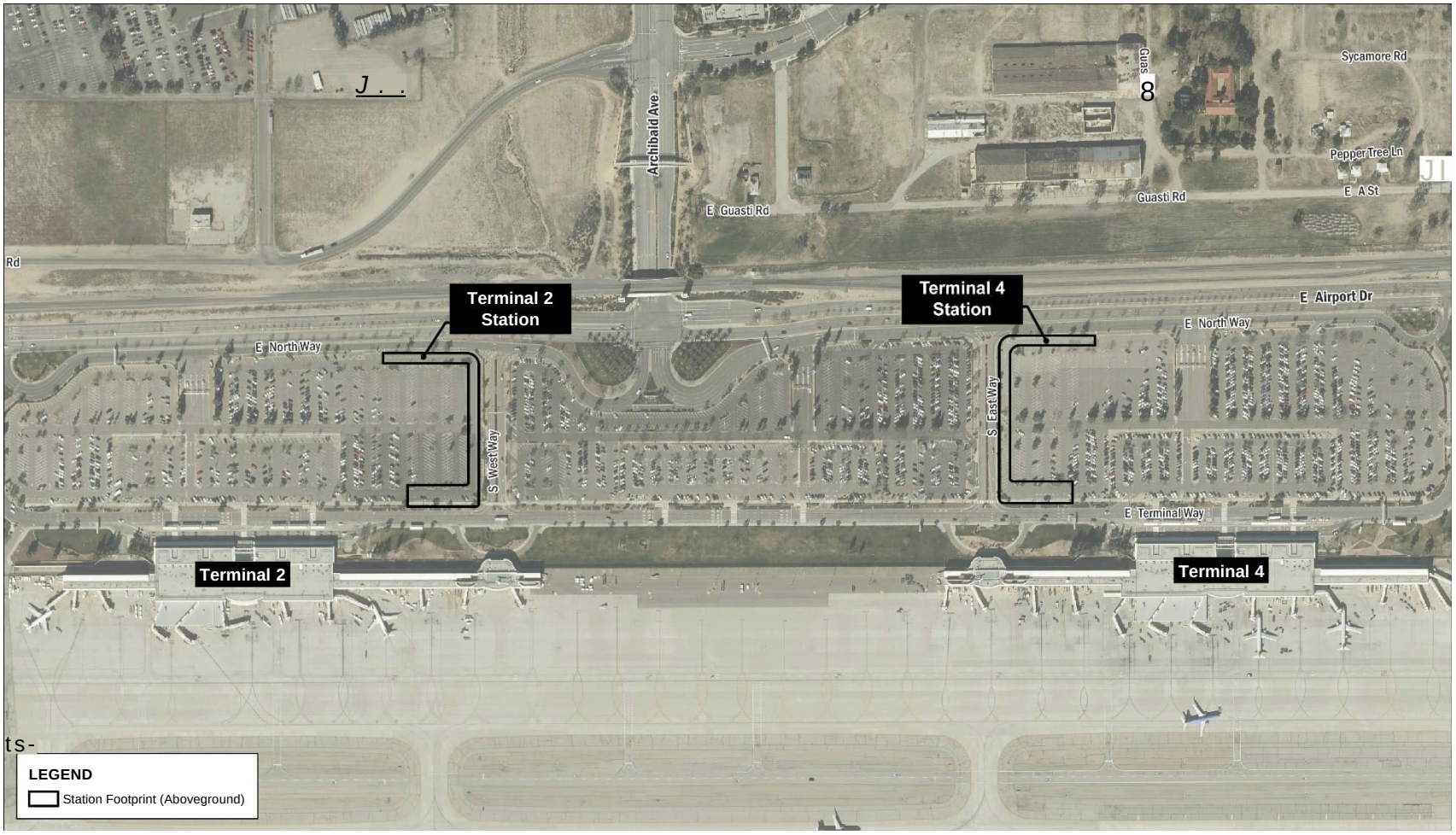
The two airport-serving stations would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be entirely located within the ONT right-of-way (ROW). Approximately 80 parking stalls would be permanently removed to accommodate the ONT Terminal 2 station, and approximately 115 spaces would be permanently removed to accommodate the ONT Terminal 4 station.

Figure 2-4: Cucamonga Station



Source: HNTB 2024

Figure 2-5: Ontario International Airport - Terminal 2 Station and Terminal 4 Station



Source: HNTB 2024

2.3.2.3.2 Maintenance and Storage Facility

The proposed Cucamonga Station would include an adjacent maintenance and storage facility with enclosed bays to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. Employee parking for the facility would be provided at the existing parking lot owned by SBCTA, in the southeastern quadrant of the Milliken Avenue/Azusa Court intersection.

2.3.2.3.3 Description of Vent Shaft Design Options

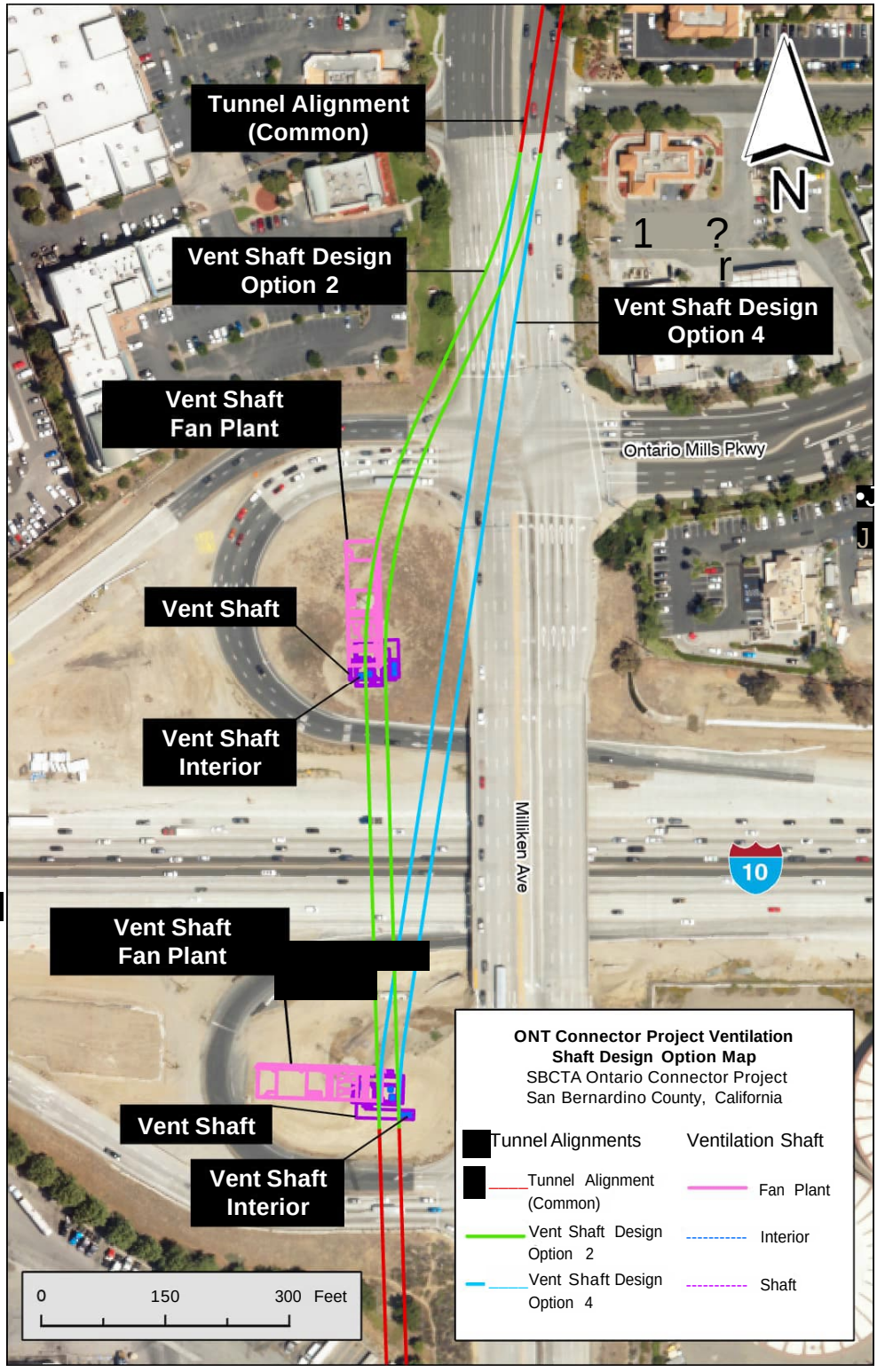
A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Figure 2-6. A final decision about the location of the vent shaft would be made after the completion of the CEQA and NEPA environmental processes, and consideration of operational needs, environmental impacts, and stakeholder coordination.

The location option on the north side of I-10 would be in the ROW for the westbound off-ramp and would provide surface ground access from the Milliken Avenue/I-10 westbound off ramp intersection or from the westbound off ramp right lane near the ramp termini or directly from Milliken Avenue. The location option on the south side of I-10 would be in the ROW for the eastbound on-ramp and would provide surface ground access from Milliken Avenue near the eastbound on-ramp.

The vent shaft would consist of both underground and above ground structures. The underground shaft would extend to the tunnel level and the surface structures would consist of a one-(1) story structure above ground.

Access points would include underground, surface, and road access for emergencies to and from the tunnel. The proposed vent shaft would include associated electrical and ventilation equipment, and access would be controlled via a lock and key.

Figure 2-6: Vent Shaft Design Option 2 and Vent Shaft Design Option 4



Source: HNTB 2024

2.3.2.4 Proposed Operations

The proposed Project includes operation of autonomous electric vehicles to transport passengers to and from the proposed stations. The autonomous electric vehicles would be grouped and queued at their origin station and would depart toward the destination station once boarded with passengers. After the group of vehicles arrives at the destination station and passengers deboard, new passengers would board, and the group of vehicles would return to its origin station. If no new passengers are present, empty vehicles would be returned to the origin station to pick up new passengers. The proposed Project would provide a peak one-way passenger throughput of approximately a minimum of 100 per hour. Operations would be managed by Omnitrans, with on-demand service provided daily from 4:00 a.m. to 11:30 p.m., including weekends and holidays.

Fleet size and capacity of the vehicles will be up to the Operating System Provider and Design-Builder to determine to provide an initial operating system capable of transporting a minimum of 100 passengers per hour per direction and scalable to meet ridership demand. Based on the initial operating requirements and preliminary vehicle capacities, SBCTA is anticipating initial fleet sizes of between 7 and 60 vehicles to be required. Vehicles are rubber-tired electric autonomous vehicles.

2.3.2.5 Proposed Construction

This section describes the construction approach for the proposed Project. Overall construction of the proposed Project would last approximately 56 months, with project elements varying in their specific construction duration, as discussed below. Construction is projected to start in 2025 and is anticipated to be completed in 2031. The Construction Methods Technical Report provides additional details regarding the construction approach and process for the key project elements (stations, MSF, tunnel construction, and vent shaft) associated with the proposed Project (SBCTA 2024a).

2.3.2.5.1 Stations and Maintenance and Storage Facility Construction

A construction staging area would be required at each of the three proposed Project stations, which includes the MSF at Cucamonga Station, and at the vent shaft location. Construction staging areas would be used to store building materials and construction equipment, assemble the Tunnel Boring Machine (TBM), temporarily store excavated materials, and serve as temporary field offices for the contractor. Heavy-duty, steel, track-out grates (i.e., rumble plates) would be staged at the entrance of the construction staging areas to capture dirt and soil debris from the wheels of trucks and construction equipment. Best management practices (BMPs) would minimize a public nuisance that can result from soil and mud tracks on the public roadway. For security purposes, construction staging areas would be equipped with fences, lighting, security cameras, and guards to prevent vandalism and theft.

Cut-and-cover sites would occur at each proposed station location. Cut-and-cover activities involve the excavation of a shallow underground guideway from the existing street surface. During the construction phase, the cut-and-cover sites at Cucamonga Metrolink Station and Terminal 2 at ONT would be used as the TBM launching and receiving pits. Ultimately, the station cut-and-cover sites would serve as the

vehicle ramps for the proposed Project's operations where the underground guideway would transition to at-grade.

Following the mass excavation and grading, the stations would require the installation of the waterproof membrane around the station box. The construction sequence for the station structures would typically commence with construction of the foundation base slab, followed by installation of exterior walls any interior column elements, and pouring of the station roof. Once station structure work is complete, the station excavation would be backfilled, and the permanent roadway would be constructed. Decking removal and surface restoration would then occur. Stations are proposed to be 1 to 2 stories, up to approximately 40 feet in height.

Generally, stations would be built simultaneously with or following guideway construction. However, construction of the Cucamonga Station may need to occur after the completion of all excavation and in-tunnel work. Truck haul routes, described in Table 2-1 below, would be designated for each staging site to transport excavated material from the staging sites. Additional construction details for the proposed stations and MSF are described below, in Table 2-1, and in the Construction Methods Technical Report. Table 2-2 provides an overview of the typical sequencing for transit construction activities (SBCTA 2024a).

2.3.2.5.1.1 Construction Details for Cucamonga Station and Maintenance and Storage Facility

Construction at the proposed Cucamonga Station would require a mass excavation and the TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. Construction at the proposed Cucamonga Station would require approximately 3.2 acres. Approximately 170 parking stalls would be temporarily unavailable at the Cucamonga Metrolink Station parking lot. Construction at the Cucamonga Station would occur for up to 37 months. No road closures are anticipated for staging at the Cucamonga Station. Equipment needs would include the following: excavators, backhoes, a vertical conveyor system, a gantry crane, a crawler crane, concrete trucks, haul trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan grout plant, segment cars, and flatcars.

Additionally, construction would not interrupt Metrolink service at the Cucamonga Metrolink Station, as construction activities and staging would occur within the existing Cucamonga Station parking lot. SBCTA will coordinate construction at Cucamonga Station with SCRRA, prior to the start of construction and throughout the construction period, to maintain station access and to coordinate station parking, as needed.

The proposed Cucamonga Station includes an MSF to store, clean, and maintain vehicles. The MSF would be approximately 11,000 square feet, with an additional 5,000 square feet second story and would contain an operations control center with lockers, breakrooms, and restrooms. The MSF would be constructed adjacent to the Cucamonga Station and would include enclosed bays.

Table 2-1: Stations, Maintenance and Storage Facility Construction Details

Proposed	Construction Area	Duration	Haul Route
Cucamonga Station and MSF	Would require approximately 3.2 acres within the existing Cucamonga Metrolink Station parking lot. Approximately 170 parking stalls would be temporarily unavailable from the existing Metrolink parking lot.	Construction at the Cucamonga Station would occur for up to 37 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel north along Milliken Avenue, and turn right on Foothill Boulevard to access I-15. No road closures are anticipated for staging at the Cucamonga Station.
ONT Terminal 2 Station	Would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 2 would occur for up to 27 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 2 Station.
ONT Terminal 4 Station	Would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 4 would occur for up to 15 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 4 Station.

Table 2-2: Typical Sequencing of Transit Construction Activities

At Grade or Underground	Activity	Typical Duration (Total Months)	Description
At Grade Construction Activities	Utility Relocation	7-14	Relocate utilities from temporary and permanent elements related to the construction and/or operation of the Project.
At Grade Construction Activities	Construction Staging Laydown Yard	3-6	Prepare existing lots to store construction equipment and materials, including the TBM, office space.
At Grade Construction Activities	Roadway	6-18	Reconfigure roadway, demolition of existing roadway installation of curb and gutter and other public ROW improvements.
At Grade Construction Activities	At-grade Guideway	6-18	Install asphalt and striping for guideway.
At Grade Construction Activities	Station Construction (overall)	24-48	Install mechanical, electrical, and plumbing (MEP), canopies, faregates, ticketing, finishes, stairs, and walkways.
At Grade Construction Activities	Parking	3-6	Restoring existing parking stalls temporarily unavailable due to construction, as applicable.
At Grade Construction Activities	MSF	8-12	Install MEP, fencing, enclosed bays, specialized washing equipment, and rebar installation, and concrete pours.
Underground Construction Activities	Utility Relocation	7-14	Relocate and hang underground utilities from temporary and permanent elements related to the construction and operation of the Project.
Underground Construction Activities	Open Cut and Cut and Cover Construction	18-24	Supports the construction of the TBM launching and receiving pit, and of the access ramps connecting the tunnel with the at-grade stations. Install soldier piles for beam and lag support of excavation and excavation. Cover excavation with temporary decking.
Underground Construction Activities	Bored Tunnel	16-24	Underground guideway construction.
Underground Construction Activities	Ventilation and Emergency Access Shaft	6-8	Install ventilation and emergency access shaft.
Underground Construction Activities	Underground Guideway	12-18	Install asphalt and striping for guideway.

2.3.2.5.1.2 Construction Details for ONT Terminal 2 Station

Construction staging at the proposed ONT Terminal 2 station would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 2 parking lot. Construction at the ONT Terminal 2 Station would occur for up to 27 months. No road closures are anticipated for staging at the ONT Terminal 2 Station. Equipment needs would include the following: a piling rig, a gantry crane, a crawler crane, excavators, concrete trucks, muck trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan, a grout plant, segment cares, and flatcars.

2.3.2.5.1.3 Construction Details for ONT Terminal 4 Station

Construction Staging at the proposed ONT Terminal 4 station would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 4 parking lot. Construction at the ONT Terminal 4 Station would occur for up to 15 months. No road closures are anticipated for staging at the ONT Terminal 4 Station. Equipment needs would include the following: a piling rig, a crawler crane, concrete trucks, muck trucks, a compressor, a generator, a water treatment plant, a wheel wash, a wheel loader, backhoes, and excavators.

2.3.2.5.2 Tunnel Construction

The proposed Project will travel in a below grade tunnel configuration for most of its proposed alignment. A TBM will be utilized in the construction of the tunnel. TBMs are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or excavating, through soil, rocks, and/or other subsurface materials. The TBM would be launched from the Cucamonga Metrolink Station to construct the tunnel. Additional details regarding the underground construction process for the proposed Project are included in the Construction Methods Technical Report (SBCTA 2024a).

The TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. A large crane would be used to assemble and disassemble the TBM from the excavation and receiving pits OIAA height limits at ONT and Rancho Cucamonga, 135 feet and 160 feet, respectively, would restrict crane heights. The TBM would operate six days a week, with maintenance occurring each Sunday. Construction of the entire tunnel would take approximately 22 months. Both ends of the tunnel would need to be constructed via direct excavation (cut and cover) to launch or retrieve the TBM. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and MEP systems, etc.

Vehicle ramps connecting to the tunnel would be constructed via direct excavation, as well. Equipment at the TBM launch site would include trucks, a crane, excavators, a grout plant, a compressor plant, a tunnel fan, and cooling towers. The launch area would also store tunnel construction materials (rail, pipe, ducts, etc.) and stockpile excavated material.

Truck haul routes at the proposed launch site at Cucamonga Station and the proposed retrieval site at ONT Terminal 2 Station are described in Table 2-1. The Construction Methods Technical Report includes additional details on the overall construction approach for the proposed tunnel (SBCTA 2024a).

2.3.2.5.3 Vent Shaft Construction

Two vent shaft design options with different access points are being considered for the proposed Project. Vent shaft design option2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option4 would be located west of Milliken Avenue on the eastbound on-ramp of the I-10. The vent shaft will consist of both underground and above ground structures. The underground shaft will extend to the tunnel level and the surface structure will consist of a one-(1) story structure above ground. One vent shaft would be constructed along the tunnel alignment.

The vent shaft could be constructed before or after the construction of the tunnel and would be installed using a similar construction methodology to that of the tunnel and take approximately 6 months to complete. A drill rig would install up to 5 piles deep per day, each 70 feet deep. Piles would be drilled (i.e., no impact driving). The access shaft would then be excavated. The excavation would be supported by an internal bracing system. The vent shaft would require a construction staging area approximately 0.62-acres (27,000 square feet). Anticipated equipment at the location would include haul trucks, a drill rig, a crane, an excavator, a wheel loader, a compressor, and a ventilation fan. The staging area would include material storage, stockpiles of excavated material, water treatment, a workshop, a construction office, and an employee parking. Additional details regarding the construction process for the vent shaft are included in the Construction Methods Technical Report (SBCTA 2024a).

2.3.2.5.4 Utilities

Utility relocations are anticipated at the launch and retrieval locations at the Cucamonga Metrolink Station site, ONT, and ventilation/emergency access shaft. Multiple utilities would be relocated to allow for the construction of the access shaft, including: potential electric underground distribution cables owned and operated by Southern California Edison; landscape irrigation line owned and operated by the City of Ontario; and Caltrans fiber optic duct bank. In a future project phase, coordination with the existing utility service providers prior to utility relocation would be conducted to reduce potential impacts to utility service and minimize disruptions. Relocations of existing utilities would be coordinated with utility service providers and would be in previously disturbed areas or established ROW close to their existing locations and would stay within the evaluated Project footprint.

2.3.2.6 Proposed Project Easements

The proposed Project would require easements from 19 properties. This includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcel acquisitions for both subsurface and surface easements. Seven of the easements would be for the three stations and would total approximately 2 acres. SBCTA would require these easements for construction and/or operation of the proposed Project. There are two locations that are options for the location of the Vent Shaft, both belonging to Caltrans. This document evaluates the impacts for both options without selection

of a preferred site. The decision of the preferred site will depend in part on the CEQA and NEPA processes, including any potential input from the public. The final decision as to which option is preferred may occur after the completion of the CEQA/NEPA process. Land uses for the parcels where these easements would be required include industrial, transportation facilities, utilities, and commercial. The owners of these parcels include SBCTA and City of Rancho Cucamonga (Cucamonga Metrolink Station west and east parking lots), OIAA, a utility service provider, and some private owners. No relocations of businesses and residences would be required to construct the proposed Project.

3 REGULATORY SETTING

3.1 FEDERAL

3.1.1 National Environmental Policy Act

NEPA provides the context and carries the mandate to analyze the cumulative effects of a federal action. A "cumulative effect" is the impact on the environment that results from the incremental effect of the proposed Project when considered in the context of other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such actions (40 Code of Federal regulations [CFR] §1508.7). Cumulative impacts must be addressed if the incremental effect of a project combined with the effects of other projects is "cumulatively considerable" (14 California Code of Regulations [CCR], §15130[a]). Cumulative impacts can result from individually minor but collectively significant actions occurring over time. The purpose of cumulative effect analysis is to ensure that federal decisions consider the full range of an action's consequences.

3.2 STATE

3.2.1 California Environmental Quality Act

2024 State CEQA Guidelines mandate that an EIR discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable (Section 15130). "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (Section 15064). When the project's incremental effect is not cumulatively considerable, the effect need not be considered significant; however, the basis for concluding that the incremental effects is not cumulatively considerable must be briefly described.

2024 CEQA Guidelines Sections 15130(b)(1)(A) and (B) identifies the following two methodologies for assessing cumulative impacts: (1) a list of past, present, and probable future projects producing related or cumulative impacts; or (2) a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions (GHGs). CEQA also requires an assessment of the ways in which the project could promote economic or population growth in the vicinity of the project (Section 15126.2[e]). Growth inducement may be said to occur if "the project fosters economic or population growth or the construction of additional housing either directly or indirectly." Projects that remove "obstacles to population growth," or that have characteristics that may "encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively" are included. It is further stated that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

3.3 REGIONAL AND LOCAL

3.3.1 Southern California Association of Governments

Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization for the six-county region that includes the counties of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) presents the transportation and overall land use vision for the SCAG six-county region. The 2020-2045 RTP/SCS provides a collective long-term vision for the region's future addressing regional issues including transportation, land use and housing, land conservation and habitat restoration, public health, air quality, resiliency and security, and the economy. It provides local agencies in the region with information to guide them in preparing local plans and addressing local issues of regional significance.

3.3.2 San Bernardino County

The San Bernardino County General Plan was adopted in 2020. The County General Plan's Transportation and Mobility Element coordinates the transportation and mobility system with future land use patterns. The Plan's Transportation and Mobility Element emphasizes the importance of transportation infrastructure supporting mobility that safely connects neighborhoods and communities to key destinations. This may be accomplished by reducing VMT through the implementation of transportation demand management practices and first/last mile strategies to improve connectivity and enhance the viability of public transit throughout the San Bernardino County.

3.3.3 City of Rancho Cucamonga

The City of Rancho Cucamonga General Plan was adopted in December 2021. The City of Rancho Cucamonga General Plan outlines strategic goals and objectives for short- and long-term investments and developments. To prepare for the wave of emerging changes in transportation technology, the plan identifies policies and actions that would provide communities access to multimodal transportation hubs that connect regional and local destinations. The City of Rancho Cucamonga General Plan, Mobility & Access Element contains the following policies related to cumulative development that is applicable to the proposed Project:

- Policy MA-1.2: Cucamonga Station Redevelopment. Support redevelopment in and around the Cucamonga Station to support transit-oriented development (TOD).
- Policy MA-5.2: Emerging Technologies. Prioritize investments in critical infrastructure and pilot programs to leverage proven new transportation technology.

3.3.4 City of Ontario

The City of Ontario's General Plan was adopted in August 2022. The City of Ontario's General Plan is made up of nine elements: Land Use, Housing, Mobility, Safety (including Noise), Environmental Resources (including Conservation), Parks and Recreation (including Open Space), Community Economics, Community Design, and Social Resources. The Mobility Element included in the City of Ontario's General Plan outlines policies and actions that coordinated the city's mobility system with future land use patterns and levels of buildout. Access and connectivity to mobility options shall be integrated into neighborhoods, activity centers, corridors and districts. The placement of housing, jobs and amenities in closer proximity to each other and design strategies focused on the pedestrian and a variety of multimodal options will make walking and other forms of active transportation a desirable alternative to driving.

4 METHODOLOGY

Cumulative impacts refer to two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. As previously discussed, the cumulative impact of several projects is the change in the environment that results from the incremental impact of the project when added to other, closely related past, present, or reasonably foreseeable, probable future projects.

The anticipated year of opening for the proposed Project is 2031. Due to the long-term nature of Project implementation, the list of projects analyzed in assessing cumulative impacts is speculative. For the purposes of this analysis, a good faith attempt has been made to identify relevant possible public works and private projects. However, it was necessary to rely considerably on long-term plans and to make planning-level assumptions about future development.

The approach to the cumulative impacts analysis varies by discipline. Analyses whose cumulative impacts would accrue on a regional basis, such as regional traffic and air quality, are based on applicable planning documents designed to evaluate regional and area-wide conditions and rely on regional projections prepared and adopted by SCAG. For those disciplines where cumulative impacts are more localized (e.g., visual and aesthetic impacts), the analysis also considers specific development projects, which may also have localized impacts, at or adjacent to the Project, that may contribute to cumulative impacts.

A cumulative Impact evaluation has been conducted for each environmental topic being evaluated. This impacts report summarizes the cumulative impact assessment conducted for those topics. Refer to the technical report for additional information specific to a particular topic.

4.1 EVALUATION OF IMPACTS UNDER CEQA

The methodology used for this analysis follows 2024 State CEQA Guidelines (Section 15130), which state that the cumulative impacts can be based on a "summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect." Additionally, land use, population, and employment projections contained in adopted general plans or related planning documents that have been adopted or certified, and that describe regional or area-wide future conditions, were also used to identify potential contributions that could result in a cumulative impact (14 CCR §15130[b][1][B]). This approach is particularly appropriate for transportation projects as it accounts for future travel demand that would be generated by anticipated land use and employment changes.

The cumulative impact discussion for each environmental topic assessed in this report is tailored to reflect the potential severity of the total project impacts and the likelihood of occurrence during construction of the proposed Project. The focus is on the various projects' contributions to the cumulative impact for the topic that is assessed.

If the Project contributes to a significant adverse cumulative impact, then feasible options for mitigating or avoiding the Project's contribution should be identified. In some cases, it could be determined that there would be a significant cumulative impact, but the Project's contribution is less than cumulatively considerable if the Project is required to implement or fund its fair share of a mitigation measure (MM) that would alleviate the cumulative impact. In cases where the Project will comply with the requirements in a previously approved plan, regulation, or mitigation program that apply within the Project's geographic area but are under another agency's jurisdiction, the impact analysis explains how implementing those particular requirements ensure that the Project's incremental contribution to the cumulative impact would not be cumulatively considerable.

For those environmental topics where the combined cumulative impact associated with the Project and the other listed projects is not significant, the impacts report briefly indicates why the cumulative impact is not significant and is not discussed in further detail. The 2024 State CEQA Guidelines indicate that the mere existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the Project's incremental effects are cumulatively considerable.

4.1.1 CEQA Significance Thresholds

As prescribed in the 2024 CEQA Guidelines (14 CCR §15130[a]), a cumulative impact may be considered significant if the project's incremental effect combined with the effects of other projects, is "cumulatively considerable." As described in CEQA Guidelines section 15130 (a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

A lead agency may also determine that a project's incremental contribution to a cumulative impact is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of GHG emissions that provide specific requirements that would avoid or substantially lessen the cumulative impact. For these cases, the lead agency should explain how implementing the particular requirements in the plan, regulation, or program ensure that the project's incremental contribution to the cumulative impact is not cumulatively considerable.

It should be noted that the limited details available about other projects may also limit the extent of the evaluation possible for some cumulative impacts/effects as compared to that for the evaluation of direct and indirect impacts/effects.

5 EXISTING CONDITIONS

5.1 LIST OF PROJECTS

This cumulative impact analysis relies on information provided by regional plans, such as the SCAG 2020-2045 RTP/SCS, as well as the local transportation and development projects listed in Table 5-1. Cumulative impacts identified for the proposed Project are those impacts that result from past, present, and reasonably foreseeable future actions within the RSA. The approximate locations of the cumulative actions are shown in Figure 5-1. Land development projects included in Table 5-1 are all part of the overall urban development already planned for the Project study area. Additionally, several of the transportation projects listed in Table 5-1 are studies of potential projects that may or may not occur in the foreseeable future, and no specific construction periods or anticipated opening years for operations are available. Therefore, these projects are not included in the cumulative effects analysis.

Table 5-1: Related Projects List

No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
1	West Valley Connector (WVC – Phase 1/Milliken Alignment)	Transportation	Downtown Pomona Metrolink Station To ONT and the Rancho Cucamonga Metrolink Station	Planned	Phase I of the project spans 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide a much-improved transit connection to ONT and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside), and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. Headways will be 10 minutes in the peak commute period and 15 minutes off-peak, providing a high level of service to the community.
2	South Archibald Avenue Grade Separation (at Mission Boulevard)	Transportation	Ontario/Mission Blvd and Archibald Avenue	Planned	Construct grade separation at existing at-grade crossing south of Archibald Avenue and the upper-Los Angeles line. Widen roadway from two to six lanes.
3	Airport Drive	Transportation	Ontario/Airport Drive from Rochester Avenue to Etiwanda Avenue	Planned	Widen Airport Drive from two to four lanes from Rochester Avenue to Etiwanda Avenue.
4	Archibald Avenue	Transportation	Ontario/Archibald Avenue and Inland Empire Boulevard	Planned	Widen Archibald Avenue from four to six lanes between Inland Empire Boulevard and 4th Street.
5	Guasti Road	Transportation	Ontario/Guasti Road and Archibald Avenue	Planned	Widen Guasti Road from two to four lanes between Holt Boulevard and Archibald Avenue.
6	Turner Avenue	Transportation	Ontario/Turner Avenue and Inland Empire Boulevard	Planned	Spot widen Turner Avenue from two to four lanes between Inland Empire Boulevard and 4th Street for the southbound lane only.
7	Holt Boulevard	Transportation	Ontario/Holt Boulevard and South Vineyard Ave	Planned (2025)	Widen Holt Blvd from four to six lanes between Benson Avenue and Vineyard Avenue.

No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
8	Jurupa Street	Transportation	Ontario/Jurupa St and Turner Ave	Planned (2025)	Widen Jurupa Street from two to six lanes between Turner Avenue and Hofer Ranch Road.
9	Vineyard Avenue	Transportation	Ontario/Vineyard Ave and I-10	Complete (2019)	Widen Vineyard Avenue from four to six lanes between 4th Street and I-10.
10	Archibald Avenue Bridge	Transportation	Ontario/Archibald Avenue and upper Deer Creek	Planned (2025)	Widen four-lane bridge to six lanes on Archibald Avenue that transverses the upper Deer Creek.
11	Archibald Avenue Spillway	Transportation	Ontario/Archibald Avenue and upper Deer Creek Spillway	Planned (2025)	Widen four-lane bridge to six lanes on Archibald Avenue over the upper Deer Creek Spillway.
12	Mission Boulevard Bridge	Transportation	Ontario/Mission Boulevard and Cucamonga Creek	Planned (2025)	Widen bridge from four to six lanes on Mission Boulevard over Cucamonga Creek.
13	Holt Boulevard Bridge	Transportation	Ontario/Holt Boulevard and Cucamonga Creek	Planned (2025)	Widen bridge from four to six lanes on Holt Boulevard over Cucamonga Creek.
14	North Vineyard Avenue Grade Separation	Transportation	Ontario/Vineyard Avenue and East Airport Drive	Complete (2017)	Grade separated railroad bridge flyover between Holt Boulevard and East Airport Drive near the upper railroad Alhambra Line.
15	Widen Arrow Route	Transportation	Arrow Route/Etiwanda	Planned	Widen roadway from two to four lanes on Arrow Route near the Etiwanda ditch.
16	Meredith International Center	Land Use	Ontario/East 4th Street and Vineyard Avenue	Complete	Amendment to the original 1981 Specific Plan. Intended to reduce the planned development intensity, providing a mixture of industrial, urban commercial, and urban residential land uses to fit the evolving economic profile of the City on Ontario.
17	Guasti Plaza	Land Use	Ontario/Archibald Avenue and East Airport Drive	Planned	Guasti Plaza would provide residential units within the residential overlay area in Planning Area 2. The project is a creative reuse of the historic structures of the old Guasti winery and surrounding properties in a location near ONT.

No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
18	Piemonte Overlay at Ontario Center	Land Use	Ontario/Haven Avenue and 4th Street	Planned	A premier mixed-use neighborhood in City of Ontario's primary business hub. This site will cater to the changing demographic of the region through quality housing, retail, restaurants, and entertainment. The recent amendment is intended to enhance cohesion, promote urban development, and allow for landscaping to reduce potable water usage.
19	Toyota Business Park	Land Use	Ontario/Jurupa Street and Milliken Avenue	Planned	The project includes the construction of a combination of warehouse and distribution uses with potential office building(s). The larger of the two will be Toyota's North American Parts and Logistics Division building, which will receive bulk auto parts from overseas and North American suppliers, sorted via manual and automated materials handling system, and then distributed to smaller, regional warehouse facilities throughout North America, Hawaii, and the South Pacific. Parts will arrive and be shipped via tractor-trailer trucks with no use of on-site rail transit anticipated. A second, smaller warehouse and distribution facility will be built on the site which will be a regional facility to supply retail Toyota dealers throughout the western United States. The warehouse and distribution buildings will also contain related administrative offices.
20	Ontario Together Projects (TCC Grant)	Land Use	Ontario/Euclid Avenue and Mission Boulevard	Planning	The highly competitive Transformative Climate Communities (TCC) Grant was awarded to the City of Ontario in 2018 to support the City of Ontario's plans to create new economic opportunities and improve the health and well-being of residents. The development plan includes modern affordable housing, multimodal transportation, an urban greening program, an expansive rollout of solar energy, a small business incubator and workforce and career training.

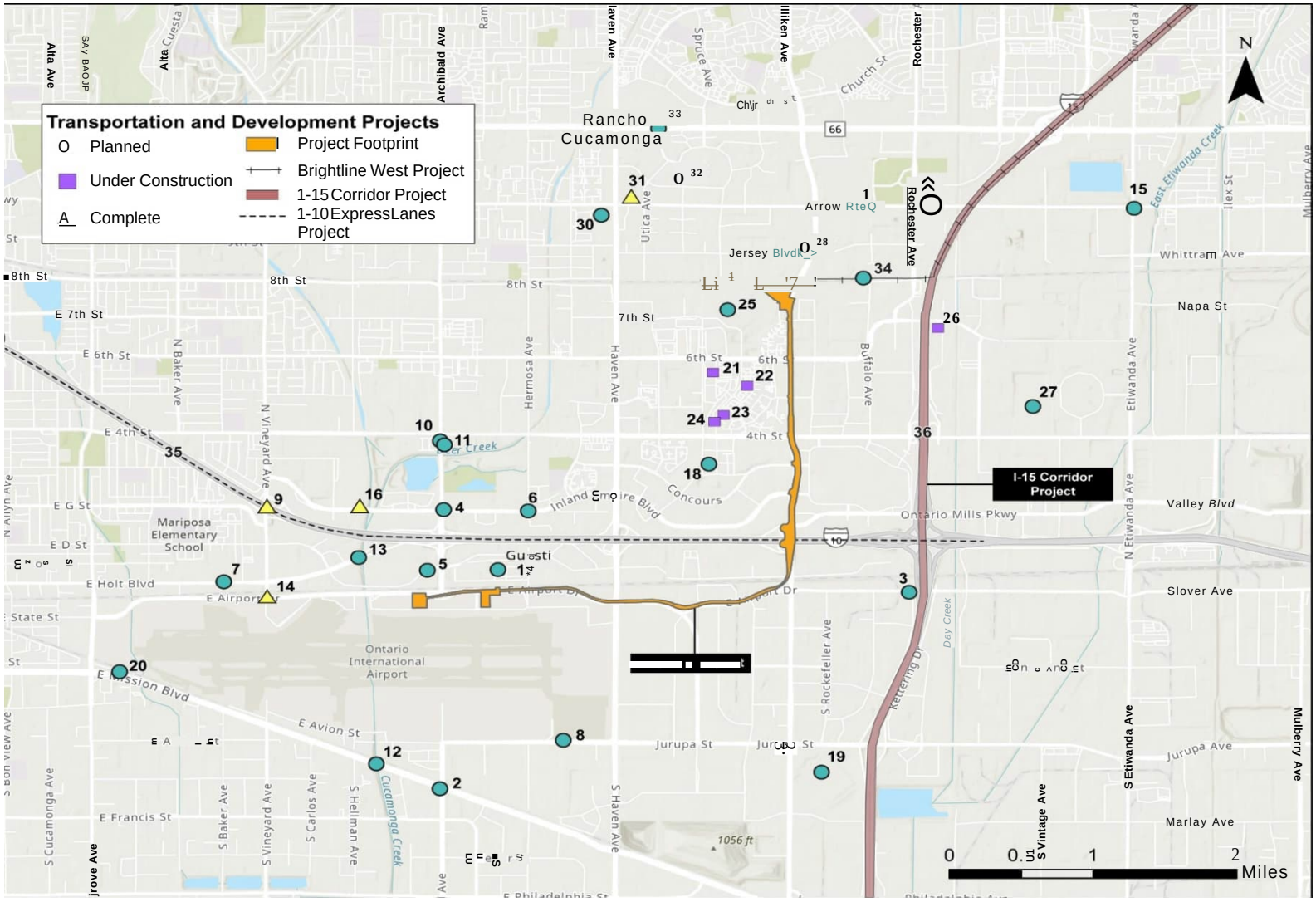
No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
					The TCC funds are intended to support communities committed to reducing greenhouse-gas emissions and improving environmental, economic and health outcomes for their residents.
21	Homecoming at the Resort	Land Use	Rancho Cucamonga/Cleveland Avenue and 6th Street	Under Construction	Approved development of 867 rental apartments and new home developments on 39.68 acres within the resort located west of Resort Parkway across from the Van Daele and Tempo at the resort.
22	Van Daele	Land Use	Rancho Cucamonga/Retreat Place and Essence Drive	Under Construction	Approved mixed-use development consisting of 296 units including bungalows, townhomes, and flats on a property consisting of multiple parcels with a combined area of about 78 acres within the Empire Lakes Specific Plan and Planning Area 1 located north of 4th Street, south of 6th Street, west of Milliken Avenue, and east of Utica/Cleveland Avenues. The specific location of the project site is south of 6th Street and east of the future alignment of the Vine.
23	Tempo at the Resort	Land Use	Rancho Cucamonga/Resort Parkway and 4th Street	Under Construction	Approved development of an 80-unit detached residential condominium within the resort located south of 6th Street and east of Resort Parkway neighboring southwest of Van Daele.
24	New Home	Land Use	Rancho Cucamonga/Resort Parkway and 4th Street	Under Construction	Approved proposal of a 135-unit condominium on 5.25 acres within the resort, east of Resort Parkway and north of 4th Street, neighboring southwest of Tempo at the resort.
25	Empire Lakes Specific Plan	Land Use	Rancho Cucamonga/Cleveland Avenue and 8th Street	In Review	Proposed amendment to the current Specific Plan to address circulation changes and planning areas for the north portion of the resort.
26	Hyssop Drive Building 2	Land Use	Rancho Cucamonga/Hyssop Drive and 6th Street	Under Construction	Approved 23,380-square-foot commercial building on 1.08-acre lot at 9150 Hyssop Avenue.

No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
27	Bridge Development	Land Use	Rancho Cucamonga/Santa Anita Avenue and 4th Street	Approved Project	Approved redevelopment of an existing project site with two warehouse buildings (buildings 1 and 2) with a combined building area of approximately 2,200,444 square feet located at 12434 – 4th Street, north of 4th Street, and west of Etiwanda Avenue.
28	Jersey and Milliken Warehouse	Land Use	Rancho Cucamonga/Jersey Boulevard and Milliken Avenue	In Review	A request to construct a 159,580-square-foot industrial/warehouse building on a vacant 7.39-acre parcel at the northwestern corner of the intersection of Jersey Boulevard and Milliken Avenue.
29	Arrow and Rochester Industrial	Land Use	Rancho Cucamonga/Arrow Route and Rochester Avenue	In Review	A request to construct a 49,745-square-foot warehouse with office space on a vacant 2.43-acre site, within the neo-industrial district, located at the northeastern corner of the intersection of Rochester Avenue and Arrow Route.
30	Haven + Arrow	Land Use	Rancho Cucamonga/Arrow Route and Haven Avenue	In Review	Proposed mixed-use project including 240 residential units with a commercial ground floor at the southwestern corner of the intersection of Haven Avenue and Arrow Route.
31	Haven City Market	Land Use	Rancho Cucamonga/Haven Avenue and Arrow Route	Complete (2019)	Finalized on March 5, 2019, Haven City Market is an 85,000-square-foot food hall, gourmet market, and retail space with a 20,325-square-foot outdoor patio area located at the northeastern corner of the intersection of Haven Avenue and Arrow Route at 8443 Haven Avenue.
32	Utica Office	Land Use	Rancho Cucamonga/Utica Avenue and Aspen Avenue	Approved Project	Approved proposal to construct a new 13,116-square-foot, two-story office building on vacant land on property addressed as 8281 Utica Avenue.
33	33 North	Land Use	Rancho Cucamonga/Haven Avenue and Foothill Boulevard	In Review	A request for a 302-unit mixed-use development that includes 4,600 square feet of retail and 4,050 square feet of live/work retail area located at the southeastern corner of the intersection of Foothill Boulevard and Haven Avenue.

No.	Project Name	Project Type	Location (City/Cross Street)	Project Status	Summary
34	Brightline West	Transportation	Along Interstate 15 (I-15) between Apple Valley and Las Vegas	Proposed (Notice of Intent [NOI] Period)	Brightline West is proposing to construct a privately funded electric passenger rail system primarily within the existing I-15 corridor ROW from Apple Valley to Rancho Cucamonga, where a station would be constructed adjacent or connected to the Rancho Cucamonga Metrolink Station (the Cajon Pass segment). This segment is the second of the 170-mile Brightline West electric passenger rail system between Apple Valley and Las Vegas. A total of 135 miles of this project will be in California along I-15.
35	I-10 Corridor Project	Transportation	Along I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County	Planned	Caltrans is proposing to improve I-10 by constructing freeway lane(s) and other improvements through all or a portion of the 33-mile-long segment of the I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County. The project limits, including transition areas, extend from approximately 0.4 miles west of White Avenue in the City of Pomona to Live Oak Canyon Road in the City of Yucaipa. The first phase of this project (County line to I-15) opened in summer of 2024 and the second phase (I-15 to Pepper Ave. in Colton) is expected to start construction in late 2024.
36	I-15 Corridor Project/ Express Lanes	Transportation	I-15 between 0.3 miles south of Cantu-Galleano Ranch Road and 1.2 miles north of Duncan Canyon Road	Planned	SBCTA and Caltrans propose to construct Express Lanes, including tolled facilities, in both directions of I-15. Construction of the I-15 Corridor Project is scheduled to begin in 2023 and will address the most congested portion of the I-15 corridor, spanning approximately six miles from the San Bernardino/Riverside County Line to Foothill Boulevard.

Source: SCAG Connect SoCal Project List Technical Report (2020), City of Ontario Specific Plans, Rancho Cucamonga New Development Projects Map, SBCTA West Valley Connector BRT (2022)

Figure 5-1: Related Projects Map



Source: SCAG Connect SoCal Project List Technical Report (2020), City of Ontario Specific Plans, Rancho Cucamonga New Development Projects Map

5.2 HISTORIC GROWTH

5.2.1 Population and Households

Table 5-2 summarizes the population trends for San Bernardino County (entire region), the City of Rancho Cucamonga and the City of Ontario. The Coronavirus Disease 2019 (COVID-19) pandemic has had a significant effect on labor market metrics, such as employment. Due to the occurrence of the COVID-19 pandemic in 2020, this analysis reports 2020 data as the most recent demographic representation for all metrics presented in this section.

Table 5-2: Historic Population Growth, 2010-2020

Area	2010	2020	2010-2020 Change	Annual Average Change (%)
City of Rancho Cucamonga	165,269	175,052	9,783	0.59%
City of Ontario	163,924	180,788	16,864	1.03%
San Bernardino County	2,035,210	2,175,424	140,214	0.69%

Source: California Department of Finance, E-4: Population Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Benchmark

The population of the San Bernardino County was approximately 2.1 million in 2020. Since 2010, the population of the San Bernardino County experienced an average annual growth rate of 0.7 percent, while most cities had an average annual growth rate of 0.5 to 1.0 percent.

As Table 5-3 illustrates, the San Bernardino County has increased the number of households between 2010 and 2020 by approximately 0.71 percent. Between the City of Rancho Cucamonga and City of Ontario, the City of Ontario saw the highest household growth during this period, which is consistent with the population growth as shown in Table 5-2.

Table 5-3: Historic Household Growth, 2010-2020

Area	2010	2020	2010-2020 Change	Annual Average Change (%)
City of Rancho Cucamonga	162,145	172,135	9,990	0.62%
City of Ontario	163,166	179,935	16,769	1.03%
San Bernardino County	1,995,156	2,136,983	141,827	0.71%

Source: California Department of Finance, E-5: Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark

In terms of average annual growth rates for the period, the highest household growth was observed for the City of Ontario with approximately 1.03 percent, while San Bernardino County and the City of Rancho Cucamonga generally had average annual growth rate of below 1.0 percent. Overall, the household data

indicates that the cities are not high growth areas for the region as they generally are older, more established communities.

5.2.2 Employment

Table 5-4 displays the historic employment trends for the City of Rancho Cucamonga and the City of Ontario, as well as historic employment growth for the San Bernardino County. As seen in Table 5-4, between 2010 and 2020, the San Bernardino County experienced employment growth of 0.36 percent. The City of Rancho Cucamonga and City of Ontario, each with employment totaling greater than 60,000, experienced an average annual growth rate higher (1.5-1.9 percent) than the San Bernardino County average.

Table 5-4: Historic Employment Growth, 2010-2020

Area	2010	2020	2010-2020 Change	Annual Average Change (%)
City of Rancho Cucamonga	77,100	88,300	11,200	1.45%
City of Ontario	68,400	81,200	12,800	1.87%
San Bernardino County	769,200	797,100	27,900	0.36%

Source: State of California Employment Development Department, Labor Market Info, Custom Data Tables, June 2022

5.2.3 Unemployment

Table 5-5 illustrates that between 2017 and 2021, the unemployment rate increased across San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario. The 2021 unemployment rate ranged from a low of 5.4 percent in the City of Rancho Cucamonga to a high of 6.8 percent in the City of Ontario, with a San Bernardino County average of 7.6 percent. With a total population of approximately 355,840 and understanding that the labor force is typically around half of the population (i.e., labor force excludes children, retirees, and people not seeking work), the high jobless rate applied to a small base.

Table 5-5: Historic Unemployment Rates, 2017-2021

Area	2017	2018	2019	2020	2021
City of Rancho Cucamonga	3.8	3.2	2.9	7.9	5.4
City of Ontario	4.4	3.6	3.4	9.2	6.8
San Bernardino County	5.0	4.1	3.5	14.7	7.6

Source: State of California Employment Development Department, Labor Market Info, June 2022; Bureau of Labor Statistics

5.2.4 Land Use

Existing land uses near the proposed stations for the proposed Project are summarized in Table 5-6. Within the proposed Project footprint, various land use types exist consisting of residential, commercial, industrial, public facilities, and mixed residential/commercial uses. For additional information on land use, see the Community Impact Assessment Technical Report that further discusses Land Use. All stations listed below in Table 5-6 would be constructed as part of the proposed Project (SBCTA 2024b).

Table 5-6: Existing Land Uses Near the Proposed Stations

Proposed Stations	Mixed Use	Industrial	Facilities
Cucamonga Station	28.57%	65.72%	5.71%
Terminal 4	21.43%	N/A	78.57%
Terminal 2	50%	N/A	50%

Source: SCAG, 2020

5.3 FUTURE GROWTH

The projections of growth for San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario are provided through 2045 based on the 2020-2045 RTP/SCS Forecast. Table 5-7, Table 5-8, and Table 5-9 summarize the population, household, and employment forecasts for San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario. According to the SCAG forecast, population and employment in the region is expected to reach approximately 22.5 million and 10.0 million, respectively, by 2045. This represents a 15.3 percent increase in population between 2020 and 2045, and a 15.6 percent increase in employment for the same period. Similarly, the household forecast for the SCAG region is expected to reach 7.6 million by 2045, a 20.5 percent increase from 2020.

Table 5-7: Population Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Rancho Cucamonga	173,900	204,300	17.5%
City of Ontario	197,600	258,600	30.9%
San Bernardino County	2,250,000	2,815,000	25.1%
SCAG Region	19,518,000	22,504,000	15.3%

Source: SCAG, 2020

Table 5-8: Household Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Rancho Cucamonga	56,800	66,400	16.9%
City of Ontario	46,000	74,500	62.0%
San Bernardino County	668,000	875,000	31.0%
SCAG Region	6,333,000	7,633,000	20.5%

Source: SCAG, 2020

Table 5-9: Employment Growth, 2020-2045

Area	2020	2045	2020-2045 Change (%)
City of Rancho Cucamonga	88,300	105,100	19.0%
City of Ontario	113,900	169,300	48.6%
San Bernardino County	834,000	1,064,000	27.6%
SCAG Region	8,695,000	10,049,000	15.6%

Source: SCAG, 2020

In general, the SCAG forecasts for San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario show a faster rate of growth in population, households, and employment between 2020 and 2045 than the larger SCAG region. Of the cities, only the City of Ontario is expected to experience total population growth in excess of approximately 30 percent during the forecast period (30.9 percent). A similar trend is anticipated in terms of households and employment. These forecasts of population, households, and employment indicate that the primary areas of growth for the SCAG region would be anticipated within the City of Ontario.

6 IMPACT EVALUATION

This impact evaluation includes the cumulative analysis of the proposed Project, which includes a 4.2-mile-long transit service tunnel alignment, three passenger stations, vent shaft design option 2, vent shaft design option 4, and the MSF.

6.1 AESTHETICS AND VISUAL QUALITY

The geographic context for the analysis of cumulative aesthetic impacts is the viewshed from public areas that can view the proposed Project site, and locations that can be viewed from the proposed Project site, as represented by anticipated cumulative development in the immediate area as listed previously in Table 5-1.

6.1.1 Have a substantial adverse effect on a scenic vista?

All future developments within the City of Rancho Cucamonga and City of Ontario would be subject to design review and the development guidelines in the City of Rancho Cucamonga's and the City of Ontario's General Plans and Municipal Codes to ensure minimal effects on scenic vistas. The overall effect of the proposed Project, in combination with other projects in the vicinity of proposed Project, would have the net effect of continuing the development and urbanization of the proposed Project area and, therefore, is not anticipated to substantially result in cumulative effects to scenic vistas. Although the San Gabriel Mountains and San Bernardino Mountains to the north provide an overall panoramic scenic background for the proposed Project area, the scenic mountain views are interrupted by features of typical urban development, and no other scenic resources are present in the proposed Project vicinity. The Project would include visible features; however, the aboveground features (i.e., proposed Cucamonga Station, MSF, ONT stations at Terminals 2 and 4, and vent shaft design options 2 or 4]) would be surrounded by urban development and be compatible with the existing visual quality and character of the area. The proposed Project's contribution would not be cumulatively considerable with respect to scenic vistas, and the cumulative impact would be less than significant.

6.1.2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed Project would have no contribution to cumulative impacts.

6.1.3 If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The regional visual setting of the Project area is characterized by the following identifying elements: the flat appearance of the foreground landscape, the steep San Gabriel Mountains and San Bernardino Mountains to the north, and views of aircraft taking off and landing at ONT to the south. The Project is within a primarily urban environment with a variety of commercial, industrial, and transit/transportation

uses; some residential developments; and a high amount of existing ambient lighting. All development within City of Rancho Cucamonga and City of Ontario would be subject to design review and the development guidelines in the City of Rancho Cucamonga's and the City of Ontario's General Plans and Municipal Codes to ensure aesthetically pleasing design and visual compatibility with adjacent uses. Because of these requirements, it is not anticipated that cumulative development would substantially degrade the existing visual character of the Project site or surrounding areas in the City of Rancho Cucamonga and City of Ontario. Therefore, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.1.4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The City of Rancho Cucamonga and City of Ontario are developed, urban areas. Existing light levels are moderate to high from existing structures' interior and exterior lighting, streetlights, and vehicle headlights. Existing glare from building surfaces is also moderate to high in most commercial areas. While residential uses also produce glare from building surfaces, generally these areas are more extensively landscaped, which helps reduce adverse glare impacts in residential neighborhoods. Development of cumulative actions in the City of Rancho Cucamonga and City of Ontario, which would consist of infill development, would not contribute a substantial increase in light and glare in both cities, particularly because it is reasonably expected that an urban area is subject to moderate to high levels of nighttime lighting. All new developments are subject to the design review process of the City of Rancho Cucamonga or the City of Ontario and must conform to the requirements in the City of Rancho Cucamonga's and City of Ontario's General Plans and the Municipal Codes. These requirements would ensure that future development projects would not result in significant adverse impacts from light and glare. Compliance with existing policies and regulations would reduce the impacts to a less than significant level. Therefore, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.2 AIR QUALITY

The geographic context for cumulative air quality impacts includes the following Source Receptor Areas (SRAs): SRA 23 (Riverside Valley), SRA 32 (Northwest San Bernardino Valley), and SRA 33 (Southwest San Bernardino Valley). The City of Rancho Cucamonga resides in SRA 32, The City of Ontario resides in SRA 33, and portions of the northwest SRA 23 is located within the proposed Project area at the SR-60 and I-215 interchange. The significance of cumulative air quality impacts is determined according to the project-specific impact methodology, including Regional Thresholds of Significance (RTSs) and Localized Significance Thresholds (LSTs), recommended by the South Coast Air Quality Management District (SCAQMD). Regarding impacts relating to the exposure of sensitive receptors to substantial toxic pollutant concentrations, because these impacts are site-specific and localized, the geographic context for this analysis is the City of Rancho Cucamonga and City of Ontario. For the purposes of impacts relating to

objectionable odors, the geographic context is also considered to be the City of Rancho Cucamonga and City of Ontario due to the localized nature of odor impacts.

6.2.1 Conflict with or obstruct implementation of the applicable air quality plan?

The 2016 and 2022 Air Quality Management Plans (AQMPs) incorporates land use assumptions from local general plans and regional growth projections developed by SCAQMD to estimate regional stationary and mobile air emissions. If the cumulative actions are individually consistent with the general plan, or are consistent with the regional growth projections, then the cumulative impacts would be accounted for in the AQMPs.

Cumulative development could result in a significant impact in terms of conflicting with, or obstructing implementation of, the AQMPs. Growth that is considered to be inconsistent with the AQMPs could interfere with attainment of Federal or State ambient air quality standards because this growth, and programs and standards developed to address the Basin-wide effects of this growth, are not included in the projections used in the formulation of the AQMPs. Consequently, as long as growth in the Basin is within the projections for growth identified in the Growth Management chapter of the Regional Comprehensive Plan, implementation of the AQMPs would not be obstructed by such growth.

The proposed Project is being planned in anticipation of the employment and passenger growth at the ONT. The proposed Project would not result in substantial population growth and would not cause an exceedance of currently established population projections. The proposed Project does not include residential development and would not result in significant population growth. The proposed Project would better serve the growing community in and around the City of Rancho Cucamonga and City of Ontario. The proposed Project would be consistent with these assumptions, and it would also be consistent with the AQMPs. Additionally, as, the proposed Project would not result in residential development and population growth and it is consistent with the SCAQMD AQMP, it would not contribute to cumulatively considerable impacts when combined with the impacts of the other related projects Therefore, the cumulative impact of the proposed Project would be considered less than significant.

6.2.2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Table 6-1 shows the maximum daily regional emissions and as summarized in Table 6-1 and Table 6-2, construction period emissions would have adverse but temporary air quality impacts. However, such impacts do not warrant a hot spot analysis and are not considered significant. According to 40 CFR Section 93.123(c)(5), “carbon monoxide (CO), Particulate matter sized 10 microns or less in diameter (PM_{10}), and particulate matter sized 2.5 microns or less in diameter ($PM_{2.5}$) hot spot analyses are not required to consider construction-related activities which cause temporary increases in emissions. Instead, each site which is affected by construction-related activities are considered separately, using established ‘Guideline’ methods. The maximum construction daily emissions evaluated, as shown in

Table 6-3, would not exceed any applicable SCAQMD RTSs on a regional level or LSTs per construction site for each criteria pollutant. Therefore, the proposed Project would not result in significant air quality impacts. Although the proposed Project would not violate air quality standards or result in a temporary cumulatively considerable net increase in ozone (oxides of nitrogen [NO_X], as an ozone precursor) during construction, PM_{10}, and $PM_{2.5}$, MM-AQ-1 would implement basic construction emission control practices during construction to address potential impacts for PM_{10} and $PM_{2.5}$ fugitive emissions, and implement dust control measures to reduce impacts.

Table 6-1: Maximum Daily Regional Emissions

Construction Area	Maximum Daily Regional Construction Emissions (lbs/day)					
	NOx	PM_{10}	$PM_{2.5}$	CO	VOC	SO_X
Cucamonga Metrolink Station and TBM Retrieval	27.7	33.9	4.5	28.8	3.3	0.1
Vent Shaft	25.4	17.6	2.6	29.7	3.0	0.1
ONT Terminal 4 Station	22.6	33.6	4.1	25.8	2.7	0.1
ONT Terminal 2 Station	36.2	62.5	7.7	45.3	5.0	0.2
Maximum Daily Regional Construction Emissions	95.2	146.5	17.8	107.0	11.1	0.6
SCAQMD Threshold	100	150	55	550	75	150
Exceed Threshold?	No	No	No	No	No	No

Source: SBCTA 2024a

Table 6-2: Maximum Daily Localized Emissions (Per Construction Site)

Construction Area	Maximum Daily Localized Construction Emissions (pounds per day [lbs/day])			
	NO_x	PM_{10}	$PM_{2.5}$	CO
Cucamonga Metrolink Station and TBM Retrieval	19.27	33.22	4.17	19.68
SCAQMD Significance Threshold for Southwest San Bernardino Valley (approximately 2 acres of site disturbance, receptor distance of 25meters (m) for NOx/CO and 200m for PM_{10}/$PM_{2.5}$)	170	66	36	1,232
Exceed Threshold?	No	No	No	No
Vent Shaft	16.98	16.86	2.33	20.55
SCAQMD Significance Threshold for Southwest San Bernardino Valley (approximately 1 acres of site disturbance, receptor distance: 100m for NO_x/CO and 200m for PM_{10}/$PM_{2.5}$)	211	44	12	2,423
Exceed Threshold?	No	No	No	No
ONT Terminal 4 Station	14.14	32.86	3.84	16.70
SCAQMD Significance Threshold for Southwest San Bernardino Valley (approximately 2 acres of site disturbance, receptor distance: 50m for NO_x/CO and 500m for PM_{10}/$PM_{2.5}$)	200	160	150	1,877
Exceed Threshold?	No	No	No	No
ONT Terminal 2 Station	27.78	61.80	7.37	36.21
SCAQMD Significance Threshold for Southwest San Bernardino Valley (approximately 3.7 acres of site disturbance, receptor distance: 25m for NO_x/CO and 500m for PM_{10}/$PM_{2.5}$)	170	160	150	1,232
Exceed Threshold?	No	No	No	No

Source: SBCTA 2024a

Table 6-3: Construction Emissions

Construction Area	Construction Emissions (tons)					
	NO_x	PM_{10}	$PM_{2.5}$	CO	VOC	SO_X
Cucamonga Metrolink Station and TBM Retrieval	7.8	14.2	1.7	8.7	0.9	0.05
Vent Shaft Design Option	3.0	2.7	0.4	3.4	0.3	0.02
ONT Terminal 4 Station	3.0	6.0	0.7	3.5	0.3	0.02
ONT Terminal 2 Station	4.3	11.9	1.3	5.2	0.5	0.03
Total Emissions from Proposed Project Construction (tons)	18.1	34.9	4.1	20.8	2.0	0.12

Source: SBCTA 2024a

San Bernardino County is designated as in attainment, or maintenance, for all criteria pollutants except for ozone, PM10, and PM2.5 under NAAQS. To determine if the proposed Project would result in a cumulatively considerable net increase in the aforementioned pollutants, the proposed Project-level emission comparisons to applicable RTSs and LSTs can serve as an indicator. In addition, operation of the proposed Project would provide a net benefit in total emissions through the use of electric vehicles.

Once the proposed Project is operational, the vehicles operating between Cucamonga Metrolink Station and the ONT would be electric-powered, and ventilation fans within the tunnel and shaft would also be electric. Therefore, with the anticipation of single-occupancy vehicles being replaced by the proposed electric-powered vehicles, a net reduction of localized emissions from reduced VMT through the corridor would be anticipated under the proposed Project, as shown in Table 6-4.

Table 6-4: Net Change in Operational VMT

Year	VMT			VMT Difference between Proposed Project and No Project Alternative
	Existing	No Project Alternative	Proposed Project	
2022	348,547,891	---	---	---
2028	---	366,982,556	366,964,326	-18,230
2047	---	425,358,995	425,318,436	-40,559

Construction of the proposed Project would result in a significant cumulative impact in terms of violation of an air quality standard or a substantial contribution to an existing or projected air quality violation. SCAQMD recommends that individual projects that exceed the SCAQMD recommended daily thresholds for project-specific impacts be considered to cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. MM-AQ-1 would be implemented to avoid and minimize effects related to potential PM_{10} and $PM_{2.5}$ fugitive emissions. However, the construction of the proposed Project would include PM_{10} and $PM_{2.5}$ emissions, and development of the cumulative actions would, in combination with the proposed Project, exceed the same significance thresholds and result in a significant cumulative impact. Therefore, while operation of the proposed Project would have a net benefit, with the use of electric vehicles, reduced VMT and emissions, on net increases of any criteria pollutant, the proposed Project's contribution would be cumulatively considerable during construction, as the proposed Project is in a non-attainment area and the cumulative impact would be significant and unavoidable.

6.2.3 Expose sensitive receptors to substantial pollutant concentrations?

As noted in Table 6-1 and Table 6-2 in the Air Quality Technical Report, overall particulate matter (PM) emissions are below RTSs and LSTs. Further, Table 6-1 illustrates that the proposed Project's operational activities would result in a net air quality benefit, as reduced VMT would result in reduced regional and

local operational emissions. Construction equipment, in most cases, are mobile and will move around each construction site throughout the day and over the course of the construction period with less cumulative impact at any one receptor location as compared to stationary sources. In addition, equipment would not be operating all hours of the day or even each day of the construction period, resulting in unlikely substantial pollutant concentrations of any specific sensitive receptor. Due to the temporary and mobile nature of the main source of Toxic Air Contaminant (TAC) emissions, the insignificant PM emissions compared to RTSs and LSTs, it is expected that the proposed Project would not result in substantial cumulative TAC pollutant concentrations at sensitive receptors. Therefore, the proposed Project would not result in substantial temporary cumulative pollutant concentrations at an existing or reasonably foreseeable sensitive receptor, and impacts would be less than significant.

6.2.4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

For this threshold, the relevant geographic area is the City of Rancho Cucamonga and the City of Ontario, as represented by full implementation of the General Plans, and related projects projected to be built including residential, commercial developments, industrial, and restaurants. Odors resulting from the construction of these projects are not likely to affect a substantial number of people, as construction activities do not usually emit offensive odors. Although construction activities occurring in association with the proposed Project could generate airborne odors associated with the operation of construction vehicles (e.g., diesel exhaust) and the application of interior and exterior architectural coatings, these emissions would only occur during daytime hours, would generally be restricted to the immediate vicinity of the construction site and activity, and would not affect a substantial number of people. Therefore, temporary cumulative impacts resulting from construction odors would be less than significant.

The impacts resulting from the operation of the planned projects, including residential, commercial developments, industrial, and restaurants would not affect a substantial number of people, as activities typically associated with these uses do not emit offensive odors and solid waste from these projects would be stored in special areas and in containers, as required by the City of Rancho Cucamonga and the City of Ontario. Therefore, it is anticipated that implementation of these projects would result in no significant cumulative odors. As the proposed Project would not result in objectionable odors affecting a substantial number of people, the cumulative impact would be less than significant.

6.3 BIOLOGICAL RESOURCES

Unless otherwise identified in this section, the geographic context for the analysis of cumulative biological impacts includes the “Region” as defined by the southeastern portion of San Bernardino County and northwestern portion of County of Riverside. The analysis accounts for all anticipated cumulative growth within this geographic area as represented by full implementation of the San Bernardino County General Plan, the City of Rancho Cucamonga General Plan, and the City of Ontario General Plan, including the related projects identified in Table 5-1.

The primary effects of the proposed Project, when considered with other projects in the Region (as defined in the previous paragraph), would be the cumulative direct loss of open space, vegetation associations important to raptors, loss of sensitive or special-status wildlife species, and regional movement corridors. Specifically, present and probable future projects in the vicinity of the proposed Project are anticipated to permanently remove plant and wildlife resources which could affect special-status species, nesting habitat for resident and migratory avian species, wildlife movement corridors, and/or local policies or ordinances protecting biological resources.

6.3.1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

As development in the City of Rancho Cucamonga, the City of Ontario, and the region continues, sensitive wildlife species native to the region and their habitat, including those species identified by state and federal resource agencies as Species of Concern, Fully Protected, or Sensitive, could be lost through conversion of existing open space to urban development. Although more mobile species might be able to survive these changes in their environment by moving to new areas, less mobile species could simply be locally extirpated. With continued conversion of natural habitat to human use, the availability and accessibility of remaining foraging and natural habitats in this ecosystem would dwindle and those remaining natural areas may not be able to support additional plant or animal populations above their current carrying capacities. Thus, the conversion of plant and wildlife habitat on a regional level as a result of cumulative development would result in a regional significant cumulative impact on special-status species and their habitats.

The Migratory Bird Treaty Act (MBTA) fully protects migratory avian species, including sensitive species such as burrowing owls and bats, during the breeding season by the establishment of a federal prohibition. Unless otherwise permitted by regulations, it is unlawful to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention… for the protection of migratory birds … or any part, nest, or egg of any such bird" (16 United States Code [U.S.C.] 703). Therefore, assuming that other development complies with the law established by MBTA, there would not be cumulative effects to nesting migratory birds, and would be considered less than significant. Further, compliance with the MBTA, and implementation of mitigation measures that require surveys for nesting MBTA species and burrowing owls, and a restriction on construction activities if nests are found during the breeding season, would ensure that the proposed Project's contribution to the cumulative impact would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.3.2 Have a Substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Similar to the regulations and policies in place with respect to nesting birds, Fish and Wildlife Code Section 1600 *et seq.* regulates activities involving watercourses within the State of California. Assuming that other development within the City of Rancho Cucamonga and City of Ontario complies with Fish and Wildlife Code requirements, cumulative impacts to riparian habitat or vegetation would be considered less than significant. The proposed Project's contribution to cumulative conditions would not be cumulatively considerable by eliminating or minimizing the potential impact to riparian habitat and the cumulative impact would be less than significant.

6.3.3 Have a substantially adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

There are no sensitive habitats, such as riparian habitat, wetlands, or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by U.S. Fish and Wildlife Service in the proposed Project area. The proposed Project would not result in any discharge of fill or waste material within any delineated jurisdictional aquatic resources. Construction and operation of future projects may result in a substantial adverse effect on state or federally protected wetlands; however, these planned projects would be subject to separate environmental review and, in an effort to reduce project-related effects, would be required to comply with existing regulations related to biological resources. The proposed Project's contribution to cumulative conditions would not be cumulatively considerable and the cumulative impact would be less than significant.

6.3.4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

There are no major wildlife corridors in the general vicinity of the proposed Project area. However, common migratory bird species (e.g., rock dove, mourning dove) protected under MBTA may use trees in the proposed Project area for nesting and breeding. If construction activities associated with cumulative development projects avoid the breeding season (February through August), there would be no impact to these migratory birds. However, if construction occurs during the breeding season, implementation of mitigation measures that require surveys for nesting MBTA species and a restriction on construction activities if nests are found during the breeding season would reduce the proposed Project impact on migratory birds to a less than significant level. It is assumed that mitigation measures to avoid impacts to migratory birds would be implemented for all cumulative development to ensure consistency with MBTA. Even if construction of the proposed Project occurs during the breeding season, the proposed Project would implement mitigation measures to comply with MTBA, and other projects would also be required

to comply with MBTA. Therefore, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.3.5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed Project would have no contribution to cumulative impacts.

6.3.6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed Project would have no contribution to cumulative impacts/effects related to conflicts with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved plans.

6.4 COMMUNITY IMPACT (LAND USE, POPULATION AND HOUSING, PUBLIC SERVICES AND RECREATION)

The geographic context for the analysis of cumulative impacts to community impact assessment is the City of Rancho Cucamonga and the City of Ontario. The analysis accounts for all anticipated cumulative growth within this geographic area, as represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, as well as the related projects identified in Table 5-1.

6.4.1 Physically divide an established community?

This cumulative impact analysis considers development of the proposed Project, in conjunction with other development within the vicinity of the proposed Project site in the City of Rancho Cucamonga and the City of Ontario, identified in Table 5-1. Development of cumulative actions would be required to conform to the requirements of the City of Rancho Cucamonga and the City of Ontario regulations and would be subject to development review. Majority of the proposed Project would be mostly underground, including a 4.2-mile-long tunnel and vent shaft, and generally follows existing public ROW. In addition, the MSF and stations would be built in adherence to the City of Rancho Cucamonga and the City of Ontario design standards within developed parcels at existing transportation facilities and in combination with other development in the immediately surrounding area. Therefore, development of the Project site does not have the potential to divide an established community. However, cumulative development would contribute to connecting existing residential neighborhoods via a network of pedestrian, bicycle, and vehicle connections. With compliance with the existing policies and MM-TRA-1 identified in Transportation Technical Report and discussed in the Community Impact Assessment Report, the proposed Project would not be cumulatively considerable, and the cumulative impacts would be less than significant.

6.4.2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed Project would have no contribution to cumulative impacts.

6.4.3 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

If cumulative actions were to induce substantial population growth in the City of Rancho Cucamonga and the City of Ontario that would exceed SCAG and both City of Rancho Cucamonga and City of Ontario's General Plans projections, the impact would be significant. The cumulative development projects within the City of Rancho Cucamonga and the City of Ontario would include commercial, industrial, office, mixed-use, hotel, and residential developments. If cumulative actions were to induce substantial population growth in the City of Rancho Cucamonga and the City of Ontario that would exceed SCAG and both General Plans' projections, the impact would be significant. The proposed Project is not anticipated to induce substantial population growth in the area, either directly or indirectly. The increase in the number of employees is expected to be proportional to the increase in air passengers at ONT. The proposed Project would accommodate the potential growth that has been identified in the City of Rancho Cucamonga and City of Ontario General Plans, and SANBAG Ontario Airport Rail Access Study and would not exceed the planned growth. The proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.4.4 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed Project would have no contribution to cumulative impacts.

6.4.5 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered fire protection and emergency response facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection and emergency response?

As additional development occurs in the City of Rancho Cucamonga and the City of Ontario, there may be an overall increase in the demand for fire protection services, including personnel, equipment, and/or facilities. The provision of adequate fire protection services is of critical importance to both the City of Rancho Cucamonga and the City of Ontario, and funds are allocated to these services during annual monitoring and budgeting processes to ensure that fire protection services are responsive to changes. Staffing levels are evaluated by both Rancho Cucamonga Fire Protection District and City of Ontario Fire Department during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection services are provided. The cumulative impact, therefore, on fire services in the City of Rancho Cucamonga and in the City of Ontario would be less than significant, as new developments

in the San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario would result in increased tax revenues that are used, in part, to maintain existing service levels for fire protection services. The incremental effect of the proposed Project on this impact would not be cumulatively considerable, and the cumulative impact on fire protection services would be less than significant.

6.4.6 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?

As additional development occurs in the City of Rancho Cucamonga and the City of Ontario, there may be an overall increase in the demand for police protection services, including personnel, equipment, and/or facilities. The provision of adequate police protection services is of critical importance to both the City of Rancho Cucamonga and the City of Ontario, and funds are allocated to these services during annual monitoring and budgeting processes to ensure that police protection services are responsive to changes. Funds collected in the form of increased ongoing tax revenues are allocated (in-part) to police protection services. In addition, staffing levels are evaluated by the police departments during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate police protection services are provided.

The cumulative impact, therefore, on police services would be less than significant, as new development results in increased tax revenues in the San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario that are used, in part, to maintain existing service levels for police protection services. The incremental effect of the proposed Project on this impact would not be cumulatively considerable, and the cumulative impact on police protection services would be less than significant.

6.4.7 Result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools and/or result in substantial adverse physical impacts associated with the provision of, or need for, new or physically other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives other public facilities?

As additional development occurs in the City of Rancho Cucamonga and the City of Ontario, there could be an overall increase in the number of students enrolled in the schools that serve both cities. A potential increase in enrollment resulting from additional development, combined with the existing at-capacity status of existing schools, could require the construction of new schools. Demand for other public facilities is not anticipated as a result of implementation of the proposed Project. Similar to the proposed Project, cumulative actions in the City of Rancho Cucamonga and the City of Ontario would not likely result in impacts to other public facilities opportunities. Development impact fees and land taxes are collected for

necessary improvements to school infrastructure and other public facilities for the City of Rancho Cucamonga and the City of Ontario. Both cities require that developers pay the school districts the prevailing school impact (or development) fees that are subject to such fees. State law has determined that the payment of the school fees reduces a project's impact to less than significant levels. The proposed Project would not be cumulatively considerable and the cumulative impact, on educational services would be less than significant.

6.4.8 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Demand for recreational facilities is not anticipated as a result of implementation of the proposed Project. Similar to the proposed Project, cumulative actions in the City of Rancho Cucamonga and the City of Ontario would not likely result in impacts to recreational opportunities because new development projects are required to either provide adequate parkland onsite or pay applicable in-lieu park fees. Because there are mechanisms in place (e.g., the Quimby Act through enforcement of the City's Zoning Ordinance) to ensure that new applicable development provides its fair share of park and recreational opportunities for future residents, the cumulative impact would be less than significant. The proposed Project's contribution would not be cumulatively considerable and would be a less than significant impact.

6.4.9 Does the Project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment and/or result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

Future development in the City of Rancho Cucamonga and the City of Ontario could result in construction of recreational facilities that might have an adverse effect on the environment, particularly with regard to air quality and noise during construction. Improvements to existing recreational facilities could also result in adverse environmental impacts. However, with implementation of BMPs and mitigation measures, as well as compliance with the noise ordinances for each City and limitation of construction hours, as contained in the Municipal Code, these impacts would not be considered significant on a cumulative basis. No significant adverse environmental impacts would be anticipated on a cumulative basis with respect to new recreational facilities within both cities. The proposed Project's contribution to these cumulative impacts would not be cumulatively considerable and would be less than significant.

6.5 CULTURAL RESOURCES

The geographic context for the analysis of cumulative cultural impacts varies by threshold. Thus, the geographic context scenarios are presented individually for the various potential cumulative impacts identified below. The analysis accounts for all anticipated cumulative development within these geographic areas, as represented by full implementation of the City of Rancho Cucamonga General Plan,

the City of Ontario General Plan, and those development projects within these geographic areas listed in Table 5-1.

6.5.1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

The cumulative study area encompasses areas that contain built-environment historic architectural resources (built resources) that may be directly or indirectly affected by the cumulative condition. This study area is assumed to include built resources that are eligible, or could become eligible, for listing on national, state, and local registers of historic resources in the reasonably foreseeable future.

The cumulative study area has a long history of human occupation. Therefore, the potential exists that built resources are present. In a dense urban area, such as the cumulative study area, continued urbanization and development projected under the cumulative condition could result in removal of or damage to built resources. Impacts on built resources are typically individual in nature and specific to the context of the resource and to the aspects of integrity that contribute to a resource's eligibility for listing in the California Register or the National Register. Nevertheless, because their individual significance is unknown until analyzed, potential impacts on cultural resources caused by cumulative actions can collectively contribute to loss of cultural resources. Indirect cumulative noise and vibration impacts on built resources could combine to result in cumulative impacts if the cumulative actions are close enough that noise and vibration generated during construction or operation overlap.

The proposed Project would include the construction of a tunnel, vent shaft, and MSF. No built resources that are eligible for listing in the California Register or the National Register have been identified in the Area of Potential Effect. Therefore, construction of the proposed Project would not be cumulatively considerable, and the proposed Project would not contribute to the loss of built resources within the cumulative study area. Proposed Project operations are not expected to impact built resources. Therefore, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.5.2 Cause substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Development of other planned projects has the potential to have cumulatively considerable impacts to archaeological resources. Construction of the Project would not impact any known archaeological resources, and the likelihood of uncovering previously unknown archaeological resources during construction would be reduced with a mitigation measure to protect archaeological resources. Future projects in the cumulative study area would be required to implement mitigation to reduce impacts to archaeological resources. With implementation of MM-CUL-1 to protect archeological resources, the construction of the proposed Project would not contribute to the loss of archaeological resources within the cumulative study area. Proposed Project operations are not expected to result in effects on

archaeological resources. Therefore, the proposed Project would not contribute to cumulative archaeological resource impacts and the cumulative impact would be less than significant.

6.5.3 Disturb any human remains, including those interred outside of formal cemeteries?

Development of other planned projects would be required to comply with the provisions of California Health and Safety Code Section 7050.5, as well as California Public Resources Code Section 5097 et seq.; therefore, development projects within the cumulative study area would be required to treat human remains that may be discovered during construction in accordance with required practices. With implementation of an MM-CUL-2 to address unforeseen human remains or funerary objects encountered during any activities associated with the proposed Project and the other cumulative actions' compliance with required practices, the proposed Project would not contribute to cumulative impacts to unearthed human remains, and the cumulative impact would be less than significant.

6.6 ENERGY RESOURCES

The geographic context for evaluation of cumulative energy impacts is the City of Rancho Cucamonga and City of Ontario. The cumulative context for the analysis of energy use is the service areas of the service providers.

6.6.1 Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The geographic area for electricity service is Southern California Edison (SCE)'s boundaries and for natural gas service is Southern California Gas Company (SoCalGas)'s boundaries. The proposed Project would result in increased services demand for electricity and natural gas. Although the proposed Project would result in a net increase in electricity usage of approximately less than 0.02%, this increase would not require SCE to expand or construct infrastructure that could cause substantial environmental impacts. The proposed Project, in combination with cumulative development (see Table 5-1), is well within SCE's projected system-wide net increase in electricity supplies annually over the 2018 to 2030 period (see Tables 6-1 and 6-2 in the Energy Technical Report [Appendix I]), and there are sufficient planned electricity supplies in the region for estimated net increases in energy demands (California Energy Commission 2018).

Similarly, additional natural gas infrastructure is not anticipated due to cumulative development. Total natural gas consumption in SoCalGas's service area in 2020 was 5,232 million therms. Total natural gas consumption in SoCalGas's service area is forecast to remain steady between 2018 and 2035 for the low- and mid-demand scenarios and to increase by approximately 650 million therms in the high-demand scenario due to intense energy-efficiency efforts (SBCTA 2024b). The Project's percentage of cumulative consumption of natural gas in the SoCalGas service area would be less than 0.01 percent, assuming the high-demand scenario. It is anticipated that SoCalGas would be able to meet the natural gas demand of the related projects without additional facilities. In addition, both SCE's and SoCalGas's demand forecasts include the growth contemplated by the Project and the related projects. SCE and SoCalGas plan to

continue providing reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

As reported in the Transportation Technical Report, the Project would result in a reduction of the regional VMT of less than 0.01 percent. However, cumulative transportation energy use would increase due to cumulative area growth. This transportation energy use would not represent a major energy use when compared to the amount of existing development and the total number of vehicle trips and VMT throughout San Bernardino County and the region.

The proposed Project and related projects are required to comply with various federal and State government legislation to improve energy efficiency in buildings, equipment, and appliances and reduce VMT. Increased energy efficiency in compliance with current building energy-efficiency standards reduces energy consumption on a per-square-foot basis when compared to older buildings. In addition, utility companies are required to increase their renewable energy sources to meet the Renewable Portfolio Standards mandate of 60 percent renewable supplies by 2030. Further, compliance with the existing regulatory requirements would ensure that the proposed Project would not result in an inefficient, wasteful, and unnecessary consumption of energy. Therefore, the proposed Project's contribution to impacts related to the inefficient, wasteful, and unnecessary consumption of energy would not be cumulatively considerable and the cumulative impact would be less than significant.

6.6.2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed Project 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. The Title 24 building energy-efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. As such, fuel, electricity, and natural gas demand associated with Project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Therefore, the proposed Project would be consistent with all applicable plans and policies and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, the proposed Project's contribution to impacts related to conflicting with or obstructing a state or local plan for renewable energy or energy efficiency would not be cumulatively considerable and the cumulative impact would be less than significant.

6.7 GEOLOGY, SOILS, AND SEISMICITY

The geographic context for the analysis of cumulative impacts resulting from geologic hazards is generally site-specific, because each project site has a different set of geologic considerations that would be subject to specific site development and construction standards. Soil and geologic conditions are site-specific and there is little, if any, cumulative relationship between this proposed Project and other areas in the City of Rancho Cucamonga and City of Ontario. As such, the potential for cumulative impacts to occur is

geographically limited for many impact explanations; however, variations from a site-specific cumulative context are identified, where they occur.

6.7.1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

The proposed Project would have no contribution to cumulative impacts associated with Alquist-Priolo Earthquake Fault Zones.

6.7.2 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking and/or seismic-related ground failure, including liquefaction?

Impacts associated with potential geologic hazards related to ground-shaking and/or seismic-related ground failure would occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development. The proposed Project and future developments would be required to be designed in accordance with appropriate geotechnical and seismic guidelines and recommendations, consistent with the requirements of the City of Rancho Cucamonga, the City of Ontario, and the State of California. With adherence to existing regulations and implementation of mitigation measure(s), the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.7.3 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impacts associated with potential geologic hazards related to landslides and/or soil failure occur at individual sites. These effects are site-specific, and impacts would not be compounded by additional development. Because development in the City of Rancho Cucamonga and City of Ontario would be required to be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the standards of the City of Rancho Cucamonga's and City of Ontario's Building Codes, the cumulative impact would be less than significant. Adherence to the existing regulations with respect to the proposed Project design and construction would provide adequate levels of safety. Therefore, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.7.4 Result in substantial soil erosion or the loss of topsoil?

The impacts from erosion and loss of topsoil from site development and operation can be cumulative in effect within a watershed. The Santa Ana Watershed forms the geographic context of cumulative erosion impacts. Implementation of the proposed Project would modify soil and topographic conditions at the

site to accommodate the construction of the 4.2-mile tunnel, three stations, and an MSF and to provide a stable and safe physical environment. The construction phase of the proposed Project could expose soil to erosion by wind or water. Development of other cumulative actions in the vicinity of the proposed Project site could also expose soil surfaces, and further alter soil conditions. To minimize the potential for cumulative impacts that could cause erosion, the proposed Project and cumulative actions in the adjacent area are required to be developed in conformance with the provisions of applicable federal, state, San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario laws and ordinances. As a result, it is anticipated that cumulative impacts on the Santa Ana Watershed caused by runoff and erosion from cumulative development activity would not be significant. The proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.7.5 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The geographic context for analysis of impacts on development from unstable soil conditions including landslides, subsidence, or collapse generally is site-specific. All development in Seismic Zone 4 is required to undergo analysis of geological and soil conditions applicable to the proposed Project site (California Building Standards Commission 2019). In addition, restrictions on development would be applied in the event that geological or soil conditions posed a risk to safety, therefore it is anticipated that cumulative impacts from development on soil subject to instability, subsidence, and/or collapse, would be less than significant. With implementation of mitigation measures and because the proposed Project would be in compliance with applicable existing regulations, the proposed Project would not be cumulatively considerable. The cumulative impact would be less than significant.

6.7.6 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impacts associated with potential geologic hazards related to expansive soil would occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development. The proposed Project would be designed in accordance with appropriate geotechnical and seismic guidelines and recommendations, consistent with the requirements of the City of Rancho Cucamonga, the City of Ontario, and the State of California. With adherence to existing regulations and implementation of MM-GEO-6, the proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.7.7 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed Project would have no contribution to cumulative impacts associated with septic tanks or alternative wastewater disposal systems.

6.7.8 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As development occurs throughout the cumulative study area, it is possible that damage to paleontological resources could occur. However, as other projects in the cumulative study area are generally subject to environmental review under CEQA, these projects are required to incorporate appropriate mitigation measures to avoid or minimize impacts on paleontological resources. The proposed Project would implement MM-PAL-1 through MM-PAL-4 as identified in the Paleontological Resources Technical Report. These MMs would reduce the impacts associated with construction of the stations, the cut-and-cover portions of the tunnel, the vent shaft, and the utility relocations on scientifically significant, nonrenewable paleontological resources to a less than significant level. Although mitigation would be implemented during boring activities, impacts to scientifically significant, nonrenewable paleontological resources would remain. MM-PAL-1 through MM-PAL-4 would be implemented to lessen the significant impacts; however, the impact associated with tunnel boring would remain significant and unavoidable. Considered cumulatively with other projects in the region, and even with implementation of MM-PAL-1 through MM-PAL-4, the proposed Project would result in a significant cumulative impact. The incremental impact would be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

6.7.9 Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

The proposed Project would have no contribution to cumulative impacts associated with mineral resources.

6.7.10 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The proposed Project would have no contribution to cumulative impacts associated with mineral resources.

6.8 GREENHOUSE GAS

GHG emissions impacts are inherently cumulative, because no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which the proposed Project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary, such as a project site or combination of sites. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHG cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a

boundary for the analysis of impacts at the State of California's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

6.8.1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

As climate change impacts are cumulative in nature, no typical single project can result in GHG emissions of such a magnitude that it, in and by itself, would be significant on a project basis. As shown in Table 6-5 of this report and the Greenhouse Gas Emissions Technical Report, the proposed Project's GHG emissions would not exceed SCAQMD's 3,000 metric tons of carbon dioxide equivalent (MT CO_2e) per year threshold of significance, and thus, would result in a less than significant impact.

Table 6-5: Construction Greenhouse Gas Emissions

Year	Total Emissions per Year ($MTCO_2e$)
Year 1	0
Year 2	662
Year 3	5,023
Year 4	2,027
Year 5	4,316
Total Emissions for the Entire Construction Process	12,029
Total Construction Emissions Amortized over 30 Years	401

Source: Compiled by LSA (December 2022)
$MTCO_2e$ = metric tons of carbon dioxide equivalent

As such, the analysis took into account the potential for the proposed Project to contribute to the cumulative impact of global climate change, which includes consideration of the related projects identified in Table 5-3. In addition, implementation of the proposed Project's regulatory requirements and project design features, including state mandates, would contribute to GHG reductions, as discussed in Greenhouse Gas Emissions Technical Report. These reductions support the state's goals for GHG emissions reduction. Therefore, the proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant. Under NEPA, cumulative impact would result in no adverse effect.

6.8.2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The GHG plan consistency analysis for this proposed Project is based on the proposed Project's consistency with the City of Ontario's General Plan and Community Climate Action Plan, the City of Rancho Cucamonga's General Plan and Climate Action Plan, and SCAG's 2020–2045 RTP/SCS. The 2020–2045

RTP/SCS is a regional growth management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020–2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans.

The analysis presented in the Greenhouse Gas Emissions Technical Report shows that the proposed Project is consistent with the City of Ontario's General Plan and Community Climate Action Plan, and the City of Rancho Cucamonga's General Plan and Climate Action Plan. The proposed Project is also consistent with SCAG's 2020–2045 RTP/SCS' regulatory requirements to reduce regional GHG emissions from the land use and transportation sectors by 2035. Given the proposed Project's consistency with statewide, regional, and local plans adopted for the reduction of GHG emissions, the proposed Project's incremental contribution to GHG emissions and their impacts on climate change would not be cumulatively considerable. Therefore, the proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.9 HAZARDS AND HAZARDOUS MATERIALS

Risks associated with hazardous materials impacts are generally localized and site-specific, with the exception of those resulting from transportation of hazardous materials. Since these risks are generally site-specific, the cumulative context for this analysis varies, depending on the threshold being analyzed. For example, cumulative impacts associated with the transportation of hazardous materials would be analyzed for projects along the transportation route, while the context for the use of hazardous materials would be limited to the area immediately surrounding the Project site. Cumulative impacts associated with the accidental release of hazardous materials into the environment would also be likely limited to the proposed Project and the immediately surrounding properties. Cumulative impacts associated with emergency response would be limited to development in the vicinity of emergency access routes.

The geographic context for the analysis of cumulative impacts related to hazardous materials includes the City of Rancho Cucamonga and the City of Ontario. The analysis accounts for all anticipated cumulative growth within this geographic area, which includes the list of related projects provided in Table 5-1, within the City of Rancho Cucamonga and the City of Ontario.

6.9.1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Cumulative development within the City of Rancho Cucamonga and the City of Ontario would include land uses that could involve the use of greater quantities and varieties of hazardous materials. Hazardous materials use, storage, disposal, and transport could result in spills and accidents. New development in the City of Rancho Cucamonga and the City of Ontario would be subject to hazardous materials regulations codified in CCR Titles 8, 22, and 26. Furthermore, all construction and demolition activities in the City of Rancho Cucamonga and the City of Ontario would be subject to California Division of Occupational Safety and Health, SCAQMD, and California Environmental Protection Agency regulations concerning the release

of hazardous materials. Compliance with all state, federal, and local regulations during the construction and operation of new developments in the City of Rancho Cucamonga and the City of Ontario would ensure that cumulative impacts from the routine transportation, use, disposal, or release of hazardous materials would be less than significant. Additionally, because the proposed Project would also be required to comply with applicable statutes and regulations to ensure that future development of the proposed Project would not result in significant public hazards through the routine transport, use, or disposal of hazardous materials, the proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.9.2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Cumulative actions in the City of Rancho Cucamonga and the City of Ontario could result in construction and operational activities that could potentially involve the release of hazardous materials into the environment. In particular, cumulative development could occur on properties listed on hazardous materials sites or that were previously used for oil production activities, and/or the demolition of existing structures, which may contain hazardous materials. However, the individual workers potentially affected would vary from project to project. For example, if demolition of existing buildings is required, short-term increases in hazardous materials generation due to the potential presence of lead-based paints and asbestos-containing materials could occur. However, as with the proposed Project, related projects would be required to comply with applicable federal, state, and local regulations. Adherence to applicable regulations and guidelines pertaining to abatement of, and protection from, exposure to oil, pesticides, asbestos, lead, and other hazardous materials would ensure that cumulative impacts from those activities would be less than significant. Site-specific investigations would be conducted at sites where contaminated soil could occur to minimize the exposure of workers to hazardous substances.

Compliance with existing regulations and implementation of a mitigation measure would minimize the potential risk of contamination by implementing investigation and remediation efforts at the proposed Project site and would ensure that construction workers and the general public would not be exposed to any unusual or excessive risks related to hazardous materials. Site-specific investigations would be conducted at sites where contaminated soil could occur to minimize the exposure of workers to hazardous substances. Additionally, because the proposed Project would also be required to comply with applicable statutes and regulations to ensure that the proposed Project would not result in significant public hazards as a result of the accidental release of hazardous materials, the proposed Project's contribution would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.9.3 Emit hazardous materials or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The proposed Project would have no contribution to cumulative impacts.

6.9.4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Future development in the City of Rancho Cucamonga and the City of Ontario may be located on or near a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. It is anticipated that future development would comply with applicable laws and regulations pertaining to hazardous wastes, and that risks associated with identified hazardous materials sites would be eliminated or reduced through proper handling, disposal practices, and/or clean-up procedures. In many cases, development applications for projects affected by hazardous materials on identified sites would be denied by the City of Rancho Cucamonga and the City of Ontario if adequate cleanup or treatment is not completed or feasible. The proposed Project's contribution to cumulative impacts associated with development on or near hazardous material sites would not be cumulatively considerable, therefore, the cumulative impact would be less than significant.

6.9.5 Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?

The proposed Project terminates at ONT, at parking lots for Terminal 2 and Terminal 4. Although all development would be subject to the risks associated with the exposure to safety hazards from aircraft overhead, these risks vary according to location and other various factors and are, therefore, unique. It is also likely that such risk, if sufficiently high, would be a factor in any decision to approve or deny future development proposals pursuant to the various federal, state, and local regulations governing airports. However, the proposed Project has been determined to be a compatible use within the ONT airport influence area, Safety Zones, and Noise Impact Zones. The proposed Project would not be cumulatively considerable, and the cumulative impact with respect to exposure to safety risks from airport operations would be less than significant.

6.9.6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Construction and operation associated with the related projects and other future development in the City of Rancho Cucamonga, the City of Ontario, and the surrounding area would not interfere with adopted emergency response or evacuation plans. It is anticipated that future development projects would be required to implement measures necessary to mitigate potential impacts. The Local Hazard Mitigation Plan for the City of Rancho Cucamonga and the Hazard Mitigation Plan for the City of Ontario address procedures for large-scale emergency situations, such as natural disasters and technological incidents and not normal day-to-day emergencies. These emergency preparedness documents are for large-scale emergency situations, such as an earthquake that would be applicable to the entire City of Rancho Cucamonga and the City of Ontario, including the proposed Project site. The City of Rancho Cucamonga

and the City of Ontario have prepared for such emergencies; as part of standard development procedures, plans would be submitted as appropriate to the City of Rancho Cucamonga and the City of Ontario for review and approval to ensure that all new development has adequate emergency access, including turning radius, in compliance with existing regulations for the City of Rancho Cucamonga and the City of Ontario. Therefore, the cumulative impact would be less than significant.

Construction and operation activities under the proposed Project with respect to emergency response or evacuation plans, due to temporary construction barricades or other obstructions that could impede emergency access, would be subject to both the City of Rancho Cucamonga and the City of Ontario permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times. Furthermore, the potential for any increased delays along evacuation routes from the incremental increase in new workers and patrons resulting from implementation of the proposed Project would be considered less than significant. As a result, the cumulative impact would be less than significant.

6.9.7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The proposed Project would have no contribution to cumulative impacts.

6.10 HYDROLOGY AND WATER QUALITY

The geographic context for the hydrology and water quality cumulative impact analysis is the Middle Santa Ana River Watershed for water quality impacts, and the limits of the Chino Subbasin of Santa Ana Valley Groundwater Basin with regard to groundwater quality and recharge impacts.

6.10.1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

During construction activities, all projects within the Middle Santa Ana River Watershed Management Area (WMA) would be subject to the requirements of a National Pollutant Discharge Elimination System (NPDES) permit: The Construction General Permit and the Municipal Stormwater Permit. The Construction General Permit requires that a Stormwater Pollution Prevention Plan (SWPPP) be prepared for any construction project that would disturb more than one acre of land surface and for redevelopment projects. Municipal Stormwater Permit conditions are required to be codified in the local agency/ municipality codes and ordinances. Potential construction dewatering would be subject to either a General Permit of discharge of low-threat waters or an individual Waste Discharge Requirement (WDR).

Compliance with the requirements of the NPDES permits would necessitate the use of erosion control measures and stormwater pollution prevention BMPs during both construction and operational phases of development projects. These BMPs include erosion and sediment control practices, waste management practices, spill containment and cleanup, water conservation, and other BMPs to reduce potential

pollutants in stormwater runoff to the maximum extent practicable. Furthermore, for any pollutant identified as causing or contributing to impairment of the Santa Ana River Watershed, Total Maximum Daily Loads (TMDLs) are or will be developed, further restricting the potential for discharge of pollutants in such a manner that would cause or contribute to violation of water quality standards or WDRs. Additionally, permittees included as part of the areawide Municipal Stormwater Permit:

- Are required to conduct inspections of construction sites, industrial facilities, and commercial establishments for compliance with the NPDES Stormwater Permit.
- Shall conduct construction site inspections for compliance with their ordinances (grading, Water Quality Management Plans, etc.) and local permits (construction, grading, etc.). Inspections shall include a review of erosion control and BMP implementation plans and an evaluation of the effectiveness and maintenance of the BMPs identified.
- Shall enforce their ordinances and permits at all construction sites as necessary to maintain compliance with Water Quality Order Number (No.) 2014-0057-DWQ as amended in 2015 and 2018, and compliance with State Water Resources Control Board (SWRCB) Order No. 2009-009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ. Sanctions for noncompliance must include monetary penalties, bonding requirements and/or permit denial or revocation.
- Shall enforce their ordinances and permits at commercial facilities.

Monitoring and reporting programs explicitly required in the area-wide Municipal Stormwater Permit would ensure that the stormwater management program is adequately protecting water quality or would be adjusted to meet water quality protection goals.

With implementation of MM-HWQ-1 to address temporary construction dewatering, and compliance with federal, state, and local regulations, the proposed Project would not contribute considerably to cumulative impacts, and cumulative impacts on water quality standards or WDRs would be less than significant.

6.10.2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin.

The analysis of cumulative impacts to groundwater includes all cumulative development within this geographic area as allowed by the applicable General Plans for the San Bernardino County, the City of Rancho Cucamonga and the City of Ontario. The proposed Project would not increase the demand for water supplies at the proposed Project site and would not require groundwater resources. In addition, General Plans for the San Bernardino County, the City of Rancho Cucamonga and the City of Ontario would require the adoption of various conservation and alternative supply strategies to ensure that future projects stay within the currently known safe yields of the underlying groundwater basins. Future

construction activities would be required to comply with regulatory requirements. The amount of impervious area at the site with implementation of the proposed Project would be reduced, thereby increasing the potential for groundwater recharge. The water demand of the proposed Project would be met with existing supplies as already accounted for in the General Plans for the San Bernardino County, the City of Rancho Cucamonga and the City of Ontario, and would not contribute considerably to cumulative groundwater supply impacts. Therefore, the proposed Project contribution to groundwater resource impacts would not be cumulatively considerable, and cumulative groundwater resources impacts would be less than significant.

6.10.3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off- site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; and/or impede or redirect flood flows?

The geographic context for the analysis of cumulative impacts related to storm drainage is the extensive storm drain system operated by the San Bernardino County, City of Rancho Cucamonga, and City of Ontario. As undeveloped land has been converted to urban uses, this conversion has resulted in additional stormwater flows that have exceeded system capacity. In addition, aging infrastructure also reduces capacity and the ability of the system to convey flows without causing street flooding.

Cumulative development within the San Bernardino County, the City of Rancho Cucamonga and the City of Ontario could potentially increase the amount of impervious surfaces that could cause or contribute to storm drain system capacity exceedance, alter the existing storm drain system, and require the construction of new or expanded facilities. New development within the San Bernardino County, the City of Rancho Cucamonga and the City of Ontario would be subject to the environmental review process that would analyze potential impacts associated with stormwater runoff to the storm drain system, as well as compliance with current state and local environmental regulations, such as the Construction General Permit and Clean Water Act Section 404 permit process. The proposed Project would be required to obtain necessary approvals from the San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario to ensure that allowable capacity flow to the affected storm drains is not exceeded.

Local Municipal Codes incorporate design review requirements that would likely prevent substantial on-site flood effects. However, increased impervious surfaces as a result of cumulative development within the watershed could increase the amount and rate of stormwater runoff that may cause or contribute to downstream flooding. All development within the Middle Santa Ana River Watershed Management Area (WMA) must comply with the requirements of the NPDES permit, and other pertinent local drainage and conveyance ordinances. Related projects are also required to adhere to Water Quality Management Plans that are aimed at increasing the retention of water on site and minimizing runoff. San Bernardino County

Flood Control District (SBCFCD) is responsible for operating and maintaining the San Bernardino County's major flood control channels and drainage system, including required improvements. Individual municipalities are often charged with maintaining local and tributary flood control systems. The principal functions of SBCFCD are flood protection on major streams, water conservation, and storm drain construction. The Flood Control Permit Section provides relevant permit information and processes encroachment permit applications for work within the SBCFCD's ROW. The section coordinates departmental reviews and issues permits for activities such as construction projects, land use permits, and general encroachment permits within the SBCFCD's ROW. This process allows SBCFCD oversight over drainage and flood control issues within San Bernardino County.

Cumulative growth within the Middle Santa Ana River WMA could cumulatively increase flood flows as more impervious surfaces are created within the watershed. Alterations in area drainage patterns could also alter flood conveyance capacity of existing drainages. This alteration could create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of contaminated runoff. All major development within the area would be subject to environmental review, the SBCFCD permits, the NPDES Program permits, as well as local Municipal Codes and plans.

Compliance with the requirements of the NPDES permits would necessitate the use of erosion control measures and stormwater pollution prevention BMPs during both construction and operational phases of development projects. These BMPs include erosion and sediment control practices, waste management practices, spill containment and cleanup, water conservation, and other BMPs to reduce potential pollutants in stormwater runoff to the maximum extent practicable. Furthermore, for any pollutant identified as causing or contributing to impairment of the Santa Ana River Watershed, TMDLs are or will be developed, further restricting the potential for discharge of pollutants in such a manner that would cause or contribute to violation of water quality standards or WDRs. Additionally, requirements of the areawide Municipal Stormwater Permit require that all permittees:

- Conduct inspections of construction sites, industrial facilities, and commercial establishments for compliance with the NPDES Stormwater Permit.
- Conduct construction site inspections for compliance with their ordinances (grading, Water Quality Management Plans, etc.) and local permits (construction, grading, etc.). Inspections shall include a review of erosion control and BMP implementation plans and an evaluation of the effectiveness and maintenance of the BMPs identified.
- Enforce their ordinances and permits at all construction sites as necessary to maintain compliance with Water Quality Order No. 2014-0057-DWQ as amended in 2015 and 2018, and compliance with SWRCB Order No. 2009-009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ. Sanctions for noncompliance must include monetary penalties, bonding requirements and/or permit denial or revocation.

- Enforce their ordinances and permits at commercial facilities.

Monitoring and reporting programs explicitly required in the area-wide Municipal Stormwater Permit would ensure that the stormwater management program is adequately protecting water quality or would be adjusted to meet water quality protection goals.

Growth within the area could result in addition of potentially polluting industry, new or expanded wastewater treatment facilities, and increased use of recycled water. Development of certain industries within the area could potentially contribute additional pollutants to ground or surface water that may cause or contribute to water quality impacts. However, the types of industries with the potential to cause or contribute to surface or groundwater pollution would have to comply with the Industrial General Permit, which includes preparation of an SWPPP and associated monitoring and reporting program, Spill Prevention and Control Plan, and effluent limitations for some industries. These regulatory requirements would minimize the potential for pollutant transport in stormwater or to groundwater. If monitoring indicates exceedance of effluent limitations or non-compliance with other permit conditions, SWRCB or Regional Water Quality Control Board (RWQCB) issues a cease-and-desist order to prevent potential water quality degradation. Development of industrial uses within the watershed would, therefore, not substantially degrade water quality. The proposed Project would adhere to the aforementioned requirements and would therefore not contribute considerably to waste discharge requirements or water quality standards.

With compliance with applicable federal, state, and local regulations, the proposed Project would not be cumulatively considerable, and the cumulative impact would be less than significant.

6.10.4 In Flood Hazard, Tsunami, or Seiche Zones, Risk Release of Pollutants Due to Project Inundation.

Flood Hazards

Portions of San Bernardino County include Federal Emergency Management Agency (FEMA) designated 100-year flood hazard area (FEMA 2022). Cumulative growth and development could result in the introduction of new development within flood hazard areas. The San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario have regulations and requirements for potential development within flood hazard areas. It is anticipated that applicable state and local regulations would prevent the placement of housing and structures in 100-year flood hazard areas unless flood control improvements are made to reduce the risk from 100-year floods. In addition, it is anticipated that applicable policies related to flooding from the General Plans of each jurisdiction would ensure that development would be protected against potential flood hazards. The proposed Project's contribution to cumulative impacts associated with flood hazards would not contribute considerably to cumulative impacts. As such, this cumulative impact would be considered less than significant.

Dam

A portion of the City of Ontario is located within the dam failure inundation zone for failure of the San Antonio Dam (City of Ontario 2021a). United States Army Corps of Engineers (USACE) regularly inspects and maintains all their facilities, including the San Antonio Dam and Reservoir, as required by National Dam Inspection Act (Public Law 92-367), which is intended to eliminate or reduce any risks caused by dam failure. If an unlikely event of a dam failure were to occur, including from potential seismic activity, the USACE adopted Emergency Action Plan, San Bernardino County's All Hazard Mitigation Plan, City of Rancho Cucamonga Hazard Mitigation Plan, and City of Ontario Hazard Mitigation Plan would provide adequate warning for evacuation. In addition, San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario General Plan goals and policies set guidance and restrictions for development within a dam inundation zone. As a dam failure is remote, and with existing governing San Bernardino County, City of Rancho Cucamonga, and City of Ontario policies, the proposed Project would not contribute significantly to cumulative impacts, and the potential cumulative impacts associated with dam failure would be less than significant.

Cumulative growth and development could result in the introduction of new structures and impervious surfaces that would increase stormwater runoff, which could subsequently lead to increased flood hazards. However, it is anticipated that applicable state and local regulations would prevent the placement of housing and structures in 100-year flood hazard areas unless flood control improvements are made to reduce the risk from 100-year floods. In addition, it is anticipated that applicable policies related to flooding from the General Plans of each jurisdiction would ensure that development would be protected against potential flood hazards. The proposed Project would not contribute considerably to cumulative impacts associated with flood hazards. This cumulative impact would be considered less than significant.

Seiche, Tsunami, or Mudflow

The proposed Project would have no contribution to cumulative impacts.

6.10.5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed Project would have no contribution to cumulative impacts.

6.11 NOISE AND VIBRATION

The geographic context for the analysis of cumulative noise impacts depends on the impact being analyzed. For construction impacts, only the immediate area around the proposed Project would be included in the cumulative context. For operational/roadway related impacts, the context is build-out of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, including existing and future development of cumulative actions within the City of Rancho Cucamonga and the City of Ontario, as well as adjacent communities that would be potentially impacted. Noise is by definition a localized phenomenon, and significantly reduces in magnitude as distance from the source increases. Consequently,

only projects and growth due to occur in the City of Rancho Cucamonga and the City of Ontario area would be likely to contribute to cumulative noise impacts.

6.11.1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Cumulative noise assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the proposed Project area. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative noise impacts.

Development of the proposed Project in combination with future development would result in an increase in construction-related and traffic-related noise. However, all future development would be required to comply with the City of Ontario noise ordinance, which requires construction activities to not occur between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, or between the hours of 8:00 p.m. and 9:00 a.m. on Saturday or Sunday. In addition, the City of Rancho Cucamonga noise ordinance requires construction activities to not occur between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. Consequently, in order to achieve a substantial cumulative increase in construction noise levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. Thus, construction noise levels from the proposed Project would not be cumulatively considerable, and the cumulative noise impacts associated with construction activities would be less than significant.

Cumulative off-site noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and future development within the proposed Project area. Therefore, cumulative off-site noise impacts have been assessed based on the contribution of the proposed Project traffic volumes on the roadways in the proposed Project vicinity. As discussed previously, the proposed Project is not expected to significantly increase off-site noise levels. Thus, off-site noise impacts from the proposed Project would not combine with future development to become cumulatively considerable, and cumulative noise impacts would be less than significant.

6.11.2 Generation of excessive groundborne vibration or groundborne noise levels.

Cumulative vibration assessment considers development of the proposed Project in combination with ambient growth and other development projects within the vicinity of the proposed Project area. As vibration is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects and ambient growth in the nearby area could combine with the proposed Project to result in cumulative vibration impacts.

Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related vibration impacts. However, the City of Ontario Noise Ordinance requires construction activities to not occur between the hours of 6:00 p.m. and 7:00 a.m. on weekdays, or between the hours of 8:00 p.m. and 9:00 a.m. on Saturday or Sunday. In addition, the City of Rancho Cucamonga Noise Ordinance requires construction activities to not occur between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday. As discussed above, construction vibration is localized in nature and decreases substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction vibration levels, more than one source emitting high levels of construction vibration would need to be in close proximity to the proposed Project construction. Thus, construction vibration levels from the proposed Project would not be cumulatively considerable, and cumulative vibration impacts associated with construction activities would be less than significant.

Cumulative off-site vibration impacts would also occur primarily as a result of increased traffic on local roadways due to the proposed Project and future development within the proposed Project area. Therefore, cumulative off-site vibration impacts have been assessed based on the contribution of the proposed Project traffic volumes on the roadways in the proposed Project vicinity. The proposed Project is not expected to significantly increase off-site vibration levels. Thus, off-site vibration impacts from the proposed Project would not be cumulatively considerable, and cumulative vibration impacts would be less than significant.

6.11.3 For a project location within the vicinity of a private airstrip or an airport land use plan that has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels.

The proposed Project terminates at ONT, at parking lots for Terminal 2 and Terminal 4. Although all development would be subject to the risks associated with the exposure to noise from aircraft overhead and airport operations, these risks vary according to location and other various factors, and are, therefore, unique. It is also likely that such risk, if sufficiently high, would be a factor in any decision to approve or deny future development proposals pursuant to the various federal, state, and local regulations governing airports. However, the proposed Project has been determined to be a compatible use within the ONT Noise Impact Zones. The proposed Project would not be cumulatively considerable, and the cumulative impact with respect to excessive noise level exposures from an airport would be less than significant.

6.12 PALEONTOLOGICAL RESOURCES

The geographic context for the analysis of cumulative paleontological impacts varies by environmental topic. Thus, the geographic context scenarios are presented individually for the various potential cumulative impacts identified below. The analysis for paleontological resources accounts for all anticipated cumulative development within these geographic areas, as represented by full

implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and those development projects within these geographic areas listed in Table 5-1.

6.12.1 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

As future planned development occurs, it is possible that damage to paleontological resources could occur. However, as other projects in the cumulative study area are generally subject to environmental review under CEQA, these projects are required to incorporate appropriate mitigation measures to avoid or minimize impacts on paleontological resources. The proposed Project would implement MM-PAL-1, to engage a qualified paleontological resources specialist; MM-PAL-2 to prepare and implement a Paleontological Resources Impact Mitigation Plan (PRIMP); MM-PAL-3 to provide Worker Environmental Awareness Program (WEAP) training; and MM-PAL-4 which requires to halt construction, evaluate, and treat if Paleontological Resources are found. These mitigation measures would reduce the impacts associated with construction of the stations, the cut-and-cover portions of the tunnel, the vent shaft, and the utility relocations on scientifically significant, nonrenewable paleontological resources to a less than significant level. Although mitigation would be implemented during boring activities, impacts to scientifically significant, nonrenewable paleontological resources would remain. Mitigation measures discussed above would be implemented to lessen the significant impacts; however, the impact associated with tunnel boring would remain significant and unavoidable. Considered cumulatively with other projects in the region, and even with implementation of mitigation measures discussed above, the proposed Project would result in a significant cumulative impact. The incremental impact would be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

6.13 TRANSPORTATION AND TRAFFIC

The geographic context for the analysis of cumulative transportation and traffic impacts considers development of the proposed Project, in conjunction with the other development in the City of Rancho Cucamonga, the City of Ontario and neighboring jurisdictions, as listed in Table 5-1.

6.13.1 Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

There are local and regional plans for transit and highway improvement projects within one mile of the Project Footprint that have the potential to have cumulatively considerable impacts, such as the West Valley Connector (WVC) - Phase 1/Milliken Alignment, Brightline West, I-10 Corridor Project, and the I-15 Corridor Project/Express Lanes project. However, these projects would enhance transit access and the movement of goods and services by providing transit service in communities that are currently underserved, and with the addition of the Project, would expand the regional transportation network in the City of Rancho Cucamonga and the City of Ontario.

Implementation of the proposed Project would result in minimal impacts to individual bus lines or stops. Although there could be an increase in pedestrian and bicycle activity within the Project site, local and regional plans have identified areas for pedestrian and bicycle improvements that would connect to the Project including signage and wayfinding and bicycle parking. SBCTA would continue to coordinate with SCRRA, Brightline West, Omnitrans, and the City of Rancho Cucamonga to minimize potential impacts on parking when the proposed Project and Brightline West are operational. Therefore, the proposed Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including roadways, parking, bicycle, and pedestrian facilities, and impacts would not be cumulatively considerable and the proposed Project's cumulative impacts would be less than significant.

6.13.2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

A development project would have a cumulative VMT impact if it were deemed inconsistent with SCAG's RTP/SCS, the regional plan to reach state air quality and GHG reduction targets. However, based on the State CEQA Guidelines, transportation projects that reduce or have no impact on VMT would be in alignment with the RTP/SCS, and therefore would also have no cumulative VMT impact. As evaluated in the Transportation Technical Report, the proposed Project would result in a less than significant VMT impact.

Development and redevelopment projects would result in increased traffic congestion, particularly along the major east-west and north-south arterials, such as Milliken Avenue and Airport Drive. However, the proposed Project would expand regional transportation choices and improve transit accessibility and overall regional mobility by providing first/last-mile connections between the Cucamonga Metrolink Station and ONT. The proposed Project would provide a new transportation mode to and from ONT from the Cucamonga Metrolink Station, which would provide a transportation improvement for the study area. This would result in a reduction of vehicle trips, VMT, and GHG emissions.

Improvements to first/last-mile access would encourage a shift from automobiles to other modes of transportation, such as transit and nonmotorized travel. As such, the proposed Project would encourage the use of transit for the airport trips, thereby stimulating a mode shift from automobile to transit. In addition, consistent with RTP/SCS goals, the proposed Project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region and, therefore, would not result in a cumulatively significant VMT impact. As the proposed Project would not result in a significant VMT impact, it also would not result in a cumulatively significant VMT impact. Therefore, the proposed Project's impacts with respect to VMT would not be cumulatively considerable, and the proposed Project's cumulative impacts would be less than significant.

6.13.3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed Project includes above ground and below ground elements that would be designed in accordance with local and regional building requirements. Temporary short-term impacts on local streets adjacent to the Project site would experience increased VMT due to roadway and infrastructure improvements, and the potential extension of construction activities into the public ROW could result in a reduction of the number of travel lanes, or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed Project and would impact only adjacent streets or intersections. However, safety measures would be set in place in accordance with BMPs, including wayfinding and signage, alternative travel routes, and maintaining access to local businesses and residents. Therefore, it is not anticipated that the proposed Project would substantially increase hazards due to a geometric design feature or incompatible uses. As such, impacts would be less than significant and would not be cumulatively considerable.

6.13.4 Result in inadequate emergency access?

The proposed Project would primarily be underground, with the exception of the proposed at-grade stations and MSF. The proposed Cucamonga Station would be located in the northwest corner of the existing Cucamonga Metrolink Station parking lot, and two stations are proposed at ONT within the existing parking lots located across from Terminals 2 and 4. These parking lots currently have sufficient ingress and egress routes that allow emergency access. The Project would be designed to incorporate adequate emergency access (e.g., sufficient turning movements for emergency vehicles) at the Project termini. Further, compliance with applicable county design criteria pertaining to emergency vehicle access as well as the California Fire Code standards ensure that operation of the proposed Project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans.

Temporary short-term construction impacts on street traffic adjacent to the Project site due to roadway and infrastructure improvements and the potential extension of construction activities into the ROW could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed Project and would affect only adjacent streets or intersections. These short-term construction impacts could interfere with any adopted emergency response or evacuation plans. Therefore, the proposed Project is not anticipated to result in inadequate emergency access for the existing circulation network. As such, impacts would be less than significant and would not be cumulatively considerable.

6.14 TRIBAL CULTURAL RESOURCES

The geographic context for the analysis of cumulative tribal cultural impacts varies by threshold. Thus, the geographic context scenarios are presented individually for the various potential cumulative impacts

identified below. The analysis accounts for all anticipated cumulative development within these geographic areas, as represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the related projects listed in Table 5-1.

6.14.1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, as in the local register of historical resources as defined in Public Resources Code Section 5020.1 (k)?

The geographic context for the analysis of cumulative impacts to tribal cultural resources is the City of Rancho Cucamonga and the City of Ontario which includes all cumulative growth within the City of Rancho Cucamonga and the City of Ontario, as represented by full implementation of the General Plans. Development in the City of Rancho Cucamonga and the City of Ontario would require grading and excavation that could potentially affect tribal cultural resources. The cumulative effect of these activities would contribute to the continued loss of subsurface cultural resources if these resources are not protected upon discovery. However, CEQA requirements, the City of Rancho Cucamonga General Plan, and the City of Ontario General Plan protect tribal cultural resources. If subsurface cultural resources are protected upon discovery as required by law, impacts to those resources would be less than significant. Implementation and enforcement of MM-TCR-1 would provide scientific recovery and evaluation of any archaeological resources that could be encountered throughout construction and would protect tribal cultural resources, and the contribution of potential impacts from the proposed Project to the cumulative destruction of tribal cultural resources throughout the City of Rancho Cucamonga and the City of Ontario would be less than significant.

6.14.2 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

The proposed Project would have a significant effect on the environment if, in combination with other projects, it would contribute to a significant cumulative impact related to tribal cultural resources. With implementation of mitigation measures to protect tribal cultural resources, the proposed Project would not significantly contribute to cumulative impacts related to tribal cultural resources. In general, the impacts related to tribal cultural resources that would result from the proposed Project would be confined to the Project site; and other projects in the vicinity that could result in impacts related to tribal cultural

resources would be subject to similar mitigation requirements. Therefore, the proposed Project, in combination with other past, present, and reasonably probable future projects, would not result in significant cumulative effect on tribal cultural resources and the cumulative impact would be less than significant.

6.15 UTILITIES SERVICE SYSTEMS

The geographic context for the City of Rancho Cucamonga and the City of Ontario analysis of cumulative water supply impacts is the area serviced by the Cucamonga Valley Water District (CVWD) and area serviced by the Ontario Municipal Utilities Company (OMUC), caused by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1.

The context for cumulative impacts related to wastewater is the service area of the CVWD and the Inland Empire Utilities Agency (IEUA). This also includes all anticipated cumulative growth represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1, above.

The geographic context for the analysis of cumulative solid waste impacts is the area serviced by the Burrtec Waste Industries (Burrtec) and City of Ontario Integrated Waste Department (IWD), the anticipated cumulative growth represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1.

The SBCFCD built a flood control system that collects the City of Rancho Cucamonga and City of Ontario's runoff and eventually discharges it to the Santa Ana River. Therefore, the areas served by the SBCFCD flood control system are the geographical context for the cumulative impacts to stormwater drainage.

For cumulative impacts related to natural gas cumulative impacts, the geographic context is the service area of SoCalGas. With regards to telecommunication, the geographic context is the service area of the telecommunication providers. This analysis considers the anticipated cumulative growth represented by full implementation of general plans of cities within these geographic areas, full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified in Table 5-1. Electricity is discussed within the Energy Technical Report and cumulative impacts associated with electricity are discussed above in Section 6.6.

6.15.1 Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The geographic context for the City of Rancho Cucamonga and the City of Ontario analysis of cumulative water supply impacts is the area serviced by CVWD and area serviced by OMUC. The context for cumulative impacts related to wastewater is the service area of CVWD and IEUA. With regard to telecommunication, the geographic context is the service area of the telecommunication providers within

the City of Rancho Cucamonga and the City of Ontario. For cumulative impacts related to natural gas, the geographic context is the service area of SoCalGas. This analysis considers the anticipated cumulative growth represented by full implementation of the General Plans of the City of Rancho Cucamonga and the City of Ontario within these geographic areas, and the specific projects identified in Table 5-1.

Currently, CVWD and OMUC provide water services to the proposed Project area. Development of cumulative actions within CVWD's and OMUC's service areas would demand additional quantities of water, depending on net increases in population, square footage, and intensity of uses. These future projects could contribute to the overall regional water demand. According to the CVWD's 2020 Urban Water Management Plan (UWMP), the CVWD service area future water demands are anticipated to be 73,504-acre feet per year (AFY) by 2045 (CVWD 2021). The OMUC's 2020 UWMP has projected that it needs to supply 57,609-AFY by 2045 to meet water demand. Implementation of the proposed Project would not substantially increase water usage at the proposed Project site. CVWD and OMUC, through their 2020 UWMPs, have indicated that existing facilities can accommodate the additional demand from the proposed Project in addition to future growth assumed in the UWMPs. In addition, the implementation of conservation measures on a project-specific basis and water shortage contingency plans would further reduce additional water demand. Development of cumulative actions could require new water conveyance facilities and/or require relocation. Future development is required to adhere to the state and local water regulations and policies. Accordingly, the proposed Project would not result in a cumulatively considerable contribution to an impact on water supply. Therefore, the cumulative impact to water supply would be less than significant.

Development of cumulative actions could increase the need for wastewater treatment facilities and/or require relocation. This increase in wastewater treatment facilities would comply with wastewater-related federal, local, and state requirements. Implementation of the proposed Project would not substantially increase wastewater treatment needs at the project site. The cumulative impact related to relocation and/or the need for additional or expanded wastewater facilities is less than significant, and the proposed Project's contribution would not be cumulatively considerable. Cumulative impact would be less than significant to wastewater impacts.

Development of cumulative actions would comply with stormwater-related federal, local, and state regulations and policies. The existing stormwater drains are adequate to accommodate additional stormwater flows from the implementation of the proposed Project. If new stormwater drainage facilities and/or relocation are required, then they would be required to adhere to existing regulations. The cumulative impact related to the need for additional or expanded stormwater facilities is less than significant, and the proposed Project's contribution would not be cumulatively considerable.

Telecommunication facilities are present within the geographic area surrounding the proposed Project site and would be available to future developments. The cumulative impact related to the supply of telecommunication services and the need for additional or expanded facilities is less than significant, and

the proposed Project's contribution would not be cumulatively considerable. This impact is considered to be less than significant.

The proposed Project would have no contribution to cumulative impacts to natural gas.

6.15.2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

The geographic context for the City of Rancho Cucamonga and the City of Ontario analysis of cumulative water supply impacts is the area serviced by CVWD and the area serviced by OMUC, caused by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1.

Development of cumulative actions within the San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario would demand additional quantities of water, depending on net increases in population, square footage, and intensity of uses. Implementation of the proposed Project would not substantially increase water usage at the proposed Project site. The City of Rancho Cucamonga and the City of Ontario conservation programs, and statewide efforts, would increase water supply reliability. Therefore, the City of Rancho Cucamonga and the City of Ontario would have adequate water supply for the proposed Project, and the proposed Project would have a less than significant contribution to cumulative effects.

6.15.3 Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The context for cumulative impacts related to wastewater is the service areas of CVWD and IEUA. This context also includes all anticipated cumulative growth represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1.

Development of cumulative actions within the San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario service areas would generate additional quantities of wastewater, depending on net increases in population, square footage, and intensification of uses. These projects would contribute to the overall regional demand for wastewater treatment service. The proposed Project's wastewater quality is anticipated to be typical and not exceed any treatment requirements set by RWQCB. Due to the expected minimal wastewater creation during operation, the proposed Project would increase the amount of wastewater transported by the sewer systems by a very small fraction of the total current capacity of the plants. In addition, the City of Rancho Cucamonga and City of Ontario would continue to implement water conservation measures that would result in a decrease in wastewater generation. Therefore, as the plants retain excess capacity, this cumulative impact is considered to be less than significant.

6.15.4 Generate solid waste more than State or local standards, or more than the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The geographic context for the analysis of cumulative solid waste impacts is the area serviced by Burrtec and the City of Ontario IWD, the anticipated cumulative growth represented by full implementation of the City of Rancho Cucamonga General Plan, the City of Ontario General Plan, and the specific projects identified by Table 5-1. Burrtec and IWD provide solid waste collection services for the City of Rancho Cucamonga and the City of Ontario, respectively. West Valley Materials Recovery Facility and the three landfills that serve the proposed Project area would be able to accept all operational and construction waste from the proposed Project site. As shown in Table 5-3 of the Utilities and Service Systems Technical Report, Mid-Valley Landfill, El Sobrante Landfill, and Badlands Landfill have sufficient current and future landfill capacity. The proposed Project would generate minimal solid waste during operation activities, and solid waste generated during construction activities would adhere to state and local regulations. Therefore, the proposed Project would not create demands for solid waste services that exceed the capabilities of the local waste management system. Consequently, cumulative impacts associated with solid waste would be considered less than significant.

6.15.5 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed Project would have no contribution to cumulative impacts.

7 REFERENCES

California Building Standards Commission. 2019. California Building Code, California Code of Regulations, Title 24, Part 2, Volumes 1 and 2, effective January 1, 2020. Available at: https://www.dgs.ca.gov/BSC/Codes. (Accessed November 16, 2022).

California Office of Historic Preservation (OHP). 2022. Preservation Laws, Codes & Regulations. Available at: https://ohp.parks.ca.gov/?page_id=1077.

California Energy Commission. 2018. Revised Transportation Energy Demand Forecast, 2018-2030. Available at: https://www.energy.ca.gov/publications/2017/transportation-energy-demand-forecast-2018-2030-staff-report. Accessed April 11, 2024.

City of Ontario. 2018. City of Ontario Hazard Mitigation Plan. Available at: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/The%20Ontario%20Plann/Safety/HMP%202018.pdf.

_____. 2021a. 2050 The Ontario Plan, Figure S-04 Dam Inundation Zones.

_____. 2021b. City of Ontario 2020 Urban Water Management Plan. Available at: https://www.ontarioca.gov/sites/default/files/Ontario-Files/Municipal-Utilities-Company/Final%20Draft%20Ontario%202020%20Ontario%20UWMP.pdf. (Accessed August 15, 2022).

_____. 2022. The Ontario General Plan. Available at: https://www.ontarioca.gov/Ontarioplan/Policyplan#:~:text=Ontario's%20General%20Plan%20is%20made%20up%20of%20nine,Space%29%2C%20Community%20Economics%2C%20Community%20Design%2C%20and%20Social%20Resources. (Accessed November 11, 2022).

City of Rancho Cucamonga. 2021a. General Plan. Available at: https://en.calameo.com/read/004790989e9f72034a64f. (Accessed September 21, 2022).

_____. 2021b. City of Rancho Cucamonga Local Hazard Mitigation Plan. Available at: https://codelibrary.amlegal.com/codes/ontarioca/latest/ontario_ca/0-0-0-35678 https://www.cityofrc.us/sites/default/files/2021-11/Final_2021%20LHMP%20W_Adoption_Appendices_10122021.pdf. (Accessed November 11, 2022).

Cucamonga Valley Water District (CVWD). 2021. Cucamonga Valley Water District 2020 Urban Water Management Plan. Available at: https://www.cvwdwater.com/DocumentCenter/View/4741/Final-Cucamonga-Valley-Water-District-2020-UWMP. Accessed April 12, 2024.

Federal Emergency Management Agency. 2022. FEMA Flood Map Service Center. Available at: https://msc.fema.gov/portal/home. (Accessed September 21, 2022).

Ontario International Airport Authority (OIAA). 2019. Strategic Assessment Ontario International Airport Final Report.

_____. 2022. Ontario International Airport Calendar May YTD Available at: https://www.flyontario.com/sites/default/files/ont_airport_statistics_-_may_2022.pdf.

San Bernardino Associated Governments (SANBAG). 2014. Ontario Airport Rail Access Study.

San Bernardino County. 2020. The Countywide Plan (General Plan). Available at: https://countywideplan.com/policy-plan/. (Accessed September 26, 2022).

San Bernardino County Transportation Authority (SBCTA). 2024a. *SBCTA Ontario International Airport Connector Project. Construction Methods Technical Report.*

_____. 2024b. *SBCTA Ontario International Airport Connector Project. Community Impact Assessment Technical Report.*

_____. 2024c. *SBCTA Ontario International Airport Connector Project. Air Quality Technical Report*.

_____. 2024d. *SBCTA Ontario International Airport Connector Project. Transportation Technical Report.*

_____. 2024e. *SBCTA Ontario International Airport Connector Project. Greenhouse Gas Emissions Technical Report.*

_____. 2024f. *SBCTA Ontario International Airport Connector Project. Energy Technical Report*.

_____. 2024g. *SBCTA Ontario International Airport Connector Project. Utilities and Service Systems Technical Report.*

Southern California Association of Governments (SCAG). 2020. Connect SoCal, The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. Adopted September 3, 2020. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal-plan_0.pdf?1606001176. (Accessed June 2022).

United States Department of the Interior. 1997. National Register Bulletin: How to Apply the National Register Criteria for Evaluation. Available at: https://www.nps.gov/subjects/nationalregister/