Ontario International Airport Connector Project

ONTCONNECTOR



APPENDIX R

UTILITIES AND SERVICE SYSTEMS TECHNICAL REPORT

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ACRONYMS AND ABBREVIATIONS

%	percent
AB	Assembly Bill
ADA	Americans with Disabilities Act
AFY	Acre-Feet Per Year
Burrtec	Burrtec Waste Industries
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CCR	California Code of Regulations
C&D	construction and demolition
CDPH	California Department of Public Health
CDRP	Construction & Demolition Recycling Plan
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CVWD	Cucamonga Valley Water District
CWA	Clean Water Act
CWC	California Water Code
FTA	Federal Transit Administration
GHG	greenhouse gas
I-10	Interstate 10
I-15	Interstate 15
IEUA	Inland Empire Utilities Agency
IWD	Integrated Waste Department
IWMP	Integrated Waste Management Plan
LEED	Leadership in Energy and Environmental Design
MM	Mitigation Measure
Mep	Mechanical, electrical, and plumbing
MRF	Materials Recovery Facility
MSF	Maintenance and Storage Facility
NEPA	National Environmental Policy Act

No.	Number
NPDES	National Pollutant Discharge Elimination System
OIAA	Ontario International Airport Authority
OMC	City of Ontario Municipal Code
ONT	Ontario International Airport
Project	Ontario International Airport Connector Project
RCMC	City of Rancho Cucamonga Municipal Code
RCRA	Resource Conservation and Recovery Act
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SBCFCD	San Bernardino County Flood Control District
SBCTA	San Bernardino County Transportation Authority
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SDWA	Safe Drinking Water Act
SoCalGas	Southern California Gas Company
SRRE	Source Reduction and Recycling Element
SSMP	Sewer System Management Plan
SWRCB	State Water Resources Control Board
TBM	tunnel boring machine
UPRR	Union Pacific Railroad
USC	United States Code
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Planning Act
Vent shaft	Ventilation shaft

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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 utilities and service systems 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. The 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 (SBCTA 2024a).

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 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 the 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.

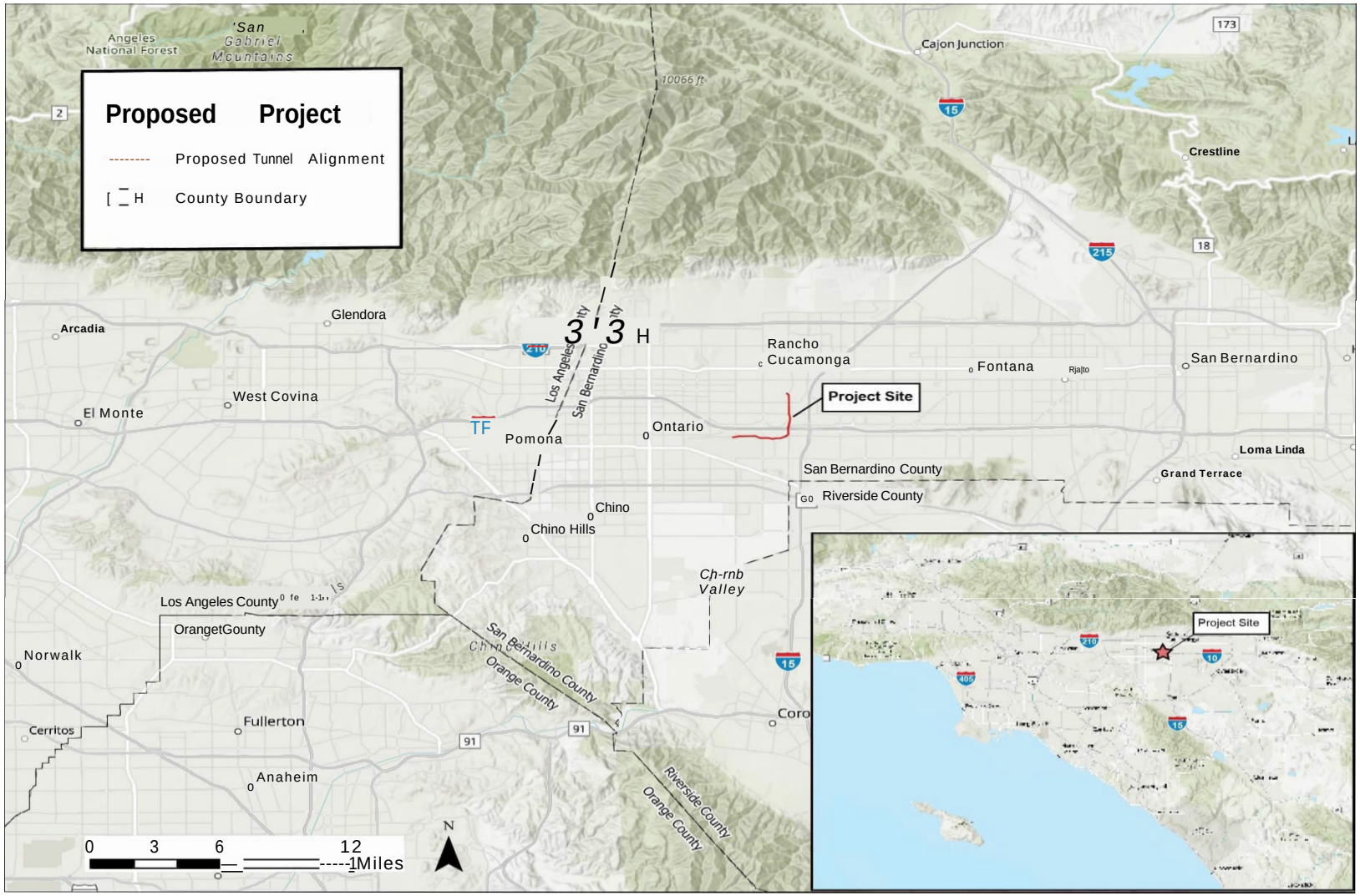
2.3.2.2 Existing Land Uses

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.

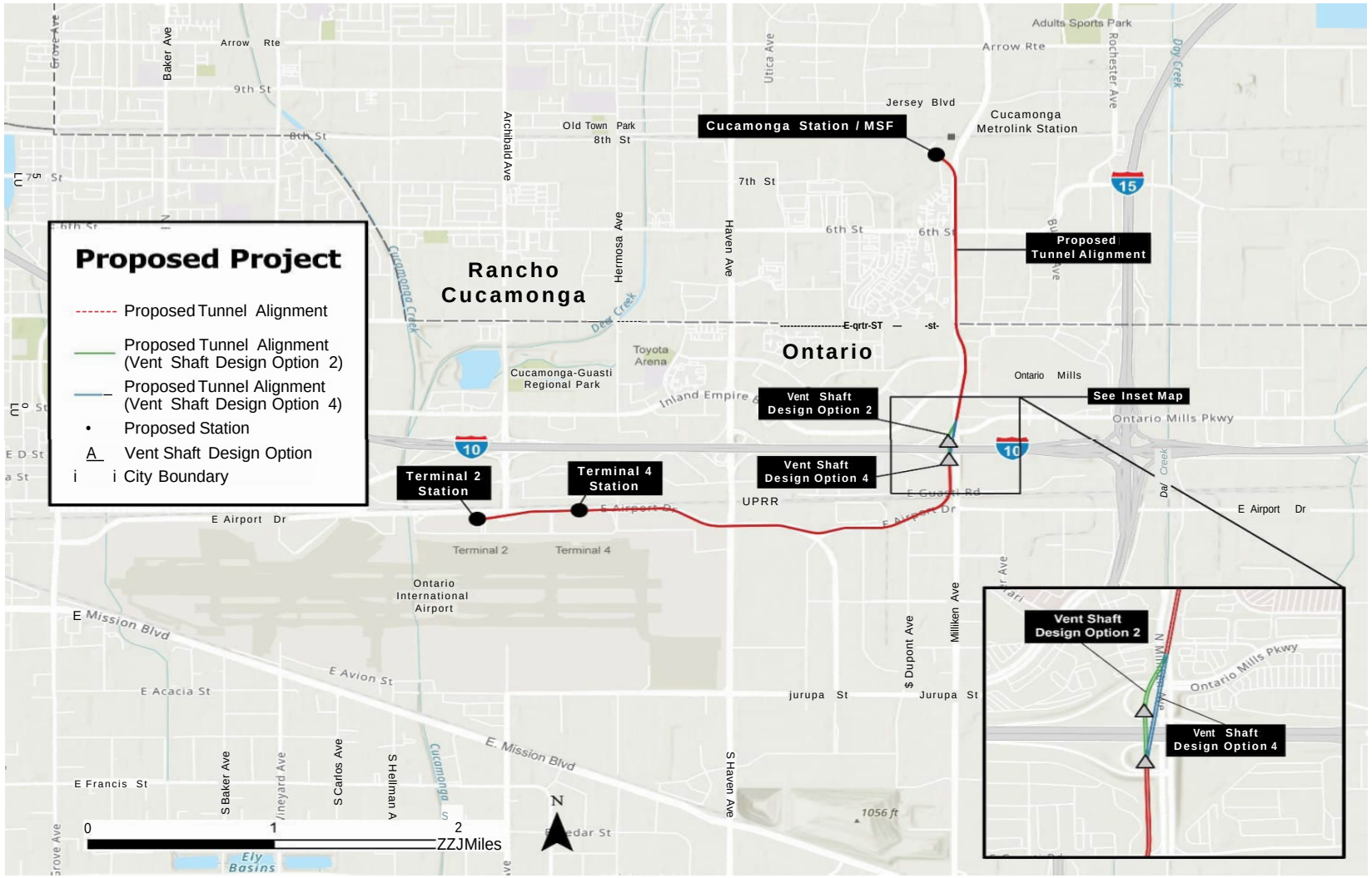
The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface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

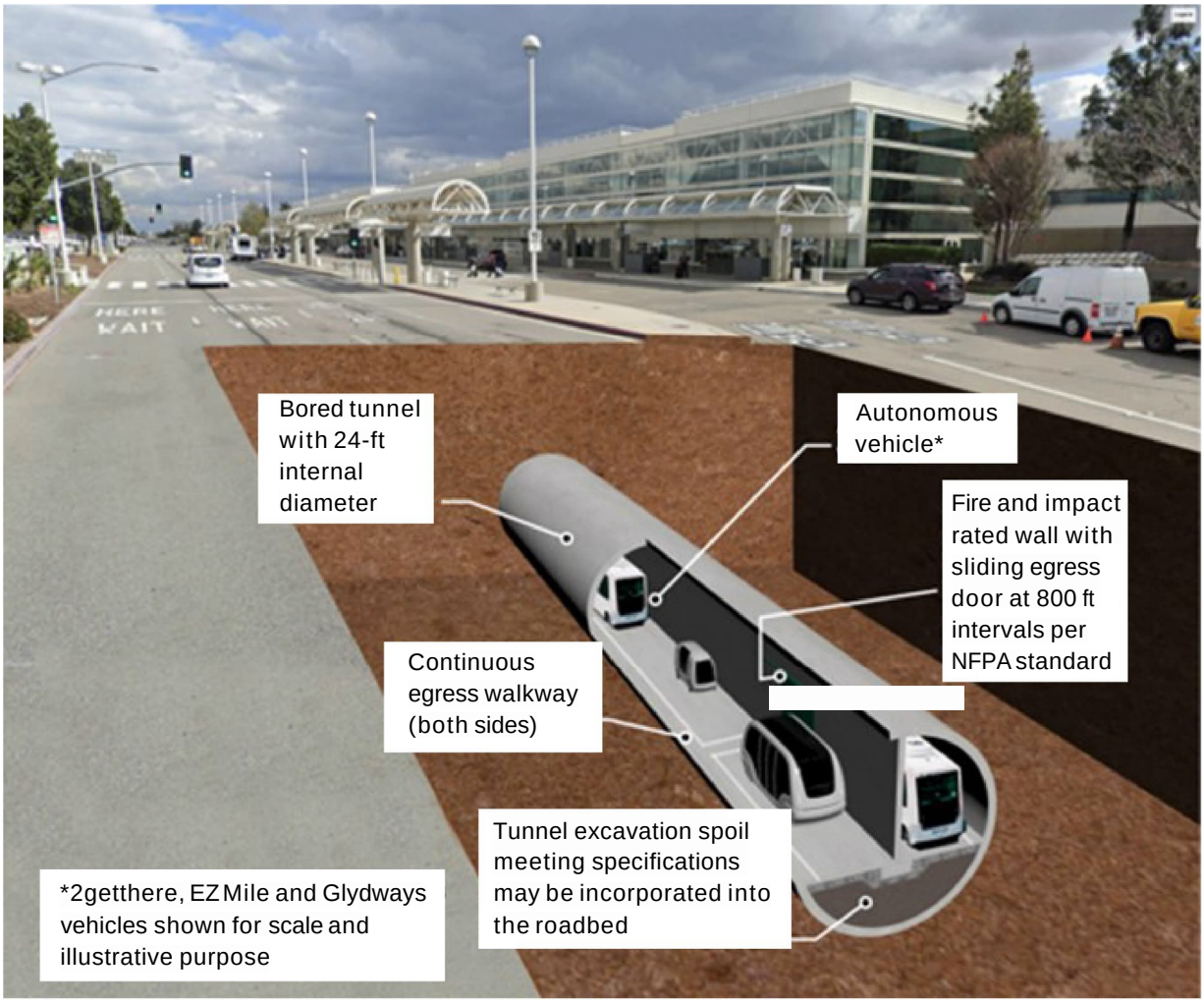
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga 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 egress and first responder access.

The proposed Project would include autonomous electric vehicles that would 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 will 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.

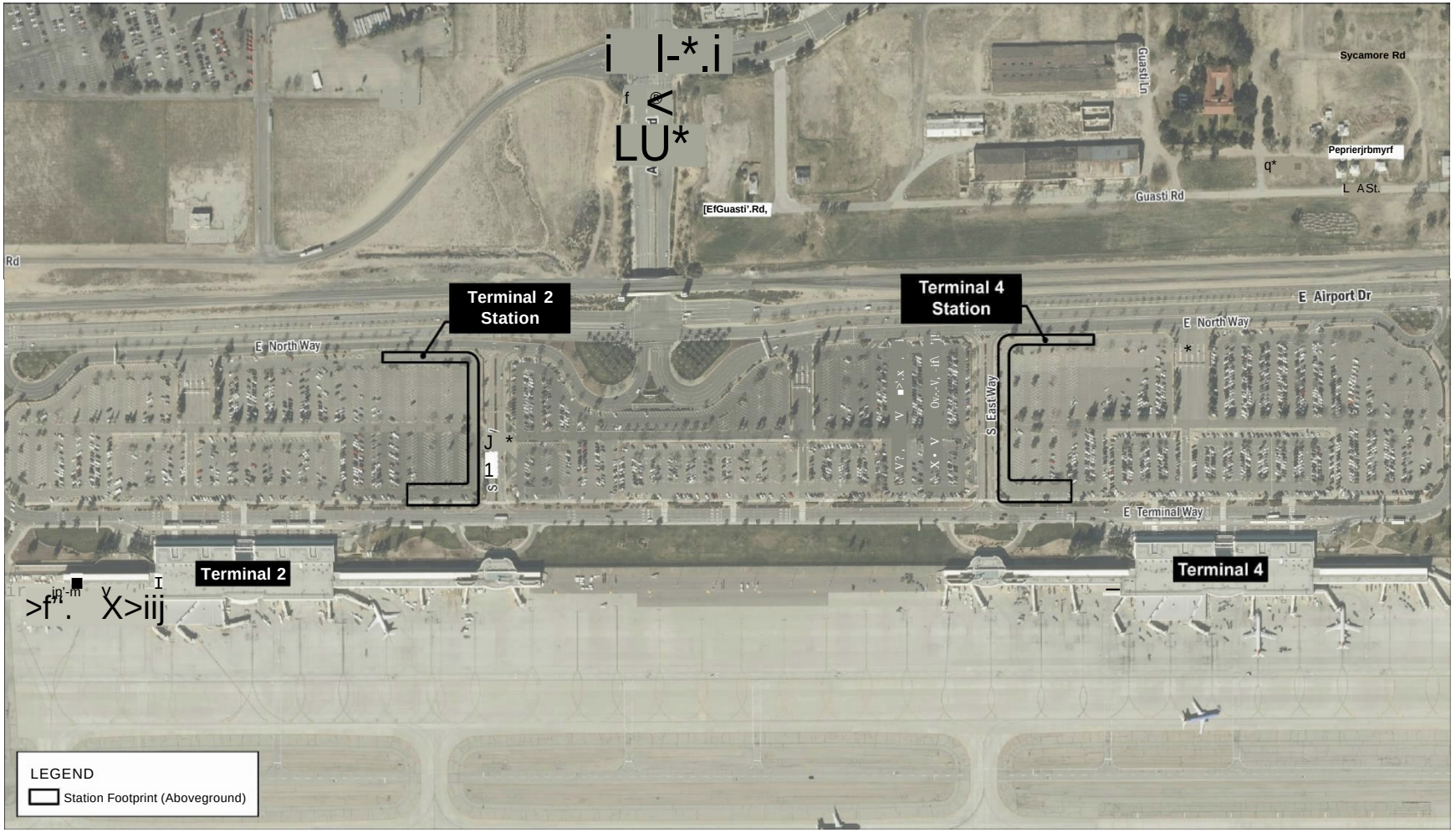
The two airport-serving stations would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be entirely located within the ONT right-of-way (ROW). Approximately 80 parking stalls would be permanently removed to accommodate the ONT Terminal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

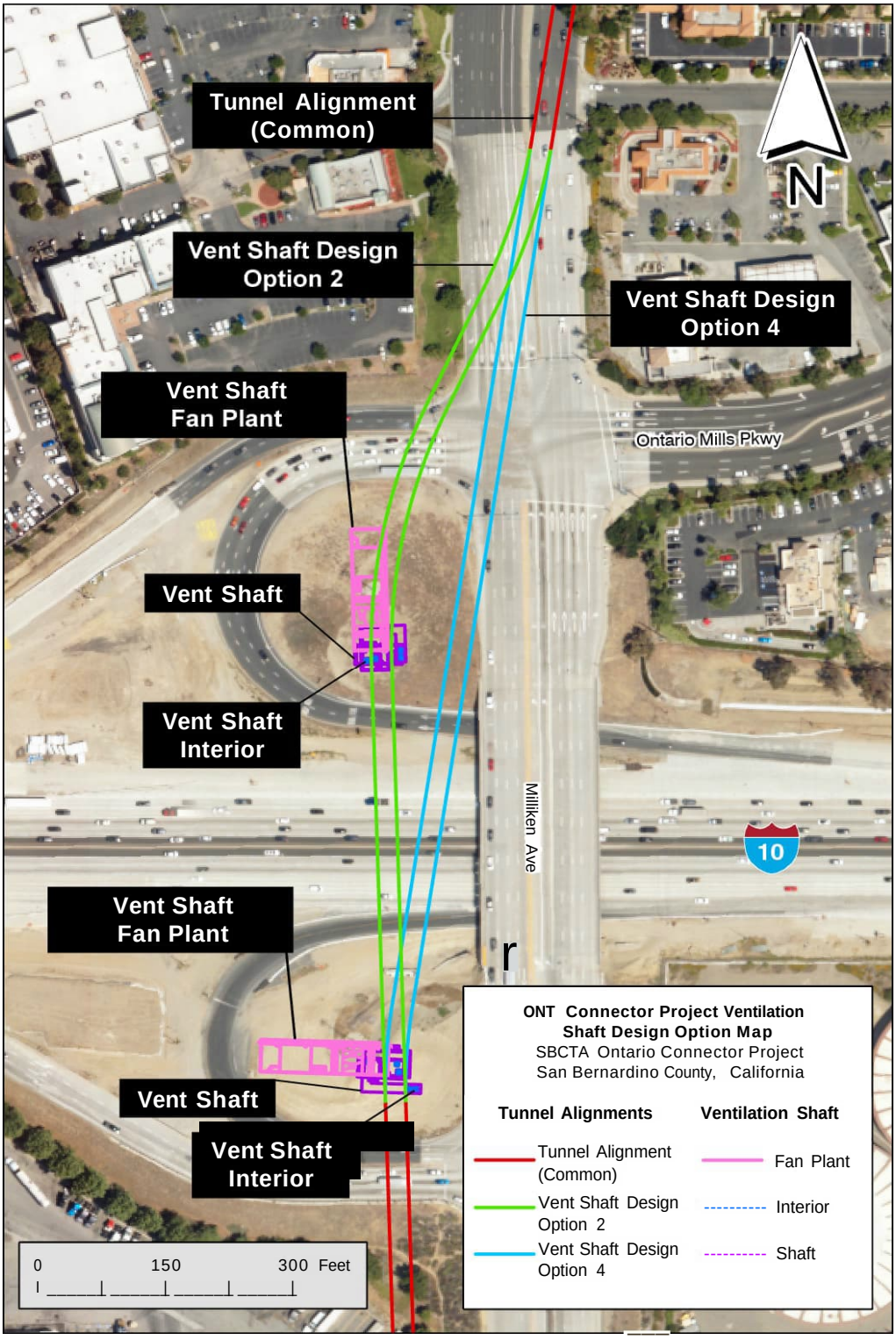
A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Error! Reference source not found.. A final decision about 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 2024b).

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 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 2024b).

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. TBM 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.

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 2024b).

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 option 2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option 4 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 2024b).

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

The following sections describe applicable federal policies and regulations.

3.1.1 National Environmental Policy Act [United States Code Title 42, Chapter 55, Sections 4321 to 4370]

NEPA requires consideration of potential environmental effects in the evaluation of any proposed federal agency action. NEPA also obligates federal agencies to consider the environmental consequences and costs in their projects and programs as part of the planning process. General NEPA procedures are set forth in the Council on Environmental Quality regulations 42 United Sates Code (USC) 4332 Section 102.

3.1.2 Clean Water Act

The federal Clean Water Act (CWA) establishes regulatory requirements for potable water supplies including raw treated water quality criteria. United States Environmental Protection Agency (USEPA) established primary drinking water standards in CWA Section 304. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of 81 individual constituents have been established under the Federal Safe Drinking Water Act (SDWA) in 1985. USEPA may add additional constituents in the future. Under the CWA, USEPA is granted authority to implement pollution control programs. The City of Rancho Cucamonga and the City of Ontario are both required to monitor water quality and conform to regulatory requirements of the CWA.

3.1.3 Safe Drinking Water Act

The federal SDWA falls under the CWA and establishes federal standards for contaminants in public drinking water. USEPA established primary drinking water standards in CWA Section 304. States are required to ensure that potable water retailed to the public meets these standards. State primary and secondary drinking water standards are promulgated in California Code of Regulations (CCR) Title 22 Sections 64431–64501. The primary standards are health-based thresholds established for numerous toxic substances. Secondary drinking water standards incorporate non-health risk factors including taste, odor, and appearance.

3.1.4 Federal Water Pollution Control Act

The major piece of federal legislation dealing with wastewater is the Federal Water Pollution Control Act, which is designed to restore and preserve the integrity of the nation's waters. Federal Water Pollution Control Act, popularly known as Clean Water Act, is a comprehensive statute aimed at restoring and maintaining the chemical, physical, and biological integrity of the nation's waters. Enacted originally in 1948, the Act was amended numerous times until it was reorganized and expanded in 1972. It continues

to be amended almost every year. In addition to federal Water Pollution Control Act, other federal environmental laws regulate the location, type, planning, and funding of wastewater treatment facilities.

3.1.5 Resource Conservation and Recovery Act

Resource Conservation and Recovery Act (RCRA) was enacted in 1976 granting USEPA authority to control the generation, transportation, treatment, storage, and disposal of solid waste. RCRA, Volume 40 of Code of Federal Regulations (CFR), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the federal landfill criteria. The federal regulations address the location, operation, design, groundwater monitoring, and closure of landfills.

3.1.6 Telecommunications Act of 1996

Telecommunications Act of 1996 was enacted to promote business competition in the telecommunications market. Federal Communications Commission is responsible for implementing Telecommunications Act of 1996 and is the primary authority for communications law, regulation, and technological innovation.

3.2 STATE

The following sections describe applicable state policies and regulations.

3.2.1 California Environmental Quality Act [Sections 21000 et seq.] and California Environmental Quality Act Guidelines [Sections 15000 et seq.]

CEQA requires state and local agencies to identify the significant environmental impacts of their actions, including potential significant impacts associates with utilities and service systems, and to avoid or mitigate those impacts, when feasible.

3.2.2 California Safe Drinking Water Act

California enacted its own SDWA which sets drinking water standards that are equal to or more stringent than federal standards. Section 116355 of the Health and Safety Code grants State Water Resources Control Board (SWRCB) primary responsibilities for regulating all public water systems. California Department of Public Health (CDPH) has been granted primary enforcement responsibility for the SDWA. Title 22 of the California Administrative Code establishes CDPH authority and stipulates drinking water quality and monitoring standards. These standards are equal to, or more stringent than, the federal standards.

3.2.3 Recycled Water Regulations

USEPA, SWRCB, Regional Water Quality Control Boards (RWQCBs), and CDPH all have a role in regulating the use of recycled water in the state of California. SWRCB has adopted Resolution No. 77-1, (Policy with Respect to Water Reclamation in California) which empowers SWRCB and RWQCBs to encourage and consider funding for water reclamation projects that do not impair water rights or beneficial in-stream uses. CDPH determines how recycled water may be used in California, and designates the level of treatment (i.e., un-disinfected secondary, disinfected secondary, or disinfected tertiary) required for each of these permitted uses (CCR Title 22).

RWQCBs implement the SWRCB's Guidelines for Regulation of Water Reclamation and issue waste discharge permits that serve to regulate the quality of recycled water. CDPH develops policies protecting human health and comments and advises on RWQCB permits.

3.2.4 Regional Water Quality Control Boards and State Water Resources Control Board

SWRCB and nine RWQCBs are responsible for the protection of water quality in California. SWRCB establishes statewide policy and regulations for the implementation of water quality control programs that are required by federal and state water quality statues and regulations.

RWQCBs develop and implement Water Quality Control Plans, known as Basin Plans, that recognize and reflect regional differences in water quality, beneficial uses, and characteristics. The Santa Ana River Basin Plan establishes groundwater and surface water quality standards in the basin in addition to identifying water quality problems in the region. When known, water quality problem causes and remediation actions to be taken by Santa Ana Regional Water Quality Control Board (SARWQCB) and others are outlined. (SARWQCB 2019)

The City of Rancho Cucamonga and the City of Ontario both lie within the SARWQCB's jurisdiction which includes the Middle Santa Ana River watersheds. The Basin Plan prepared by SARWQCB serves as the basis for regulatory programs and an implementation plan describing the necessary actions to achieve and maintain water quality standards.

3.2.5 Urban Water Management Planning Act

Urban Water Management Planning Act (UWMP Act) (California Water Code, Division 6, Part 2.6, Section 10610 *et seq*.) was developed due to concerns over potential water supply shortages throughout California. It requires information on water supply reliability and water use efficiency measures. Urban water suppliers are required, as part of the UWMP Act, to develop and implement Urban Water Management Plans (UWMPs) to describe water supply, service area demand, population trends, and efforts to promote efficient use and management of water resources. An UWMP is intended to serve as a

water supply and demand planning document that is updated to reflect changes in the water supplier's service area including water supply trends, and conservation and water use efficiency policies.

3.2.6 Title 22

California Water Code (CWC) requires CDPH to establish water reclamation criteria. In 1975, CDPH prepared Title 22 regulations to satisfy this requirement. Title 22 regulates production and use of reclaimed water in California by establishing three categories of reclaimed water: primary effluent, secondary effluent, and tertiary effluent. Primary effluent typically includes grit removal and initial sedimentation or settling tanks. Secondary effluent is adequately disinfected, oxidized effluent which typically involves aeration and additional settling basins. Tertiary effluent is adequately disinfected, oxidized, coagulated, clarified, filtered effluent which typically involves filtration and chlorination. In addition to defining reclaimed water uses, Title 22 also defines requirements for sampling and analysis of effluent and specifies design requirements for treatment facilities.

3.2.7 Water Conservation Projects Act

California's requirements for water conservation are codified in the Water Conservation Projects Act of 1985 (Water Code Sections 11950–11954), as reflected below:

> 11952(a). It is the intent of the Legislature in enacting this chapter to encourage local agencies and private enterprise to implement potential water conservation and reclamation projects….

3.2.8 California Water Code Section 10910 et seq.

Senate Bill (SB) 610 was adopted in 2001 and reflects the growing awareness of the need to incorporate water supply and demand analysis at the earliest possible stage in the land use planning process. SB 610 amended the statutes of UWMP Act, as well as CWC Sections 10910 et seq.

Water supply planning under CWC Section 10910 requires reviewing and identifying adequate available water supplies necessary to meet the demand generated by certain qualifying projects, as well as the cumulative demand for the general region over the next 20 years, under a broad range of water conditions. For areas served by public water systems, this information is typically found in the current UWMP. CWC Section 10910 requires the identification of the public water supplier. Under CWC Section 10910, a Water Supply Assessment need only be prepared if a project exceeds specific thresholds of development as identified in CWC Section 10912 (a).

3.2.9 California Department of Resources Recycling and Recovery

At the state level, the management of solid waste is governed by regulations established by California Department of Resources Recycling and Recovery (CalRecycle), which delegates local permitting,

enforcement, and inspection responsibilities to local enforcement agencies. In 1997, some of the regulations adopted by RWQCB pertaining to landfills (Title 23, Chapter 15) were incorporated with CalRecycle regulations (Title 14) to form CCR Title 27.

3.2.10 California Integrated Waste Management Act (Assembly Bill 939)

California Integrated Waste Management Act (Assembly Bill [AB] 939) established a waste management hierarchy to divert solid waste consisting of the following in order of importance: source reduction, recycling, composting, environmentally safe transformation, land disposal. In addition, AB 939 required each county to create an Integrated Waste Management Plan (IWMP) and each city to develop a Source Reduction and Recycling Element (SRRE). SRREs are also required to be prepared for both county and city general plans.

A number of changes to the municipal solid waste diversion requirements under the California Integrated Waste Management Act were adopted, including a revision to the statutory requirement for 50-percent (%) diversion of solid waste. Under these provisions, local governments shall continue to divert 50% of all solid waste on and after January 1, 2000. Public Resources Code Section 41780 clarifies that under the California Integrated Waste Management Act, jurisdictions shall continue to divert 50% of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting activities.

3.2.11 California Senate Bill 1383

In September 2016, Governor Jerry Brown signed into law SB 1383 (Lara, Chapter 395, Statutes of 2016). SB 1383 establishes statewide reduction targets for methane emissions which are a significant source of GHG emissions that contribute to global climate change. The reduction targets are to achieve a 50% reduction in the level of statewide disposal of organic waste from the 2014 level by 2020, and a 75% reduction by 2025. In addition, no more that 20% of currently disposed edible food is recovered for human consumption by 2050. Effective on January 1, 2022, cities must establish an organics collection program for all single-family residential properties, multi-family residences, and business.

3.2.12 California Assembly Bill 341

AB 341 Chapter 476 established a statewide solid waste diversion goal of 75% by 2020. AB 341 also requires businesses producing 4 or more cubic yards of solid waste per week, or multi-family residential dwellings of five or more units, to separate recyclables from trash and subscribe to recycling services, self-haul their recyclables, or contract with a permitted private recycler.

3.2.13 Local Government Construction and Demolition Guide (Senate Bill 1374)

SB 1374 aims to assist jurisdictions with diverting their construction and demolition (C&D) waste material, with a primary focus on CalRecycle developing and adopting a model C&D diversion ordinance for voluntary use by California jurisdictions.

3.2.14 Title 24, California Code of Regulations, Part 6

Title 24 promotes efficient energy use in new buildings constructed in California. The standards regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. The standards are enforced through the local building permit process. These standards would apply to potential station facilities.

3.3 REGIONAL

The following sections describe applicable regional policies and regulations.

3.3.1 Santa Ana Regional Water Quality Control Board National Pollutant Discharge Elimination System Permitting

Municipal and industrial non-stormwater discharges in the City of Rancho Cucamonga and the City of Ontario require a National Pollutant Discharge Elimination System (NPDES) permit from SARWQCB. These permits are required for municipal stormwater systems, construction projects, and industrial facilities. The permits set limits to the amount of pollutants allowed in each facility's discharge.

3.4 LOCAL

The following sections describe local policies (contained in general plans) and ordinances (contained in county and municipal codes) related to water supply, wastewater, storm drain, solid waste, energy, and telecommunication systems. Not all of the local jurisdictions have specific general plan policies or ordinances related to utilities and service systems; applicable policies and regulations are described below.

3.4.1 San Bernardino County

3.4.1.1 San Bernardino County General Plan

The San Bernardino County's Countywide Plan (General Plan) Infrastructure and Utilities, Natural Resources, Renewable Energy and Conservation Element, focuses on the County's water supply, wastewater, solid waste, energy, and conservation (San Bernardino County 2020). Applicable goals and policies of this element related to utilities and service systems and facilities include the following.

3.4.1.1.1 Infrastructure and Utilities Element

- Goal IU-1 Water Supply. Water supply and infrastructure are sufficient for the needs of residents and businesses and are resilient to drought.
    - Policy IU-1.1 Water supply. The County requires that new development be connected to a public water system or a County-approved well to ensure a clean and resilient supply of potable water, even during cases of prolonged drought.
    - Policy IU-1.2 Water for military installations. The County collaborates with military installations to avoid impacts on military training and operations from groundwater contamination and inadequate groundwater supply.
    - Policy IU-1.3 Recycled water. The County promotes the use of recycled water for landscaping, groundwater recharge, direct potable reuse, and other applicable uses in order to supplement groundwater supplies.
    - Policy IU-1.4 Greywater. The County supports the use of greywater systems for non-potable purposes.
    - Policy IU-1.5 Agricultural water use. The County encourages water-efficient irrigation and the use of non-potable and recycled water for agricultural uses.
    - Policy IU-1.6 User fees. For water systems operated by County Special Districts, The County establishes user fees that cover operation and maintenance costs and set aside adequate reserves for capital upgrades and improvements.
    - Policy IU-1.7 Areas vital for groundwater recharge. The County allows new development on areas vital for groundwater recharge when stormwater management facilities are installed on site and maintained to infiltrate predevelopment levels of stormwater into the ground.
    - Policy IU-1.8 Groundwater management coordination. The County collaborates with watermasters, groundwater sustainability agencies, water purveyors, and other government agencies to ensure groundwater basins are being sustainably managed. We discourage new development when it would create or aggravate groundwater overdraft conditions, land subsidence, or other “undesirable results” as defined in the California Water Code. We require safe yields for groundwater sources covered by the Desert Groundwater Management Ordinance.
    - Policy IU-1.9 Water conservation. The County encourages water conserving site design and the use of water conserving fixtures, and advocate for the adoption and implementation of water conservation strategies by water service agencies. For existing

County-owned facilities, we incorporate design elements, building materials, fixtures, and landscaping that reduce water consumption, as funding is available.

  - Policy IU-1.10 Connected systems. The County encourages local water distribution systems to interconnect with regional and other local systems, where feasible, to assist in the transfer of water resources during droughts and emergencies.
  - Policy IU-1.11 Water storage and conveyance. The County assists in development of additional water storage and conveyance facilities to create a resilient regional water supply system when it is cost effective for County-owned water and stormwater systems.

- GOAL IU-3 Stormwater Drainage. A regional stormwater drainage backbone and local stormwater facilities in unincorporated areas that reduce the risk of flooding.
  - Policy IU-3.1 Regional flood control. The County maintains a regional flood control system and regularly evaluates the need for and implements upgrades based on changing land coverage and hydrologic conditions in order to manage and reduce flood risk. We require any public and private projects proposed anywhere in the county to address and mitigate any adverse impacts on the carrying capacity and stormwater velocity of regional stormwater drainage systems.
  - Policy IU-3.2 Local flood control. The County requires new development to install and maintain stormwater management facilities that maintain predevelopment hydrology and hydraulic conditions.
  - Policy IU-3.4 Natural floodways. The County retains existing natural floodways and watercourses on County-controlled floodways, including natural channel bottoms, unless hardening and channelization is the only feasible way to manage flood risk. On floodways not controlled by the County, we encourage the retention of natural floodways and watercourses. Our priority is to reduce flood risk, but we also strive to protect wildlife corridors, prevent loss of critical habitat, and improve the amount and quality of surface water and groundwater resources.
  - Policy IU-3.5 Fair share requirements. The County requires new development to pay its fair share of capital costs to maintain adequate capacity of the County's regional flood control system.

- GOAL IU-4 Solid Waste. Adequate regional landfill capacity that provides for the safe disposal of solid waste, and efficient waste diversion and collection for unincorporated areas.
  - Policy IU-4.1 Landfill capacity. The County maintains a minimum ongoing landfill capacity of 15 years to serve unincorporated waste disposal needs.

- Policy IU-4.2 Transfer stations. The County locates and operates transfer stations based on overall system efficiency.
- Policy IU-4.3 Waste diversion. The County shall meet or exceed state waste diversion requirements, augment future landfill capacity, and reduce GHG emissions and use of natural resources through the reduction, reuse, or recycling of solid waste.
- Policy IU-4.4 Landfill funding. The County requires sufficient fees for use of County landfills to cover capital costs; ongoing operation, maintenance, and closure costs of existing landfills; and the costs and liabilities associated with closed landfills.

- GOAL IU-5 Power and Communications. Unincorporated area residents and businesses have access to reliable power and communication systems.
  - Policy IU-5.1 Electricity and natural gas service. The County partners with other public agencies and providers to improve the availability and stability of electricity and natural gas service in unincorporated communities.
  - Policy IU-5.2 Expanded high-speed internet and wireless communication. The County encourages the expansion of affordable, high-speed internet access in underserved and unserved unincorporated communities. We encourage the expansion of advanced mobile and fixed wireless communication technologies that improve service, coverage, and reliability throughout the county.
  - Policy IU-5.3 Underground facilities. The County encourages new and relocated power and communication facilities to be located underground when feasible, particularly in the Mountain and Desert regions.
  - Policy IU-5.4 Electric transmission lines. The County supports the maintenance of existing and development of new electric transmission lines along existing ROWs and easements to maintain the stability and capacity of the electric distribution system in southern California.
  - Policy IU-5.5 Energy and fuel facilities. The County encourages the development and upgrade of energy and regional fuel facilities in areas that do not pose significant environmental or public health and safety hazards, and in a manner that is compatible with military operations and local community identity.
  - Policy IU-5.6 Dig once approach. The County encourages infrastructure, telecommunication, and utility planning and projects to coordinate so that improvements are made concurrently or in such a manner that minimizes disruption to ROWs and reduces costs.

3.4.1.1.2 Natural Resources Element

- GOAL NR-2 Water Quality. Clean and safe water for human consumption and the natural environment.
    - Policy NR-2.1 Coordination on water quality. The County collaborates with the state, regional water quality control boards, watermasters, water purveyors, and government agencies at all levels to ensure a safe supply of drinking water and a healthy environment.
    - Policy NR-2.2 Water management plans. The County supports the development, update, and implementation of ground and surface water quality management plans emphasizing the protection of water quality from point and non-point source pollution.
    - Policy NR-2.4 Wastewater discharge. The County applies federal and state water quality standards for wastewater discharge requirements in the review of development proposals that relate to type, location, and size of the proposed Project in order to safeguard public health and shared water resources.
    - Policy NR-2.5 Stormwater discharge. The County ensures compliance with the County's Municipal Stormwater NPDES Permit by requiring new development and significant redevelopment to protect the quality of water and drainage systems through site design, source controls, stormwater treatment, runoff reduction measures, best management practices, low impact development strategies, and technological advances. For existing development, we monitor businesses and coordinate with municipalities.

3.4.1.1.3 Renewable Energy and Conversation Element

- GOAL RE-1 Energy Conservation and Efficiency. The County will pursue energy efficiency tools and conservation practices that optimize the benefits of renewable energy.
    - Policy RE-1.2. Optimize energy efficiency in the built environment.
        - RE 1.2.2. Encourage property owners to participate in a PACE program[1] for access to energy efficiency retrofit financing.
        - RE 1.2.3. Encourage utilities to expand free to low-cost audit and retrofit programs in the built environments.

[1] Also referred to as a Property Assessed Clean Energy program, which enables property owners to finance and repay energy-efficient upgrades through property tax assessments, therefore addressing upfront cost challenges and promoting sustainability.

- RE 1.2.6. Encourage new development to comply with the optional energy efficiency measures of the CALGreen Code.[2]

- Policy RE-1.4. Encourage residents and businesses to conserve energy.
  - RE 1.4.1. Collaborate with utilities to support and learn from annual energy benchmarking reports that large energy users are conducting pursuant to AB 1103.
  - RE 1.4.2. Collaborate with the California Energy Commission, utilities, and local partners to launch online energy tracking competitions.

- GOAL RE-6. County Government Systems. County regulatory systems will ensure that renewable energy facilities are designed, sited, developed, operated, and decommissioned in ways compatible with our communities, natural environment, and applicable environmental and cultural resource protection laws.
  - Policy RE-6.7. Induce high volume energy users to develop on-site renewable energy generation systems through streamlining of permit requirements.

3.4.2 City of Rancho Cucamonga

3.4.2.1 General Plan

The City of Rancho Cucamonga adopted Plan RC 2040 (General Plan) in December 2021 (City of Rancho Cucamonga 2021a). The Public Facilities and Services Element of the City of Rancho Cucamonga's General Plan describes policies for utilities and service systems within the city. The following goals and policies are relevant to water resources in the proposed Project area:

3.4.2.1.1 Public Facilities and Services Element

- GOAL PF-1 State-of-the-Art Facilities. Residents enjoy state-of-the-art public and community facilities that support existing programs, accommodate future needs, and are accessible to all members of the community.
  - PF-1.1 New Building Standards. Continue to implement high-quality standards for new public facilities and improvements to existing buildings.
  - PF-1.2 Underserved Neighborhoods. Prioritize new community facilities in underserved neighborhoods and centers.

[2] Also referred to as California Green Building Standards Code, California's first green building code.

  - PF-1.3 Facility Collaboration. Maximize public facility use by sharing with nonprofit organizations, school districts, and community organizations. Look for opportunities to create joint-use community space at facilities owned by private organizations such as faith-based groups and service clubs.
  - PF-1.4 Capital Improvements Program. Coordinate, plan, and manage a comprehensive capital improvements program for expansion and improvement of critical facilities and infrastructure in response to the needs of a growing community.

- GOAL PF-5 Water-Related Infrastructure. Water and wastewater infrastructure facilities are available to support future growth needs and existing development.
  - PF-5.1 Water Treatment. Support the efforts of the Cucamonga Valley Water District (CVWD) and San Bernardino County agencies to provide and expand water treatment facilities to treat local water sources from canyon surface waters and groundwater.
  - PF-5.2 Wastewater Treatment. Consult with the Inland Empire Utilities Agency and the CVWD to ensure that the treatment facility has sufficient capacity to meet future wastewater treatment needs.
  - PF-5.3 Recycled Water. Work with the CVWD to expand the recycled water program to include existing private development.
- GOAL PF-6 Solid Waste. The volume of solid waste that enters regional landfills is minimized and the amount of recycling increased.
  - PF-6.1 Recycling. Encourage Recycling and Organics collection and processing in all sectors of the community to divert items from entering landfills.
  - PF-6.2 Refuse Facilities. Consult with public agencies and private contractors to ensure adequate organics processing facilities are available.
- GOAL PF-7 Utility Infrastructure. Protect and expand utility infrastructure in a sustainable and innovative manner to serve the current and future needs of the community while ensuring that natural and environmental resources are available for future generations.
  - PF-7.1 Communications. Expand access to high quality established and emerging communications technologies for individuals, businesses, educational institutions, and government functions.
  - PF-7.2 High Speed Internet. Prioritize extending high speed internet into underserved lower income neighborhoods.

- PF-7.3 Utility Equipment. To the extent possible, ensure that utility boxes, above-ground equipment, and utility entrances to buildings are located at the rear or side of the building, not the front. Ensure that utility boxes and other above-ground equipment do not block or impair the safe and effective use of trails, sidewalks, and streets.
- PF-7.4 Planned Streets Segments and Utility Facilities. When planned street segments, as shown in the Focus Areas and Mobility & Access chapters, would unreasonably interfere with the primary utility function on utility owned parcels, allow the final location and design of those street segments to accommodate the current and prospective utility needs of the community to the greatest extent possible.
- PF-7.5 Secondary (Non-Utility) Uses of Utility Facilities and Sites. Ensure compatibility of secondary uses on utility owned parcels that are not related to the primary utility function of utility owned parcels with adjacent land uses and the utility needs of the community.
- PF-7.6 Phasing of Public Facilities. Require new parks, open spaces, infrastructure, and other facilities be funded by and/or provided by new development as necessary so as to ensure services can be provided to new development.

3.4.2.1.2 Resource Conservation Element

- GOAL RC-2 Water Resources. Reliable, readily available, and sustainable water supplies for the community and natural environment.
  - RC-2.1 Water Supplies. Protect lands critical to replenishment of groundwater supplies and local surface waters.
  - RC-2.2 Groundwater Recharge. Preserve and enhance the existing system of stormwater capture for groundwater recharge.
  - RC-2.3 Riparian Resources. Promote the retention and protection of natural stream courses from encroachment, erosion, and polluted urban runoff.
  - RC-2.4 Waterways as Amenities. When considering new development applications and infrastructure improvements where waterways are on site, adjacent, or nearby, incorporate the waterway into the design as a feature.
  - RC-2.5 Water Conservation. Require the use of cost-effective methods to conserve water in new developments and promote appropriate water conservation and efficiency measures for existing businesses and residences.

  - RC-2.6 Irrigation. Encourage the conversion of water-intensive turf/landscape areas to landscaping that uses climate- and wildfire-appropriate native or non-invasive plants, efficient irrigation systems, greywater, and water efficient site maintenance.
  - RC-2.7 Greywater. Allow and encourage the use of greywater to meet or offset on-site non-potable water demand.

- GOAL RC-6 Climate Change. A resilient community that reduces its contributions to a changing climate and is prepared for the health and safety risks of climate change.
  - RC-6.2 Renewable Energy. Encourage renewable energy installations and facilitate green technology and business.
  - RC-6.3 Reduce Energy Consumption. Encourage a reduction in community-wide energy consumption.
  - RC-6.10 Green Building. Encourage the construction of buildings that are certified Leadership in Energy and Environmental Design (LEED) or equivalent, emphasizing technologies that reduce GHG emissions.
  - RC-6.12 Reduced Water Supplies. When reviewing development proposals, consider the possibility of constrained future water supplies and require enhanced water conservation measures.

- GOAL RC-7 Energy. An energy efficient community that relies primarily on renewable and non-polluting energy sources.
  - RC-7.7 Sustainable Design. Encourage sustainable building and site design that meets the standards of LEED, Sustainable Sites, Living Building Challenge, or similar certification.
  - RC-7.13 Energy-Efficient Infrastructure. Whenever possible, use energy-efficient models and technology when replacing or providing new city infrastructure such as streetlights, traffic signals, water conveyance pumps, or other public infrastructure.
  - RC-7.15 Utility Preservation. Public and private development within the City, including multi-purpose trails, shall not interfere with safe and reliable transmission, storage, and generation of electricity with the exception of utility infrastructure and other public improvements that do not interfere with such infrastructure, permanent structures are not allowed within utility corridors.

- GOAL S-5 Emerging Hazards. A built environment that incorporates new data and understanding about changing hazard conditions and climate stressors.
    - S-5.6 Underground Utilities. Promote the under-grounding of utilities for new development, major remodels, and redevelopment.

3.4.2.2 City of Rancho Cucamonga Municipal Code

The City of Rancho Cucamonga Municipal Code (RCMC) contains regulations pertaining to water and recycled water use, stormwater, waste management, and telecommunication facilities. The following RCMC applies to the proposed Project.

- RCMC Section 8.17.030 assigns sole discretion to the city council to make decisions regarding solid waste and recycling collection services for residential and commercial/industrial customers. Additionally, RCMC Section 8.19.010 requires C&D waste providers to have an agreement with the city before collecting or disposing of those types of wastes.
- RCMC requires that all places where people congregate, reside, or are employed (businesses, residences, and buildings) are connected to a sanitary sewer or approved on-site wastewater treatment system pursuant to the SARWQCB's discharge requirements. City permits, siting requirements, and operational requirements are also required for such systems under RCMC Sections 19.28.080, 19.28.210, 19.28.220).
- RCMC Section 19.20.220 prohibits non-stormwater discharges unless authorized by the city engineer and if SARWQCB deems them compliant with set discharge limits. The city engineer is also required to approve water quality management plans for qualifying land development or redevelopment projects (RCMC Section 19.20.260).
- RCMC Chapter 19.20, otherwise known as the Storm Water and Urban Runoff Management and Discharge Control Ordinance, was adopted to comply with CWA, the City's NPDES permits, and to enhance the quality of water bodies and courses. Regulations apply to connections to the City's stormwater system, prohibited discharges, NPDES permits, implementation of best management practices, spill containment, immediate notification and written notification of accidental discharge, and property owner responsibility for illegal discharges.

3.4.2.3 City of Rancho Cucamonga Urban Water Management Plan

CVWD is the water supplier for the City of Rancho Cucamonga. CVWD serves more than 3,000 customers (i.e., individual metered accounts), and it supplies more than 3,000 acre-feet of water annually to its customers for municipal purposes (CVWD 2021a). The CVWD's 2020 UWMP reflects the current supply and demand situation along with an updated presentation of future supplies, demand forecasts, and measures to monitor and control future demand. The UWMP, along with other city planning documents,

is used to guide the city's water use and management efforts through the year 2045. The UWMP incorporates water supply reliability determinations that could result from potential prolonged drought, regulatory revisions, and/or changing climatic conditions.

3.4.3 City of Ontario

3.4.3.1 General Plan

The City of Ontario adopted the *2050 The Ontario Plan* (General Plan) in August 2022 (City of Ontario 2021a). The City's General Plan outlines the goals and policies regarding water resources within the Environmental Resources Element. The following goals and policies are relevant to utilities and service systems in the proposed Project area.

3.4.3.1.1 Environmental Resources Element

- GOAL ER-1 Water and Wastewater. A reliable and cost-effective system that permits the city to Manage its diverse water resources and needs.
    - Policy ER-1.1 Local Water Supply. The city increases local water supplies to reduce our dependence on imported water. New and redevelopment Project are alighted with our available water supply and/or to enhance our available water supply.
    - Policy ER-1.2 Matching Supply to Use. The city matches water supply and quality to the appropriate use.
    - Policy ER-1.3 Conservation and Sustainable Water Supply. The city works with regional water providers and users to conserve water and ensure sustainable local water supplies as more frequent droughts reduce long term local and regional water availability.
    - Policy ER-1.4 Supply-Demand Balance. The city requires that available water supply and demands be balanced.
    - Policy ER-1.5 Water Resource Management. Environmental justice area are prioritized as the city coordinates with local agencies to protect water quality prevent pollution, address existing contaminations, and remediate contaminated surface water and groundwater.
    - Policy ER-1.6 Urban Run-off Quality. The city encourages the use of low impact development strategies, including green infrastructure, to intercept run-off, slow the discharge rate, increase infiltration, and ultimately reduce discharge volumes to traditional storm drain systems.

  - Policy ER-1.7 Urban Runoff Quality. The city requires the control and management of urban run-off, consistent with Regional Water Quality Control Board regulations.
  - Policy ER-1.8 Wastewater Management. The city requires the management of wastewater discharge and collection consistent with waste discharge requirements adopted by the RWQCB.

- GOAL ER-2 Solid Waste and Recycling. A cost effective, integrated waste management system that meets or exceeds state and federal recycling and waste diversion mandates.
  - Policy ER-2.1 Waste Diversion. The city shall meet or exceed AB 939 requirements.
  - Policy ER-2.2 Hazardous and Electronic Wastes. The city prohibits the disposal of hazardous and electronic waste into the municipal waste stream pursuant to state law.
  - Policy ER-2.3 Purchase Products Made from Recycled Materials. The city recycles content products where it is cost effective.

- GOAL ER-3 Energy. Cost effective and reliable energy system sustained through a combination of low impact buildings, site and neighborhood energy conservation, and diverse sources of energy generation that collectively helps to minimize the region's carbon footprint.
  - Policy ER-3.1 Conservation Strategy. The city requires conservation as the first strategy to be employed to meet applicable energy-saving standards.
  - Policy ER-3.2 Green Development Communities. The city encourages the use of the LEED Neighborhood Development rating system, or similar mechanism, to guide the planning and development of all new communities.
  - Policy ER-3.3 Building and Site Design. The city requires new construction to incorporate energy efficient building and site design strategies, which could include appropriate solar orientation, maximum use of natural daylight, passive solar, and natural ventilation.
  - Policy ER-3.4 Green Development – Public Buildings. The city requires all new and substantially renovated City buildings in excess of 10,000 square feet achieve a LEED Silver Certification standard, as determined by the U.S. Green Building Council.
  - Policy ER-3.5 Fuel-Efficient and Alternative Energy Vehicles and Equipment. The city requires purchase and use vehicles and equipment that are fuel efficient and meet or surpass state emissions requirements and/or use renewable sources of energy.
  - Policy ER-3.6 Generation-Renewable Sources. The city promotes the use of renewable energy source (e.g., solar, wind, biomass) in public and private sector development.

3.4.3.2 City of Ontario Municipal Code

The City of Ontario Municipal Code (OMC) contains regulations pertaining to water and recycled water use, stormwater, waste management, and telecommunication facilities. The following OMC regulations apply to the proposed Project:

- Title 6, Chapters 8A-8C apply to water management within the city. Chapter 8A applies to water conservation strategies and policies to be implemented during various stages of water shortages. Chapter 8B sets requirements and regulations related to water services such as water service connection fees. Chapter 8C relates to recycled water and its usage.
- Title 6, Chapter 3 manages solid waste. This chapter ensures City compliance with state solid waste management regulations by reducing waste generation, promoting reuse, and requiring solid waste collection for recycling and composting.
- Title 6, Chapter 6 provides guidance in the maintenance of the stormwater systems and maintaining the health and safety of the public. This guidance is accomplished through regulations that control discharges from spills, dumping, or disposal of materials other than stormwater; reduces the discharge of pollutants in all stormwater discharges to the maximum extent practicable; and protects and enhances the water quality of local, state, and federal watercourses, water bodies, groundwater, and wetlands pursuant to and consistent with CWA.
- Title 9, Chapter 1 (Development Code [5.03.4200]) requires review of the installation of antennas and wireless communication facilities.

3.4.3.3 City of Ontario Urban Water Management Plan

The Ontario 2020 UWMP reflects the city's current supply and demand situation along with an updated presentation of future supplies, demand forecasts and measures to monitor and control future demand (City of Ontario 2021b). The UWMP, along with the City's Water Master Plan and other city planning documents, is used by city staff to guide the city's water use and management efforts through the year 2045. The City's 2020 UWMP incorporates water supply reliability determinations that could result from potential prolonged drought, regulatory revisions, and/or changing climatic conditions The 2020 Ontario UWMP provides the City of Ontario with a planning document for long-term resource planning to ensure adequate water supplies are available to meeting existing and future water supply needs.

4 METHODOLOGY

This section evaluates the effects of implementation of the proposed Project on utilities and service systems by establishing existing and planned availability and identifying potential impacts resulting from the implementation of the proposed Project. The utilities addressed in this section include water supply, wastewater conveyance and treatment, stormwater drainage, solid waste collection and disposal, natural gas and telecommunication. Each of these potential operational and construction impacts were analyzed in relation to applicable permits and regulations. Electricity resources and potential impacts to electric power are described and discussed in the Energy Technical Report (SBCTA 2024c).

4.1 EVALUATION OF IMPACTS UNDER CEQA

The following thresholds of significance are based on Appendix G of the 2024 CEQA Guidelines:

- 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;
- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- 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;
- 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; and
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5 EXISTING CONDITIONS

5.1 WATER SUPPLY

5.1.1 City of Rancho Cucamonga

CVWD provides domestic water for the City of Rancho Cucamonga and the northern portion of the proposed Project. Below describes the water sources for CVWD (CVWD 2021b, City of Rancho Cucamonga 2021a):

- 30% of the water is delivered to CVWD by the State Water Project. This water is treated at CVWD's Lloyd W. Michael Water Treatment Plant. The treated water flows into storage reservoirs and then into the distribution system to consumers.
- 65% of the water delivered to CVWD consumers is groundwater pumped from the Cucamonga Basin and Chino Basin aquifers. Groundwater is pumped from hundreds of feet below the earth's surface. This water is treated at CVWD's Arthur H. Bridge and Royer Nesbit Water Treatment Plants. The water is disinfected as it flows into storage reservoirs and then into the distribution system to consumers.
- 5% of the water delivered to CVWD consumers in 2021 was local canyon and tunnel water. These sources include Cucamonga Canyon, Deer Canyon, Day Canyon, East Etiwanda Canyon, and a number of tunnels in the local San Gabriel Mountains. This water is treated at CVWD's Arthur H. Bridge or Lloyd W. Michael Water Treatment Plants, then flows into storage reservoirs and then into the distribution system to consumers.

Table 5-1 presents the current and projected population and water use demand of the area encompassed by the CVWD's service area and the actual and projected demands for water use.

Table 5-1: Cucamonga Valley Water District Current and Projected Population and Water Use Demand

	2020 (Actual)	2025 (Projected)	2030 (Projected)	2035 (Projected)	2040 (Projected)	2045 (Projected)
Total Population	198,979	207,151	225,483	231,531	236,573	236,573
Total Water Use	46,021 AFY	51,569 AFY	56,092 AFY	57,650 AFY	58,949 AFY	58,949 AFY

Note: AFY = acre-feet per year
Source: CVWD 2021c

5.1.2 City of Ontario

Ontario Municipal Utilities Company (OMUC) provides domestic water for the City of Ontario and the southern portion of the proposed Project. Below describes the water sources for the OMUC (OMUC 2021):

- OMUC purchases surface water from the State Water Project (via Inland Empire Utilities Agency [IEUA] and supplied by Metropolitan Water District of Southern California) treated locally by Water Facilities Authority using conventional water treatment methods.
- Groundwater supplies consist of City-owned wells (local groundwater), San Antonio Water Company, and Chino Basin Desalter Authority wells.

Table 5-2 presents the current and projected population and water use demand of the area encompassed by the OMUC's service area and the actual and projected demands for water use.

Table 5-2: Ontario Municipal Utilities Company Current and Projected Population and Water Use Demand

	2020 (Actual)	2025 (Projected)	2030 (Projected)	2035 (Projected)	2040 (Projected)	2045 (Projected)
Total Population	178,409	232,583	266,339	300,095	362,903	362,903
Total Volume of Water Use	32,109 AFY	40,382 AFY	45,048 AFY	49,076 AFY	57,609 AFY	57,609 AFY

Source: CVWD 2021c

5.2 WASTEWATER

5.2.1 City of Rancho Cucamonga

Wastewater conveyance (pipes and pump stations) are handled by CVWD, and wastewater is processed by CVWD and IEUA. CVWD oversees the facilities and infrastructure that transport wastewater to treatment plants operated by the IEUA. At IEUA treatment plants, wastewater is subject to tertiary-level water treatment, an advanced process that produces effluent suitable for re-use. IEUA operates wastewater Regional Plant No. 4 located at the intersection of 6th Street and Etiwanda Avenue in the City of Rancho Cucamonga (City of Rancho Cucamonga 2021a).

Wastewater in the City of Rancho Cucamonga is conveyed through pipes and pump stations by the CVWD and treated by IEUA. CVWD maintains approximately 37,600 sewer connections, six separate sewer sheds connecting to IEAU, and serves over 40.6 square miles within the City of Rancho Cucamonga, portions of the City of Upland, the City of Ontario, and unincorporated San Bernardino County (City of Rancho Cucamonga 2021b). Facilities and infrastructure transporting wastewater to IEUA treatment plants are management by CVWD. Wastewater is treated at IEAU plants through various processes including but not limited to, preliminary screening, grit removal, tertiary, and anerobic digestion (CVWD 2021a). Water

produced from IEAU treatment plants is used for non-potable uses such as landscaping or discharged into the Pacific Ocean in compliance with applicable local, state, and federal standards.

Currently, IEUA operated wastewater treatment facilities (Regional Plant No. 4) have an average treatment volume of 10 million gallons per day. The treatment capacity of Regional Plan No. 4 is 14 million gallons; thus, it is expected to have adequate capacity through year 2030 (City of Rancho Cucamonga 2021b).

5.2.2 City of Ontario

The City of Ontario maintains a sewer system consisting of approximately 425 miles of sewer mains ranging from 4 to 48 inches in diameter. The systems include four pump stations and approximately 11,000 feet of associated force mains but primary operations by gravity (City of Ontario 2022a). There are three pump stations that serve the City of Ontario. Two are City-owned; the first serves a residential neighborhood, and the second serves a commercial/industrial area located in the eastern portion of the City. The third pump is privately owned and serves a residential neighborhood located in the southeastern portion of the City of Ontario.

Wastewater generated by the City of Ontario is treated by IEUA which provides sewer utility services. The City's sewer systems connect with IEUA regional trunk sewers which transport wastewater to one or more of the regional treatment plants owned by IEUA for treatment. Wastewater in the City of Ontario is directed mainly to Regional Water Plant No. 1. Regional Water Plants No. 1 currently is treating a daily average flow of 33 million gallons per day, leaving an additional 27.3 million gallons per day of excess capacity (City of Ontario 2022a). IEAU has seen a decrease in sewage flow volumes since 2013 and, thus, anticipates a continued excess capacity which would accommodate the City of Ontario's growth. The City of Ontario has a Sewer System Management Plan (SSMP) that provides a plan and schedule for the proper management, operation, and maintenance of all its sanitary sewer systems. The SSMP ensures compliance with state requirements through ordinances, service agreements, and other legally binding procedures.

5.3 STORMWATER DRAINAGE

The proposed Project area is urbanized, much of the Project area is paved and impervious to stormwater. Unlike sewage, which goes to treatment plants, urban runoff flows untreated through the storm drain system. Anything thrown, swept, or poured into the street, gutter, or a catch basin (the curbside openings that lead into the storm drain system) flows directly into channels, rivers, and eventually the ocean. Storm drains and flood control facilities within the proposed Project area include channels, storm drains, street waterways, and natural drainage courses.

The City of Rancho Cucamonga and the City of Ontario own, operate, and maintain a storm drainage system for the purpose of conveying storm runoff to reduce or eliminate flooding under peak storm flow conditions. While the primary purpose of the storm drain system is to reduce or eliminate flood hazards,

the system carries both dry- and wet-weather urban runoff and the pollutants associated with activities from urban land use. Urban runoff (both dry and wet weather) discharges into storm drains.

The City of Rancho Cucamonga and the City of Ontario storm drainage and flood control system provide both regional and local drainage and provides debris basins and spreading grounds designed to reduce mud flows. The City of Rancho Cucamonga and the City of Ontario are responsible for the localized facilities. San Bernardino County Flood Control District (SBCFCD) is responsible for regional flood control facilities. Together, the City of Rancho Cucamonga, the City of Ontario, and SBCFCD coordinate the preparation of regional drainage plans. The City of Rancho Cucamonga and the City of Ontario drainage plans provide a drainage system consisting of regional mainline, secondary regional, and master plan facilities that would adequately convey a 100-year storm event based upon certain drainage criteria.

Stormwater and other surface water runoff are conveyed to municipal storm drain. Most local drainage networks are controlled by structural flood control measures. The majority of the length of the proposed Project is along major arterials with curb and gutter features. There are multiple storm drains and drainage features within the proposed Project footprint.

5.4 SOLID WASTE

The proposed Project area is within the City of Rancho Cucamonga and the City of Ontario. Solid waste collections services are provided by Burrtec Waste Industries (Burrtec) for the City of Rancho Cucamonga (City of Rancho Cucamonga 2022). Burrtec is the only business permitted to haul waste in the City of Rancho Cucamonga (City of Rancho Cucamonga 2019). The City of Ontario's solid waste collection service is provided by the City's Integrated Waste Department (IWD) within the Public Works Agency (City of Ontario 2022b). Solid waste generated in the City of Rancho Cucamonga, the City of Ontario, and within the proposed Project area are transferred and processed at Burrtec's West Valley Transfer Station/Materials Recovery Facility (MRF) located at 13373 Napa Street in the City of Fontana, California. The West Valley Transfer Station/MRF is under the administration of San Bernardino County Department of Public Health. The West Valley Transfer Station/MRF sorts and separates all waste and recycles all appropriate materials, further reducing the waste generation going to the landfills. The West Valley Transfer Station/MRF is 33.10 acres and has a design capacity of 8,282 tons per day, with a maximum capacity to receive up to 7,500 tons per day. Solid waste is sent to the MRF for processing, recycling, or landfilling (CalRecyle 2022a). At the MRFs, trash is mechanically and manually sorted in order to ensure that the maximum amount of waste is recycled, and the minimum amount is separated for landfill disposal.

The solid waste not diverted to West Valley Transfer Station/MRF is sent to Mid-Valley Landfill, El Sobrante Landfill, and Badlands Landfill (CalRecycle 2022a). As of 2006, the City of Ontario has a diversion rate of 64%, and the City of Rancho Cucamonga has a diversion rate of 57% (CalRecycle 2019). Table 5-3 shows the existing capacities of the three landfills, as well as their anticipated closure dates and annual usage.

Table 5-3: Landfill Capacity

Landfill	Location	Total Acreage	Remaining Capacity (tons)	Maximum Capacity (tons)	Estimated Close Date	Maximum Daily Loads (tons)
Mid-Valley Landfill	2390 North Alder Avenue, Rialto, California, 92377	498	61,219,377	101,300,000	2045	7,500
El Sobrante Landfill	10910 Dawson Canyon Road, Corona, California, 91719	1322	143,977,170	209,910,000	2047	16,054
Badlands Landfill	31125 Ironwood Avenue, Moreno Valley, California, 92555	278	7,800,000	34,400,000	2026	4,800

Source: CalRecycle 2022b, 2022c, 2022d

The City of Rancho Cucamonga and the City of Ontario have a C&D waste diversion program to divert materials generated from a construction or demolition project from landfill disposal to recycling or reuse if the project is valued over $100,000 (United States dollars). Materials targeted for recycling include wood, rock, soil, green waste, asphalt, brick, concrete, cardboard, paper, ceiling tile, ceramic tile, gypsum drywall, metal, plastic, and carpet. The C&D programs requires diverting at least 65% of the total C&D debris generated by the project to reuse or recycling. A description of the C&D program for the City of Rancho Cucamonga and the City of Ontario is below.

- City of Rancho Cucamonga. The City requires permit applicants to submit a deposit before a building and/or demolition permit is issued. Deposits are reimbursable if applicants provide proof that at least 65% of the waste was diverted from landfill disposal by recycling or reuse with acceptable documentation. In addition to the deposit, there are other administrative fees to offset expenses incurred in administering the program (City of Rancho Cucamonga 2019).
- City of Ontario. The City requires all building and demolition permit applicants to submit a Form-1 Construction & Demolition Recycling Plan (CDRP) and Form-2 CDRP Summary Report to OMUC-Solid Waste Department (City of Ontario 2018).
    - Prior to C&D activities, an applicant for a building and demolition permit is required to prepare the Form-1 CDRP. Approval from IWD of Form-1 CDRP for each project is a condition to issuing a building or demolition permit.

- Upon project completion, an applicant is required to prepare Form-2 CDRP Summary Report. Approval of Form-2 CDRP Summary Report is a condition of issuing the certificate of occupancy for the project. With Form-2 CDRP Summary Report, documentation is required demonstrating compliance with the requirement to divert a minimum of 65% of the total C&D debris generated by the project.

5.5 TELECOMMUNICATIONS

Telecommunications is the transmission of communication over a long distance. Telecommunications consists of technologies such as fiber optics, electric wave transmission lines, and wireless transmissions, with the methods of transmission evolving rapidly as science and technology advance. The City of Rancho Cucamonga and the City of Ontario partner with a commercial service provider to deliver gigabit-speed internet as part of the Fiber Optic Master Plan. The City of Rancho Cucamonga and the City of Ontario construct, own, and maintain the physical broadband infrastructure. The availability of reliable high-speed internet is essential to businesses, schools, and homes. The current telecommunication services in the City of Rancho Cucamonga include cable services, satellite services, internet service, and telephone services. Current telecommunication services in the City of Ontario include cable, internet service, and telephone services.

5.6 NATURAL GAS

Southern California Gas Company (SoCalGas) provides natural gas service to the City of Rancho Cucamonga and the City of Ontario. Like other private utility suppliers, SoCalGas is regulated by California Public Utilities Commission. Natural gas from SoCalGas is transported through gas mains located throughout urbanized areas and is maintained by the company (City of Rancho Cucamonga 2021b; City of Ontario 2022a). Natural gas comes from the ground and is considered a “fossil fuel” similar to coal and oil. As both the City of Rancho Cucamonga and the City of Ontario experience urban growth, demand for natural gas would increase. New facilities to support this growth would be provided by SoCalGas in accordance with demand.

6 IMPACT EVALUATION

6.1 WOULD THE PROJECT 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?

6.1.1 No Project Alternative

6.1.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. If the implementation of the No Project Alternative is required to provide adequate service for the increase in water demand, construction of water infrastructure would adhere to existing laws and regulations, and the water conveyance infrastructure would be appropriately sized for each site-specific development, which includes potable water, domestic irrigation, and fire flow demands. It is not anticipated that new on-site and off-site improvements (both public and private) would be required for the No Project Alternative.

Stormwater infrastructure exists in the vicinity of the No Project Alternative area that also serves the surrounding land uses. The existing channel and associated stormwater drains would continue to accommodate additional stormwater flows from the No Project Alternative. The No Project Alternative would be required to comply with stormwater-related federal, local, and state requirements. It is not anticipated that the implementation of the No Project Alternative would require expanded wastewater conveyance infrastructure during construction. During construction, telecommunication and natural gas facilities are present within the No Project Alternative area and would be available.

Compliance with federal, state, and local regulations would ensure that impact to water, storm water drainage, or telecommunication facilities remain less than significant during construction. Implementation of the No Project Alternative would not require wastewater treatment needs during construction. In addition, there would be no demand of natural gas for the No Project Alternative. Therefore, there would be no impact to wastewater treatment and natural gas with the implementation of the No Project Alternative.

6.1.1.2 Operational Impacts

Existing water conveyance infrastructure throughout the No Project Alternative area would provide the infrastructure necessary to provide water service to the No Project Alternative. It is unlikely that new on-site and off-site improvements (both public and private) would be required to provide adequate service for the incremental increase in water demand during operation. Current stormwater infrastructure exists in the vicinity of the No Project Alternative proposed Project site that also serves surrounding land uses.

No new stormwater drainage facilities would be required for the implementation of the No Project Alternative during operation. It is not anticipated that the implementation of the No Project Alternative would require expanded wastewater conveyance infrastructure. During operation, telecommunication and natural gas facilities are present within the No Project Alternative area and would be available

Compliance with federal, state, and local regulations would ensure that impact to water, storm water drainage, or telecommunication facilities remain less than significant during operation. Implementation of the No Project Alternative would not require wastewater treatment needs during operation. In addition, there would be no demand of natural gas for the No Project Alternative. Therefore, there would be no impact to wastewater treatment and natural gas with the implementation of the No Project Alternative.

6.1.2 Proposed Project

6.1.2.1 Construction Impacts

Water conveyance infrastructure currently exists in the vicinity of the proposed Project site that serves surrounding land uses, and the proposed Project would connect to the existing infrastructure. Majority of these connections would not require major relocation, substantial demolition, or construction of new water conveyance infrastructure. As required by law, all water utility connections would be in accordance with all applicable Uniform Codes, City Ordinances, Public Works standards, and Water Division criteria. Existing water conveyance infrastructure throughout the proposed Project area would provide the infrastructure necessary to provide water service to the proposed Project. Construction would be temporary, and it is unlikely that new on-site and off-site improvements (both public and private) would be required to provide adequate service for the incremental increase in water demand during construction (e.g. dust control).

Implementation of the proposed Project would comply with stormwater-related federal, local, and state requirements. Current stormwater infrastructure exists in the vicinity of the proposed Project site that also serves surrounding land uses. The existing channels and associated stormwater drains are adequate to accommodate stormwater flows from construction of the proposed Project. No new expansion of stormwater drainage facilities would be required for the implementation of the proposed Project during construction. It is not anticipated that the implementation of the proposed Project would require expansion or relocation of existing wastewater conveyance infrastructure.

Telecommunication facilities are present within the proposed Project area and would mostly not need to be relocated. However, construction of the emergency access shaft would require relocation of the Caltrans fiber-optic duct bank. Telecommunication facilities would be available to the proposed Project area during construction. Natural gas facilities are present within the proposed Project area and would not need to be relocated. Natural gas facilities would be available to the proposed Project area during construction, although there would be no natural gas demand for the proposed Project during

construction. The proposed Project would not exceed available or planned supply for natural gas, and new infrastructure would not be required to serve the proposed Project site.

The proposed Project would coordinate with existing utilities service providers to ensure that any potential impact to utilities services would be minimal. It is not anticipated that there would be any service interruptions during construction of the proposed Project. The proposed Project such as tunnel alignment would generally occur below the existing utilities 70 feet below ground. For areas where the tunnel comes to surface and relocation of the utility system is required would coordinate with the existing utility service providers to reduce any potential impact to service disruptions.

Compliance with federal, state, and local regulations would ensure that impacts to water, storm water drainage, wastewater treatment or telecommunication facilities remain less than significant during construction of the proposed Project. Implementation of the proposed Project would not require natural gas and therefore, there would be no impact to natural gas for the proposed Project.

6.1.2.2 Operational Impacts

Implementation of the proposed Project would not substantially increase water usage at the proposed Project site. The existing water pipes throughout the proposed Project site would provide the infrastructure necessary to provide water service to the proposed Project and would not require relocation during operation. In addition, implementation of the proposed Project would not substantially increase wastewater treatment needs at the proposed Project site. Current water conveyance infrastructure does exist in the vicinity of the proposed Project site that serves surrounding land uses. The proposed Project would connect to the existing infrastructure and would not require substantial demolition, relocation, or construction of a new water conveyance infrastructure. As required by law, all water utility connections would be in accordance with all applicable Uniform Codes, City Ordinances, Public Works standards, and Water Division criteria. The potential wastewater would discharge into the local sanitary sewer system maintained by CVWD and OMUC. Implementation of the proposed Project would represent a small percentage of the remaining operating capacity at the wastewater treatment plants that serve the proposed Project area and, it is anticipated that the existing plants could adequately serve the additional demand generated by the proposed Project without requiring expansions or relocations to these facilities.

Implementation of the proposed Project would comply with stormwater-related federal, local, and state requirements. The existing channel and associated stormwater drains are adequate to accommodate additional stormwater flows from the implementation of the proposed Project. Current stormwater infrastructure exists in the vicinity of the Project site that also serves the surrounding land uses and do not require relocation during operation. No new stormwater drainage facilities would be required for the implementation of the proposed Project.

The proposed Project would include a secure communications network that would connect all field locations to a central control facility, which would be located within a station area and MSF. The underlying concept of the communications network is for a high-speed optical data backbone to interconnect all equipment and devices requiring monitoring, communications, or control to a central control facility. The telecommunication facilities that are present within the proposed Project area during operation would not require relocation and would remain available.

The proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, or telecommunications facilities during operation. Compliance with existing state and local regulations would ensure that this impact remains less than significant.

Because SoCalGas declares itself a "reactive" utility that would provide natural gas as customers request its services, SoCalGas would have adequate supply of natural gas to serve the proposed Project area, and the level of service provided to the surrounding area would not be impaired by the proposed Project development. However, there would be no demand of natural gas for the proposed Project. The proposed Project would not exceed available or planned supply, and new infrastructure would not be required to serve the proposed Project site, nor would existing natural gas infrastructure need relocation. There would be no impact to natural gas with the implementation of the proposed Project.

6.2 WOULD THE PROJECT HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE FUTURE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS?

6.2.1 No Project Alternative

6.2.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. It is not anticipated that the No Project Alternative would substantially increase water usage compared to existing uses during construction to require additional water supplies. The No Project Alternative would not result in the creation of housing or infrastructure that would induce or accelerate population or household growth during construction to substantially increase water demands. Although, construction could require water use, the water use would be temporary and minimal compared to the overall projected water supply in the CVWD's and OMUC's services areas. Impacts to water supply would be less than significant, as the No Project Alternative would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD and OMUC's 2020 UWMPs.

6.2.1.2 Operational Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. It is not anticipated that the No Project Alternative would substantially increase water usage compared to existing uses during operation to require additional water supplies. The No Project Alternative would not result in the creation of housing or infrastructure that would induce or accelerate population or household growth during construction to substantially increase water demands. The local Water Management policies, existing data indicate that sufficient water entitlements and resources exist to adequately serve the No Project Alternative site during operation. Impacts to water supply would be less than significant, as the No Project Alternative would not result in greater water supply demands than the projected total water demand for the No Project Alternative project site included in the CVWD's and OMUC's 2020 UWMPs.

6.2.2 Proposed Project

6.2.2.1 Construction Impacts

Implementation of the proposed Project would not substantially increase water usage at the proposed Project site during construction. Construction activities would likely require an increase in water use at the proposed Project site for activities such as dust control and equipment washing during construction. However, the water use would be temporary and minimal compared to the overall projected water supply in the CVWD's and OMUC's services areas. Impacts to water supply would be less than significant, as the proposed Project would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD's and OMUC's 2020 UWMPs.

6.2.2.2 Operational Impacts

Implementation of the proposed Project would not substantially increase water usage at the proposed Project site. The 2020 UWMPs for both CVWD and OMUC take into consideration of the population growth within their service area to project future water use demands within their service areas. The proposed Project would not result in the creation of housing or infrastructure that would induce or accelerate population or household growth. The proposed Project would construct tunnel(s) between the City of Rancho Cucamonga and ONT with three passenger stations and a MSF. The proposed Project would be utilized by the existing population in the region. The increase in water use at the Project site would not significantly contribute to the overall projected increase in water use in the CVWD's and OMUC's service areas compared to existing uses.

As CVWD and OMUC continue to explore new water conservation efforts, which include the use of recycled water, the proposed Project's water supply impacts would be even further reduced. Based on the local Water Management policies for the proposed Project area, existing data indicate that sufficient water entitlements and resources exist to adequately serve the proposed Project during operation.

Impacts to water supply would be less than significant, as the proposed Project would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD's and OMUC's 2020 UWMPs.

6.3 WOULD THE PROJECT 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?

6.3.1 No Project Alternative

6.3.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. CVWD and IEUA provide wastewater conveyance and processing services for the City of Rancho Cucamonga and the City of Ontario. Currently, IEUA-operated wastewater treatment facilities in the City of Rancho Cucamonga (e.g., Regional Plant No. 4) have an average treatment volume of 10 million gallons per day. The treatment capacity of the Regional Plan No. 4 is 14 million gallons and it is expected to have adequate capacity through year 2030. Wastewater in the City of Ontario is directed mainly to Regional Water Plant No. 1. Regional Water Plant No. 1 currently is treating a daily average flow of 33 million gallons per day, leaving an additional 27.3 million gallons per day of excess capacity. Aforementioned facilities would serve the proposed Project area would be able to accept all construction and operational waste from the No Project Alternative and with sufficient current and future wastewater capacity. It is not anticipated that the No Project Alternative would generate wastewater at more than state or local standards, or more than the capacity of local infrastructure. With adherence and compliance with federal, state, and local regulations for wastewater, the No Project Alternative would have a less than significant impact to wastewater.

6.3.1.2 Operational Impacts

As discussed under section 6.3.1.1, it is not anticipated that the No Project Alternative would generate wastewater at more than state or local standards, or more than the capacity of local infrastructure. With adherence and compliance with federal, state, and local regulations for wastewater, the No Project Alternative would have a less than significant impact to wastewater.

6.3.2 Proposed Project

6.3.2.1 Construction Impacts

Wastewater treatment would be required during construction for the construction workers use of restroom facility during the construction activities for the proposed Project. The MSF includes planned

bathroom facilities for the employees, it is not anticipated that the bathrooms would be operational and the bathrooms at the MSF would not require wastewater treatment during construction. For the temporary restrooms used by the construction workers, the regional wastewater treatment facilities are operating below capacity and have the additional capacity to provide wastewater treatment services for the proposed Project. Therefore, the impacts to wastewater services would be less than significant during construction.

6.3.2.2 Operational Impacts

IEUA-operated wastewater treatment facilities are operating below capacity. Regional Plant No. 4, serving the City of Rancho Cucamonga, has an average treatment volume of 10 million gallons per day but a treatment capacity of 14 million gallons per day. Similarly, Regional Water Plants No. 1 and No. 5, currently serving the City of Ontario, have a daily flow of 44.8 million gallons per day and a combined capacity of 60.3 million gallons per day. In addition, IEUA has created a Capital Improvement Program to expand wastewater treatment capacity through new development fees. Operation of the proposed Project would generate wastewater, which is anticipated to be typical and not exceed any treatment requirements set by RWQCB. The regional wastewater treatment facilities are operating below capacity and have the additional capacity to provide wastewater treatment services for the proposed Project. Therefore, the proposed Project during operation would have a less than significant impact to wastewater services.

6.4 WOULD THE PROJECT 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?

6.4.1 No Project Alternative

6.4.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. Burrtec and IWD provide solid waste collection services for the City of Rancho Cucamonga and the City of Ontario, respectively. The West Valley Transfer Station/MRF and the three landfills that serve No Project Alternative area would be able to accept all construction waste from the No Project Alternative site. Mid-Valley Landfill, El Sobrante Landfill, and Badlands Landfill have sufficient current and future landfill capacity. It is not anticipated that the No Project Alternative would generate solid waste at more than state or local standards, or more than the capacity of local infrastructure. With adherence to the City of Ontario's and the City of Rancho Cucamonga's C&D waste diversion program and compliance with federal, states, and local regulations for solid waste, the No Project Alternative would not impair the attainment of solid waste reduction goals mandated by the state and local regulations. The solid waste impacts resulting from implementation of the No Project Alternative during construction are considered less than significant.

6.4.1.2 Operational Impacts

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The Mid-Valley Landfill, El Sobrante Landfill, and Badlands Landfill would be able to accept all operational waste from the No Project Alternative and with sufficient current and future landfill capacity. The No Project Alternative would not impair the attainment of solid waste reduction goals mandated by the state and local regulations. The solid waste impacts resulting from implementation of the No Project Alternative during operation are considered less than significant.

6.4.2 Proposed Project

6.4.2.1 Construction Impacts

The proposed Project includes various construction activities associated with the construction of the tunnel, MSF, three stations, and a vent shaft. Most of the solid waste produced for the proposed Project would result from construction activities. The proposed Project would include construction activities such as removal of existing parking stalls, tunnel boring, excavation and drilling for piles. In addition, the construction of the tunnel would also involve special construction including placement of temporary structures that would be removed following completion of the construction.

The City of Rancho Cucamonga and the City of Ontario both have C&D waste diversion programs to divert materials generated during construction or demolition projects from landfill disposal to recycling or reuse. Each C&D program requires the diversion of at least 65% of the total C&D debris generated by the proposed Project to reuse or recycling. Materials targeted for recycling include wood, rock, soil, green waste, asphalt, brick, concrete, cardboard, paper, ceiling tile, ceramic tile, gypsum drywall, metal, plastic, and carpet. In addition, the handling of debris and waste would be subject to federal, state, and local requirements regarding the reuse and recycling of materials.

Burrtec and IWD provide solid waste collection services for the City of Rancho Cucamonga and the City of Ontario, respectively. The West Valley Transfer Station/MRF and the three landfills that serve the proposed Project area would be able to accept all construction waste from the proposed Project site. As shown in Table 5-3, Mid-Valley Landfill, El Sobrante Landfill, and Badlands Landfill have sufficient current and future landfill capacity. The proposed Project would not generate solid waste at more than state or local standards, or more than the capacity of local infrastructure. In addition, with adherence to the City of Ontario's and the City of Rancho Cucamonga's C&D waste diversion program and compliance with federal, states, and local regulations for solid waste, the proposed Project would not impair the attainment of solid waste reduction goals mandated by the state and local regulations. The solid waste impacts resulting from implementation of the proposed Project during construction are considered less than significant.

6.4.2.2 Operational Impacts

It is anticipated that during operation of the proposed Project, solid waste would be generated by the MSF and stations, including small volumes of solid waste: product packaging, broken equipment, and site litter. This volume would not place a substantial demand on solid waste collection services or landfill capacity or impair the attainment of solid waste reduction goals.

Solid waste collection services for the proposed Project area are provided by Burrtec, which services the City of Rancho Cucamonga, and the City of Ontario's IWD. Solid waste generated within the proposed Project area would be transferred and processed at Burrtec's West Valley Transfer Station/MRF. The West Valley Transfer Station/MRF has a design capacity of 8,282 tons per day, with a maximum capacity to receive up to 7,500 tons per day. The West Valley Transfer Station/MRF sorts and separates all waste and recycles all appropriate materials, further reducing the waste generation going to the landfills.

Based on landfill capacity as shown in Table 5-3, the solid waste contribution from the proposed Project to any of the three landfills that serve the proposed Project site would be far less than their allowed daily capacity.

The West Valley Transfer Station/MRF and the three landfills would be able to accept all operational waste from the proposed Project site and with sufficient current and future landfill capacity. The proposed Project would not impair the attainment of solid waste reduction goals mandated by the state and local regulations. The solid waste impacts resulting from implementation of the proposed Project during operation are considered less than significant.

6.5 WOULD THE PROJECT COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTE?

6.5.1 No Project Alternative

6.5.1.1 Construction Impacts

During construction, the No Project Alternative, would remain in compliance with local, state, and federal regulations and the No Project Alternative would result in no impact related to solid waste regulations.

6.5.1.2 Operational Impacts

During operation, the No Project Alternative, would remain in compliance with local, state, and federal regulations, and the No Project Alternative would result in no impact related to solid waste regulations.

6.5.2 Proposed Project

6.5.2.1 Construction Impacts

The proposed Project would be required to comply with all federal, state, and local statutes and regulations related to solid waste handling, transport, and disposal during construction. C&D wastes account for approximately 22% of all materials going into landfill (City of Ontario 2018). As discussed in Section 6.4, existing facilities have sufficient capacity to serve the estimated increase in waste disposal demand. Additionally, the City of Rancho Cucamonga and the City of Ontario both have C&D waste diversion programs to divert materials generated from a construction or demolition project from landfill disposal to recycling or reuse. Each C&D program requires diversion of at least 65% of the total C&D debris generated by the proposed Project to reuse or recycling. Additionally, the provisions of the RCMC and OMC, which govern the procedures for collection, transfer, processing, disposal, and recycling of solid waste, would be observed. As the proposed Project construction would remain in compliance with local, state, and federal regulations, the proposed Project would result in no impact related to solid waste regulations.

6.5.2.2 Operational Impacts

California state law requires the cities to recycle at least 50% of all trash generated. As of 2006, which represents the most recent data available that has been approved by CalRecycle, City of Rancho Cucamonga has a diversion rate of 57%, and City of Ontario has a diversion rate of 64%. The City of Rancho Cucamonga and the City of Ontario currently exceed the required diversion rate, and the proposed Project would be required to participate in these efforts to minimize waste disposed of in landfills. The proposed Project operation would remain in compliance with local, state, and federal regulations, and therefore would result in no impact related to solid waste regulations.

7 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

7.1 MITIGATION MEASURES FOR UTILITIES

No mitigation measures are required for the utilities and service systems during construction and operation for the proposed Project.

7.2 CEQA SIGNIFICANCE CONCLUSION

7.2.1 Would the project 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?

7.2.1.1 No Project Alternative

7.2.1.1.1 Construction Impacts

Compliance with federal, state, and local regulations would ensure that impact to water, storm water drainage, wastewater treatment, or telecommunication facilities remains less than significant during construction. There would be no demand of natural gas for the No Project Alternative. Therefore, there would be no impact to natural gas with the implementation of the No Project Alternative.

7.2.1.1.2 Operational Impacts

Compliance with federal, state, and local regulations would ensure that impacts to water, storm water drainage, or telecommunication facilities remains less than significant during operation. Implementation of the No Project Alternative would not require wastewater treatment needs during operation. In addition, there would be no demand for natural gas for the No Project Alternative. Therefore, there would be no impact to wastewater treatment and natural gas with the implementation of the No Project Alternative.

7.2.1.2 Proposed Project

7.2.1.2.1 Construction Impacts

Compliance with federal, state, and local regulations would ensure that impacts to water, storm water drainage, wastewater treatment, or telecommunication facilities remains less than significant during construction. Implementation of the proposed Project would have no demand of natural gas for the proposed Project. Therefore, there would be no impact to natural gas with the implementation of the proposed Project.

7.2.1.2.2 Operational Impacts

The proposed Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, or telecommunications facilities during operation. Compliance with existing state and local regulations would ensure that this impact remains less than significant. There would be no demand of natural gas for the proposed Project; therefore, there would be no impact to natural gas resources and services.

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

7.2.2.1 No Project Alternative

7.2.2.1.1 Construction Impacts

Impacts to water supply would be less than significant, as the No Project Alternative would not result in greater water supply demands than the projected total water demand for the No Project Alternative site included in the CVWD's and OMUC's 2020 UWMPs.

7.2.2.1.2 Operational Impacts

Impacts to water supply would be less than significant, as the No Project Alternative would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD's and OMUC's 2020 UWMPs.

7.2.2.2 Proposed Project

7.2.2.2.1 Construction Impacts

Impacts to water supply would be less than significant, as the proposed Project would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD's and OMUC's 2020 UWMPs.

7.2.2.2.2 Operational Impacts

Impacts to water supply would be less than significant, as the proposed Project would not result in greater water supply demands than the projected total water demand for the proposed Project site included in the CVWD's and OMUC's 2020 UWMPs.

7.2.3 Would the project 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?

7.2.3.1 No Project Alternative

7.2.3.1.1 Construction Impacts

The No Project Alternative is not anticipated to require wastewater treatment during construction, and there would be a less than significant impact to wastewater services.

7.2.3.2 Operational Impacts

The No Project Alternative is not anticipated to require wastewater treatment during operation and there would be a less than significant impact to wastewater services.

7.2.3.3 Proposed Project

7.2.3.4 Construction Impacts

It is not anticipated that wastewater treatment would be required during construction for the proposed Project, and there would be a less than significant impact to wastewater services.

7.2.3.5 Operational Impacts

The regional wastewater treatment facilities are operating below capacity and have the additional capacity to provide wastewater treatment services for the proposed Project. Therefore, during operation, impacts to wastewater services would be less than significant.

7.2.4 Would the project 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?

7.2.4.1 No Project Alternative

7.2.4.1.1 Construction Impacts

The No Project Alternative during construction would have a less than significant impact to solid waste.

7.2.4.1.2 Operational Impacts

The No Project Alternative during operation would have a less than significant impact to solid waste.

7.2.4.2 Proposed Project

7.2.4.2.1 Construction Impacts

The proposed Project during construction would have a less than significant impact to solid waste.

7.2.4.2.2 Operational Impacts

The proposed Project during operation would have a less than significant impact to solid waste.

7.2.5 Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

7.2.5.1 No Project Alternative

7.2.5.1.1 Construction Impacts

The No Project Alternative during construction would remain in compliance with local, state, and federal regulations, and would result in no impact related to solid waste regulations.

7.2.5.1.2 Operational Impacts

The No Project Alternative during operation would remain in compliance with local, state, and federal regulations, and would result in no impact related to solid waste regulations.

7.2.5.2 Proposed Project

7.2.5.2.1 Construction Impacts

The proposed Project construction activities would remain in compliance with local, state, and federal regulations, and would result in no impact related to solid waste regulations.

7.2.5.2.2 Operational Impacts

The proposed Project operational activities would remain in compliance with local, state, and federal regulations, and would result in no impact related to solid waste regulations.

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