Ontario International Airport Connector Project

ONTCONNECTOR



APPENDIX M
HAZARDS AND HAZARDOUS MATERIALS TECHNICAL REPORT

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APPENDIX

A EDR Report

ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
ADL	aerially-deposited lead
AIA	airport influence area
AIRS	Aerometric Information Retrieval System
ALUC	airport land use commission
ALUCP	Airport Land Use Compatibility Plan
AST	Aboveground Storage Tank
ASTM	American Society for Testing of Materials
BMP	Best Management Practice
Business Plan	Business Emergency/Contingency Plan
Cal/EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CERS	California Environmental Reporting System
CFR	Code of Federal Regulations
CHMIRS	California Hazardous Material Incident Report System
CHP	California Highway Patrol
CIWQS	California Integrated Water Quality System
CP	Cleanup Program
CORTESE	Hazardous Waste & Substances Sites
CUPA	Certified Unified Program Agency
CWPP	Community Wildfire Protection Plan
DTSC	Department of Toxic Substances Control
ECHO	Enforcement and Compliance History Information

EIR	Environmental Impact Report
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FFIS	Federal Facilities Information System
FID	Facility Inventory Database
FINDS	Facility Index System?
FTA	Federal Transit Administration
FUDS	Formerly Used Defense Sites
FURS	Federal Underground Injection Control
HIRL	High-Intensity Runway Light
HWTS	Hazardous Waste Tracking System
I-10	Interstate 10
I-15	Interstate 15
ID	identification
K-5	kindergarten to fifth grade
K-12	kindergarten to twelfth grade
kg	Kilogram
LF	Landfill
LHMP	Local Hazard Mitigation Plan
LQG	Large Quantity Generator
LUST	Leaking Underground Storage Tank
MEP	Mechanical, electrical, and plumbing
MM	Mitigation Measures
MSF	Maintenance and Storage Facility
MTBE	Methyl tert-butyl ether
NEPA	National Environmental Policy Act

NIMS	National Incident Management System
NonGen/NLR	Non-Generators/No Longer Regulated
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
OES	Office of Emergency Services
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
ONT-IAC	Ontario International Airport-Inter Agency Collaborative
OSHA	Occupational Safety and Health Administration
PADS	PCB Activity Data System
PCS	Permit Compliance System
PCE	Tetrachloroethene
PRC	Public Resources Code
Project	Ontario International Airport Connector Project
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Concerns
ROW	right-of-way
RSA	Resource Study Area
RWQCB	Regional Water Quality Control Board
SANBAG	San Bernardino Associated Governments
SARA	Superfund Amendments and Reauthorization Act
SBCTA	San Bernardino County Transportation Authority
SC	Site Cleanup
SCRRA	Southern California Regional Rail Authority
SEMS	Standardized Emergency Management System
SFPP	Santa Fe Pacific Partners
SLIC	Spills, Leaks, Investigations, and Cleanup
SMBRP	Site Mitigation and Brownfields Reuse Program
SQG	Small Quantity Generator

SRA	State Responsibility Area
SWEEPS	Statewide Environmental Evaluation and Planning System
SWIS	Solid Waste Information System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TBM	tunnel boring machine
TCA	1,1,1-trichloroethane
TSD	Total Dissolved Solid
TSDF	Treatment, Storage, and Disposal Facility
UPRR	Union Pacific Railroad
UPS	United Parcel Service
U.S.	United States
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
UST	underground storage tank
Vent shaft	ventilation shaft
VOC	volatile organic compound
VMT	Vehicle Miles Traveled
VSQG	Very Small Quantity Generator
WDR	Waste Discharge Requirement
WDS	Waste Discharge System
WUIFA	Wildland Urban Interface Areas

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

- Expand access options to ONT by providing a convenient and direct 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. 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 San Bernardino County. Figure 2-1 Regional Location Map 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 Proposed Project Site 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.

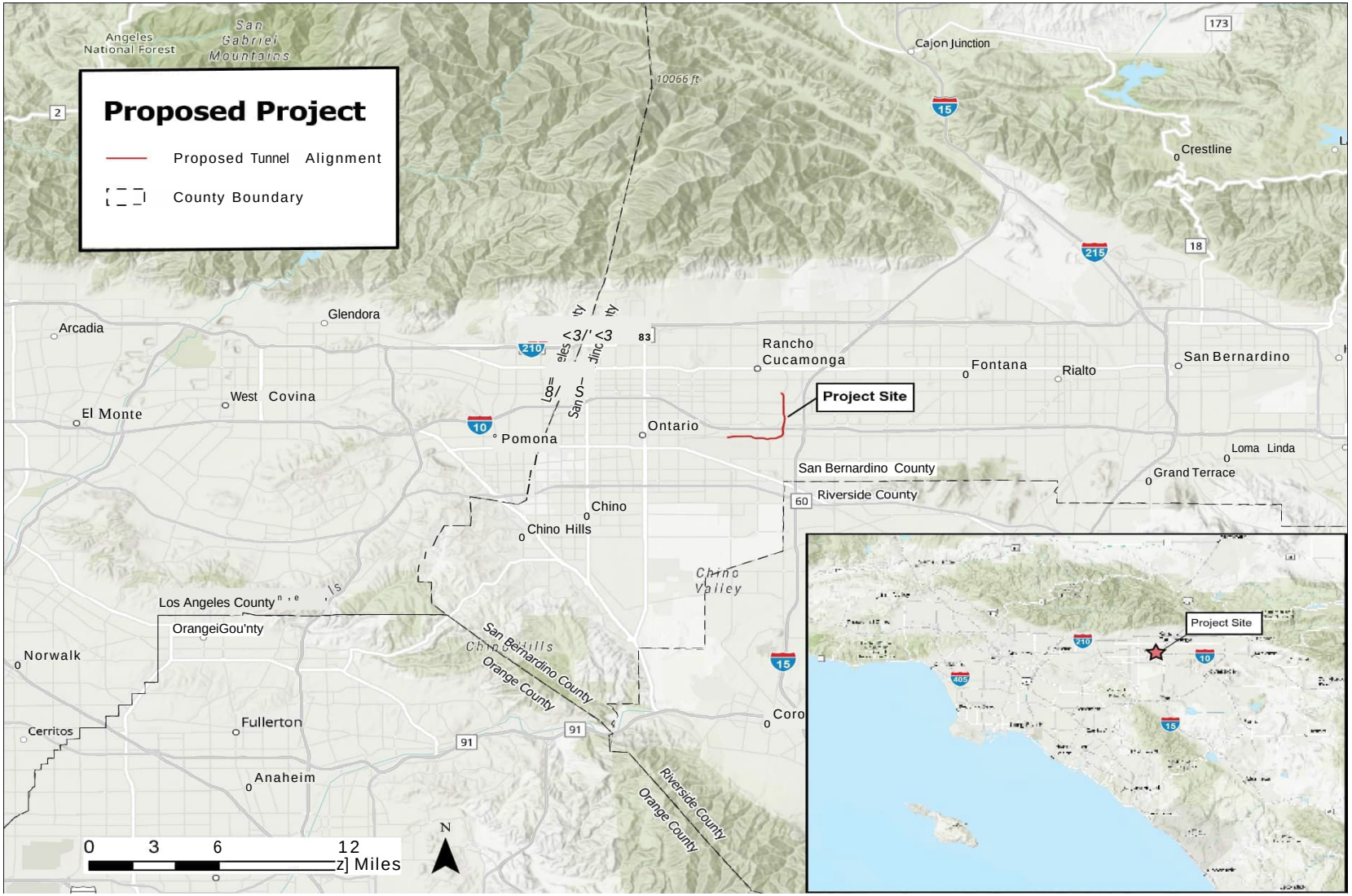
2.3.2.2 Existing Land Uses

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.

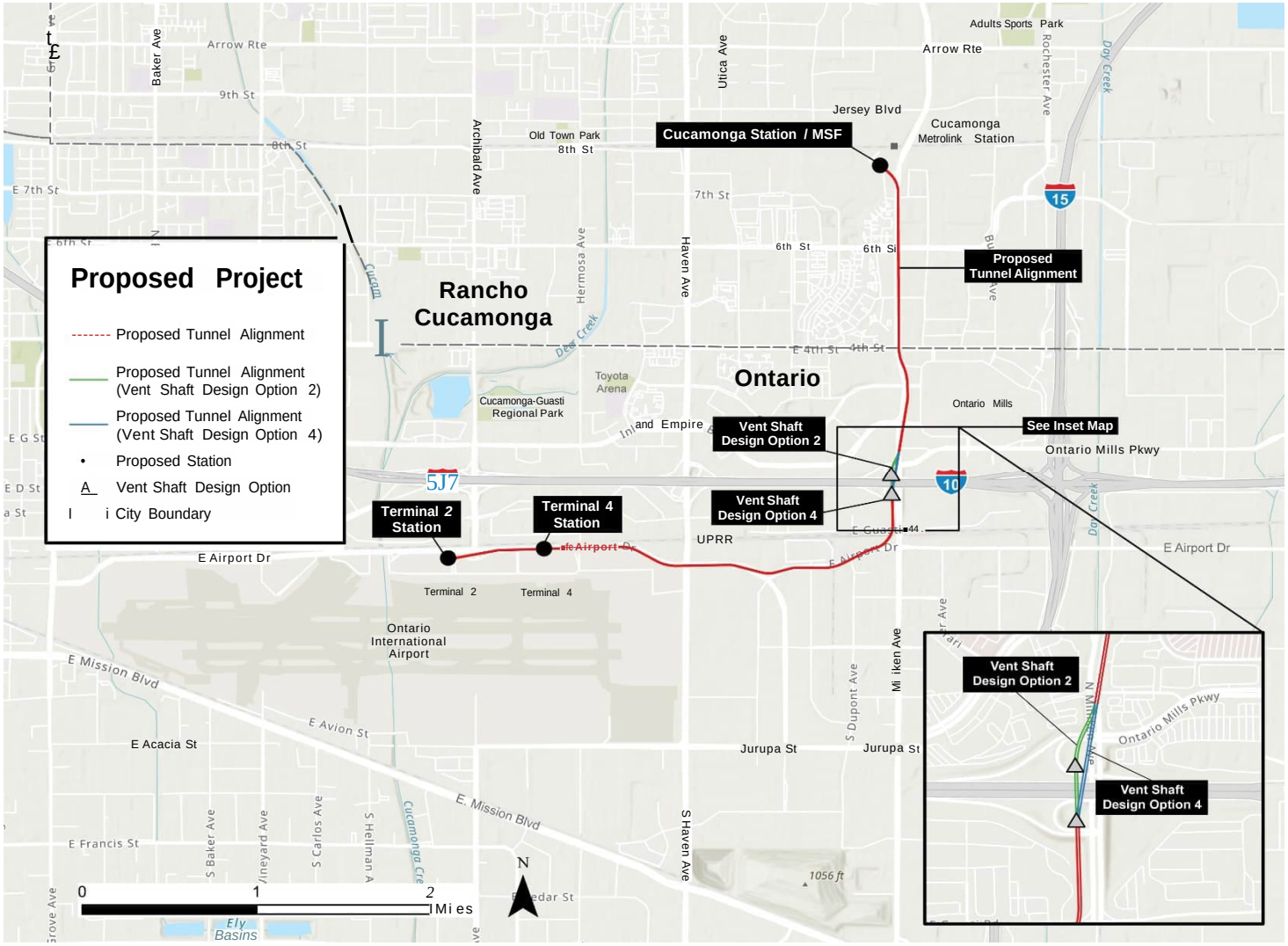
The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface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

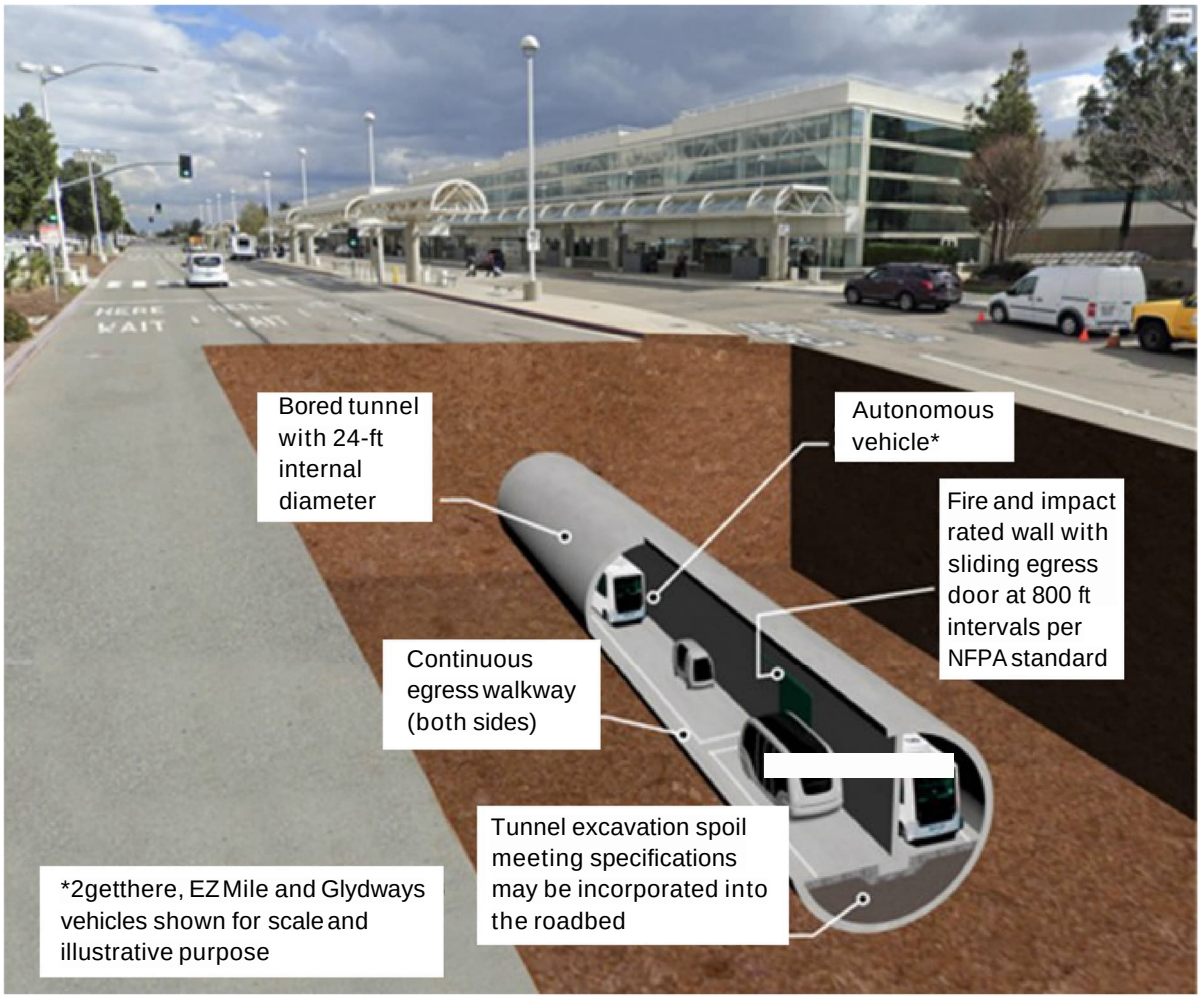
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga 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 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 B proposed Project based on technical analysis, evaluation, and stakeholder input. Figure 2-3 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 sha[illegible] constructed to provide a means of e[illegible]ssenger egress and first responder access.

Th[illegible]osed Project would include autonomous electric vehicles that would transport passengers on de[illegible]tween Cucamonga Metrolink Station and ONT. T[illegible]is electric vehicles would run on rubber tires, and the vehicles are proposed to travel on a de[illegible]t guideway within the proposed tunnel. The tunnel will include access ramps for the transit [illegible]ace to grade and provide access to the three proposed at-grade stations for passenger boar[illegible]hting.

2.3.2.3.1 Stations

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

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

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

Figure 2-4: Cucamonga Station



Source: HNTB 2024

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



Source: HNTB 2024

2.3.2.3.2 Maintenance and Storage Facility

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

2.3.2.3.3 Description of Vent Shaft Design Options

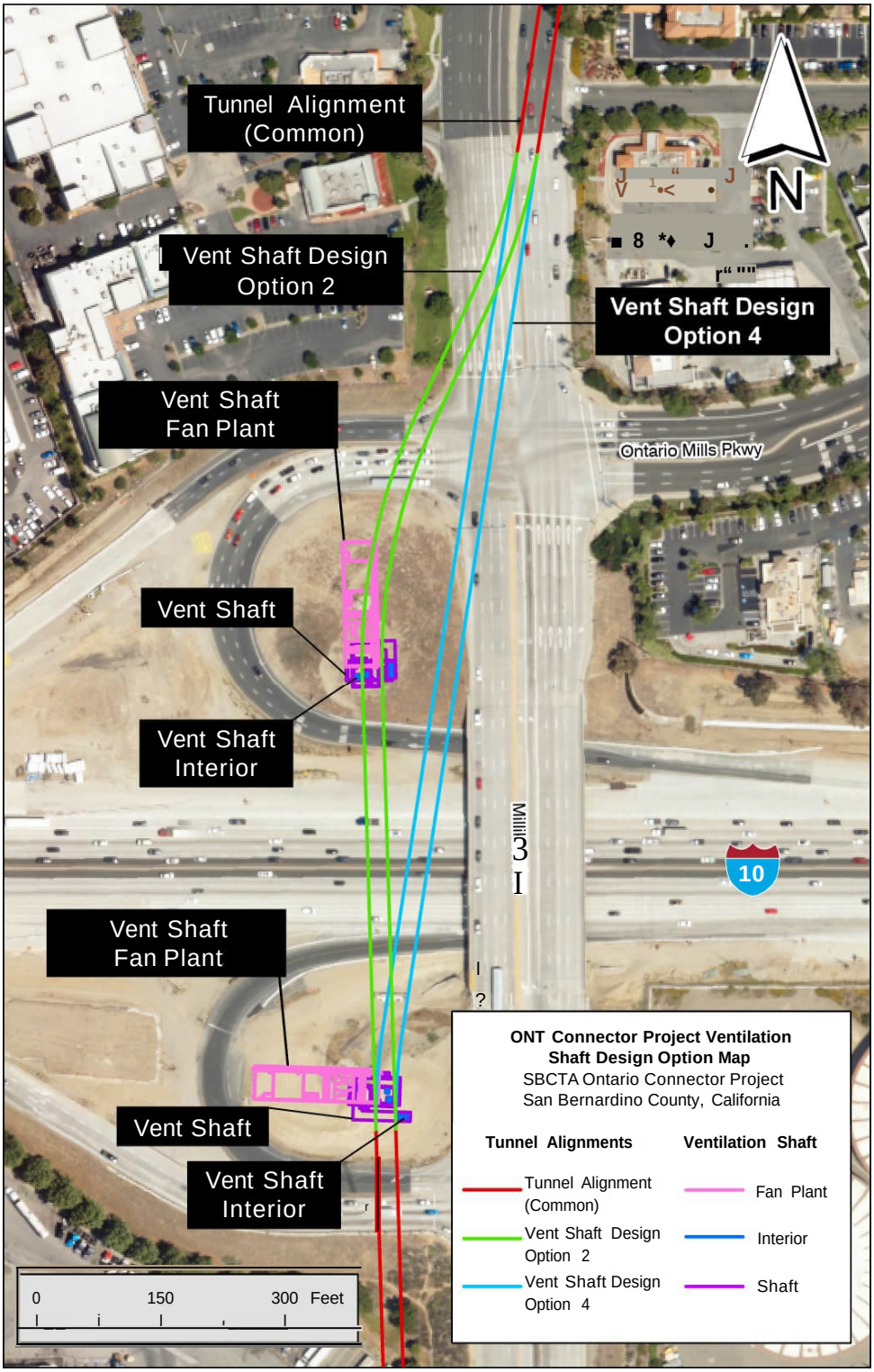
A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Figure 2-6. A final decision about the location of the vent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

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

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

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

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



Source: HNTB 2024

2.3.2.4 Proposed Operations

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

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

2.3.2.5 Proposed Construction

This section describes the construction approach for the proposed Project. Overall construction of the proposed Project would last approximately 56 months, with project elements varying in their specific construction duration. 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 (BMPs) would minimize a public nuisance that can result from soil and mud tracks on the public roadway. For security purposes, construction staging areas would be equipped with fences, lighting, security cameras, and guards to prevent vandalism and theft.

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

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

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

Generally, stations would be built simultaneously with or following guideway construction. However, construction of the Cucamonga Station may need to occur after the completion of all excavation and in-tunnel work. Truck haul routes, described in Table 2-1, 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 in Table 2-1, and in the Construction Methods Technical Report (SBCTA 2024b).

Table 2-2 provides an overview of the typical sequencing for transit construction activities.

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 a 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 (SBCTA 2024b).

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 MEP. 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

3.1.1 Toxic Substances Control Act

The federal Toxic Substances Control Act (1976) established a program administered by United States (U.S.) Environmental Protection Agency (EPA) to track, screen, and test industrial chemicals currently produced or imported into the United States that may pose an environmental or human health hazard. The Toxic Substances Control Act addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls, asbestos, radon, and lead-based paints.

3.1.2 Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980, also known as the "Superfund Act," provides a federal fund to identify, characterize, and remediate hazardous material sites. Through the Superfund Act, the U.S. EPA was granted the authority to identify and obtain the cooperation of parties responsible for hazardous material incidents and conditions.

3.1.3 Superfund Amendments and Reauthorization Act

The Superfund Amendments and Reauthorization Act (SARA), Title III of 1986 is the Emergency Planning and Community Right-to-Know Act. Facilities are required to report the following items on U.S. EPA Form R, the Toxic Chemical Release Inventory Reporting Form: facility identification, off-site locations where toxic chemicals are transferred in wastes, chemical-specific information, and supplemental information.

3.1.4 Federal Aviation Regulations, Part 77

Federal Aviation Regulations (FAR) (United States Code [USC] Title 14) Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace," has been adopted as a means of monitoring and protecting the airspace required for safe operation of aircraft and airports. Part 77 recognizes that certain safety hazards to aircraft and airport operations may occur where a land use would:

- exceed certain specified height limits,
- attract large concentrations of birds within approach/climb out areas,
- produce smoke or flashing lights,
- reflect light or generate electronic interference, or
- use or store large quantities of flammable materials.

Part 77 establishes the following:

- The requirements to provide notice to the Federal Aviation Administration (FAA) of certain proposed construction activities, or the alteration of existing structures;
- The standards used to determine obstructions to air navigation, and navigational and communication facilities; and
- The process for aeronautical studies of obstructions to air navigation or navigational facilities to determine the effect on the safe and efficient use of navigable airspace, air navigation facilities, or equipment.

Objects that exceed certain specified height limits constitute airspace obstructions. FAR Section 77.9 requires that the FAA be notified of proposed construction or alteration of certain objects within a specified distance from an airport, among them the following:

- Construction or alteration of more than 200 feet in height above the ground level at its site; or
- Construction or alteration of greater height than an imaginary surface extending outward and upward at (a slope of) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each (public-use airport, public-use airport under construction, or military airport) with at least one runway more than 3,200 feet in actual length, excluding heliports.

However, notice does not need to be filed with the FAA for construction of any object that would be shielded by existing permanent, substantial structures or by natural terrain or topographic features of equal or greater height, and that would be located in the congested area of a city, town, or settlement where the shielded structure would not adversely effect air navigation safety.

3.1.5 Resource Conservation and Recovery Act

At the federal level, the principal agency regulating the generation, transport, and disposal of hazardous substances is the U.S. EPA, under the authority of the Resource Conservation and Recovery Act (RCRA) of 1976. RCRA established an all-encompassing federal regulatory program for hazardous substances that is administered by U.S. EPA. Under RCRA, U.S. EPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. RCRA was amended by the Hazardous and Solid Waste Amendments of 1984, which specifically prohibits the use of certain techniques to dispose of various hazardous substances. The U.S. EPA has delegated much of the RCRA requirements to the California Department of Toxic Substances Control (DTSC).

3.1.6 Federal Occupational Health and Safety Administration

Federal Occupational Health and Safety Administration (OSHA) establishes standards relating to toxic chemicals and workplace safety hazards and enforces these standards along with its State partners to achieve its goal of ensuring a safe work environment.

Construction of the proposed Project is subject to regulations enforced by OSHA. OSHA requires employers to provide a safe and healthful workplace for their employees. OSHA Standard 1926.800 provides safety standards for construction of underground tunnels, shaft, and passageways.

In the State, private-sector workers are protected under California's OSHA-approved state plan (i.e., United States Department of Labor). The proposed Project would follow OSHA regulations when considering public health and safety and would perform routine safety monitoring and training so that jobsite and worker practices follow OSHA standards.

3.2 STATE

3.2.1 Hazardous Waste Control Act

The Hazardous Waste Control Act is implemented by regulations contained in Title 26 of the California Code of Regulations (CCR) that describe requirements for the proper management of hazardous wastes. This legislation created the state hazardous waste management program, which is similar to, but more stringent than, the federal RCRA program.

The program includes hazardous waste criteria for:

- identification and classification,
- generation and transportation,
- design and permitting of recycling, treatment, storage, and disposal facilities,
- treatment standards,
- operation of facilities and staff training, and
- closure of facilities and liability requirements.

The Hazardous Waste Control Act and Title 26 regulations list more than 800 potentially hazardous materials and establish criteria for identifying, packaging, and disposal. Under these regulations, the generator of hazardous waste must complete a manifest that accompanies the material from the point of generation to transportation to the ultimate disposal location, with copies of the manifest filed with DTSC.

3.2.2 Hazardous Materials Transport

The California Highway Patrol (CHP), Caltrans, and DTSC have the responsibility for enforcing federal and state regulations and responding to hazardous materials transportation emergencies. Regulations governing hazardous materials transport are included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22, Division 4.5, Chapter 13 of the CCR.

Title 13 of the CCR establishes regulations for motor carrier transport of hazardous materials. All motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the CHP. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

The California Vehicle Code Section 31303 requires that hazardous materials be transported via routes with the least overall travel time and prohibits the transportation of hazardous materials through residential neighborhoods. The CHP is authorized to designate and enforce route restrictions for the transportation of hazardous materials.

In addition, Caltrans has its own internal procedures and specifications related to hazardous materials that are implemented at all Caltrans projects. In particular, the *Standard Plans and Specifications* (Caltrans 2018), Section 14-11, contains the specifications related to hazardous waste and contamination. Section 14-11 contains the procedures to be followed for aerially-deposited lead and other soil contamination.

Transport of hazardous materials can only be conducted under a registration issued by DTSC as outlined by Chapter 13, Division 4.5 of Title 22.[1] Identification (ID) numbers are issued by DTSC or U.S. EPA for tracking hazardous waste transporters and treatment, storage, and disposal facilities for hazardous materials. The ID number is used to identify the hazardous waste handler and to track waste from point of origin to final disposal. Transporters of hazardous wastes must register as a hazardous waste hauler with the DTSC. Each truck, trailer, semitrailer, or container used for shipping hazardous waste must be designed and constructed, and its contents limited, so that under conditions normally incident to transportation, there would be no release of hazardous waste to the environment. All material transport takes place under manifest, and compliance with Title 22 requires that transporters take immediate action to protect human health and the environment in the event of spill, release, or mishap.

3.2.3 Hazardous Waste and Substances Sites List

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State of California, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the

[1] For additional detailed information regarding DTSC hazardous waste transporter requirements, including whom to contact with waste transportation questions, see: https://dtsc.ca.gov/hazardous-waste-transporter-requirements-fact-sheet/.

California Environmental Protection Agency (Cal/EPA) to develop, at least annually, an updated Cortese List. The DTSC is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous material release information for the Cortese List.

3.2.4 Airport Land Use Commission Law

The State regulates airports under the authority of the Airport Land Use Commission Law, Section 21670 et seq. of the California Public Utilities Code. The Airport Land Use Commission Law is implemented through individual airport land use commissions (ALUCs), which are required in every county with a public use airport or with an airport served by a scheduled airline. Under the provisions of the law, each ALUC has certain responsibilities conferred upon it and specific duties to perform. Among these are preparing airport land use plans for each of the airports within its jurisdiction (California Public Utilities Code, Sections 21674[c] and 21675[a]).

3.3 REGIONAL

3.3.1 Certified Unified Program Agency

The Unified Program is the consolidation of six State environmental regulatory programs into one program under the authority of a Certified Unified Program Agency (CUPA). A CUPA is a local agency that has been certified by Cal/EPA to implement these programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by Senate Bill 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory;
- California Accidental Release Prevention;
- Hazardous Waste (including Tiered Permitting);
- Underground Storage Tanks (USTs);
- Aboveground Storage Tanks (Spill Prevention Control and Countermeasures requirements); and
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System.

The San Bernardino County Fire Department is the CUPA for all incorporated cities and towns and unincorporated areas in the county.

3.3.2 San Bernardino County Business Emergency/Contingency Plan

The Hazardous Materials Division of the San Bernardino County Fire Department has been officially designated by the State Secretary for Environmental Protection as the CUPA for San Bernardino County in order to focus the management of specific environmental programs at the local government level. CUPA is charged with the responsibility of conducting compliance inspections for the regulated facilities in San Bernardino County. These facilities handle hazardous material, generate or treat a hazardous waste, and/or operate an UST. CUPA provides a comprehensive environmental management approach to resolve environmental issues. This balanced approach utilizes education and effective enforcement procedures to minimize the potential risk to human health and the environment and establish an atmosphere to promote fair business practices.

In San Bernardino County, the Business Emergency/Contingency Plan (Business Plan) is used to satisfy the contingency plan requirement for hazardous waste generators. Any business subject to any of the CUPA permits is required in San Bernardino County to file a Business Plan. A new business going through the process of obtaining county or city planning or building approval is required to comply with the Business Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto the property.

3.3.3 San Bernardino County General Plan

The San Bernardino County Countywide Plan, Hazards Element (San Bernardino County 2020) sets forth goals and policies that regulate hazardous materials uses. The following goals, policies, and implementation programs are applicable to the proposed Project.

3.3.3.1 Hazard Element

- Goal HZ-1: Natural Environmental Hazards. Minimized risk of injury, loss of life, property damage, and economic and social disruption cause by natural environmental hazards and adaptation to potential change in climate.
- Policy HZ-1.2: New Development In Environmental Hazard Areas. The County requires all new development to be located outside of the following environmental hazard areas.
    - For any lot or parcel that does not have sufficient buildable area outside of such hazard areas, the County requires adequate mitigation, including designs that allow occupants to shelter in place and to have sufficient time to evacuate during times of extreme weather and natural disasters.
    - Flood: 100-year flood zone, dam/basin inundation area.
    - Geologic: Alquist Priolo earthquake fault zone; County-identified fault zone; rockfall/debris-flow hazard area, medium or high liquefaction area (low to high and

localized), existing and County-identified landslide area, moderate to high landslide susceptibility area).

  - Fire: high or very high fire hazard severity zone.

- Policy HZ-1.6: Critical and essential facility location. The County requires new critical and essential facilities to be located outside of hazard areas, whenever feasible.
- Policy HZ-1.7: Underground utilities. The County requires that underground utilities be designed to withstand seismic forces, accommodate ground settlement, and hardened to fire risk.
- Policy HZ-1.12: Local hazard mitigation plan implementation. The County requires adherence to the goals, objectives, and actions in the Multi-jurisdictional Hazard Mitigation Plan and subsequent amendments to reduce and mitigate damages from hazards in the County.
- Policy HZ-1.13: Fire protection planning. The County requires that all new development in County-designated Fire Safety Overlay and/or California Department of Forestry and Fire Protection (CAL FIRE) designated Very High Fire Hazard Severity Zones meet the requirements of the California Fire Code and the California Building Code as amended by the County Fire Protection District, including Title 14 of the California Code of Regulations fire safety requirements for any new development within State Responsibility Areas, as well as provide and maintain a Fire Protection Plan or Defensible Space/Fuel Modification Plan and other pre-planning measures in accordance with the County Code of Ordinances.
- Policy HZ-1.14: Long-term fire hazard reduction and abatement. The County requires proactive vegetation management/hazard abatement to reduce fire hazards on existing private properties, along roadsides of evacuation routes out of wildfire prone areas, and other private/public land where applicable, and we require new development to enter into a long-term maintenance agreement for vegetation management in defensible space, fuel modification, and roadside fuel reduction in the Fire Safety Overlay and/or Very High Fire Hazard Severity Zones.
- Policy HZ-1.15: Evacuation route adequacy. The County coordinates with CAL FIRE, California's Office of Emergency Services, and other local fire districts to identify strategies that ensure the maintenance and reliability of evacuation routes potentially compromised by wildfire, including emergency evacuation and supply transportation routes.
- Goal HZ-2: Human-generated hazards. People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.
- Policy HZ-2.1: Hazardous waste facilities. The County regulates and buffer hazardous waste facilities to protect public health and avoid impacts on the natural environment.

- Policy HZ-2.2: Database of hazardous materials. The County maintains up-to-date databases of the storage, use, and production of hazardous materials, based on federally- and state-required disclosure and notification, to appropriately respond to potential emergencies.
- Policy HZ-2.3: Safer alternatives. The County minimizes the use of hazardous materials by choosing and by encouraging others to use non-toxic alternatives that do not pose a threat to the environment.
- Policy HZ-2.4: Truck routes for hazardous materials. The County designates truck routes for the transportation of hazardous materials through unincorporated areas and prohibit routes that pass through residential neighborhoods to the maximum extent feasible.
- Policy HZ-2.5: Community education. The County engages with residents and businesses to promote safe practices related to the use, storage, transportation, and disposal of hazardous materials.
- Goal HZ-3: Environmental Justice. For unincorporated environmental justice focus areas, equitable levels of protection from environmental and health hazards; expanded opportunities for physical activity and meaningful civic engagement; and access to healthy food, public facilities, safe and sanitary housing.
- Policy HZ-3.1: Health Risk Assessment. The County requires projects processed by the County to provide a health risk assessment when a project could potentially increase the incremental cancer risk by 10 in 1 million or more in unincorporated environmental justice focus areas, and we require such assessments to evaluate impacts of truck traffic from the project to freeways. The County establishes appropriate mitigation prior to the approval of new construction, rehabilitation, or expansion permits.
- Policy HZ-3.5: Hazardous waste facilities. The County does not permit new hazardous waste facilities to be developed in unincorporated environmental justice focus areas.
- Policy HZ-3.6: Contaminated water and soils. The County advocates for and coordinates with local and regional agencies in efforts to remediate or treat contaminated surface water, groundwater, or soils in or affecting unincorporated environmental justice focus areas. The County pursues grant funding and establishes partnerships to implement the County's Site Remediation Program in unincorporated environmental justice focus areas, with particular emphasis in addressing the types of contamination identified in the Hazard Element tables.
- Policy HZ-3.21: Emerging pollutants. For pollutants that do not yet have established regulatory thresholds, the County coordinates with regulatory agencies to assist their efforts to monitor pollutant levels, establish thresholds, and identify funding and mitigation options, particularly for pollutants that are found in environmental justice focus areas.

3.3.4 San Bernardino County Hazardous Materials Release Response Plans and Inventory Program

In the County, the Business Plan is also used to satisfy the contingency plan requirement for hazardous waste generators. Any business subject to any of the CUPA permits is required in the County to file a Business Plan using the California Environmental Reporting System. This submission is used as the basis for the permit application. A new business going through the process of obtaining County planning or building approval is required to comply with the Business Plan requirement prior to obtaining final certificate of occupancy and prior to bringing hazardous materials onto the property.

The quantities that trigger disclosure are based on the maximum quantity on site at any time excluding materials under active shipping papers or for direct retail sale to the public. The basic quantities are hazardous materials at or exceeding 55 gallons, 500 pounds, or 200 cubic feet at any time in the course of a year; specified amounts of radioactive and extremely hazardous substances above the threshold planning quantity.

3.3.5 San Bernardino Office of Emergency Services

The Office of Emergency Services (OES) is also a division of the San Bernardino County Fire Department and is responsible for disaster planning and emergency services coordination throughout the county, including the cities of Ontario and Rancho Cucamonga. The goal of the OES is to improve public and private sector readiness, and to mitigate local impacts resulting from natural or manmade emergencies through disaster preparedness planning and appropriate response efforts with city departments and local and state agencies. While OES does not directly manage field operations, it manages an Incident Command Post to ensure coordination of disaster response and recovery efforts through its day-to-day program management and during an incident/disaster. The division also manages and operates the Emergency Operations Center (EOC), which is the primary coordination point for disasters and major emergencies.

3.4 LOCAL

3.4.1 City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga General Plan, Safety Element (City of Rancho Cucamonga 2021a) sets forth goals and policies that regulate hazardous materials use in the City of Rancho Cucamonga. The following goals, policies, and implementation programs are applicable to the proposed Project.

3.4.1.1 Safety Element

- Goal S-1: Leadership. A city that is recognized for its leadership role in resilience and preparedness.
- Policy S-1.7: Maintenance of Plans. Maintain and regularly update the City's Local Hazard Mitigation Plan (LHMP) as an integrated component of the General Plan, in coordination with the Community Wildfire Protection Plan (CWPP), the Emergency Operations Plan (EOP), the

Evacuation Plan, and Standardized Emergency Management System (SEMS) compliant disaster plans to maintain eligibility for grant funding.

- Goal S-3: Wildfire Hazards. A community where wildfire impacts are minimized or reduced through investments in planning and resilience.
- Policy S-3.1: Fire Risk Reduction. Apply all state and local codes and regulations (fire safe design, adherence to Standard 49-1) to new development, redevelopment, and major remodels in the Wildland Urban Interface Areas (WUIFA).
- Policy S-3.2: Fire Protection Plans. All new development, redevelopment, and major remodels in the WUIFA will require the preparation of Fire Protection Plans (FPPs) to reduce fire threat, in accordance with Fire District policies and procedures.
- Policy S-3.3: Vegetation Management. Owners of properties and public/private roads within and adjacent to the WUIFA are required to conduct brush clearance and fuel modification to reduce fire ignition potential and spread.
- Policy S-3.4: Buffer Zones. Require development projects to incorporate buffer zones as deemed necessary by the City's Fire Marshal for fire safety and fuel modification.
- Policy S-3.6: Coordination with Agencies. Coordinate with State, regional, and local agencies and service providers on fire risk reduction planning and activities.
- Policy S-3.7: Wildfire Awareness. Assist residents and property owners with being better informed on fire hazards and risk reduction activities in the WUIFA.
- Policy S-3.8: New Essential Facilities (WUIFA). Prohibit the siting of new essential public facilities (including, but not limited to, hospitals and health care facilities, emergency shelters, emergency command centers, and emergency communications facilities within the WUIFA, unless appropriate construction methods or strategies are incorporated to minimize impacts.
- Goal S-6: Human Caused Hazards. A community with minimal risk from airport hazards and hazardous materials.
- Policy S-6.2: Neighboring Properties. Encourage properties that store, generate, or dispose of hazardous materials to locate such operations as far away as possible from areas of neighboring properties where people congregate.
- Policy S-6.3: Site Remediation. Encourage and facilitate the adequate and timely cleanup of existing and future contaminated sites and the compatibility of future land uses.
- Policy S-6.4: Airport Planning. Protect Rancho Cucamonga interests regarding land use and safety by participating in the airport land use planning process for Ontario International Airport.

- Policy S-6.5: Height Restrictions. Require proposed developments within the Ontario Airport Influence Area meet the height requirements associated with FAR Part 77 standards.
- Policy S-6.6: Development Near Airport. New development within the Ontario Airport Influence Area shall be consistent with the approved Airspace Protection Zones identified in the latest version of the Airport Land Use Compatibility Plan.
- Policy S-6.7: Railroad Safety. Minimize potential safety issues and land use conflicts when considering development adjacent to the railroad right-of-way.

3.4.2 City of Rancho Cucamonga Municipal Code

Title 8 (Health and Safety), Chapter 8.17 (Refuse, Recyclables, and Organics Collection) of the City of Rancho Cucamonga Municipal Code (City of Rancho Cucamonga 2022) regulates hazardous waste disposal.

3.4.3 City of Rancho Cucamonga Local Hazard Mitigation Plan

The Rancho Cucamonga 2021 LHMP (City of Rancho Cucamonga 2021b) evaluates the natural and manmade hazards that could potentially affect the City and its inhabitants. The LHMP identifies strategies and actions intended to minimize potential hazards that could result from potential projects. The LHMP was created in conjunction with City of Rancho Cucamonga General Plan and is considered an extension of that document, adopted by resolution. Potential hazards evaluated by the LHMP include hazards resulting from earthquake, flooding, wildfires, high/straight-line winds, and terrorism.

3.4.4 City of Rancho Cucamonga Fire Prevention District Ready RC Disaster Preparedness Manual

The Rancho Cucamonga Fire Prevention District provides fire and emergency response service to the City of Rancho Cucamonga. It has adopted ReadyRC, a disaster preparedness manual. The objective of ReadyRC is to provide a process for emergency management and response within the City in order to effectively protect lives, property, and the environment during disasters. ReadyRC includes several preparedness and training programs designed to help residents and businesses prepare, respond and recover from a disaster. The ReadyRC manual also includes evacuation route maps and shelter information.

3.4.5 City of Ontario General Plan

The City of Ontario's General Plan, The Ontario Plan 2050, includes the Safety Element, which has established goals and policies to regulate hazardous material use in the City of Ontario (City of Ontario 2022). The following goals, policies, and implementation programs are applicable to the proposed Project.

- Goal S-3: Fire and Rescue Hazards. Reduced risk of death, injury, property damage and economic loss due to fires, accidents, and normal everyday occurrences through prompt and capable emergency response.
- Policy S-3.1: Prevention Services. The City proactively mitigates or reduces the negative effects of fire, hazardous materials release, and structural collapse by implementing the regularly adopted California Fire Code and California Building Code.
- Policy S-3.2: Community Outreach. The City provides education to local schools and community groups to promote personal and public safety.
- Policy S-3.8: Fire Prevention through Environmental Design. The City requires new development to incorporate fire prevention consideration in the design of streetscapes, sites, open spaces, and building.
- Goal S-6: Hazardous Materials and Waste. Reduced potential for hazardous materials exposure and contamination.
- Policy S-6.1: Disclosure and Notification. We enforce disclosure laws that require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport.
- Policy S-6.2: Response to Hazardous Materials Releases. We respond to hazardous materials incidents and coordinate these services with other jurisdictions.
- Policy S-6.3: Safer Alternatives. The City minimizes use of pesticides and other hazardous material by choosing non-toxic alternative that do not pose a threat to the environment, especially when it could affect public park facilities and open spaces.
- Policy S-6.4: Safe Storage and Maintenance Practices. We require that the users of hazardous materials be adequately prepared to prevent and mitigate hazardous materials releases.
- Policy S-6.5: Location of Hazardous Material Facilities. The City regulates facilities that will be involved in the production, use, storage, or disposal of hazardous materials, pursuant to federal, state, county, and local regulations, so that impacts to the environment and sensitive land uses are mitigated. The City prohibits new hazardous waste facilities in close proximity to sensitive land use and environmental justice areas.
- Policy S-6.6: Location of Sensitive Land Uses. The City prohibits new sensitive land uses from locating within airport safety zones and near existing sites that use, store, or generate large quantities of hazardous materials.
- Policy S-6.7: Household Hazardous Waste. The City supports the proper disposal of household hazardous substances.

- Policy S-6.8: Mitigation and Remediation of Groundwater Contamination. The City actively participates in local and regional efforts directed at both mitigating environmental exposure to contaminated groundwater and taking action to clean up contaminated groundwater once exposure occurs.
- Policy S-6.9: Remediation of Methane. The City requires development to assess and mitigate the presence of methane, per regulatory standards and guidelines.
- Policy S-8: Emergency Management. Disaster resilient, prepared community through effective emergency/disaster preparedness response, mitigation, and recovery.
- Policy S-8.1: State and Federal Mandates. The City maintains emergency management programs that meet the requirements of the State of California SEMS and the National Incident Management System (NIMS).
- Policy S-8.2: Emergency Management Plans. The City maintains, updates, and adopted the EOP and incorporate, by reference the City's Hazard Mitigation Plan.

3.4.6 City of Ontario Municipal Code

City of Ontario Municipal Code, Title 6 (Sanitation and Health), Section 7.508 (Pollution Prevention Plan) (City of Ontario 2021) establishes notification requirement to the City of Ontario, Inland Empire Utilities Agency, and the City of Ontario Fire Department of any accidental or unforeseen events where the discharge would exceed the discharge limited in the permit. In addition, Part D (Hazardous Waste Discharge) has notification requirements for hazardous materials discharge incidents.

3.4.7 City of Ontario Local Hazard Mitigation Plan

In 2023, the City of Ontario prepared a LHMP to identify the City's hazards, review and assess past disaster occurrences, estimate the probability of future occurrences, and set goals to reduce or eliminate long-term risk to people and property from natural and manmade hazards. The four goals of the multi-hazard mitigation plan are (City of Ontario 2023):

- Minimize loss of life and property from natural and manmade hazard events;
- Protect public health and safety;
- Increase public awareness of risk from natural and manmade hazards; and
- Enhance emergency systems including warning systems.

3.4.8 City of Ontario Emergency Operations Plan

The City of Ontario has prepared an Emergency Operations Plan to address the City's planned response to natural disasters, technological incidents, and national security emergencies. The plan does not address

normal day-to-day emergencies or the well-established and routine procedures used in coping with such emergencies. Its operational concepts focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.

3.4.9 Ontario International Airport Land Use Compatibility Plan

The Ontario International ALUCP was adopted on April 19, 2011, by the Ontario City Council to promote compatibility with surrounding land uses and amended in July 2018. The ALUCP provides guidance and promotes compatibility between the airport and the land that surrounds it to avoid potential compatibility conflicts (City of Ontario 2018a).

The Ontario International Airport–Inter Agency Collaborative (ONT-IAC) was formed to implement the policies and criteria of the ALUCP to prevent potential incompatible land uses surrounding ONT and minimize the public's exposure to excessive noise and safety hazards related to the airport. ONT-IAC is responsible for reviewing proposed major airport and land use actions for consistency with the policies in the ONT ALUCP; preparing written consistency evaluations; and soliciting input and comments from the FAA, Caltrans Division of Aeronautics, pilot groups, and others regarding compatibility planning matters, when necessary.

The ALUCP sets forth policies to promote compatibility between the airport and future land uses in the surrounding area by establishing a set of compatibility criteria that is applicable to new development. The ONT-IAC has adopted FAR Part 77 imaginary surfaces (see Section 3.1.4, "Federal Aviation Regulations, Part 77") to determine height restrictions for natural and artificial objects. Penetration of these imaginary surfaces by permanent structures would endanger pilots and passengers of aircraft operating at the airport and would pose a hazard to persons occupying those structures. Policy 6.3.1 of the ALUCP states airspace protection compatibility policies seek to prevent creation of land use features that can be hazards to aircraft in flight and have the potential for causing an aircraft accident to occur; such hazards may be physical, visual, or electronic. Policy 6.3.2 identifies the cities of Ontario, Rancho Cucamonga, and Upland as areas primarily affected by the ONT airspace protection zones.

Airspace protection policies are applicable to all projects within the airspace projection zones. Airspace protection compatibility policies seek to prevent creation of land use features that can be hazards to aircraft in flight and have the potential for causing an aircraft accident to occur (Policy Objective 6.3.1). Airspace protection zones are based on FAR Part 77 imaginary surfaces, current runway alignments, and terrain.

Airspace Protection Policy A2 states no objects should have a height that would penetrate the Airspace Obstruction Surface. Airspace Protection Policy A3 states land uses that may cause visual, electronic, or wildlife hazards, particularly bird strike hazards, to aircraft in flight or taking off or landing at the airport should be prohibited within the airport influence area (AIA) consistent with FAA rules and regulation. Airspace Protection Policy A3 further identifies flight hazards as:

- Glare or bright lights;
- Distracting lights that could be mistaken for airport lights;
- Sources of dust, steam, or smoke that may impair a pilot's vision; and
- Sources of steam or other emissions that cause thermal plumes extending to an altitude where aircraft fly.

The ALUCP also outlines the State of California's noise standards. Airport land use compatibility as it pertains to noise standards is discussed in the Noise and Vibration Technical Report.

With regard to airspace hazards, the ALUCP defines five airport safety zones. Airport safety zones are locations where certain types of proposed development and infrastructure and the use of flammable or hazardous materials may be restricted on the basis of safety compatibility with the airport. Policy 6.1.2 of the ALUPC states the safety compatibility policies and criteria apply only to the City of Ontario since the safety zones are located solely within Ontario's city limits (City of Ontario 2018a).

4 METHODOLOGY

4.1 RESOURCE STUDY AREA

The Resource Study Area (RSA) for hazards and hazardous materials resources encompasses a 0.25-mile buffer zone around the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint for the underground tunnel.

This analysis considers the range and nature of foreseeable hazardous materials use, storage, and disposal resulting from implementation of the proposed Project and identifies the primary ways that these hazardous materials could expose individuals or the environment to health and safety risks.

4.1.1 Standard Environmental Records Sources

A government agency database records search was conducted by EDR Inc. on November 4, 2022. The purpose of the records search is to obtain and review records that would help to evaluate recognized environmental concerns (RECs) in connection with the proposed Project site.[2] The records search was conducted in accordance with the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the American Society for Testing of Materials (ASTM) Standard Practice for Environmental Site Assessments (E1527-21). Federal, State, and local regulatory agencies publish databases or "lists" of businesses and properties that handle hazardous materials or hazardous waste or are the known location of a release of hazardous substances to soil and/or groundwater. A listing of the search distances, databases evaluated, dates the databases were last updated, and types of information contained in each database are included in the regulatory database search report provided in Appendix A of this report.

EDR utilizes a geographical information system to plot the locations of reported spills, leaks, and incidents. AECOM reviewed this information to help establish if the proposed Project site is listed in the databases and lists. Each of the listings was reviewed to assess whether the corresponding property details included in EDR's report revealed a potential environmental impact to construction or operation of the proposed Project. Many listings in the report were concluded not to have the potential to impact the proposed Project based on the following, or a combination thereof:

[2] As defined in the ASTM Standard, a REC is: "1) The presence of hazardous substances or petroleum products due to a release to the environment; (2) likely presence of hazardous substances or petroleum products due to a release or likely release to the environment; or (3) presence of hazardous materials or petroleum products under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions." As defined in the ASTM Standard, a de minimis condition is: "A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

- The listed property is located at a distance where the facility is unlikely to impact the proposed Project site.
- The listed property is located in a down-gradient or cross-gradient direction from the proposed Project site, based on the anticipated direction of groundwater flow at the property being evaluated, and is located at a distance such that it is unlikely to impact the proposed Project site.
- The listed property is identified in the UST or small quantity generator databases and does not immediately adjoin the proposed Project site and is furthermore not listed in other databases that report a release of a hazardous substance or petroleum product and/or is not listed as having environmental violations.
- The quantity of the hazardous substances or petroleum product released from an off-site, non-adjoining property was not judged to have resulted in contamination above the most stringent criteria requiring regulatory action. Therefore, no impact to the proposed Project site is anticipated.

The remaining property listings, if applicable, were reviewed to assess whether these properties had environmental releases that may have resulted in RECs. These consisted of publicly available environmental risk databases maintained under Public Resources Code (PRC) Section 65962.5 (i.e., the Cortese List), including searches of the EPA's Envirofacts web site, the State Water Resources Control Board (SWRCB)'s GeoTracker website, and DTSC's EnviroStor web site. In addition, the CAL FIRE was reviewed to determine wildfire risks.

The information obtained from these sources was reviewed and summarized to establish existing conditions and to evaluate the significance of potential environmental effects, based on the thresholds of significance presented in this section. In determining the level of significance, this analysis assumes that development in the RSA would comply with relevant federal, State, regional, and local ordinances and regulations. Where a potentially significant impact would be anticipated, proposed mitigation measures to address these potential effects were developed.

4.2 EVALUATION OF IMPACTS UNDER CEQA

4.2.1 CEQA Significance Thresholds

In accordance with Appendix G of the 2024 State CEQA Guidelines, the proposed Project would have a significant impact related to hazards and hazardous materials if any of the following occur.

- Create a significant hazard to the public or environment through the routine transport, storage, use, or disposal of hazardous materials.

- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, creates a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project results in a safety hazard or excessive noise for people residing or working in the project area.
- It impairs implementation of, or physically interferes with, an adopted emergency response plan or emergency evacuation plan.
- It exposes people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

5 EXISTING CONDITIONS

5.1 DEFINITIONS OF TERMS

For purposes of this section, the term "hazardous materials" refers to both hazardous substances and hazardous wastes. A "hazardous material" is defined by federal regulations as "a substance or material that … is capable of posing an unreasonable risk to health, safety, and property when transported in commerce" (49 CFR 171.8). In addition, the FTA states:

> "Hazardous substance" is a broad term that includes all substances that can be harmful to people or the environment. Materials that may constitute a hazardous waste include petroleum products, pesticides, organic compounds, heavy metals, or other compounds injurious to human health and the environment.

California Health and Safety Code Section 25501 defines a hazardous material as follows:

> Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:

> …because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Workers and general public health are potentially at risk whenever hazardous materials have been used or where there could be an exposure to such materials. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health. Hazardous materials that result in adverse effects are generally considered "toxic." Other chemical materials, however, may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because human organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances or hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health. For example, a high probability of exposure to a low-toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very-high-toxicity chemical might. Various regulatory agencies, such as EPA, SWRCB, the California DTSC, and state and federal OSHA are responsible for developing and/or enforcing risk-based standards to protect human health and the environment.

5.2 EXISTING LAND USES

The proposed Project site is located within San Bernardino County within the City of Rancho Cucamonga and City of Ontario. The proposed Project is composed of four key components: tunnel, stations, MSF and emergency access and vent shafts. The proposed Project includes Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint for the underground tunnel that generally travels south along Milliken Avenue and crosses beneath 6th Street in the City of Rancho Cucamonga, as well as 4th Street, I-10, and the UPRR in the City of Ontario, before traveling west beneath East Airport Drive to connect the Cucamonga Metrolink Station to ONT (see Figure 2-2 in Section 2).

The proposed Project site is surrounded by large-scale industrial, manufacturing, transportation, surface parking, office, commercial, multi-family residential, hotel, and airport-related uses. Large areas of vacant or undeveloped lands are located adjacent to the northwest quadrant southwest of the existing Cucamonga Metrolink Station, as well as in the south adjacent to and east of ONT. Multi-family residential uses are primarily located on the west side of Milliken Avenue from approximately 7th Street south to 4th

Street. Several hotels are located on the east side of Milliken Avenue from 5th Street south to 4th Street. Concentrated areas of commercial uses and restaurants are primarily located on both sides of Milliken Avenue from 4th Street south to I-10, including Ontario Mills which is a regional shopping mall complex. Some hotels are also located adjacent to the shopping mall and immediately north of I-10 in this area. South of I-10 are large-scale industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotels, and other uses related to the airport. In addition, the community of Guasti, which is located within the City of Ontario limits and is historically known for its large vineyards, is located directly north of the proposed Project site.

5.3 HAZARDOUS MATERIALS FROM KNOWN RELEASE SITES

In July 2022, publicly available databases maintained under PRC Section 65962.5 (i.e., the Cortese List) were searched to determine whether any known hazardous materials are present in the RSA. The Hazardous Waste and Substances Site List (the EnviroStor database [DTSC 2022]) is maintained by DTSC as part of the requirements of PRC Section 65962.5. The SWRCB maintains the GeoTracker database, an information management system for tracking leaking underground storage tank (LUST) cleanup sites, permitted UST, cleanup program sites, military cleanup sites, land disposal sites, waste discharge requirement (WDR) sites, and oil and gas monitoring sites (SWRCB 2021).[3]

In addition, AECOM contracted EDR Inc. to perform a government database search for listings within the appropriate ASTM minimum search distance on November 4, 2022. The search radius (distance from proposed Project site) is dependent upon the applicable standards for each database and is identified for each of the respective database listings. There is a variety of identified sites within the vicinity of the proposed Project site that are listed on the databases as shown on Table 5-1. Many of the facilities are permitted for more than one hazardous material use and, therefore, could appear in more than one database.

[3] Cleanup Program Sites (CP), also known as Site Cleanups (SC), are formerly known as Spills, Leaks, Investigations, and Cleanup (SLIC) sites. Cleanup Program Sites include all "non-federally owned" sites that are regulated under the State Water Resources Control Board's Site Cleanup Program and/or similar programs conducted by each of the nine Regional Water Quality Control Boards, and these sites are highly variable and include but are not limited to hydrocarbon solvents, pesticides, perchlorate, nitrate, heavy metals, and petroleum constituents. Leaking Underground Storage Tank (LUST) Cleanup Sites include all Underground Storage Tank (UST) sites that have had an unauthorized release (i.e. leak or spill) of a hazardous substance, usually fuel hydrocarbons, and are being (or have been) cleaned up. In GeoTracker, LUST sites consist almost entirely of fuel-contaminated LUST sites (also known as "Leaking Underground Fuel Tank", or "LUFT" sites) which are regulated pursuant to Title 23 of the California Code of Regulations, Chapter 16, Article 11.

Table 5-1: EDR Database Search Results

AGENCY DATABASE (* Indicates that the proposed Project site is listed in this database)	Survey Distance	Number of Sites Identified
AST—Aboveground Petroleum Storage Tank Facilities: A listing of aboveground storage tank petroleum storage tank locations.	0.25 mile	9
CERS HAZ WASTE: A list of sites in the Cal EPA Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.	0.25 mile	65*
CERS TANKS—California Environmental Reporting System (CERS) Tanks: A list of sites in the Cal EPA Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.	0.25 mile	21*
CERS: Provides an overview of regulated hazardous materials and waste, state, and federal cleanups, impacted ground and surface waters, and toxic materials activities across the spectrum of environmental programs for any given location in California.	0.25 mile	8*
CHMIRS—California Hazardous Material Incident Report System: CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).	property	3*
CIWQS—California Integrated Water Quality System: The California Integrated Water Quality System (CIWQS) is a computer system used by the state and RWQCBs to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.	property	1*
CORTESE—Hazardous Waste & Substances Sites List: Identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with underground storage tanks (USTs) having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated by SWRCB (LUST), Integrated Waste Board (SWF/LS), and DTSC (Cal-Sites).	0.25 mile	14*
HIST CORTESE: Identifies historical public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration. The sites for the list are designated by SWRCB [LUST], Integrated Waste Board [SWF/LS], and DTSC [CALSITES]. This listing is no longer updated by the state agency.	0.5 mile	8*
CPS-SLIC—Statewide SLIC Cases (GEOTRACKER): Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the RWQCB data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.	0.5 mile	5
DRYCLEANERS—Cleaner Facilities: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; dry-cleaning plants, except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.	0.25 mile	6
EMI—Emissions Inventory Data: Toxics and criteria pollutant emissions data collected by Air Resources Board and local air pollution agencies.	property	1*

AGENCY DATABASE (* Indicates that the proposed Project site is listed in this database)	Survey Distance	Number of Sites Identified
ENVIROSTOR—EnviroStor Database: DTSC's Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List [NPL]); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.	1 mile	10
FID UST—Facility Inventory Database: Contains a historical listing of active and inactive UST locations from SWRCB. Refer to local/county source for current data.	0.25 mile	10
HAULERS—Registered Waste Tire Haulers Listing: A listing of registered waste tire haulers.	property	4*
HAZNET—Facility and Manifest Data: The data is extracted from the copies of hazardous waste manifests received each year by DTSC. The annual volume of manifests is typically 700,000 to 1,000,000 annually, representing approximately 350,000 to 500,000 shipments. Data are from the manifests submitted without correction; therefore, many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.	property	25*
HIST Cal-Sites—Calsites Database: The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, Cal EPA reevaluated and significantly reduced the number of sites in the Calsites database. It is no longer updated by the state agency. It has been replaced by ENVIROSTOR.	1 mile	2
HWP—EnviroStor Permitted Facilities Listing: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.	1 mile	2
HWTS— Hazardous Waste Tracking System: DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.	property	41*
UST— Active UST Facilities: Active UST facilities gathered from the local regulatory agencies.	0.25 mile	31*
LUST—Leaking Underground Fuel Tank Report (GEOTRACKER): Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the RWQCB data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.	0.5 mile	21*
SWEEPS UST—Statewide Environmental Evaluation and Planning System: This UST listing was updated and maintained by a company contacted by SWRCB in the early 1990s. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.	0.25 mile	14
HIST UST—Hazardous Substances Storage Contained Database: Facilities on a historic list of UST sites.	0.25 mile	13
NPDES—NPDES Permits Listing: A listing of NPDES permits, including stormwater.	property	1*
PFAS—PFAS Contamination Site Location Listing: A listing of PFAS contaminated sites included in the GeoTracker database.	0.5 mile	2

AGENCY DATABASE (* Indicates that the proposed Project site is listed in this database)	Survey Distance	Number of Sites Identified
RESPONSE— State Response Sites: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high-potential risk.	1 mile	2
SWF/LF (SWIS)—Solid Waste Information System: Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.	0.5 mile	1
WDS—Waste Discharge System: Sites which have been issued waste discharge requirements.	property	1*
CORRACTS—Corrective Action Report: CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.	1 mile	1
ECHO—Enforcement & Compliance History Information: ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.	property	10*
EDR Exclusive Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.	0.125 mile	24
EDR Exclusive Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.	0.125 mile	11*
FINDS—Facility Index System/Facility Registry System: Contains both facility information and "pointers" to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).	property	16*
FUDS—Formerly Used Defense Sites: The listing includes locations of Formerly Used Defense Sites properties where the United States Army Corps of Engineers is actively working or will take necessary cleanup actions.	1 mile	2
RCRA NonGen/NLR—RCRA - Non-Generators/No Longer Regulated: RCRA Info is EPA's comprehensive information system, providing access to data supporting RCRA of 1976 and HSWA of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by RCRA. Non-Generators do not presently generate hazardous waste.	0.25 mile	144*
RCRA-LQG—Resource Conservation and Recovery Act Information System Large Quantity Generators: Sites that generate, transport, store, treat, and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 1,000 kilograms (kg) of hazardous waste or over 1 kg of acutely hazardous waste per month.	0.25 mile	11

AGENCY DATABASE (* Indicates that the proposed Project site is listed in this database)	Survey Distance	Number of Sites Identified
RCRA-SQG—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Facilities permitted to generate more than 100 kg per month but less than 1,000 kg per month of non-acutely hazardous materials.	0.25 mile	27
RCRA-TSDF—Resource Conservation and Recovery Act Information System Small Quantity Generators: Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.	0.5 mile	1
RCRA-VSQG—RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators): Sites that generate, transport, store, treat and/or dispose of hazardous wastes as defined by RCRA. Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.	0.25 mile	6
Superfund Enterprise Management System: Hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to Superfund Enterprise Management System by EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to United States Environmental Protection Agency (USEPA) by states, municipalities, private companies, and private persons, pursuant to Section 103 of Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.	0.5 mile	2
Superfund Enterprise Management System Archive: Sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to Superfund Enterprise Management System ARCHIVE by EPA in 2015.	0.5 mile	2
UXO—Unexploded Ordnance Sites: A listing of unexploded ordnance site locations.	1 mile	2

Source: EDR Inc. (2022)

As stated in Section 4.1.1, many listings in the report were concluded not to have the potential to impact the proposed Project. Thus, this discussion focuses on the potential for RECs, LUST, and Cortese sites that could potentially result in a hazard to the public and/or environment during construction and operation. The results of these records searches indicate there is one open State Response case within 0.5 miles of the proposed Project site.[4] This site is currently operated by General Electric and is used as a jet engine test facility from 1956 to the present. Both commercial and military engines are tested at the facility. About 6,000 gallons of hazardous waste were disposed of in dry wells, and there was an estimated 600 cubic yards of waste and contaminated soil on the site. Hazardous substances disposed of in dry wells may potentially enter groundwater and contaminate drinking water supplies. Worker exposure concerns at the facility over volatile organic compounds (VOCs), if contaminated subsurface soils are excavated or

[4] State Response sites where DTSC is involved in remediation, either in lead or oversight capacity. These confirmed release sites are generally high priority and high potential risk.

disturbed, were raised. General Electric performed soil sampling in 1984 and 1987 to identify contaminated areas on the facility. General Electric has performed site investigations to fully characterize the site. Quarterly reports on the status of operation have been submitted to DTSC since commencing remediation. Concentrations of VOCs in shallow soils at the site have reached acceptable closure levels. The shallow extraction wells in areas will be maintained in operational condition until sufficient data can be obtained to evaluate rebound data. In April 2019, Regional Water Quality Control Board (RWQCB) contacted DTSC regarding the increasing trends of VOC observed in the offsite groundwater monitoring data. RWQCB may request additional soil/soil gas investigation for source evaluation. The proposed Project was transferred to the Santa Ana RWQCB on May 6, 2019, to minimize overlap of investigation between two agencies and expedite the environmental investigation and cleanup activities. Monitoring activities are ongoing (DTSC 2022, SWRCB 2022).

There are 15 closed LUST cases, one open LUST case, one Cleanup Program Site, and one tiered permit site within the RSA.[5] No Brownfields sites were identified within or in the vicinity of the RSA. All 16 LUST cases are on the Cortese list. Table 5-2 provides a summary of the identified affected properties including business addresses, a summary of the status of each property, and proximity of the property to the proposed Project. The site numbers identified for each property in Table 5-2 correspond with the numbers that appear on Figure 5-1.

The EPA Envirofacts database was also searched. This database is an assemblage of EPA databases, including the CERCLA (commonly known as Superfund) Information System database, which includes National Priorities List (NPL) sites being assessed under the Superfund program, Brownfield sites, hazardous waste sites, and potentially hazardous waste sites. The RSA is not listed in the Envirofacts database (EPA 2022).

5.4 HAZARDOUS MATERIALS FROM ROADWAY CORRIDORS

Yellow-thermoplastic and yellow-painted traffic stripe and pavement marking that was applied to roadways before 1997 contained as much as 2.6 percent lead (Caltrans 2019). Lead is a highly toxic metal that was used until the late 1970s in a number of products, most notably paint. The use of lead as an additive to paint was discontinued in 1978 because human exposure to lead was determined by the EPA and OSHA to be an adverse human health risk. Residue produced from the removal of this yellow-thermoplastic and yellow-painted traffic stripe and pavement marking contains heavy metals such as lead chromate in concentrations that exceed thresholds established by the California Health and Safety Code and Title 22 of the CCR Division 4.5 (Caltrans 2019).

[5] Tiered Permit: Sites with permits granted by RCRA.

Table 5-2: Hazardous Material Sites within 0.5-Mile of the RSA

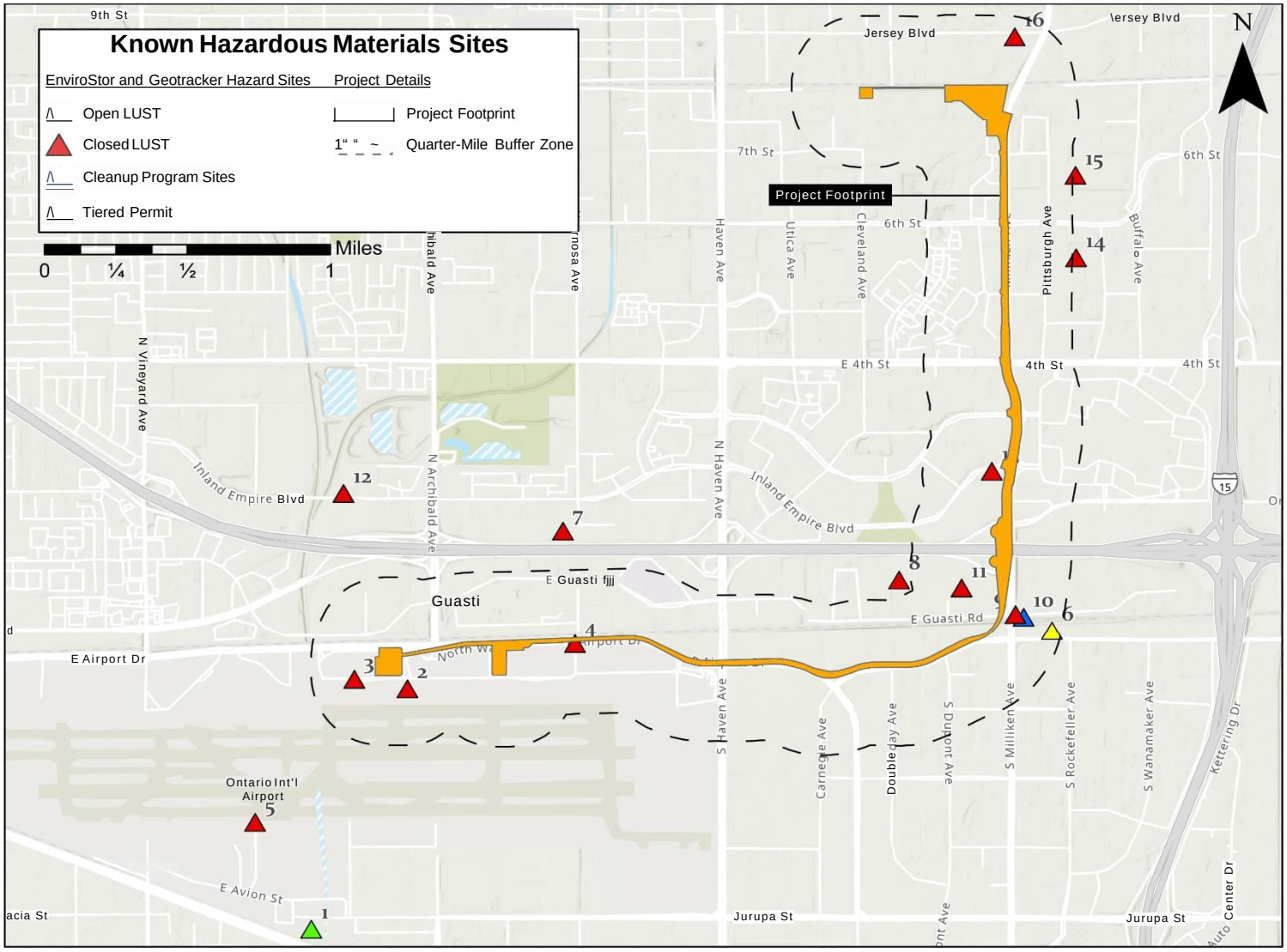
Site Number	Business Name and Address	Site Status	Proximity to the proposed Project Description and Distance (mile)
1	GE Ontario Aircraft Engines 2264 Avion Street	Open LUST case (GeoTracker T0607100029) and Open State Response case (EnviroStor 36370024). General Electric has operated a jet engine test facility at this site from 1956 to the present. Both commercial and military engines are tested at the facility. About 6,000 gallons of hazardous waste were disposed of in dry wells. There was an estimated 600 cubic yards of waste and contaminated soil on the site. Results of a preliminary investigation in 1987, indicated the presence of 1,1,1-trichloroethane (TCA), tetrachloroethene (PCE), chloroform, naphthalene, 2-methylnaph- thalene, and volatile aromatic (xylene, toluene, ethylbenzene) in soils near the dry wells. Hazardous substances disposed of in dry wells may potentially enter groundwater and contaminate drinking water supplies. Worker exposure concerns at the facility over VOCs, if contaminated subsurface soils are excavated or disturbed, were raised. General Electric performed soil sampling in 1984 and 1987 to identify contaminated areas on the facility. General Electric has performed a site investigation to fully characterize the site. A Consent Order between General Electric and DHS was signed September 28, 1988, for both groundwater and soil remediation. Quarterly reports on the status of operation have been submitted to DTSC since commencing remediation. Concentrations of VOCs in shallow soils at the site have reached acceptable closure levels. The shallow extraction wells in areas will be maintained in operational condition until sufficient data can be obtained to evaluate rebound data. In April 2019, RWQCB contacted DTSC regarding the increasing trends of VOC observed in the offsite groundwater monitoring data. RWQCB may request additional soil/soil gas investigation for source evaluation. The project was transferred to the Santa Ana RWQCB on May 6, 2019, to minimize overlap of investigation between two agencies and expedite the environmental investigation and cleanup activities. Monitoring activities are ongoing.	Southwest of the western proposed Project terminus; south of E. Airport Drive (0.3 mile)
2	Airport Service International Group Ontario International Airport Joint Investigation	Closed LUST case (GeoTracker T0607181149). The site is located within the Ontario International Airport and consists of an underground fuel storage tank farm used for jet fuel storage in the northwestern portion of the airport. Soil borings were drilled to delineate the extent of the soil contamination that related to the former gasoline/diesel USTs, the Jet-A fuel USTs	East of the Lot 2 parking lot (0.1 mile)

Site Number	Business Name and Address	Site Status	Proximity to the proposed Project Description and Distance (mile)
	2500 East Airport Drive	and the June 2006 Jet-A fuel surface spill. The case was closed and a letter of No Further Action was issued on October 16, 2016.	
3	Avis Rent a Car Ontario Airport	Closed LUST case (GeoTracker T0607100472). Soil contamination from release of gasoline; the case was closed in 1999.	South of Parking Lot 2 (0.1 mile)
4	Lockheed Aircraft Service Co. 2411 Ontario Airport	Closed LUST case (GeoTracker T0607100029). Soil contamination from release of gasoline; the case was closed in 1985.	Between Parking Lot 4 and Parking Lot 5 (0.1 mile)
5	Lockheed Air Terminal Avion Boulevard	Closed LUST case (GeoTracker T0607100277). Soil contamination from release of gasoline; the case was closed in 1995.	South of E Airport Drive within ONT (0.3 mile)
6	Quality Control Plating 4425 E. Airport Drive #113	Tiered Permit (EnviroStor 71003340). Aqueous wastes consist of chromium, cadmium, nickel, and silver. A total of four polyethylene tanks are used for treatment and storage. The facility does not discharge any treated or non-treated waste to the public sewer system; rather, effluent is hauled to a permitted treatment facility. No releases have been reported, and the case status is listed as no further action required.	East of the intersection of E. Airport Drive and Milliken Avenue (0.1 mile)
7	Greens Industrial Painting 3045 G Street	Closed LUST case (GeoTracker T0607141600). Soil contamination from release of gasoline; the case was closed in 1990.	0.5 mile north of I-10 in the vicinity of the intersection of Inland Empire Boulevard and Archibald Avenue (0.5 mile)
8	Penske Truck Leasing Company 4017 Guasti Road	Closed LUST case (GeoTracker T0607199259). Soil contamination from release of diesel fuel; the case was closed in 2002.	West of the intersection of E. Guasti Road and Milliken Avenue (0.3 mile)
9 (3 sites)	Truck Stops of America 4325 Guasti Road	Three (3) closed LUST cases (GeoTracker T0607100298, T0607133047, T06071100589). The site has been subject to three LUST cases: Soil contamination from release of diesel fuel (GeoTracker T0607100298 [Truck Stops of America]); the case was closed in 1995. Soil contamination from release of total petroleum hydrocarbons (i.e., gasoline and diesel fuel), benzene, and toluene (GeoTracker T0607133047 [Travel Centers of America	Northeast corner of the intersection of E. Guasti Road and Milliken Avenue (0.1 mile)

Site Number	Business Name and Address	Site Status	Proximity to the proposed Project Description and Distance (mile)
		East]); the case was closed in June 2009. Soil contamination from release of total petroleum hydrocarbons (i.e., gasoline and diesel fuel), benzene, and toluene (GeoTracker T06071100589 [Truck Stops of America]); the case was closed in September 2009.	
10	Truck Stops of America 4325 Guasti Road	Cleanup Program Site (GeoTracker SLT8R1974110). The site has been subject to one Cleanup Program for soil contamination from release of diesel fuel. Cleanup occurred concurrently with cleanup of GeoTracker T0607100298 as noted in 9. The case was closed in 1995.	Northeast corner of the intersection of E. Guasti Road and Milliken Avenue (0.1 mile)
11	Travel Centers of America 4265 E Guasti Road	Closed LUST case (GeoTracker T0607133758). Soil contamination from release of total petroleum hydrocarbons (i.e., gasoline and diesel fuel), benzene, and toluene. Over-excavation of soils occurred after contamination was discovered. The case was closed in 2009.	Northwest corner of the intersection of E. Guasti Road and Milliken Avenue (0.1 mile)
12	Bingo Truck Stop 4330 E. G Street	Closed LUST case (GeoTracker T0607100013). Water contamination from release of diesel fuel. The case was closed in 1984.	0.5 mile north of Interstate 10 (0.1 mile)
13	Beacon Truck Stop #51-8 4330 E Inland Empire Boulevard	Closed LUST case (GeoTracker T0607100315). Soil contamination from release of gasoline and diesel fuel. The case was closed in 1999.	East of Milliken Avenue (0.1 mile)
14	Proficient Food (DBA McLane Food Service) 9408 Richmond Place	Closed LUST case (GeoTracker T0607150137). Soil contamination from release of diesel fuel were discovered in a dispenser area during a UST system modification. The case was closed in 2005.	East of Milliken Avenue and south of 6th Street (0.4 mile)
15	Pier 1 Imports 9160 Buffalo Avenue	Closed LUST case (GeoTracker T0607100002). Soil contamination from release of diesel fuel. The case was closed in 2001.	East of Milliken Avenue (0.4 mile)
16	Rancho Cucamonga Fire Station #174 11239 Jersey Boulevard	Closed LUST case (GeoTracker T0607179792). Two 5,000-gallon USTs, two fuel dispensers and related product piping were abandoned in place in November of 2005. Soil contamination from release of total petroleum hydrocarbons (i.e., gasoline and diesel fuel), methyl tert-butyl ether (MTBE), and other fuel oxygenates. The site was remediated and the case was closed in 2015; however, soil vapor extraction is ongoing.	North of the Rancho Cucamonga Metrolink Station (0.2 mile)

Source: EDR 2022, SWRCB 2022; DTSC 2022; City of Ontario 2022

Figure 5-1: Known Hazardous Materials Sites



Source: EnviroStor (2022); Geotracker (2022)

Aerially-deposited lead (ADL) can be present along major roadway corridors, such as I-10 and Milliken Avenue. Lead alkyl compounds were first added to gasoline in the 1920s to boost octane levels and improve engine performance. Beginning in 1973, USEPA ordered a gradual phase-out of lead from gasoline that substantially reduced the prevalence of leaded gasoline by the mid-1980s. Prior to the 1970s, EPA estimated that vehicles emitted approximately 75 percent of the lead consumed in leaded gasoline as particulate matter in tailpipe exhaust (DTSC 2004). DTSC regulations specify the levels at which lead in soil is considered to be a risk. In areas where road construction would occur, Caltrans has found levels of lead that are higher than DTSC's specifications. The lead is found within 30 feet of the edge of the pavement and within the top 6 inches of the soil. In some cases, lead has been found as deep as 2 to 3 feet below the surface. Therefore, soils in major roadway corridors have the potential to be contaminated with ADL from car emissions that occurred prior to the elimination of lead in gasoline (DTSC 2016).

5.5 PROXIMITY TO SCHOOLS

The closest school is the Joshua Center Christian Academy, a private kindergarten to twelfth grade (K-12) school located approximately 0.45-miles northwest of the proposed Project site at 8711 Monroe Court, Suite B in the City of Rancho Cucamonga (California Department of Education 2022). The San Joaquin Valley College, which is a vocational school, is located approximately 0.45 miles west of Milliken Avenue at 4580 Ontario Mills Parkway in the City of Ontario (San Joaquin Valley College 2023). The next closest school to the proposed Project site is the Ontario Center School (serving kindergarten to fifth grade [K-5]) located approximately 0.64 miles north of the ONT parking lots and 1.34 miles west of Milliken Avenue at 835 North Center Avenue in the City of Ontario (Ontario Center School 2023).

5.6 PROXIMITY TO AIRPORTS

ONT is located within the City of Ontario, California, approximately 1.2 miles south of the City of Rancho Cucamonga's southern boundary and approximately 2 miles east of downtown Ontario. ONT is generally bounded by Southern Pacific Railroad to the north, and Mission Boulevard and the UPRR to the south. As shown on Figure 5-2, the ONT ALUCP indicates that the RSA is located within the ONT AIA.[6]

Facilities at ONT include two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services. ONT has two parallel runways that are oriented in an east-west direction. There are also 27 taxiways/taxi lanes on the airfield which make up the taxiway system. There are also two commercial terminal aprons, a general aviation apron and two primary air cargo ramps. United Parcel Service (UPS) facilities are located in the southeast

[6] Airport Influence Area (AIA) is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may substantially affect land uses or necessitate restrictions on those uses. The airport influence area constitutes the area within which certain land use actions are subject to review to determine consistency with the ALUCP policies.

quadrant of the Airport (with most of their facilities outside of and adjacent to Airport property), and FedEx facilities are in the northwest quadrant.

The airport's present runway system consists of two parallel concrete runways (8L/26R and 8R/26L) oriented east and west. Runway 8L-26R is 12,200 feet in length, while Runway 8R-26L is 10,200 feet long. Runway 8L has a displaced threshold of 997 feet (City of Ontario 2018a). There are also 27 taxiways/taxilanes on the airfield which make up the taxiway system. There are also two commercial terminal aprons, a general aviation apron, and two primary air cargo ramps. Both runways are equipped with high-intensity runway lights (HIRLs) and centerline lights. As of July 2022, the airport is averaging 275 flights per day (AirNav 2022). As stated previously, the ALUCP defines five airport safety zones. Figure 5-3 depicts the airport safety zones, and a small portion of the proposed Project falls within Safety Zone 3 (Inner Turning Zone) (City of Ontario 2018a).

5.7 WILDFIRE HAZARDS

The RSA is located in a Local Responsibility Area (as opposed to a State Responsibility Area [SRA]), and there are no fire hazard severity zones as designated by CAL FIRE (CAL FIRE 2022).[7] The nearest very high fire hazard severity zone is approximately 4.5 miles southeast of Milliken Avenue in the vicinity of Jurupa Avenue. Additional areas classified as high are located north of State Route 210 in the City of Rancho Cucamonga, approximately 3 miles of the Rancho Cucamonga Metrolink Station.

There are no wildland urban interface fire areas[8] within the City of Ontario (City of Ontario 2022). Within Rancho Cucamonga, the wildland urban interface fire area includes portions of the city generally north of Hillside Road and Highland Avenue (City of Rancho Cucamonga 2021). The RSA is not wildland urban interface fire area as designated by CAL FIRE and the City of Rancho Cucamonga (City of Rancho Cucamonga 2021).

5.8 EMERGENCY RESPONSE AND EVACUATION

The San Bernardino County Fire Department is responsible for emergency services coordination throughout the county, including the cities of Ontario and Rancho Cucamonga. In the event of a disaster or an incident requiring complex coordination, preselected and trained responders report to the San Bernardino County Operational Area EOC. The 100-plus responders have been trained to perform specific functions designated under the Standardized Emergency Management System to coordinate emergency management of disasters. These responders are available 24 hours a day, 7 days a week.

[7] California PRC Sections 4125–4127 define a State Responsibility Area as lands in which the financial responsibility for preventing and suppressing wildland fire resides with the State of California. Local Responsibility Areas are areas under the jurisdiction of local entities (e.g., cities and counties).
[8] CAL FIRE defines the wildland urban interface as the line, area, or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetation fuels.

Figure 5-2: Airport Impact Zones

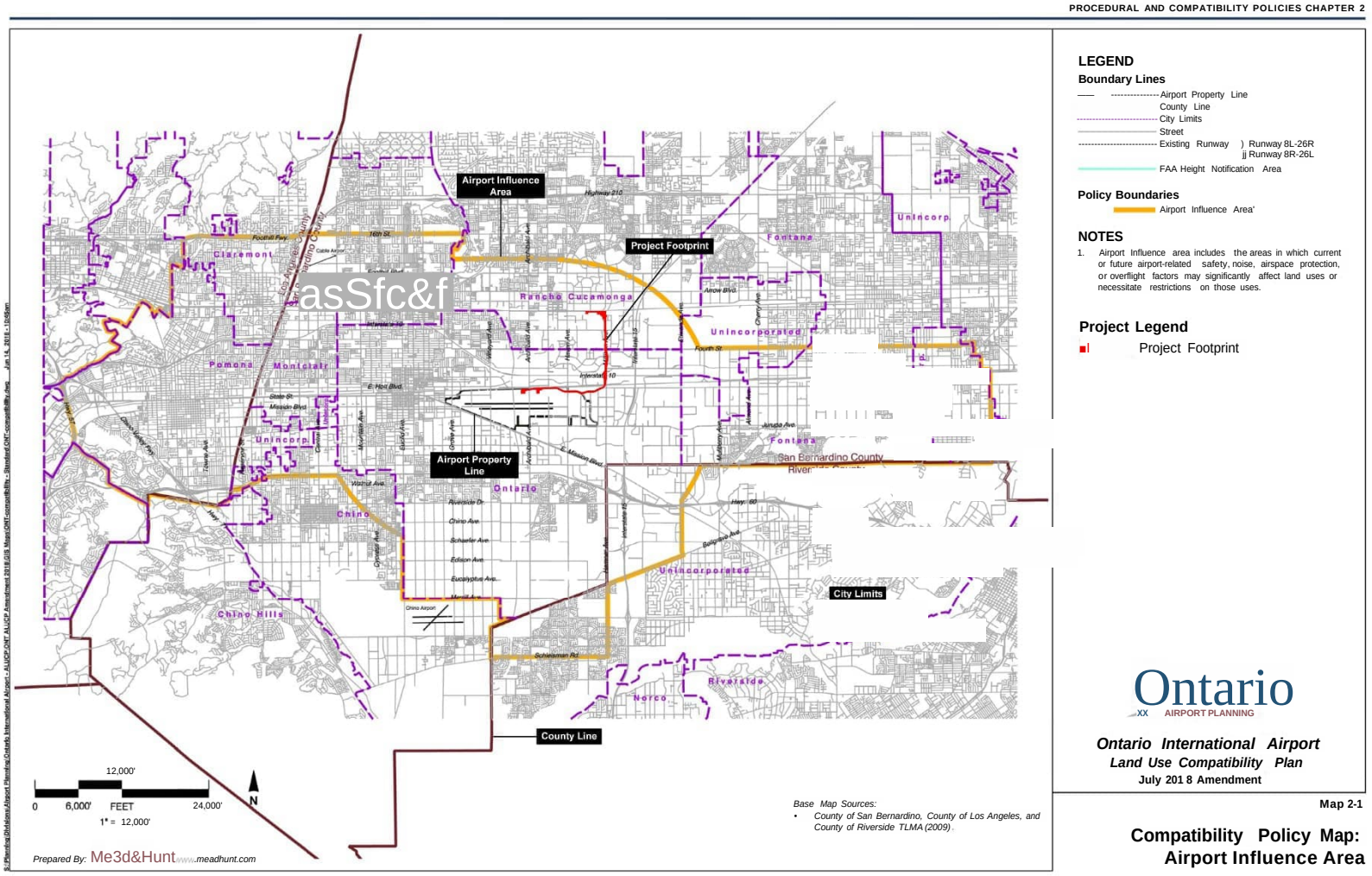
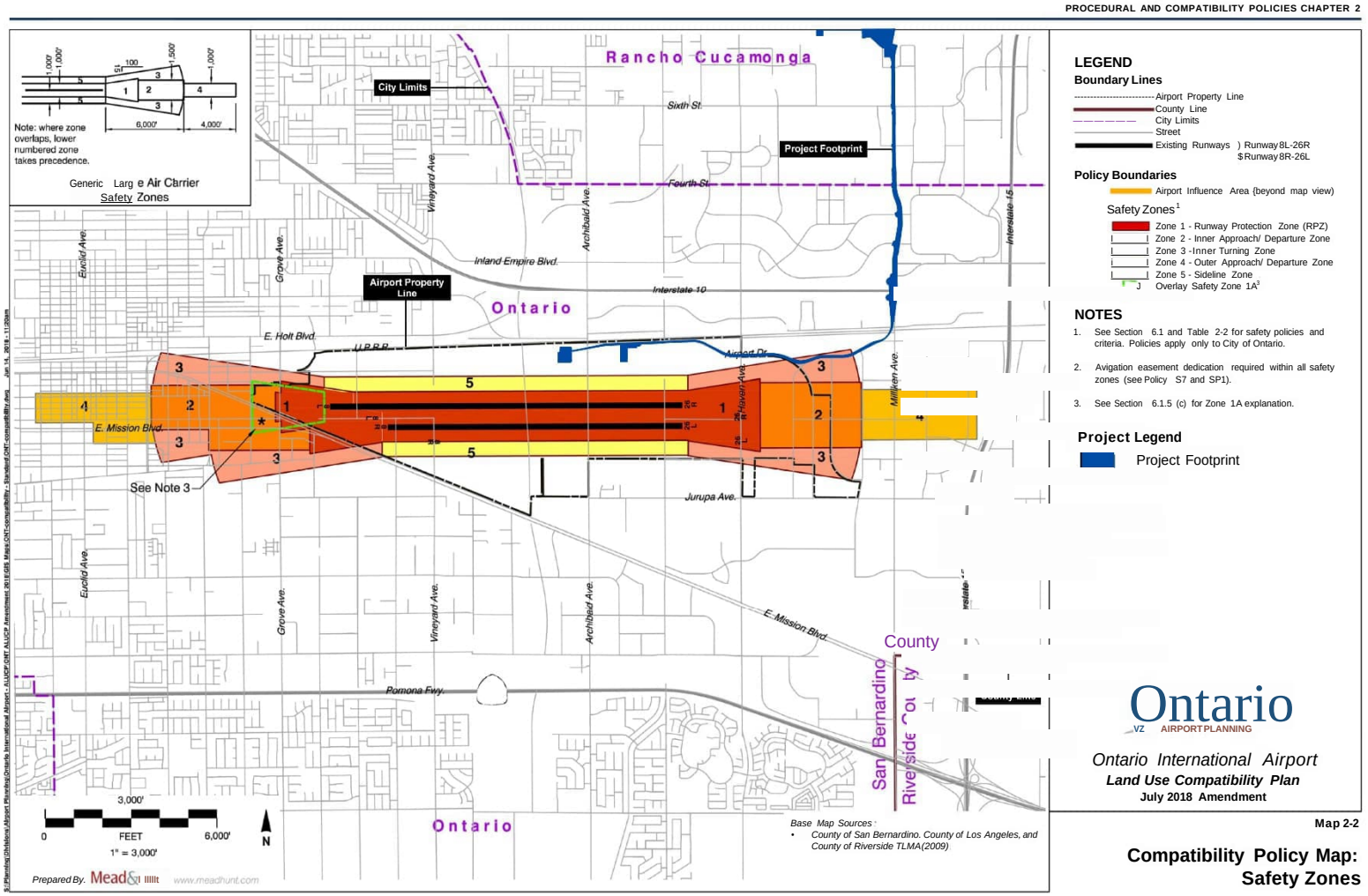


Figure 5-3: Airport Safety Zone



6 IMPACT EVALUATION

6.1 CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE OR DISPOSAL OF HAZARDOUS MATERIALS

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. Adherence to existing regulations would reduce impacts related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials to a less than significant level.

6.1.1.2 Operational Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Adherence to existing regulations would reduce impacts related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials to less than significant.

6.1.2 Proposed Project

6.1.2.1 Construction Impacts

Construction of the proposed Project could expose the public or the environment to hazardous materials due to improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, transportation accident, environmentally unsound disposal methods, fire, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration of and type of hazardous material or wastes present, and the proximity of sensitive receptors.

The proposed Project would require TBMs, which are large-diameter horizontal drills that continuously excavate circular tunnel sections. Both Earth Pressure Balance and slurry TBMs apply a balancing pressure to the excavation face to stabilize the ground and balance the groundwater pressure in front of the excavation face. Operating both types of TBMs, the excavated materials are removed through the tunnel using rail-mounted muck cars, conveyor belts, or closed spoil transport pipelines. Construction of the proposed Project would also require use of typical construction equipment (e.g., gasoline- or diesel-powered machinery) and vehicles containing fuel, oil, and grease, as well as use and transport of these materials. Limited quantities of certain hazardous materials such as paints, solvents, and glues would be used during construction. There is low likelihood that substantial quantities of hazardous materials would be stored during construction. Moreover, these hazardous materials would not include acutely hazardous materials or substances listed in 40 CFR 355 Appendix A: Extremely Hazardous Substances and Their Threshold Planning Quantities.

The invert of the tunnel would be up to approximately 70 feet in depth. The proposed Project would require excavation at Cucamonga Metrolink Station approximately 400 feet within the existing Cucamonga Metrolink Station parking lot. The excavation limits for Terminal 2 at ONT would occur west of Southwest Way, in a U-shape configuration for over 500 feet. Excavation limits at Terminal 4 at ONT would occur parallel to Southeast Way for approximately 450 feet. The vent shaft measuring approximately 2,000 square feet in size and up to approximately 70 feet in depth would be constructed to provide a means of emergency passenger egress and first responder access. As described throughout Section 3, there is an established, comprehensive federal, state, regional, and local framework independent of the CEQA process that is intended to reduce the risks associated with the use, transport, and disposal of hazardous materials.

Transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans, and transportation of hazardous materials would comply with State regulations governing hazardous materials transport included in the California Vehicle Code (Title 13 of the CCR), the State Fire Marshal Regulations (Title 19 of the CCR), and Title 22 of the CCR. The use and disposal of hazardous materials is heavily regulated at both the federal and State level; these regulations are promulgated and enforced by agencies such as U.S. EPA, SWRCB, DTSC, and California Occupational Safety and Health Administration (Cal/OSHA). SBCTA would be required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

In accordance with SWRCB regulations, SBCTA would obtain and comply with a National Pollutant Discharge Elimination System (NPDES) permit, specifically the SWRCB Construction General Permit. As part of the Construction General Permit, the contractor would be required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) which would include BMPs including the following example measures to minimize the risk of accidental spills of hazardous materials during construction.

- Vehicles and equipment would be maintained in proper working condition to minimize potential fugitive emissions of motor oil, antifreeze, hydraulic fluid, grease, or other hazardous materials. Service/maintenance vehicles would carry materials to absorb leaks or spills. Servicing, refueling, and staging of construction equipment would take place only at designated areas where a spill would not flow to drainages. Equipment washing, if needed, would occur only in designated locations where water would not flow into drainage channels.
- Spill cleanup materials (e.g., rags, absorbent materials, and secondary containment) would be kept at the work site when handling materials.
- Hazardous spills would be reported to the designated CUPA (i.e., San Bernardino County Fire Department) and would be cleaned up immediately, and contaminated soil would be properly disposed of at a licensed facility. A properly designed, centralized storage area that would keep hazardous materials fully contained would be specified.

Adherence to federal and State regulations reduces the risk of exposure to hazardous materials used during construction. Each of these regulations is specifically designed to protect the public health through improved procedures for the handling of hazardous materials, better technology in the equipment used to transport these materials, and a more coordinated, quicker response to emergencies. With incorporation of existing regulations, construction impacts related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials would be less than significant.

6.1.2.2 Operational Impacts

It is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of the proposed Project. Operation of new stations, tunnel, and the proposed MSF at the proposed Cucamonga Station would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common household-type cleaning materials, and pesticides/herbicides. None of these substances would be acutely hazardous.[9] Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage and disposal, and do not represent a significant threat to human health and the environment. Staff would be required to use, store, and dispose of these materials properly in accordance with label directions.

The following activities would occur at the proposed MSF: vehicle washing, spare vehicle storage, and vehicle heavy and light maintenance and repairs. The proposed MSF at the Cucamonga Station would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds.[10]

Compliance with existing regulations would ensure that the proposed Project during operation would have a less than significant impact to transportation, use, and storage of hazardous materials.

[9] Acutely hazardous materials are defined as waste containing such dangerous chemicals that it could pose a threat to human health and the environment even when properly managed.

[10] The thresholds are 55 gallons for a hazardous liquid, 500 pounds of a hazardous solid, 200 cubic feet for any compressed gas, or threshold planning quantities of an extremely hazardous substance, per Chapter 6.95 California Health and Safety Code.

6.2 CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPDATE AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT

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. Adherence to existing regulations would reduce impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less than significant level.

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. Adherence to existing regulations would reduce impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less than significant level.

6.2.2 Proposed Project

6.2.2.1 Construction Impacts

Searches of the EPA's Envirofacts website, the SWRCB's GeoTracker website, and DTSC's EnviroStor website indicate there is one LUST site within the proposed Project area, and 15 LUST sites are within 0.5 miles of the proposed Project site. Table 5-2 provides a summary of the identified affected properties including business addresses, a summary of the status of each property, and proximity of the property to the proposed Project. Fifteen LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. Based on their cross-gradient location relative to the proposed Project site and regulatory status of case closed, these facilities are not anticipated to have an environmental impact on the proposed Project site.

The tiered permit site (EnviroStor 71003340 [Quality Control Plating]) produces and treats aqueous wastes consisting of chromium, cadmium, nickel, and silver. A total of four polyethylene tanks are used for treatment and storage. The facility does not discharge any treated or non-treated waste to the public sewer system; rather, effluent is hauled to a permitted treatment facility. The SWRCB indicates no releases have been reported, and the case status is listed as no further action required. This site does not pose a risk to the public or environment.

The proposed Project is located on a site that is included on one or more hazardous materials lists compiled in accordance with *Government Code* Section 65962.5, commonly known as the Cortese list. See Section 6.4.2 for further discussion of impacts related to Cortese-listed hazardous materials sites.

Elevated concentrations of lead may be present in the striping paint used on the existing roadways. Ground-disturbing activities would occur along Airport Drive, North Way, and West Way. Until the mid-1980s, gasoline and other fuels contained lead as an additive. As each motor vehicle traveled the local roads and highways, tiny particles of lead were emitted in the exhaust and settled on the soils next to the roadways. Most of the time, lead tends not to move very far or very fast in the environment; however, exposure of construction workers to lead could cause human health hazards.

Trenching, tunneling, and other ground-disturbing construction activities could disturb undocumented soil or groundwater contamination. Impacts could result if construction activities inadvertently disperse contaminated material into the environment. Potential hazards to human health include ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces, such as trenches and tunnels, and skin contact with contaminated soil or water. These risks are possible during the entire course of ground disturbance with construction workers most at risk. However, it is possible that the nearby public could be affected if the impacts are of a sufficient volume.

For the aforementioned reasons, construction workers and the public could come in contact with and be exposed to the hazardous materials resulting in a potentially significant impact from construction activities. With implementation of MM-HAZ-1, detailed in Section 7.1.2, a risk management plan would be prepared and implemented if contamination was encountered during construction. Therefore, construction impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous substances would be reduced to a less than significant impact level with mitigation incorporated.

6.2.2.2 Operational Impacts

As previously discussed, operation of the proposed Project would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, common cleaning materials, and pesticides. None of these substances would be acutely hazardous. The proposed Project would not require the use, handling, or storage of quantities of hazardous materials in excess of regulatory thresholds. If the quantity of hazardous materials used, handled, or stored on site would exceed the regulatory thresholds, there is an established comprehensive regulatory framework independent of the CEQA process that would be followed as described in Section 3. No activities are proposed that would result in the use or discharge of unregulated hazardous materials.

Therefore, operational impacts of the proposed Project related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

6.3 EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL

6.3.1 No Project Alternative

6.3.1.1 Construction Impacts

The No Project Alternative site could be located within 0.25 mile of a school. Under the No Project Alternative, the proposed Project would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. As described in Section 2.3.1, the No Project Alternative represents the proposed Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative site would have a less than significant impact to schools.

6.3.1.2 Operational Impacts

Under the No Project Alternative, the Project Alternative would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. As described in Section 2.3.1, the No Project Alternative represents the proposed Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative site would have a less than significant impact to schools.

6.3.2 Proposed Project

6.3.2.1 Construction Impacts

The closest school is the Joshua Center Christian Academy, a private K-12 school located approximately 0.45-miles northwest of the proposed Project site at 8711 Monroe Court, Suite B in the City of Rancho Cucamonga (California Department of Education 2022). The San Joaquin Valley College, which is a vocational school, is located approximately 0.45 miles west of Milliken Avenue at 4580 Ontario Mills Parkway in the City of Ontario (San Joaquin Valley College 2023). The next closest school to the proposed Project site is the Ontario Center School (serving K-5) located approximately 0.64 miles north of the ONT parking lots and 1.34 miles west of Milliken Avenue at 835 North Center Avenue in the City of Ontario (Ontario Center School 2023). No schools exist within 0.25 mile of the proposed Project site. Therefore, the proposed Project during construction would result in no impact related to the emissions or handling of hazardous materials within the vicinity of nearby schools.

6.3.2.2 Operational Impacts

No schools exist within 0.25 miles of the proposed Project site. The proposed Project during operation would result in no impact related to the emissions or handling of hazardous materials within the vicinity of nearby schools.

6.4 BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIAL SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT

6.4.1 No Project Alternative

6.4.1.1 Construction Impacts

Under the No Project Alternative, the proposed Project Alternative would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. As described in Section 2.3.1, 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 site includes one or more hazardous materials lists compiled in accordance with *Government Code* Section 65962.5. The sites listed on the Cortese list have a cleanup status as case closed, which signify that they have been remediated to the satisfaction of the agency with oversight. Therefore, with adherence to existing regulations, the No Project Alternative during construction would result in a less than significant impact.

6.4.1.2 Operational Impacts

Under the No Project Alternative, the proposed Project would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. As described in Section 2.3.1, 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 site includes one or more hazardous materials lists compiled in accordance with *Government Code* Section 65962.5. The sites listed on the Cortese list have a cleanup status as case closed, which signify that they have been remediated to the satisfaction of the agency with oversight. Therefore, with adherence to existing regulations, the No Project Alternative during operation would result in a less than significant impact.

6.4.2 Proposed Project

6.4.2.1 Construction Impacts

Sixteen sites were determined to be included on the list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5 (the "Cortese" list) as having confirmed releases of

hazardous materials, including petroleum hydrocarbons, VOCs, and metals to soil. These sites are identified on Table 5-2 and on Figure 5-1. These parcels are associated with LUST cases that resulted in contaminated soils.

The Lockheed Air Terminal Inc. site located at ONT was included in the Cortese list as a LUST cleanup site (identified as Site 5 on Table 5-2 and Figure 5-1. The site had an unleaded gasoline leak that impacted the soil only. The abatement method was to remove the contaminated soil and dispose it at an approved site. The cleanup was completed, and the case was closed in 1985. The other 13 sites listed on the Cortese list have a cleanup status as case closed, which signify that they have been remediated to the satisfaction of the agency with oversight. Ground-disturbing activities would not result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites thereby creating a significant hazard to the public or the environment. Therefore, the construction of the proposed Project would result in a less than significant impact related to Cortese-listed hazardous materials sites.

6.4.2.2 Operational Impacts

One CORTESE site is within the proposed Project area, and 13 CORTESE LUST sites are within 0.5 miles of the proposed Project site. A total of 14 sites was determined to be included on the list of hazardous materials sites compiled pursuant to California *Government Code* Section 65962.5 (the "CORTESE" list). The Lockheed Air Terminal Inc. site located at ONT was included in the CORTESE list as a LUST cleanup site. The site had an unleaded gasoline leak that impacted the soil only. The abatement method was to remove the contaminated soil and dispose it at an approved site. The cleanup was completed, and the case was closed in 1985. The other 13 sites listed on the CORTESE list have a cleanup status as case closed.

One LUST site is within the proposed Project area, and 20 LUST sites are within 0.5 miles of the proposed Project site. All 21 LUST sites have a case closed status. The status of the LUST cases reported as "case closed" indicates that remedial action is completed, or was deemed unnecessary, by the local regulatory agency. Based on their cross-gradient location relative to the proposed Project site and regulatory status of case closed, these facilities are not anticipated to have a negative environmental impact on the proposed Project site.

The proposed Project is located on a site that is included on one or more hazardous materials lists compiled in accordance with *Government Code* Section 65962.5. However, operation of the proposed Project would not result in hazardous releases of contaminated soils from Cortese-listed hazardous materials sites, thereby creating a significant hazard to the public or the environment, as the sites previously referenced have a cased closed status and the proposed Project would adhere to existing regulations. Therefore, operation of the proposed Project would not create or result in a significant hazard to people or the environment, and the proposed Project during operation would result in a less than significant impact.

6.5 FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA

6.5.1 No Project Alternative

6.5.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. The ALUCP also addresses airport land use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft; protection of airport airspace; and general concerns related to aircraft over flights.

The No Project Alternative would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the Federal Aviation Administration for project approval. Activities associated with the land uses listed may be carried out with minimal interference from aircraft noise. The No Project Alternative would be a compatible use within the ONT AIA, Safety Zones and Noise Impact Zones. Construction activities would be temporary, and adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation hazards during construction of the No Project Alternative remain less than significant.

6.5.1.2 Operational Impacts

The No Project Alternative would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the Federal Aviation Administration for project approval. Activities associated with the land uses listed may be carried out with minimal interference from aircraft noise. The No Project Alternative would be a compatible use within the ONT AIA, Safety Zones and Noise Impact Zones. Adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation hazards during operation of the No Project Alternative remain less than significant.

6.5.2 Proposed Project

6.5.2.1 Construction Impacts

Cranes would be required during construction of the three proposed Project stations and the vent shaft and used to deploy and recover the TBM from the excavation and receiving pits. Because construction contractors would be required to comply with FAR Part 77 height limits, crane heights would not

penetrate the Airspace Protection Zone. There would be no other construction equipment or activities that could penetrate the Airspace Protection Zone or create cause visual, electronic, or wildlife hazards. Airport land use compatibility as it pertains to construction noise is discussed in the Noise and Vibration Technical Report. Therefore, construction of the proposed Project would not create a safety hazard for people residing or working in the vicinity of an airport, and this impact would be less than significant.

6.5.2.2 Operational Impacts

The ONT ALUCP indicates that the RSA is located within the ONT AIA and the Airspace Protection Zone. As discussed previously, land uses in the Airspace Protection Zone are restricted to prevent creation of physical, visual, or electronic hazards to flight, and structures in the RSA are subject to criteria height limits that vary depending on their proximity to ONT. The southern portion of the proposed Project includes an underground tunnel approximately up to 70-foot-deep that would serve as a transportation route for autonomous electric vehicles. For the RSA, structure heights would not exceed the 70 to 150 feet above the ground surface height limit. The proposed Project would not interfere with CFR Title 14 Part 77.13 which requires that any construction or alterations to structures that exceed 200 feet in height above ground level must notify the FAA for project approval.

The proposed Project does not propose open water or landscape features that could attract birds, does not propose land uses that create light and glare which could be mistaken for airport lighting or visually impair pilots, and does not propose any communications facilities that could interfere with radio communications. In addition, the southern portion of the proposed Project includes two stations within the ALUCP that would be located at the parking lots of ONT Terminal 2 and ONT Terminal 4. Concentration of people and facilities in the vicinity of airports raises concerns about aircraft hazards. The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the AIA, airport safety zones, and noise impact zones. The ALUCP also addresses airport land use compatibility concerns regarding exposure to aircraft noise, land use safety with respect both to people and property on the ground and the occupants of the aircraft, protection of airport airspace, and general concerns related to aircraft over flights.

The ONT ALUCP defines six airport safety zones that identify locations where certain types of proposed development and infrastructure may be restricted on the basis of safety compatibility. The southern portion of the proposed Project is also located within Safety Zone 3 (Inner Turning Zone) as shown in Figure 5-3. The ALUCP (Safety Criteria) has determined that transportation uses—including 1) Airport Terminals: airline, general aviation; 2) Rail and Bus Stations; 3) Transportation Routes: roads and rail ROW, bus stops; and 4) Auto Parking: surface lots and structures—are compatible use in Safety Zone 3. Therefore, per the ALUCP, the proposed Project is a compatible use within the ONT Safety Zones.

Thus, operation of the proposed Project would not create a safety hazard for people residing or working in the vicinity of an airport, and this impact would be less than significant.

6.6 IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

6.6.1 No Project Alternative

6.6.1.1 Construction Impacts

Under the No Project Alternative, the Project Alternative would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Adherence to existing regulations would ensure that the No Project Alternative during construction would have a less than significant impact related to interference with any adopted emergency response or evacuation plans.

6.6.1.2 Operational Impacts

Under the No Project Alternative, the Project Alternative would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Adherence to existing regulations would ensure that the No Project Alternative during operation would have a less than significant impact related to interference with any adopted emergency response or evacuation plans.

6.6.2 Proposed Project

6.6.2.1 Construction Impacts

As required by existing regulations, the proposed Project would be required to provide adequate access for emergency vehicles during construction activities. Temporary short-term construction impacts on street traffic adjacent to the proposed Project site due to roadway and infrastructure improvements and the potential extension of construction activities into the right-of-way could result in a reduction of the number of lanes or temporary closure of segments of adjacent roadways. Any such impacts would be limited to the construction period of the proposed Project and would affect only adjacent streets or intersections. However, MM-HAZ-2 would ensure that emergency response teams for the City of Rancho Cucamonga and the City of Ontario, including the fire departments and police departments, would be notified of any lane closures during construction activities in the proposed Project site and that a minimum of one lane would remain open at all times to provide adequate emergency access to the proposed Project site and surrounding neighborhoods. Implementation of MM-HAZ-2 would ensure that the proposed Project would provide adequate access for emergency vehicles, and the impact would be less than significant during construction.

6.6.2.2 Operational Impacts

The Local Hazard Mitigation Plan for the City of Rancho Cucamonga and the Hazard Mitigation Plan for the City of Ontario address procedures for large-scale emergency situations, such as natural disasters and

technological incidents and not normal day-to-day emergencies. These are emergency preparedness documents for large-scale emergencies situations such an earthquake that would be applicable to the entire City of Rancho Cucamonga and City of Ontario, including the proposed Project site.

The majority of the proposed Project would operate underground, such as the 4.2-mile-long tunnel and one vent shaft, both of which would be approximately 70 feet below ground surface. The proposed Project also includes operation of three passenger stations and the MSF. The proposed Cucamonga Station would be located in the northwest corner of the existing Cucamonga Metrolink Station parking lot, and two proposed Project stations are proposed at ONT within the existing parking lots located across from Terminals 2 and 4. The MSF would be located adjacent to the Cucamonga Station and utilize an existing parking lot. These parking lots currently have sufficient ingress and egress routes that allow emergency access, and ingress and egress at the existing parking lots would not be altered by the proposed Project. Further, compliance with applicable county design criteria pertaining to emergency vehicle access as well as the California Fire Code standards would ensure that operation of the proposed Project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

6.7 EXPOSE PEOPLE OR STRUCTURE, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS INJURY OR DEATH INVOLVING WILDLAND FIRES

6.7.1 No Project Alternative

6.7.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. As described in Section 2.3.1, 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. As such, the No Project Alternative area is located in a Local Responsibility Area, and there are no fire hazard severity zones as designated by CAL FIRE (CAL FIRE 2022). In addition, the Project Alternative area is not within a wildland urban interface fire area as designated by CAL FIRE, the City of Ontario, or the City of Rancho Cucamonga (City of Ontario 2022b, City of Rancho Cucamonga 2021). Therefore, during construction of the No Project Alternative, no impact would occur related to exposure of people or structures to a substantial risk of loss, injury, or death involving wildland fires. Construction associated with the No Project Alternative have no effect.

6.7.1.2 Operational Impacts

Under the No Project Alternative, the Project Alternative would not be built, meaning there would be no action, and the improvements associated with the proposed Project would not be constructed. The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative area is located in a Local Responsibility Area, and there are no fire hazard severity zones as designated by CAL FIRE (CAL FIRE 2022).

In addition, the Project area is not within a wildland urban interface fire area as designated by CAL FIRE, the City of Ontario, or the City of Rancho Cucamonga (City of Ontario 2022b, City of Rancho Cucamonga 2021). Therefore, during operation of the No Project Alternative, no impact would occur related to exposure of people or structures to a substantial risk of loss, injury, or death involving wildland fires.

6.7.2 Proposed Project

6.7.2.1 Construction Impacts

The proposed Project area is located in a Local Responsibility Area, and there are no fire hazard severity zones as designated by CAL FIRE (CAL FIRE 2022). In addition, the proposed Project area is not within a wildland urban interface fire area as designated by CAL FIRE, the City of Ontario, or the City of Rancho Cucamonga (City of Ontario 2022b, City of Rancho Cucamonga 2021). Therefore, construction of the proposed Project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

6.7.2.2 Operational Impacts

The proposed Project is located in a Local Responsibility Area, and there are no fire hazard severity zones as designated by CAL FIRE (CAL FIRE 2022). In addition, the proposed Project is not within a wildland urban interface fire area as designated by CAL FIRE, the City of Ontario, or the City of Rancho Cucamonga (City of Ontario 2022b, City of Rancho Cucamonga 2021). Therefore, operation of the proposed Project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

7 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

7.1 MITIGATION MEASURES FOR HAZARDS AND HAZARDOUS MATERIALS

SBCTA shall implement the following mitigation measures as appropriate to further reduce the impacts associated with hazardous materials, as identified in Section 6.

MM-HAZ-1: Prepare a Risk Management Plan, if Necessary

In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the proposed Project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development, and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Ontario Fire Department, City of Rancho Cucamonga Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

MM-HAZ-2: Ensure Adequate Emergency Access During Construction

To ensure adequate access for emergency vehicles when construction activities would result in temporary lane or roadway closures, the developer shall consult with the City Police Departments and Fire Departments to disclose temporary lane or roadway closures and alternative travel routes. The developer shall be required to keep a minimum of one lane in each direction free from encumbrances at all times on perimeter streets accessing the proposed Project site. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the developer shall coordinate with the Police Departments and Fire Departments to designate proper detour routes and signage indicating alternative routes.

7.2 CEQA SIGNIFICANCE CONCLUSION

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

7.2.1.1 No Project Alternative

Adherence to existing regulations would reduce impacts related to the creation of significant hazards to the public through routine transport, storage, use, and disposal of hazardous materials to a less than significant level.

7.2.1.2 Proposed Project

Compliance with existing regulations would ensure that the proposed Project would have a less than significant impact to transportation, use, and storage of hazardous materials.

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

7.2.2.1 No Project Alternative

Adherence to existing regulations would reduce impacts related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials to a less than significant level.

7.2.2.2 Proposed Project

As discussed in Section 6.2, construction could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Implementation of MM-HAZ-1 would reduce potentially significant impacts related to creating a safety hazard to the public or the environment through reasonably foreseeable upset and accident conditions to a less than significant level with mitigation incorporated. MM-HAZ-1 would ensure remediation of contaminated soils containing hazardous materials prior to development of the proposed Project and provide supplemental procedures in the event of unanticipated discoveries of contaminants.

With implementation of MM-HAZ-1, operational impacts of the proposed Project related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

7.2.3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

7.2.3.1 No Project Alternative

The No Project Alternative would have a less than significant impact related to hazardous emissions within a quarter mile of a school.

7.2.3.2 Proposed Project

The proposed Project is not located with a quarter-mile of a school and would have no impact.

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

7.2.4.1 No Project Alternative

With adherence to existing regulations construction of the No Project Alternative would result in a less than significant impact.

7.2.4.2 Proposed Project

All Cortese-listed sites have a cleanup status as case closed, which signify that they have been remediated to the satisfaction of the agency with oversight. Therefore, the construction and operation of the proposed Project would result in less than significant impact related to Cortese-listed hazardous materials sites.

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

7.2.5.1 No Project Alternative

With adherence to all local, state, and federal regulations, the No Project Alternative would have a less than significant impact in regard to potential aviation hazards.

7.2.5.2 Proposed Project

Because construction contractors would be required to comply with Federal Aviation Regulations Part 77 height limits, crane heights would not penetrate the Airspace Protection Zone. Therefore, construction of the proposed Project would not create a safety hazard for people residing or working in the vicinity of an airport, and this impact would be less than significant.

Per the Airport Land Use Compatibility Plan, the proposed Project is a compatible use within the Ontario International Airport Safety Zones. Thus, operation of the proposed Project would not create a safety

hazard for people residing or working in the vicinity of an airport, and this impact would be less than significant.

7.2.6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

7.2.6.1 No Project Alternative

Adherence to existing regulation would ensure that the No Project Alternative would have a less than significant impact related to interference with any adopted emergency response or evacuation plans.

7.2.6.2 Proposed Project

As discussed in Section 6.6.2, short-term construction impacts could interfere with any adopted emergency response or evacuation plans, and the impact would be potentially significant. Implementation of MM-HAZ-2 would reduce potentially significant impacts associated with emergency response and access to a less than significant level by ensuring that emergency response teams for the City of Rancho Cucamonga and City of Ontario, including the fire departments and police departments, would be notified of any lane closures during construction activities in the proposed Project site and that a minimum one lane would remain open at all times to provide adequate emergency access to the site and surrounding neighborhoods.

Compliance with applicable county design criteria pertaining to emergency vehicle access as well as the California Fire Code standards would ensure that operation of the proposed Project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plans, and this impact would be less than significant.

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

7.2.7.1 No Project Alternative

No impact related to exposure of people or structures to a substantial risk of loss, injury, or death involving wildland fires would occur.

7.2.7.2 Proposed Project

Construction and operation of the proposed Project would not expose people or structures to a substantial risk of loss, injury, or death involving wildland fires, and no impact would occur.

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