

EXECUTIVE SUMMARY

DRAFT ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT

West Valley Connector Project



cta

San Bernardino County
Transportation Authority



OmniTrans

Connecting Our Community.

June 2019



West Valley Connector Project

In the Counties of Los Angeles and San Bernardino
and the Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana

DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT

Pursuant to
National Environmental Policy Act (42 U.S.C. §4332) 49 U.S.C. Chapter 53, 16 U.S.C. §470,
23 CFR Part 771, 23 CFR Part 450, and Executive Order 12898; and
California Environmental Quality Act, PRC 21000 *et seq.*; and the State of California
CEQA Guidelines, California Administrative Code, 15000 *et seq.*

by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION

and

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

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This Draft Environmental Impact Report/Environmental Assessment (EIR/EA) is being circulated for public review beginning June 24, 2019, and ending August 8, 2019. The documents can be viewed at the following public libraries:

- Fontana Lewis Library, 8437 Sierra Avenue, Fontana, CA 92335
- Ovitt Family Community Library, 215 E. C Street, Ontario, CA 91764
- Pomona Public Library, 625 S. Garey Avenue, Pomona, CA 91766

- Law Library for San Bernardino County, 8409 Utica Avenue, Rancho Cucamonga, CA 91730
- Rancho Cucamonga Public Library, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739

The document can also be viewed online at the following link:

<http://www.gosbcta.com/sbcta/plans-projects/projects-rail-WestValleyConnector.html>.

Comments on the Draft EIR/EA shall be sent to the above contacted persons no later than August 8, 2019.

ABSTRACT: The West Valley Connector Project (the WVC Project or the proposed project) is a proposed 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance facility for light maintenance activities would be constructed. The proposed project would be constructed in two phases, including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding. One of the project alternatives also contemplates an approximately 3.5 miles of exclusive bus rapid transit (BRT) lanes. Transit Signal Priority (TSP) and other transportation systems management improvements, such as queue jump lanes, would be included. Project impacts resulting from operation and construction of the proposed project are summarized in Tables S-4 and S-5. Operational impacts would be few and minor, although some right-of-way acquisition (primarily partial acquisitions) would be required. Other issues that are resolvable through design features or mitigation incorporated as part of the proposed project include: historic architectural resources, visual and aesthetics, traffic and transportation, water quality, land use, and Section 4(f) resources. Proposed mitigation measures include a Real Estate Acquisition Plan, a Relocation Assistance Program, adherence to Federal Transit Administration (FTA) acquisition laws, safety and security measures at stations, a Worker Health and Safety Plan, archaeological monitoring during ground-disturbance activities, a Traffic Control Plan (TCP), and implementation of construction best management practices.

SUMMARY

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana (see Figures S-1 and S-2), proposes construction of the West Valley Connector Project (the WVC Project or the proposed project), a 35-mile-long bus rapid transit (BRT) project that would decrease travel times and improve the existing public transit system within the corridor.

The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance (O&M) facility for light maintenance activities would be constructed. The proposed project would be constructed in two phases, including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in early 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. Stations would be “rapid bus” style stations designed for fast boarding. One of the project alternatives also contemplates an approximately 3.5 miles of exclusive BRT lanes. Transit Signal Priority (TSP) and other transportation systems management improvements, such as queue jump lanes, would be included.

The proposed project is subject to State and federal environmental review requirements because it involves the use of federal funds administered by the Federal Transit Administration (FTA); therefore, the joint documentation has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act of 1969 (NEPA). SBCTA is the lead agency under CEQA; FTA is the lead federal agency under NEPA.

This Draft Environmental Impact Report (EIR) and Environmental Assessment (EA) was prepared by SBCTA, in cooperation with FTA, to evaluate environmental impacts associated with implementation of the proposed project and address appropriate and feasible mitigation measures and alternatives to the proposed project that would reduce or eliminate potential impacts.

1.1 Regional Planning Context

In 2004, SBCTA, in coordination with Omnitrans, undertook a system-wide transit corridor planning study to identify major transit corridors within its service area that have potential for the development of major fixed-route transit investments. The study determined that the existing local bus routes do not have operating speeds capable of competing well with the automobile in capturing choice riders who are making medium- to

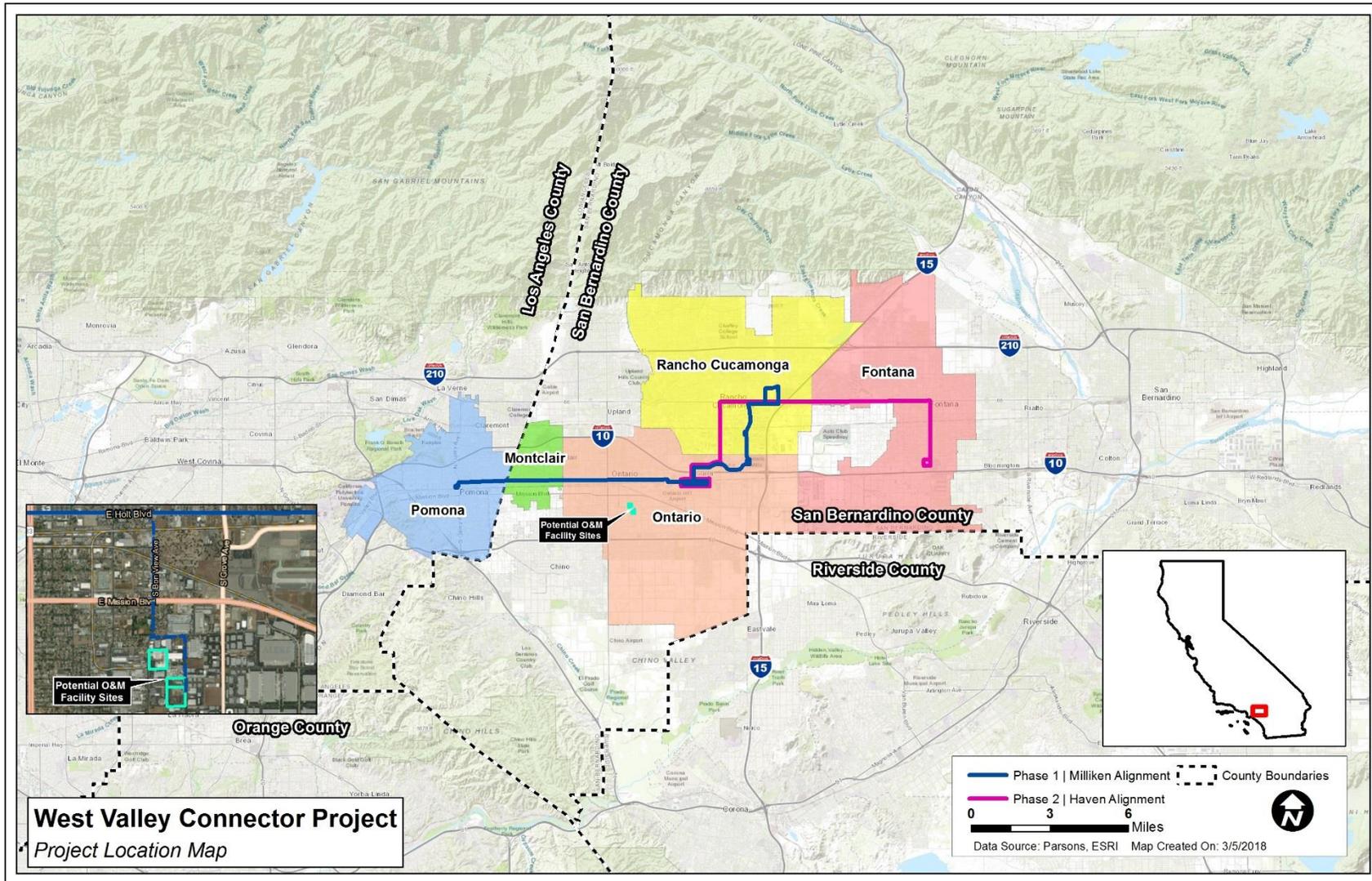


Figure S-1 Project Location Map

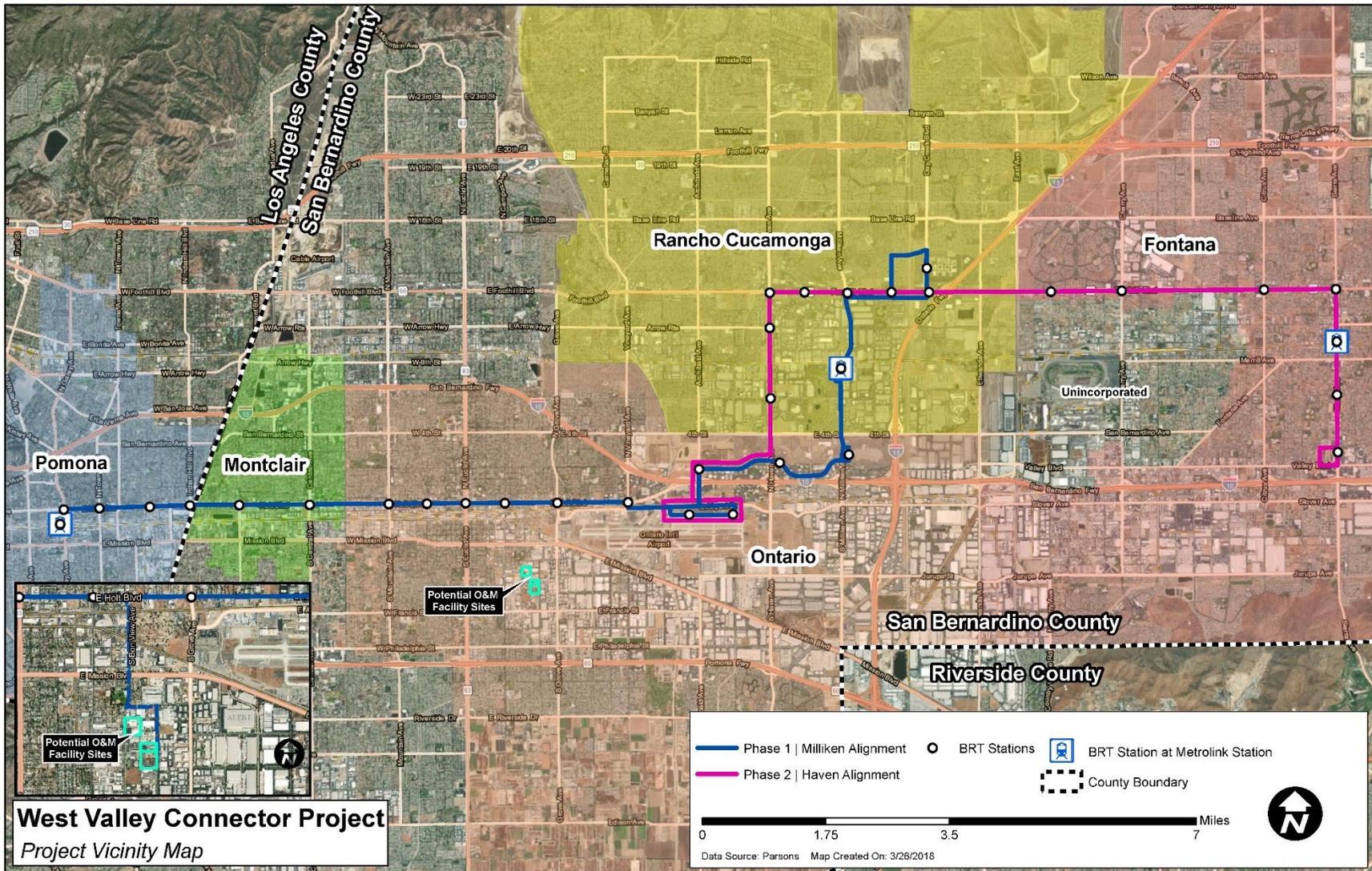


Figure S-2 Project Vicinity Map

long-distance trips. The Omnitrans *System-Wide Transit Corridors Plan for the San Bernardino Valley (2004)* identified 10 key travel corridors that would be appropriate for higher transit service levels. The introduction of premium transit modes and services in these corridors in the future was recommended by the Plan to allow SBCTA/Omnitrans to achieve better market penetration, while also positively influencing the livability of communities in its service area. The introduction of faster, more frequent, and direct transit service in the form of BRT would allow SBCTA/Omnitrans to better serve traveling and transit to the marketplace to promote business and employment.

The Omnitrans *System-Wide Plan and San Bernardino County Long Range Transit Plan (SANBAG [presently SCBTA], 2009)* determined that, based on the level and character of transit demand, the most appropriate technology for premium transit service in the 10 major corridors is BRT. The WVC Project would provide premium transit service in portions of 4 of the 10 major corridors along Holt Boulevard, Haven Avenue, Foothill Boulevard, and Sierra Avenue.

In 2014, Omnitrans commissioned an Omnitrans WVC Alternatives Analysis (AA) Report that was completed for the Corridor, a newly identified transit corridor that includes portions of the Route 61/Holt Boulevard, Route 66/Foothill Boulevard, and Sierra Avenue transit corridors. The purpose of the AA was to evaluate alternatives for the introduction of premium transit service along the Holt

Boulevard/Foothill Boulevard/Sierra Avenue corridor between the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana; and to identify the alternatives that best serve local transportation needs. The WVC Project was identified during development of the range of alternatives detailed in the AA and serves a wider range of major destinations/activity centers than any of the individual corridors alone. The purpose of the WVC Project AA is to evaluate alternatives for the introduction of premium transit services along the Holt Boulevard/Foothill Boulevard Corridor between the City of Pomona in Los Angeles County and the cities of Montclair, Ontario, Rancho Cucamonga, and Fontana in San Bernardino County; and to identify the alternatives that best serve local transportation needs. The WVC corridor was identified during development of the range of alternatives detailed in the report and serves a wider range of major destinations/activity centers than either of the individual corridors alone.

1.2 Purpose and Need

The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the city of Pomona, in Los Angeles County, to the city of Fontana, in San Bernardino County, with an enhanced, state-of-the-art BRT system (i.e., the system that includes off-board fare vending, all-door boarding, TSP, optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and

variable message signs). The proposed project would address the growing traffic congestion and travel demands of the nearly one million people that would be added to Los Angeles and San Bernardino County by 2040 per Southern California Association of Governments' (SCAG) 2106 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) growth forecast. Improved rapid transit along the project corridor would help Omnitrans/SBCTA achieve its long-range goals to cost effectively enhance lifeline mobility and accessibility, improve transit operations, increase ridership, support economic growth and redevelopment, conserve nonrenewable resources, and improve corridor safety.

Recognizing the importance of the WVC transit corridor, SBCTA proposes a project that is designed to achieve the following:

- Improve transit service by better accommodating existing high bus ridership.
- Improve ridership by providing a viable and competitive transit alternative to the automobile.
- Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider.
- Support local and regional planning goals to organize development along transit corridors and around transit stations.

The project purpose stated above would respond to the following needs:

- **Current and future population and employment conditions establish a**

need for higher-quality transit

service. The proposed project corridor is primarily an inter-City route that serves densely populated neighborhoods with a high percentage of transit patrons that are minority, low-income, and/or transit dependent. The project corridor includes a current high level of employment and several key activity centers. Regionally, the Inland Empire leads the six-county southern California region in growth.

- **Current and future transportation conditions establish a need for an improved transit system.** The current standard bus service has several deficiencies that do not make transit an attractive alternative to the auto, particularly in terms of corridor travel time. Current and future travel demand is expected to accompany the projected growth in population and employment, further increasing the need for an improved transit system.
- **Transit-related opportunities exist in the project area.** Current transit access to employment and intermodal centers is considered inadequate to meet current and future needs. High-quality, reliable rapid transit service is needed to deliver riders to these multiple destinations; the proposed action would provide such a service. The proposed action alignment passes through potential redevelopment and TOD areas and would help foster their potential for development.

1.3 Proposed Project

The proposed project is a 35-mile-long BRT corridor that traverses the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed project consists of two phases (see Figure S-3). Phase I would construct the “Milliken Alignment,” from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II would construct the “Haven Alignment,” from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. The Phase I Milliken Alignment would begin construction in early 2022 and is proposed to have 10-minute peak and 15-minute off-peak headways. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.

Phase I/Milliken Alignment

Phase I of the project would construct the 19-mile Milliken Alignment, from the eastern boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts from the Pomona Regional Transit Center station, along Holt Avenue and into Montclair.

In Montclair, the alignment runs on Holt Boulevard between Mills Avenue and Benson Avenue and into Ontario.

In Ontario, the alignment continues on Holt Boulevard, starting from Benson Avenue, and then continues to Vineyard Avenue and into Ontario International Airport (loop through Terminal Way). From the airport, it heads north on Archibald Avenue to

Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

On Inland Empire Boulevard, the alignment goes straight into Ontario Mills (loop through Mills Circle), and then heads north on Milliken Avenue into Rancho Cucamonga.

In Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard.

The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard.

Phase II/Haven Alignment

Phase II of the project would construct the 16-mile Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. In Ontario, the alignment makes a loop through Terminal Way at Ontario International Airport. From the airport, it heads north on Archibald Avenue to Inland Empire Boulevard and turns right to go east on Inland Empire Boulevard.

From Inland Empire Boulevard, the alignment turns left to go north up Haven Avenue into Rancho Cucamonga, then turns right to travel east onto Foothill Boulevard and into Fontana.

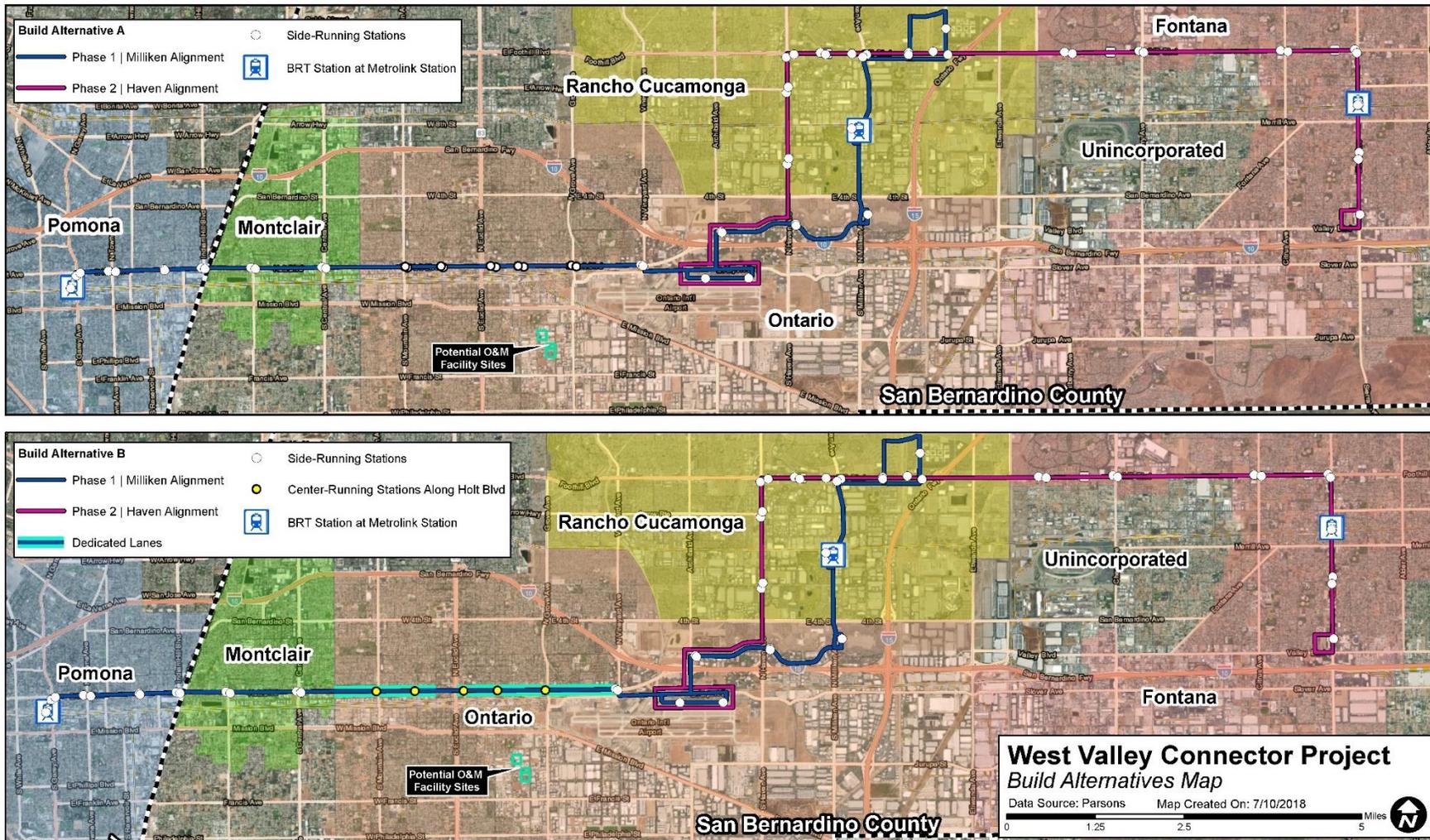


Figure S-3 Build Alternative Map

In Fontana, the alignment continues east on Foothill Boulevard until turning south onto Sierra Avenue. The alignment follows Sierra Avenue, including a stop at the Fontana Metrolink Station, and then continues until turning west onto Marygold Avenue, where the bus line would begin a turn-around movement by heading south onto Juniper Avenue, east onto Valley Boulevard, and north back onto Sierra Avenue to Kaiser Permanente Medical Center before heading northward for the return trip.

1.4 Alternatives

Several alternatives were considered during the project development phase of the project. A No Build Alternative and two build alternatives (Alternatives A and B) are being analyzed in this EIR/EA.

No Build Alternative

The No Build Alternative proposes no improvements to the existing local bus services. Under the No Build Alternative, the existing local bus service on Routes 61 and 66 would maintain current service of 15-minute headways (total of four buses per hour in each direction).

Build Alternatives

All design features of both build alternatives are the same, with the exception of the following (see Figure S-3):

Alternative A – Rapid line with no dedicated bus-only lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, and 60 side-running

stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. Figure S-4 depicts a typical cross section of the Alternative A corridor along Holt Boulevard. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would require a partial acquisition of land along the corridor to support roadway reconfiguration and station construction, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. The design will be refined during the final engineering phase to avoid partial parcel acquisitions to the extent practicable. In addition, some temporary construction easements (TCEs) would be required to support the construction activities along the corridor, especially around the proposed bus stations.

Alternative B – Full BRT with 3.5 miles of dedicated bus-only lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/major intersections. The 3.5-mile-long segment of dedicated lanes would include two mixed-flow lanes and one transit lane in each direction and five center-running stations (see Figure S-3). A typical cross section of the 3.5-mile-long dedicated lanes along Holt Boulevard is shown in Figure S-5. To accommodate the

dedicated lanes, roadway widening, and additional utilities, such as electrical and fiber-optic lines, would require a combination of permanent ROW acquisition and TCEs. Similar to Alternative A, a partial acquisition of land along the corridor would be required to accommodate roadway reconfiguration and station construction, resulting in a

minor partial acquisition of some parcels adjacent to the existing roadway. The design refinement will be done during the final engineering design to avoid the partial acquisition of any parcel to the extent possible.

For details of these requirements per station, please see Chapter 2.

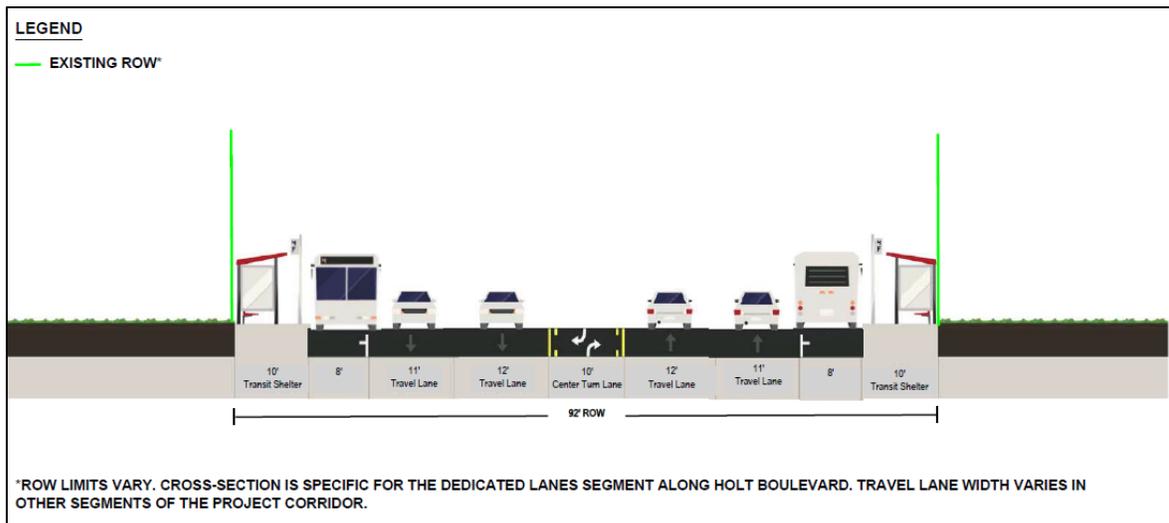


Figure S-4 Typical Cross Section for Alternative A along Holt Boulevard

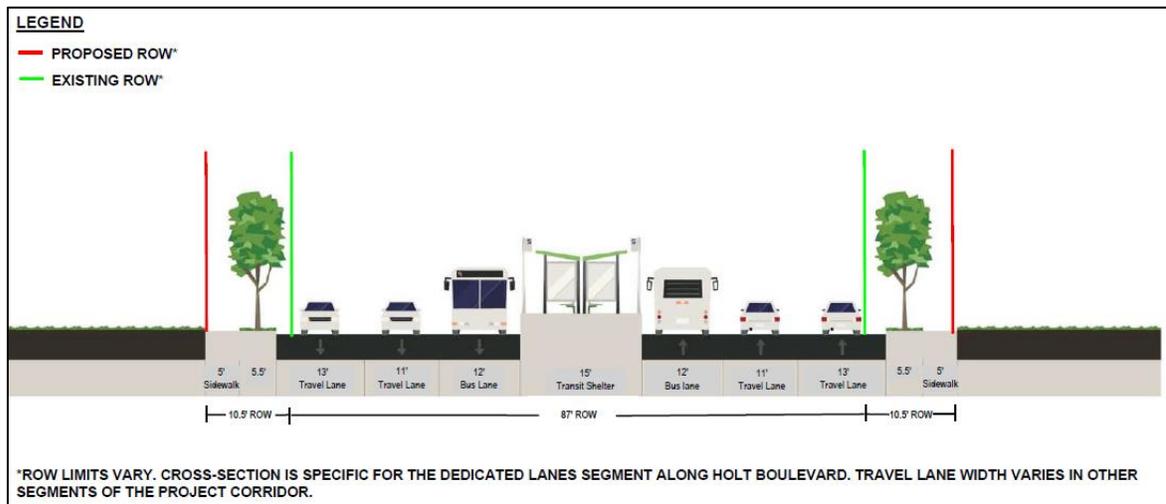


Figure S-5 Typical Cross Section of Dedicated Lanes Segment for Alternative B along Holt Boulevard

1.5 Bus Rapid Transit Stations

BRT stations at 33 locations/major intersections and associated improvements are proposed to be located approximately 0.5 to 1 mile apart to facilitate higher operating speeds by reducing dwell time (see Figures S-3 for station locations). Table S-1 lists the BRT stations to be constructed as part of the Phase I/Milliken Alignment. Note that under Alternative A, all 21 stations would be side-running stations. Under Alternative B, five center-running platform stations are proposed as follows:

- Holt Boulevard/Mountain Avenue
- Holt Boulevard/San Antonio Avenue
- Holt Boulevard/Euclid Avenue
- Holt Boulevard/Campus Avenue
- Holt Boulevard/Grove Avenue

As part of the Phase II/Haven Alignment, an additional 12 side-running stations would be constructed for both build alternatives, as listed in Table S-2.

Table S-1 Stations along Phase I/Milliken Alignment

<p>Pomona</p> <ul style="list-style-type: none"> • Pomona Regional Transit Center Station • Holt Avenue/Garey Avenue • Holt Avenue/Towne Avenue • Holt Avenue/Clark Avenue • Holt Avenue/Indian Hill Boulevard <p>Montclair</p> <ul style="list-style-type: none"> • Holt Boulevard/Ramona Avenue • Holt Boulevard/Central Avenue
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Table S-1 Stations along Phase I/Milliken Alignment

<p>Ontario</p> <ul style="list-style-type: none"> • Holt Boulevard/Mountain Avenue* • Holt Boulevard/San Antonio Avenue* • Holt Boulevard/Euclid Avenue* • Holt Boulevard/Campus Avenue* • Holt Boulevard/Grove Avenue* • Holt Boulevard/Vineyard Avenue • Ontario International Airport • Inland Empire Boulevard/Archibald Way • Inland Empire Boulevard/Porsche Way • Ontario Mills <p>Rancho Cucamonga</p> <ul style="list-style-type: none"> • Rancho Cucamonga Metrolink Station • Foothill Boulevard/Milliken Avenue • Foothill Boulevard/Rochester Avenue • Victoria Gardens between North and South Main Street <p>Note: * denotes the center-running stations to be constructed under Alternative B.</p>
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Table S-2 Additional Stations to be Constructed as Part of Phase II/Haven Alignment

<p>Rancho Cucamonga</p> <ul style="list-style-type: none"> • Haven Avenue/6th Street • Haven Avenue/Arrow Route • Haven Avenue/Foothill Boulevard • Foothill Boulevard/Spruce Avenue • Foothill Boulevard/Day Creek Boulevard <p>Fontana</p> <ul style="list-style-type: none"> • Foothill Boulevard/Mulberry Avenue • Foothill Boulevard/Cherry Avenue • Foothill Boulevard/Citrus Avenue • Foothill Boulevard/Sierra Avenue • Fontana Metrolink Station • Sierra Avenue/Randall Avenue • Sierra Avenue/Kaiser Permanente

Side-Running Stations

Side-running stations would typically be located on the far side of an intersection to facilitate transit priority and to avoid a stopped bus from blocking those turning right from the corridor. Where curb cuts for driveways and other conditions do not provide enough space along the curbside for both the San Bernardino Valley Express (sbX) and the local bus on the far side of the intersection, the local buses would be located on the near side of the intersection.

In the side-running condition, stations may include new or improved shelters with passenger amenities, or only an sbX-branded pylon with signature light. Proposed shelters would be approximately 18 feet in length and a width that would fit a 10-foot-wide-minimum sidewalk. Passenger amenities at the side platform stations would include benches, bicycle racks, trash receptacles, variable message signs, security cameras, and lighting integrated with the shelter. There would be no fare collection equipment on the sidewalks or shelters when the available ROW is less than 10 feet, and the passengers may pay the fee on the bus. Side-running stations would also include various passenger amenities.

Center-Running Platform Stations

Five center-running platform stations are proposed to be constructed as part of the Phase I/Milliken Alignment (in Ontario) under Alternative B.

The center-running platform stations would be located in the center of the street ROW on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Center-running platforms would be placed as close to the intersection as possible while still maintaining left-turn pockets, where required.

In the optimum center-running platform configuration, the platform would accommodate a canopy with its seating area, passenger amenities, fare equipment, and a ramp to comply with relevant accessibility requirements and provide clearance in front of ticket vending machines. Stations would include passenger amenities that can be assembled and laid out to suit the functionality of the station and fit with the surrounding land uses.

1.6 sbX Bus Operations

The proposed project would be operated by Omnitrans and require 18 buses during the Phase I operation and increase to 27 buses for the combined Phase I and Phase II operation to serve the designed headways and have sufficient spare vehicles.

Under Alternative A, sbX buses would operate entirely in mixed-flow lanes along the proposed 35 miles of the Phase I and Phase II alignments. For Alternative B, sbX buses would operate in mixed-flow lanes similar to Alternative A, except

where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.

sbX Operations at Signalized Intersections

The project corridor would need to integrate sbX buses and other vehicular traffic movements. Traffic signals would be reconfigured at each appropriate intersection to provide TSP operation.

Signal modifications would include upgrades to signal controllers and software to accommodate the transit priority treatment at intersections. Presignals and queue jumpers would be used where appropriate to prevent traffic from stopping or blocking the exclusive lanes.

Headways and Service Hours

sbX buses would generally operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. Service hours may change depending upon funding availability. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.

1.7 Operations and Maintenance

Fleet Composition

The proposed project's fleet would be comprised of 60-foot-long articulated compressed natural gas (CNG) propulsion buses. sbX buses would hold approximately 96 passengers at maximum capacity with up to 8 bicycles on board. Today, the average local bus operating speeds are only 12 to 15 miles per hour (mph), and they are getting slower as corridor congestion worsens. In calculating run times, it was assumed that the average dwell time at stations would be 30 seconds (peak service), and average overall speed would be 18 mph.

Maintenance Requirements and Associated Facilities

Omnitrans operates and maintains its bus fleets out of two major facilities: East Valley Vehicle Maintenance Facility (EVVMF) and West Valley Vehicle Maintenance Facility (WVVMF). EVVMF is a Level III facility capable of full maintenance of buses, and WVVMF is a Level II facility suitable for light maintenance. Neither facility has sufficient capacity to accommodate the additional maintenance and storage requirements of the bus fleet associated with the proposed WVC Project. The new facility would be designed and constructed to provide Level I service maintenance with a capacity to be upgraded to provide Level II service maintenance. Heavy repair functions and administrative

functions would remain exclusively with the EVVMF in San Bernardino.

Conceptually, the new O&M facility would be built on an approximate 5-acre site. The Level I facility would include a parking area, bus washing area, fueling area, and a personnel and storage building. As needs arise, the facility could be upgraded to provide Level II service, which would include the addition of a maintenance shop and a larger administrative building. Landscaping and irrigation would be provided to enhance the comfort of employees and the appearance of the facility, and to help screen maintenance facilities and operations from offsite viewpoints within the community.

Three sites are being considered for placement of the new O&M facility. All are owned by the City of Ontario and are located in the industrial zoned area, slightly more than 1 mile from the proposed BRT corridor alignment on Holt Boulevard:

- Site 1: 1516 S. Cucamonga Avenue, Ontario. If selected, the O&M facility would be built at the bottom portion of the parcel, encompassing an area of approximately 6.0 acres.
- Site 2: 1440 S. Cucamonga Avenue, Ontario. If selected, the O&M facility would utilize the entire parcel, encompassing an area of approximately 4.8 acres.
- Site 3: 1333 S. Bon View Avenue, Ontario. If selected, the O&M facility would be built at the bottom portion of

the parcel, encompassing an area of approximately 6.6 acres.

Construction of the new O&M facility is scheduled to be completed by the time the Phase I/Milliken Alignment is complete.

1.8 Implementation Schedule

Construction of the Phase I/Milliken Alignment is scheduled to start in early 2022 and to complete in late 2023. Operation is planned to begin in late 2023. Construction of the O&M facility is scheduled to start in early 2023 and to begin operation at the same time as the Phase I/Milliken Alignment.

Construction of the Phase II/Haven Alignment is scheduled to occur after completion of the Phase I/Milliken Alignment pending funding availability.

1.9 Locally Preferred Alternative

SBCTA has identified Alternative B as the Locally Preferred Alternative (LPA) for the proposed project. This alternative was added in May 2017 by the SBCTA Board in cooperation with the five stakeholder cities. Each of the cities agreed on Alternative B as meeting the needs of premium transit service within their jurisdiction.

Selection of the final Preferred Alternative will be done after the Draft EIR/EA has been circulated and all public comments have been considered by SBCTA and FTA.

1.10 Uses of this Document

This joint EIR/EA is being circulated as a Draft EIR/EA to the public and agencies for review and comment for a period of 45 days. During this period, comments from the public, organizations, and governmental agencies, including Tribal governments, regarding environmental issues raised in the EIR, and on the EIR’s accuracy and completeness, may be submitted to SBCTA. After receiving comments from the public and reviewing agencies, a Final EIR will be prepared.

The Final EIR will include responses to comments received on the Draft EIR/EA during the formal public review period and will identify the LPA and Environmentally Superior Alternative. Selection of an LPA is required under NEPA. CEQA requires that the EIR identify the Environmentally Superior Alternative among all those considered, but it does not require an agency select it going forward.

After the Final EIR is circulated, if the SBCTA Board decides to approve the project, a Notice of Determination will be

published for compliance with CEQA. If impacts cannot be mitigated below a level of significance based on the threshold established by local jurisdictions pursuant to CEQA, SBCTA will prepare a Statement of Overriding Considerations.

An EA is prepared when Federal actions are not categorically excluded and the significance of the environmental impacts under NEPA is not clearly established. FTA has prepared this EA in conjunction with SBCTA and may use proposed mitigation measures to issue a mitigated Finding of No Significant Impact (FONSI). If, at any point in the EA process, FTA determines that the project is likely to be a Federal action that significantly impacts the environment, the EA would be terminated and a Notice of Intent for preparation of an Environmental Impact Statement (EIS) issued.

1.11 Permits and Approvals Needed

Permits and approvals that may be required for construction of the project are listed in Table S-3.

Table S-3 Potential Permits or Approvals

Agency	Approval or Permit
Regional Water Quality Control Board (RWQCB) – Los Angeles and Santa Ana	<ul style="list-style-type: none"> • National Pollutant Discharge Elimination System (NPDES) Permit • 401 Water Quality Certification • Construction General Permit (CGP) • Dewatering Permit
U.S. Army Corps of Engineers (USACE)	<ul style="list-style-type: none"> • Section 404 Nationwide Permit for impacts to West Cucamonga Channel
California Department of Fish and Wildlife (CDFW)	<ul style="list-style-type: none"> • 1602 Streambed Alteration Agreement for impacts to West Cucamonga Channel

Table S-3 Potential Permits or Approvals

Agency	Approval or Permit
San Bernardino County Flood Control District	<ul style="list-style-type: none"> • Permit to access West Cucamonga Channel during construction
City of Ontario	<ul style="list-style-type: none"> • Project Approvals <ul style="list-style-type: none"> – Approval for alternative street design – Approval of WVC Project Master Cooperative Agreement • Permanent Encroachment of Station Improvements <ul style="list-style-type: none"> – Permanent encroachments into City ROW • Street Improvement, Structural Station Improvement, and Landscape Plans <ul style="list-style-type: none"> – Plan approval by Public Works Engineering Division, Building Division, Planning, and Parks & Recreation • Tree Removal <ul style="list-style-type: none"> – Tree Removal Permit from the Planning Division, pursuant to Ontario Municipal Code Section 10-2.06 for removal of Parkway Trees; to remove a parkway tree, it must meet criteria set forth by the City • Development Permits <ul style="list-style-type: none"> – Development Permit – Other applicable permits and requirements (NPDES, Water Quality Management Plan, and Stormwater Pollution Prevention Plan [SWPPP]) also needed
City of Pomona, Montclair, Rancho Cucamonga, and Fontana	<ul style="list-style-type: none"> • Various permits regarding tree removal, street improvements, signalization, signage, parking, and construction activities

1.12 Summary of Environmental Impacts and Measures

This Draft EIR/EA has analyzed long- and short-term (i.e., construction) impacts of various environmental resources as presented in Chapters 3, 4, and 5. Proposed avoidance, mitigation, and minimization measures have been identified for the project’s alternatives as summarized in Tables S-4 (Long-Term Impacts) and S-5 (Short-Term Impacts).

1.13 Environmental Effects Determination

NEPA Analysis

Based on the analysis of the proposed project on various environmental resources with respect to context and intensity of impacts, pursuant to NEPA, and as summarized in Tables S-4 and S-5, the proposed project would not result in adverse effects to the environment with incorporation of standard measures and mitigation measures. Specifically, the impact to air quality is localized and short term in nature; the future traffic conditions

would generally be the same as under the no-build scenario; and there would be no adverse effects on National Register-eligible or listed historic properties.

Although the traffic condition at a few intersections along the corridor and the proposed O&M facility sites would be degraded slightly, the project would introduce a new transit line designed to move a higher volume of people more efficiently than lower-volume passenger vehicles, thus providing a more positive short- and long-term effect to the environment.

CEQA Analysis

Based on the thresholds of significance established by the local jurisdictions, pursuant to CEQA, the following impacts would either remain significant with mitigation measures incorporated or that no mitigation measures are available to mitigate them to the level of less than significant:

- Air quality impacts during construction (Alternative B).
- By the year 2040, with mitigation incorporated, traffic conditions at four intersections along the corridor would

remain significant under Alternative A, and five intersections would remain significant under Alternative B:

- # 2 Rochester Avenue/Foothill Boulevard (Alternatives A and B)
- # 77 Citrus Avenue/Foothill Boulevard (Alternatives A and B)
- #93 Haven Avenue/Arrow Route (Alternatives A and B)
- #119 Haven Avenue/Foothill Boulevard (Alternatives A and B)
- #121 Euclid Avenue/Holt Boulevard (Alternative B only)

- By the year 2040, with mitigation incorporated, traffic conditions at up to two intersections near the proposed O&M facility sites would remain significant under Alternatives A and B:
 - # 2 Campus Avenue/ Belmont Street
 - #4 Bon View Avenue/ Belmont Street
- Implementation of Alternative B would require a full acquisition of seven properties locally designated as historical resources by the City of Ontario.

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
<p>Traffic and Transportation Chapter 3</p>	<p><i>Bus and Rail Transit Service</i> Total transit ridership would continue to increase, but not transit mode shares. The existing public transportation system would not be able to provide travel benefits to attract commuters. <i>Vehicular Traffic</i> Normal traffic growth and congestion is expected. Increase of Level of Service (LOS) D or better to LOS E at up to 17 intersections by 2040. <i>Parking</i> No impact. <i>Pedestrian and Bicycle Facilities</i> No impact.</p>	<p><u>BRT Corridor</u> <i>Bus and Rail Transit Service</i> Would entice commuters and other automobile users to switch to transit modes. <i>Vehicular Traffic</i> Worsen traffic condition based on LOS and delay when compared to the no-build condition at up to 11 intersections by 2040. <i>Parking</i> On-street parking near side-running stations could be impacted as a result of bus operation. Impact is not considered substantial. Parking demand would be reduced due to increased transit use. <i>Pedestrian and Bicycle Facilities</i> No impact. Would improve pedestrian and bicycle facilities near the proposed stations. <u>O&M Facility</u> <i>Bus and Rail Transit Service</i> No impact. <i>Vehicular Traffic</i> Worsen traffic condition based on LOS and delay when compared to the no-build condition at two intersections by 2040 for Sites 1 and 2 and three intersections by 2040. <i>Parking</i> No impact. <i>Pedestrian and Bicycle Facilities</i> No impact. Environmental Effects Determination • NEPA: Similar traffic conditions under both build and no-build conditions with slight degrade in the traffic conditions at a few intersections. The project would provide the benefit by <i>introducing a new transit line designed to move a higher volume people more efficiently than lower-volume passenger vehicles.</i> • CEQA: No mitigation is available to mitigate 4 out of 11 affected intersections along the corridor and 2 intersections near the proposed O&M facility site in 2040. The impact is considered significant and unavoidable.</p>	<p><u>BRT Corridor</u> <i>Bus and Rail Transit Service</i> Would entice commuters and other automobile users to switch to transit modes. <i>Vehicular Traffic</i> Worsen traffic condition based on LOS and delay when compared to the no-build condition at up to 12 intersections by 2040. <i>Parking</i> On-street parking near side-running stations could be impacted as a result of bus operation. Impact is not considered substantial. On-street parking removed along Holt Boulevard and at some station areas. Parking demand would be reduced due to increased transit use. <i>Pedestrian and Bicycle Facilities</i> No impact. Would improve pedestrian and bicycle facilities near the proposed stations. <u>O&M Facility</u> <i>Bus and Rail Transit Service</i> No impact. <i>Vehicular Traffic</i> Worsen traffic condition based on LOS and delay when compared to the no-build condition at two intersections by 2040 for Sites 1 and 2 and three intersections by 2040. <i>Parking</i> No impact. <i>Pedestrian and Bicycle Facilities</i> No impact. Environmental Effects Determination • NEPA: Similar traffic conditions under both build and no-build conditions with slight degrade in the traffic conditions at a few intersections. The project would provide the benefit by <i>introducing a new transit line designed to move a higher volume people more efficiently than lower-volume passenger vehicles.</i> • CEQA: No mitigation is available to mitigate 5 out of 12 affected intersections along the corridor in 2040 and 2 intersections near the proposed O&M facility site in 2040. The impact is considered significant and unavoidable.</p>	<p><i>Vehicular Traffic</i> TRA-1: The proposed BRT project design would incorporate the following improvement measures to enhance sbX Operations and sbX Operations at Signalized Intersections:</p> <ul style="list-style-type: none"> • Reconstruction of curb and gutters will only be required for the segment where dedicated bus-only lanes are proposed. • Vehicular lanes where the sbX operates in dedicated bus-only lanes will feature concrete roadways, painted, or striped to visually separate the exclusive lanes from the mixed flow lanes. • Concrete pads will be placed at all station locations for the sbX vehicles. • Wherever possible for exclusive lanes, the bus signals and the adjacent existing intersection signals will be integrated to create one signalized intersection controlling automobiles and buses. • Intersection crossings will be controlled with signals, and pedestrians will be allocated standard crossing time. • Left-turn movements for vehicular traffic from mixed-flow lanes crossing exclusive lanes on the project alignment will require separate signal phases with red arrows when transit vehicles are crossing intersections. • The signal modifications may also include “active” No-Right-Turn indications and “Bus Coming” signs to prevent right turns across the exclusive lanes. • Signal modifications will include upgrades to signal controllers and software to accommodate the transit priority treatment at intersections. • Presignals and queue cutters will be used to prevent traffic from stopping or blocking the exclusive lanes. <p>TRA-2: The following improvement measures would be carried out at the following affected intersections for both BRT Alternatives A and B, and O&M facility site locations 1, 2, or 3:</p> <ul style="list-style-type: none"> • Garey Avenue/Holt Avenue: Restripe eastbound Holt Avenue approach to add a dedicated right-turn lane (by 2023). • Towne Avenue/Holt Avenue: Modify the traffic signal to include protected plus permitted phasing at the northbound and southbound Towne Avenue approaches (by 2040). • East End Avenue/Holt Avenue: Restripe the eastbound Holt Avenue right-turn lane to a shared through/right-turn lane (by 2040). • Day Creek Boulevard/Foothill Boulevard: Restripe the third northbound through lane to a shared through/right-turn lane (by 2023). • Sierra Avenue/Foothill Boulevard: Modify the traffic signal to include protected plus permitted phasing at the eastbound and westbound Foothill Boulevard approaches (by 2023). • Sierra Avenue/San Bernardino Avenue: Modify the traffic signal to include protected plus permitted phasing at the eastbound and westbound San Bernardino Avenue approaches (by 2040). • Sierra Avenue/Marygold Avenue: Modify and restripe the eastbound Marygold Avenue shared through/right lane to a right-turn lane with a dedicated eastbound through lane (by 2040). • Juniper Avenue/Valley Boulevard: Restripe the westbound Valley Boulevard approach to add a dedicated right-turn lane (by 2040). • Grove Avenue/Mission Boulevard: Modify the traffic signal to include a right-turn overlap phase at the westbound Mission Boulevard approach (by 2040). <p>No avoidance, minimization, and/or mitigation measures are necessary for project operational impacts to parking, bicycle, or pedestrian facilities.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
Aesthetics and Visual Resources Section 4.1	No impact.	<p><u>BRT Corridor</u> Would introduce new stations, lighting, and other permanent sbX visual elements. In addition, would require removal/replacement of approximately 62 trees to construct side-running stations. Would be consistent with existing urban visual character of the corridor.</p> <p><u>O&M Facility</u> Would include facilities to provide servicing and inspection, washing and fueling, interior cleaning, fare collection, light maintenance of buses. Not considered substantial for viewer groups.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Similar to Alternative A. In addition, would alter the current visual setting in some areas (e.g., Holt Boulevard, between Benson Avenue and Vineyard Avenue), including removal/replacement of landscaping and approximately 406 trees (364 trees within the roadway widening segment to construct the center-running stations and bus-only dedicated lanes and 42 trees to construct the side-running stations), pavement widening, and reduced building setbacks; not considered substantial adverse effect to viewer groups.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>Alternatives A and B</p> <p>AV-1: Conduct a final tree survey for all trees that will be impacted by the project. Complete survey prior to final design efforts and minimize tree removal to the greatest extent possible.</p> <p>AV-2: All lighting at the stations shall include shielding and directionality to limit the extent of glare created at these locations.</p> <p>AV-3: Install replacement trees at a ratio and size required by either the tree or landscape ordinance, or the landscape development guidelines for the portion of the project developed in each of the corridor cities. If no requirement exists, install replacement trees at a 1:1 ratio with a minimum size of 36-inch box for street trees and 24-inch box for any other project trees.</p> <p>AV-4: Meet any currently established City requirements for streetscape design for the various roadways within the project area that are disturbed by the project construction and work with the community stakeholders to ensure implementation. Relevant goals and policies include Policy 6D.P24 of the Pomona General Plan, Policy CD3-6 of the Ontario General Plan, Policy CM-1.5 of the Rancho Cucamonga General Plan, and Goal #4.1 of the Fontana General Plan, all of which require transit developments to provide elements such as landscaping to enhance the aesthetics, functionality, and sustainability of streetscapes.</p> <p>AV-5: Develop and implement an Art-in-Transit strategy and incorporate artwork into relevant center- and side-running BRT station designs.</p> <p>Alternative B only</p> <p>AV-6: Between Euclid and Sultana avenues, minimize the number of tree removals to the extent possible.</p> <p>AV-7: Within the Holt Boulevard/Euclid Avenue intersection, ensure any work complies with requirements of the historic designations of the roadway regarding landscape and other contributing factors.</p> <p>AV-8: For the O&M facility, provide streetscape planting, including trees, as well as incorporating screening along the street.</p>
Air Quality Section 4.2	No impact.	<p><u>BRT Corridor & O&M Facility</u> The project would not result in adverse effects to mobile source air toxic (MSAT) emissions; nor would it cause a particulate matter (PM) or carbon monoxide (CO) hot-spot within the project corridor.</p> <p>Regional reactive organic gas (ROG), CO, and nitrogen oxide (NOX) emissions would decrease, while particulate matter less than 10 microns in diameter (PM₁₀) and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would slightly increase.</p> <p>Total vehicle miles traveled (VMT) in the project area would decrease slightly compared to the No Build Alternative.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: Less than significant impact. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: Less than significant impact. 	No minimization, avoidance, or mitigation measures are required during project operations.

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
<p>Biological Resources Section 4.3</p>	<p>No impact.</p>	<p><u>BRT Corridor</u> No impact. <u>O&M Facility</u> No impact.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Permanent impacts of approximately 1.1 acres of Disturbed/Ruderal habitat. This vegetation is highly disturbed and is not suitable habitat for any sensitive species including burrowing owl. At the West Cucamonga Channel, Alternative B would potentially have a temporary impact to 0.2 acre under the jurisdiction of USACE and the RWQCB and 0.2 acre under the jurisdiction of CDFW. <u>O&M Facility</u> No impact.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>BR-1: Burrowing Owl Protection. To ensure that any BUOW that may occupy the site in the future are not affected by the construction activities, pre-construction BUOW surveys will be required within 7 to 10 days prior to any ground disturbing activities in the areas identified as potential BUOW habitat. If any of the preconstruction surveys determine that BUOW are present, one or more of the following mitigation measures may be required: (1) avoidance of active nests and surrounding buffer areas during construction activities; (2) passive relocation of individual owls; (3) active relocation of individual owls; and (4) preservation of on-site habitat with long-term conservation value for the owl.</p> <p>BR-2: Nesting Birds Protection. Avoid disturbance of any nests protected by the MBTA. If tree and shrub removal activities are scheduled to occur during the breeding season (February 1 through August 31), then SBCTA will implement the following measures to avoid potential adverse effects on birds covered by the MBTA:</p> <ul style="list-style-type: none"> • No more than 1 week prior to construction, a qualified wildlife biologist will conduct preconstruction survey of all potential nesting habitat within 500 feet of construction activities where access is available. • If active nests are found during preconstruction surveys, then the project proponent will create a no-disturbance buffer [acceptable in size to CDFW] around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with CDFW, and it will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary; however, the “take” (e.g., mortality, severe disturbance to) of any individual birds will be prohibited. <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the MBTA or that are located outside the no-disturbance buffer for active nests may be removed.</p> <p>BR-3: Coastal Sage Scrub Protection. During final design, the Project Engineer will coordinate with a qualified biologist to delineate all ESAs within the project footprint and immediately surrounding areas. ESAs are not identified as temporarily or permanently impacted in the environmental document. Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project impact area to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.</p> <p>BR-4: Delhi Sands Flower-Loving Fly Protection. In the event that design plans change and would impact undeveloped and/or open space areas, a habitat assessment shall be conducted to determine whether the impacted area is suitable to support DSF. If the findings of the habitat assessment indicate that the area could support DSF, a presence/ absence survey for the DSF should be conducted.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
Cultural and Paleontological Resources Section 4.4	No impact.	No operational impacts to archaeological resources, historic architectural resources, and paleontological resources. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: No impact. 	Same as Alternative A. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: No adverse effects. • CEQA: No impact. 	No minimization, avoidance, or mitigation measures are required during project operations.
Geology, Soils, Seismicity Section 4.5	No impact.	<u>BRT Corridor and O&M Facility</u> Side-running stations and O&M facility are located in seismically sensitive area, impact from seismic activities could occur. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: No adverse effect with standard condition incorporated. • CEQA: Less than significant impact with standard condition incorporated. 	<u>BRT Corridor and O&M Facility</u> Side- and center-running stations and O&M facility are located in seismically sensitive area, impact from seismic activities could occur. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: No adverse effects with standard condition incorporated. • CEQA: Less than significant impact with standard condition incorporated. 	GSS-1: Station platforms and structures at the O&M facility shall be designed to withstand ground motion in accordance with City, State, and geotechnical industry standards and guidelines.
Hazardous Waste/ Materials Section 4.6	No impact.	<u>BRT Corridor & O&M Facility</u> No hazardous materials or hazardous waste is expected to be stored at station locations. The O&M facility for light maintenance of buses would be located in the industrial zoned land use, no impacts from the facility operation are anticipated. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<u>BRT Corridor & O&M Facility</u> Same as Alternative A. Environmental Effects Determination <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	No minimization, avoidance, or mitigation measures are required during project operations.
Hydrology, Water Quality, and Floodplains Section 4.7	No impact.	<u>Water Quality</u> <u>BRT Corridor</u> Alternative A would not require any road widening; therefore, there would be no increase in impervious surface areas. Runoff would be directed to project design features that would include water quality control measures. No substantial changes to hydraulic conveyance capacity are anticipated. <u>O&M Facility</u> Two of the potential sites for the O&M Facility would have the following increases in impervious surface area: <ul style="list-style-type: none"> • Site 1: 8.56 acres 	<u>Water Quality</u> <u>BRT Corridor</u> Alternative B would require road widening. The impervious surface area would increase by 1.81 acres. Runoff would be directed to project design features that would include water quality control measures. No substantial changes to hydraulic conveyance capacity are anticipated. Not considered a substantial adverse impact. <u>O&M Facility</u> Same as Alternative A.	WQ-1: All construction of the side-running stations under both Alternatives A and B shall be undertaken within the existing impervious areas along the proposed corridor, resulting in no additional impervious areas. WQ-2: Additional stormwater runoff from the new impervious area along the 3.5-mile dedicated lane segment under Alternative B shall be treated at the infiltration basin to be constructed as part of the proposed Alternative B project. WQ-3: Additional stormwater runoff from the new impervious area created by the proposed O&M facility under either Build Alternative shall be treated at the on-site infiltration basins to be constructed as part of the proposed project. FP-1: Implement recommended best management practices (BMPs) as identified in the Storm Water Data Report prepared for this project. FP-2: Develop a contingency plan for unforeseen discovery of underground contaminants in the SWPPP.

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
		<ul style="list-style-type: none"> Site 3: 0.47 acres Site 2 would not have an increase in impervious surface area. <p>Increased storm water runoff from the selected site would be contained on-site by conveying surface flows to engineered infiltration zones. No substantial changes to hydraulic conveyance capacity are anticipated. Not considered a substantial adverse impact.</p> <p><i>Groundwater</i> <u>BRT Corridor and O&M Facility</u> No impact.</p> <p><i>Floodplain</i> <u>BRT Corridor and O&M Facility</u> No impact.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p><i>Groundwater</i> <u>BRT Corridor and O&M Facility</u> No impact.</p> <p><i>Floodplain</i> <u>BRT Corridor</u> Alternative B would result in 0.67 acre of temporary impacts to the West Cucamonga Channel. Not considered a substantial adverse impact.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p>FP-3: Provide adequate conveyance capacity at bridge crossings to ensure no net increase in velocity. A more detailed hydraulic analysis shall be completed to assess existing and post-hydraulic conditions.</p>
<p>Land Use and Planning Section 4.8</p>	<p>Inconsistent with many regional and local land use planning goals and policies related to transit use and multimodal transportation.</p>	<p><u>BRT Corridor</u> Project would not physically divide an established community, result in street closures, or substantially restrict vehicular or pedestrian access to existing streets. Project would be consistent with existing land use and zoning plans. No full parcel acquisitions or displacements would be required. A partial acquisition of land along the corridor of less than 0.1 acre would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some temporary construction easements (TCEs) of approximately 0.1 acre in total would be required to support the construction activities along the corridor, especially around the proposed bus stations.</p> <p><u>O&M Facility</u> The O&M facility would be located in an industrial zoned area. No impact on land use is anticipated.</p>	<p><u>BRT Corridor</u> Project would not physically divide an established community, result in street closures, or substantially restrict vehicular or pedestrian access to existing streets. Project would be consistent with existing land use and zoning plans. Project would result in approximately 10 acres of temporary impacts and requires acquisition of approximately 5 acres of land to be permanently converted to a transportation use as a result of 3.5-mile dedicated lane construction. Impacted land uses are as follows:</p> <p><i>Single-Family Residential:</i> Temporary: 0.22 Acre, Permanent: 0.43 Acre <i>Multi-Family Residential:</i> Temporary: 0.35 Acre, Permanent: 0.19 Acre <i>Mobile Homes and Trailer Parks:</i> Temporary: 0.07 Acre, Permanent: 0.08 Acre <i>Mixed Residential:</i> Temporary: 0.05 Acre Permanent: 0.09 Acre, <i>General Office:</i> Temporary: 1.94 Acres: Permanent: 0.77 Acre,</p>	<p>No avoidance, minimization, and/or mitigation measures are required under Land Use and Planning. Mitigation measures for acquisition impacts are summarized in Section 4.12 below.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
		<p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: No impact. 	<p><i>Commercial and Services:</i> Temporary: 5.02 Acres, Permanent: 1.80 Acres <i>Public and Special Use Facilities:</i> Temporary: 0.15 Acre, Permanent: 0.22 Acre <i>Industrial:</i> Temporary: 0.45 Acre, Permanent: 0.21 Acre <i>Transportation, Communications, and Utilities:</i> Temporary: 0.23 Acre, Permanent: 0.18 Acre <i>Agriculture:</i> Temporary: 0.05 Acre Permanent: 0.04 Acre <i>Vacant:</i> Temporary: 1.69 Acres, Permanent: 1.38 Acres Similar to Alternative A, a partial acquisition of land along the corridor of less than 0.1 acre would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some TCEs of approximately 0.1 acre would be required to support the construction activities along the corridor, especially around the proposed bus stations. <u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: No impact. 	
<p>Noise and Vibration Section 4.9</p>	<p>No impact.</p>	<p><u>BRT Corridor</u> The project would result in a less than 1-decibel (dB) increase in the overall noise level at screened portions of the proposed BRT alignment. This would not modify the existing noise environment in any appreciable manner. <u>O&M Facility</u> The O&M facility would be located in an industrial zoned area. Only light maintenance would be performed at the new facility. No noise impact from O&M facility during project operation is anticipated.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Same as Alternative A. <u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>NOI-1: To avoid noise impacts from the public address (PA) systems, the noise level from the PA system at the station on Foothill Boulevard should not exceed 74 dBA at 10 feet in the direction of the residential land uses and the noise level of the PA system at the station on Sierra Avenue should not exceed 71 dBA at 10 feet in the direction of the residential land use.</p> <p>No minimization, avoidance, or mitigation measures are required to mitigate vibration impacts during project operations.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
Energy Section 4.10	No impact.	<p><u>BRT Corridor</u> The project would result in less gasoline consumption compared to the No Build Alternative.</p> <p><u>O&M Facility</u> The O&M Facility would consume electricity and natural gas; however, the amounts would have no effect on regional or local supplies.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: Less than significant impact. 	<p><u>BRT Corridor</u> Same as Alternative A.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: Less than significant impact. 	No minimization, avoidance, or mitigation measures are required during project operations.
Demographics and Neighborhoods Section 4.11	No impact.	<p><u>BRT Corridor</u> No businesses or residences would be acquired. Environmental justice populations would not be disproportionately impacted.</p> <p><u>O&M Facility</u> Operation of a O&M facility would have no effect on environmental justice. The O&M facility would be located in an industrial zoned area where its operations would not affect residential areas or other sensitive receptors.</p>	<p><u>BRT Corridor</u> The road widening segment under Alternative B would impact Census Tracts 15.01, 15.03, and 16, which includes low income and minority populations. Impacts to these three census tracts would primarily entail acquisition of commercial properties; however, these impacts would not have disproportionately high or adverse impacts to minority or low-income populations.</p> <p><u>O&M Facility</u> Same as Alternative A.</p>	<p>With implementation of the following measures, no additional minimization, avoidance, or mitigation measures are required.</p> <ul style="list-style-type: none"> • Measures TRA-1 and TRA-2 in Chapter 3 (Traffic and Transportation) • Measures AV-2, AV-4, AV-5, AV-6, AV-7, and AV-8 presented in Section 4.1.8 (Aesthetic and Visual Resources) • Measure ACQ-2 in Section 4.12 (Acquisitions and Displacements) • Measures SS-1 through SS-5 presented in Section 4.14 (Safety and Security) • Measures CI-TRA-3 and CI-TRA-4 in Chapter 5 (Construction Period Impacts)
Acquisitions and Displacements Section 4.12	No impact.	<p><u>BRT Corridor</u> A partial acquisition of land along the corridor would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some TCEs would be required to support the construction activities along the corridor, especially around the proposed bus stations. No displacements would occur.</p> <p><u>O&M Facility</u> No acquisitions or displacements would be required.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Implementation of 3.5-mile-long dedicated lane would require full acquisition of 37 parcels, which includes 14 residential and 53 commercial and 8 industrial/manufacturing business properties and partial acquisition of 168 parcels. A partial acquisition of land along the corridor would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some TCEs would be required to support the construction activities along the corridor, especially around the proposed bus stations.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated, except for seven 	<p>Alternative B only:</p> <p>ACQ-1: A Real Estate Acquisition Management Plan (RAMP) shall be developed adhering to the requirements pertaining to land acquisition for projects funded by FTA as prescribed in Volume 49 Code of Federal Regulations (CFR) Part 24, Uniform Relocation Assistance and Real Property Acquisition Policies Act for Federal and Federally Assisted Programs, and the California Relocation Assistance Act, 1970. All real property acquired for the project will be appraised to determine fair market value. Just compensation, which shall not be less than the approved appraisal, will be made to each displaced property owner. Displacees who have met eligibility requirements will be provided relocation assistance payments and advisory assistance in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>The RAMP will address the need to have relocation specialists who have prior experience working with people who may have special needs, especially the elderly, disabled, and low-income population groups. It will also specify that one or more of the relocation specialists be fluent in Spanish. Additionally, the plan will address coordinating with the local Section 8 Housing Authority on the availability of vouchers and other options for displaced low-income households who may face immediate financial hardships.</p> <p>The RAMP will address in advance of potential relocations of minority-owned businesses, the need to coordinate with organizations such as the Inland Empire Region of the California Hispanic Chamber of Commerce, Asian Business Association – Inland Empire, and the Black Chamber of Commerce of the Inland Empire, to identify resources that may be of help to such businesses. The potential application of property lease-back options to allow small businesses to continue to function as long as feasible after acquisition will also be explored in the RAMP.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
			properties determined to be historical resources under CEQA, which are significant and unavoidable.	<p>ACQ-2: Transportation for displaced persons to inspect potential relocation housing will be offered at no-cost should they be unable to use their own means of transportation. This offer shall be extended to senior citizens, disabled people, and any transit-dependent individuals or households.</p> <p>See CI-CR-7 under Cultural and Paleontological Resources.</p>
Public Services and Utilities Section 4.13	No impact.	<p><u>BRT Corridor</u> Would require partial relocation of existing utilities in several areas along the corridor; no long-term disruptions in service are expected.</p> <p><u>O&M Facility</u> No impacts from the O&M facility is anticipated.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	<p><u>BRT Corridor</u> Same as Alternative A.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	No minimization, avoidance, or mitigation measures are required. Utility relocations will be addressed in final design.
Safety and Security Section 4.14	No impact.	<p><u>BRT Corridor</u> Pedestrian safety concerns associated with mixed-flow operations would be the same as existing conditions. Motorist safety would be the same as existing conditions operating in mixed-flow lanes. Motorist crossings at signalized intersections would be the same as existing conditions and would not result in an adverse impact.</p> <p>SBCTA would apply safety and security procedures to all sbX stations, resulting in no adverse effect.</p> <p><u>O&M Facility</u> The O&M facility would be located in an industrial zoned area, no substantial impacts on pedestrian safety are anticipated due to low volumes of buses and cars entering and exiting the facility.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated • CEQA: Less than significant impact with mitigation incorporated 	<p><u>BRT Corridor</u> Pedestrian safety concerns associated with mixed-flow operations would be the same as existing conditions. In the exclusive lanes section, pedestrians would access the center-running stations from existing signalized intersections. Each crosswalk would be clearly marked and equipped with safety features.</p> <p>Motorist safety would be the same as existing conditions operating in mixed-flow lanes. Motorist crossings at signalized intersections would be the same as existing conditions and would not result in an adverse impact. In the exclusive lanes segment, conflicts could occur if private vehicles turn left across the center exclusive bus lane. Following standard operational practices in mixed-flow traffic, and providing signal warnings, pavement separations, and signals would minimize the potential for adverse effects.</p> <p>SBCTA would apply safety and security procedures to all sbX stations, resulting in no adverse effect.</p> <p>No substantial impacts on pedestrian safety are anticipated due to low volumes of buses and cars entering and exiting the facility.</p> <p><u>O&M Facility</u> Same as Alternative A.</p>	<p>SS-1: All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by SBCTA security personnel on a regular basis.</p> <p>SS-2: SBCTA shall implement a security plan that includes in-vehicle and station surveillance by SBCTA security or other local jurisdiction security personnel.</p> <p>SS-3: All stations shall be lit to standards that avoid shadows, and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.</p> <p>SS-4: SBCTA shall coordinate and consult with Pomona Police Department (PD), Montclair PD, Ontario PD, Rancho Cucamonga PD, Fontana PD, County of San Bernardino Sheriff's Department, and County of Los Angeles Sheriff's Department to develop safety and security plans for the alignment, parking facilities, and station areas.</p> <p>SS-5: The station design shall not include design elements that obstruct visibility or observation, nor provide discrete locations favorable to crime; pedestrian access at stations shall be ground-level with clear sight lines.</p> <p>SS-6: From Motorist safety, "SBCTA shall engage the public with educational campaigns to make the public aware of changes in roadway conditions."</p> <p>SS-7: Before reaching the intersection, private automobile drivers shall be warned by presignals of approaching intersections that cross exclusive lanes. The exclusive lane shall be painted or striped to separate it visually from the general purpose roadway or other additional safety devices (e.g., colored textured concrete, pavers, or embedded lights) may be placed to help alert motorists to the presence of the center exclusive lane.</p> <p>SS-8: Platforms shall be well-lit and include amenities such as canopies, seating, and trash receptacles. The platforms will also include some or all of the following safety and security equipment: security cameras, light fixtures, public address (PA) system, and emergency telephones.</p>

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
			Environmental Effects Determination <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated CEQA: Less than significant impact with mitigation incorporated 	
Parks and Recreation Section 4.15	No impact.	<u>BRT Corridor and O&M Facility</u> No impact.	<u>BRT Corridor and O&M Facility</u> No impact.	No minimization, avoidance, or mitigation measures are required during project operations.
Section 4(f) Chapter 8	No impact.	<u>BRT Corridor</u> Alternative A would result in the direct use of one National Register of Historic Places (NRHP)-eligible or listed properties (the Southern Pacific Railroad Depot) and the temporary use of two NRHP-eligible or listed properties (the Southern Pacific Railroad Depot and Route 66). No adverse effects from the use of these properties are anticipated and a <i>de minimis</i> finding is recommended. <u>O&M Facility</u> No impact. Environmental Effects Determination <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. 	<u>BRT Corridor</u> Alternative B would result in the direct use of four NRHP-eligible or listed properties (A.C Moorhead House, Jacob Lerch House, Grinder Haven, and the Southern Pacific Railroad Depot) and the temporary use of six NRHP-eligible or listed properties (A.C. Moorhead House, Jacob Lerch House, Vince’s Spaghetti, The Grinder Haven, the Southern Pacific Railroad Depot, and Route 66). No adverse effects from the use of these properties are anticipated and a <i>de minimis</i> finding is recommended. <u>O&M Facility</u> No impact. Environmental Effects Determination <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. 	With implementation of minimization, avoidance, and mitigation measures outlined under Visual and Noise and Vibration, (see respective sections in Chapters 4 and 5), no additional minimization, avoidance, or mitigation measures are required during project operations. Specific measures to minimize harm to six properties to affected by either Alternatives A or B are as follows: <ul style="list-style-type: none"> A.C. Moorhead House: The affected area of the historic property consists of the two driveways, the front lawn, and landscaping. The two driveways will be reconstructed, and turf grass and landscaping will be replaced. Original landscaping on the property will be retained. Alterations to the property will adhere to the Secretary of the Interior’s Standards (SOIS) for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building’s site and environment. The historic character of the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not be close to the historic building, and they will not damage or destroy any character-defining materials or features associated with the historic property. Jacob Lerch House: The affected area of the historic property consists of a sliver portion, which is currently lawn. Turf grass will be replaced in areas to match pre-project conditions in consultation with the property owner during and at the completion of construction. Original landscaping on the property will be retained. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building’s site and environment. The historic character of the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not be close to the historic building, and they will not damage or destroy character-defining materials or features associated with the historic property. Vince’s Spaghetti: The affected area of the historic property consists of a small sliver involving two driveways and two parking lots for purposes of reconstructing the driveways and the sidewalk on the southern end of Holt Boulevard. A historic neon sign near the edge of the easternmost driveway will be retained. The driveways will be reconstructed to pre-project conditions in consultation with the property owner during and at the completion of construction. The new work will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68) to protect the historic integrity of the property and its environment. The Grinder Haven: The affected area of the historic property consists of both driveways from Holt Boulevard and a portion of an asphalt parking lot. The sliver portion necessitated by the project will not affect character-defining features of the historic property. A historic neon sign near the edge of the property, between the two driveways, will be retained. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building’s site and environment. The historic character of the property shall be retained and preserved. The alteration of features that characterize a property shall be avoided. The new work

Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>will protect the historic integrity of the property and its environment. Project features will not damage or destroy character-defining materials or features associated with the historic property.</p> <ul style="list-style-type: none"> • National Old Trails/Route 66: The affected area of the historic linear property consists of small pavement areas needed to construct bus pads. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy any character-defining materials or features associated with the historic property. • Southern Pacific Railroad Depot: The affected area of the historic property consists of a small area currently used as a parking lot, sidewalks, and landscaping; the project proposes a new bus pad, sbX platform, and sidewalks with ramps. The existing sidewalks will be connected to the new sidewalks to match pre-project conditions. Any disturbed turf grass and landscaping not used by the project will be replaced to match pre-project conditions in consultation with the property owner during and at the completion of construction. Alterations to the property will adhere to the SOIS for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy any character-defining materials or features associated with the historic property.
Global Climate Change Section 4.18	No impact.	<p><u>BRT Corridor & O&M Facility</u> The proposed project would not result in an adverse effect related to greenhouse gas emissions.</p> <p>The proposed project is a mass transit system that is consistent with State and regional policies to reduce long-term greenhouse gas emissions. No adverse effects have been identified.</p>	<p><u>BRT Corridor& O&M Facility</u> Same as Alternative A.</p>	No minimization, avoidance, or mitigation measures are required during project operations.

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
Aesthetics and Visual Resources Sections 5.2.1 and 5.3.1.	No impact.	<p><u>BRT Corridor & O&M Facility</u> Construction activity (equipment and lighting) would be noticeable to area residents and others in the vicinity. Impacts would be short term and are a common feature of the urban environment. No adverse impacts are anticipated.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	No avoidance, minimization, or mitigation measures are required.
Air Quality Sections 5.2.2 and 5.3.2	No impact.	<p><u>BRT Corridor & O&M Facility</u> During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by construction-related activities. Construction activities would be temporary in nature and would not require more than 5 years to complete. With mitigation measures incorporated, impacts to air quality would be minimized.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated on regional construction and localized construction emissions. 	<p><u>BRT Corridor & O&M Facility</u> Similar to Alternative A; however, the level of fugitive dust emissions would be higher than that of Alternative A. With mitigation measures incorporated, impacts to air quality would be minimized but not to the level of less than significant pursuant to CEQA for PM₁₀ and PM_{2.5}. Impacts to air quality during construction with mitigation incorporated are not considered adverse pursuant to NEPA because they are short term, localized, and limited to fugitive dust emissions.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated on regional construction emissions. • CEQA: Short-term unavoidable significant impacts on localized construction emissions (PM₁₀ and PM_{2.5}). 	<p>CI-AQ-1: Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions. Fugitive emissions generally must meet a “no visible dust” criterion either at the point of emission or at the ROW line as required by the South Coast Air Quality Management District (SCAQMD).</p> <p>CI-AQ-2: Spread soil binder on any unpaved roads used for construction purposes and all project construction parking areas.</p> <p>CI-AQ-3: Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations (CCR) Title 17, Section 93114.</p> <p>CI-AQ-4: Develop a dust control plan documenting sprinkling, temporary paving, speed limits, and expedited revegetation as needed to minimize construction impacts to existing communities.</p> <p>CI-AQ-5: Locate equipment and material storage sites at least 500 feet from the sensitive receptors. Keep construction areas clean and orderly.</p> <p>CI-AQ-6: Extended idling, material storage, and equipment maintenance should be prohibited within 500 feet of sensitive air receptors, to the extent feasible.</p> <p>CI-AQ-7: The project shall not allow track-out to extend 25 feet or more from the point of origin from an active operation. Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic. Notwithstanding the preceding, all track-out from an active operation shall be removed after each workday or evening shift.</p> <p>CI-AQ-8: Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to minimize emission of dust (PM) during transportation.</p> <p>CI-AQ-9: Promptly and regularly remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease PM.</p> <p>CI-AQ-10: Route and schedule construction traffic to avoid peak travel times as much as possible to reduce congestion and related air quality impacts caused by idling vehicles along local roads.</p> <p>CI-AQ-11: Rule 401 – Visible Emissions: Contractors shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminants for a period or periods aggregating more than 3 minutes in any 1 hour that are as dark or darker in shade as that designated as No. 1 on the Ringelmann Chart or of such opacity as to obscure an observer’s view to a degree equal to or greater than smoke.</p> <p>CI-AQ-12: Contractors shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or that endangers the comfort, repose, health, or</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>safety of any such persons or the public; or that cause or have a natural tendency to cause injury or damage to business or property.</p> <p>CI-AQ-13: Contractors shall control fugitive dust in accordance with Rule 403 using the best available control measures to reduce dust so it does not remain visible in the atmosphere beyond the property line of the project. The dust control plan shall describe all applicable dust control measures to be implemented at the project; and shall describe types of dust suppressant, surface treatments and other measures to be utilized at the construction sites to comply with the Rule. The relevant specifics of Rule 403 are as follows:</p> <ul style="list-style-type: none"> • No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that the dust remains visible in the atmosphere beyond the property line of the emission source; or the dust emission exceeds 20 percent opacity, if the dust emission is the result of movement of a motorized vehicle. • No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of Rule 403 to minimize fugitive dust emissions from each fugitive dust source type within the active operation. • No person shall cause or allow PM₁₀ levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other EPA-approved equivalent methods for PM₁₀ monitoring. • No person shall conduct an active operation with a disturbed surface area of 5 or more acres or with a daily import or export of 100 cubic yards or more of bulk material without utilizing approved control measure/measures at each vehicle egress from the site to a paved public road. <p>CI-AQ-14: Contractors shall not cause or allow PM₁₀ levels to exceed 50 µg/m³ when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume samplers reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized</p>
<p>Biological Resources Sections 5.2.3 and 5.3.3</p>	<p>No impact.</p>	<p><u>BRT Corridor</u> Project impacts to nesting birds would be limited to the removal of trees and shrubs within the Biological Study Area (BSA) and exclusion of swallows from any nests. The BSA includes the project footprint plus a 500-foot buffer.</p> <p><u>O&M Facility</u> Some ornamental trees may be removed; however, no substantial impacts to biological resources.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Same as Alternative A. In addition, a total of 0.8 acre of Disturbed/Ruderal habitat is anticipated to be temporarily impacted by Alternative B. The proposed project is located in an urban environment. This vegetation is highly disturbed and is not suitable habitat for any sensitive species, including burrowing owl.</p> <p>Temporary impacts of 0.2 acre to West Cucamonga Channel for new sidewalk and landscaping associated with the dedicated lanes segment. The channel is concrete-lined. No channel widening or vegetation removal is proposed.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. 	<p>CI-BR-1: During final design, the Project Engineer will coordinate with a qualified biologist to delineate all Environmentally Sensitive Areas (ESA) within the project footprint and immediately surrounding areas.</p> <p>CI-BR-2: Prior to clearing vegetation or construction within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified biologist will supervise the placement of ESA fencing.</p> <p>CI-BR-3: Prior to the completion of construction, the Contractor will hydroseed temporarily impacted vegetation communities with appropriate native plant species. Plant species used in the seeding shall be determined in coordination with a qualified biologist.</p> <p>CI-BR-4: Avoid disturbance of any nests protected by the Migratory Bird Treaty Act (MBTA). Alternatively, tree and shrub removal activities can be scheduled to occur during the non-breeding season (September 1 through January 31).</p> <p>CI-BR-5 (BR-2): Avoid disturbance of any nests protected by the MBTA. If tree and shrub removal activities are scheduled to occur during the breeding season (February 1 through August 31), then SBCTA will implement the following measures to avoid potential adverse effects on birds covered by the MBTA:</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
			<ul style="list-style-type: none"> CEQA: Less than significant impact with mitigation incorporated. 	<ul style="list-style-type: none"> No more than 1 week prior to construction, a qualified wildlife biologist will conduct a preconstruction survey of all potential nesting habitat within 500 feet of construction activities where access is available. If active nests are found during preconstruction surveys, then the project proponent will create a no-disturbance buffer [acceptable in size to CDFW] around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with CDFW, and it will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary; however, the “take” (e.g., mortality, severe disturbance to) of any individual birds will be prohibited. <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required.</p>
<p>Cultural and Paleontological Resources Sections 5.2.4 and 5.3.4</p>	<p>No impact.</p>	<p><u>BRT Corridor</u> <u>Archaeological Resources:</u> No archaeological cultural resources were encountered during the surveys; however, if cultural resources are discovered at the jobsite, all work activities shall stop within a 100-foot radius of the discovery, the discovery area shall be protected, and the Resident Engineer shall be notified. See CI-CR-1, -2, and -3. <u>Historic Architectural Resources:</u> Temporary impacts to one NRHP listed property. See CI-CR-4 and -5. <u>Paleontological Resources:</u> There is a potential to impact paleontological resources if deep ground excavation activities are required during construction. See CI-CR-6. <u>O&M Facility</u> No impacts to Archaeological, Historic or Paleontological resources.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effects to archaeological resources, historic architectural resources, and paleontological resources during construction with mitigation incorporated. CEQA: Less than significant impacts to archaeological resources, historic architectural resources, and paleontological resources during construction with mitigation incorporated. 	<p><u>BRT Corridor</u> <u>Archaeological Resources:</u> Same as Alternative A. <u>Historic Architectural Resources:</u> Partial acquisition and/or temporary impacts to six NRHP eligible or listed properties. See CI-CR-4 and -5. Seven (7) full and 11 partial acquisitions of locally historic architectural significant properties. See CI-CR-7. <u>Paleontological Resources:</u> Same as Alternative A. <u>O&M Facility</u> No impacts to Archaeological, Historic or Paleontological resources.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effects to archaeological resources and paleontological resources during construction with mitigation incorporated. CEQA: Less than significant impacts to archaeological resources and paleontological resources during construction with mitigation incorporated. Significant and unavoidable impacts to seven historic architectural resources designated by the City of Ontario. 	<p>CI-CR-1: Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that may affect previously undisturbed sediments anticipated within the Holt Avenue Corridor to be between 3 feet and 5 feet below the existing ground surface where electrical and communication utilities have been placed, and up to 20 feet below ground surface in areas in which the sewer main is located. Project activities involving utility relocation and establishment of storm drain laterals along Holt Avenue may involve previously undisturbed sentiments as would construction activities associated with the proposed O&M facility in Ontario. Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for Archaeology. Tribal monitor(s) shall be retained and compensated and are required to be approved by the consulting Tribal Government(s) and are listed under the NAHC’s Tribal Contact list for the area of the project location. That list of individuals, however, would need to be provided to SBCTA for review and final selection. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be finalized prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors, describing the protocols and procedures for monitoring, identifying locations or construction activities requiring monitoring, and defining the procedures for the recordation and treatment of new finds. No information regarding the discovery of human remains shall be publicized.</p> <p>CI-CR-2: If previously unidentified cultural materials are unearthed during construction, work shall be halted within 100 feet of the find and the area clearly delineated as a restricted area by flagging and/or fencing, until the resource can be fully documented and evaluated by a qualified archaeologist meeting the Secretary of Interior’s Professional Qualification Standards. All discoveries shall be treated as significant until a formal evaluation can be made. If the cultural materials are determined to be Native American in origin, additional consultation with the appropriate Tribe(s) will be conducted, and whose representative(s) will be permitted to perform a site visit when the archaeologist makes their assessment on the resource, so as to provide Tribal input.</p> <p>If it is determined by SBCTA’s qualified archaeologist that an inadvertently discovered archaeological resource constitutes a historical resource or a unique archaeological resource as defined by CEQA, an appropriate time allotment and sufficient funding to allow for implementation of avoidance measures or other appropriate mitigation shall be available. Avoidance and preservation in place is the preferred manner of mitigation. As identified in CEQA Section 21083.2(b), preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. SBCTA, the lead agency under CEQA, shall determine if avoidance and preservation in place is feasible. If it is determined that data recovery through excavation is the only feasible mitigation available, then a Cultural Resources Treatment Plan that provides for the adequate recovery of the</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>scientifically consequential information contained in the archaeological resource will be prepared by a qualified archaeologist in consultation with the appropriate Tribal representatives. The qualified archaeologist(s) will consult with appropriate Native American Tribal representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resource, beyond that which is scientifically important, are considered..</p> <p>CI-CR-3: If human remains are encountered during ground-disturbing activities, work shall be halted within 100 feet of the find, and the area clearly delineated as a restricted area by flagging and/or fencing, or other suitable approaches, and protected by posting a monitor or construction worker to ensure no additional disturbance occurs. If the human remains cannot be fully assessed, documented, and housed on the same day, the area will be secured by posting a guard onsite outside of working hours or by covering the discovery area with muslin cloth and heavy metal plates (if the human remains are found below grade) or with other impervious material, or by making other provisions commonly accepted by professional archaeologists to prevent damage or vandalism to the remains.</p> <p>The San Bernardino or Los Angeles County Coroner shall be contacted within 24 hours of discovery of human remains in compliance with CEQA Guidelines Section 15064.5(e), California Health and Safety Code Section 7050.5(b), and Public Resources Code (PRC) 5097.98. Work will continue to be diverted while the County Coroner determines whether the remains are Native American. If the remains are determined to be Native American, the County Coroner will contact the Native American Heritage Commission (NAHC), which will designate a Most Likely Descendant (MLD) to offer guidance on the appropriate and respectful treatment and disposition of the remains per California PRC 5097.98. Human remains and any associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation with the MLD has taken place and a plan of action has been developed. If an MLD cannot be identified, or the MLD fails to make a recommendation regarding the treatment of the remains within 48 hours after being granted access to the project area to examine the remains, SBCTA, in coordination with FTA, shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance. After the appropriate actions are taken, as outlined above, the excavation work associated with project construction, may resume.</p> <p>CI-CR-4: SBCTA will include an environmentally sensitive buffer in the plans and specifications to alert contractors to avoid character-defining features of each built environment historic property. Should any proposed project activities change in a manner that would be expected to cause an impact to character-defining features of the resource, SBCTA will be responsible for consulting with FTA and SHPO to develop and apply appropriate treatment measures under the Secretary of the Interior's Standards for the Treatment of Historic Properties, as determined by a qualified Architectural Historian (as defined at 36 CFR 61). No project construction work will occur within 50 feet of any of the character-defining features of the specific historic property in question until agreement has been reached among consulting parties under Section 106.</p> <p>CI-CR-5: Alterations to each of the historic properties will adhere to the Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties (36 CFR 68). The Standards provide guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of each property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a historic property will be avoided. The new work will protect the historic integrity of each historic property and its environment.</p> <p>BMPs will be incorporated to minimize short-term, temporary noise and vibration impacts to each of the following historic properties, with the exception of the National Old Trails Road/Route 66 (see Mitigation Measure CI-NC-2). These include provisions for vibration monitoring by the contractor and having a plan in place before construction begins for the use of alternative equipment and techniques when established thresholds may be exceeded. In addition to the common measures</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>stated above that will applied to the historic properties, additional property-specific measures to minimize harm to these properties are specified below.</p> <p><u>Southern Pacific Railroad Depot (100 W. Commercial Street, Pomona)</u> The existing sidewalks at the railroad station property will be connected to the new sidewalk area so as to match pre-project conditions. Any disturbed turf grass and landscaping not used by the project will be replaced to match pre-project conditions in consultation with the property owner, the City of Pomona, during and at the completion of construction.</p> <p><u>National Old Trails Road/Historic Route 66 (Rancho Cucamonga; Fontana)</u> The affected area of the historic linear property consists of small pavement areas needed to construct bus pads. The removal of historic materials or alteration of features and spaces that characterize a property will be avoided. The new work will protect the historic integrity of the property and its environment.</p> <p><u>Vince's Spaghetti (1206 W. Holt Boulevard, Ontario)</u> A historic neon sign near the edge of the easternmost driveway will be retained. The driveways will be reconstructed to pre-project conditions in consultation with the property owner during and at the completion of construction. The new work will protect the historic integrity of the property and its environment. Temporarily disturbed surface areas will be returned to pre-project conditions once construction is completed; therefore, the visual changes associated with the project are considered minor, and the project will not substantially alter or destroy any primary views of the historic property.</p> <p><u>A.C. Moorhead House (961 W. Holt Boulevard, Ontario)</u> The affected area of the historic property consists of the two driveway areas, the front lawn, and landscaping. The two driveways will be reconstructed, and turf grass and landscaping will be replaced. Original landscaping on the property will be retained. The new work will protect the historic integrity of the property and its environment.</p> <p><u>The Grinder Haven (724 W. Holt Boulevard, Ontario)</u> A historic neon sign near the edge of the property, between the two driveways, will be retained. The new work will protect the historic integrity of the property and its environment. Project features will not damage or destroy character-defining materials or features associated with the historic property, or substantially alter or destroy any primary views of the historic property. Access to The Grinder Haven will be maintained at all times during project construction. No impacts to parking spaces within the lot are anticipated. The historic neon sign may be relocated as a result of the driveway improvements but would be re-established in close proximity and with the same street orientation as present.</p> <p><u>Jacob Lerch House (541 E. Holt Boulevard, Ontario)</u> The affected area of the historic property consists of a sliver portion, which is currently lawn. Turf grass will be replaced in areas to match pre-project conditions in consultation with the property owner during and at the completion of construction. Original landscaping on the property will be retained. The new work will protect the historic integrity of the property and its environment. Project features will not be close to the historic residential building, and they will not damage or destroy character-defining materials or any features associated with the historic property, or substantially alter or destroy any primary views of the historic property.</p> <p>CI-CR-6: Prepare and implement a Paleontological Monitoring Plan (PMP), which will include the following:</p> <ul style="list-style-type: none"> • Workers Environmental Awareness Program (WEAP). The WEAP shall be presented to all construction personnel prior to the start of ground-disturbing activities. • Periodic paleontological spot checks shall be conducted by a qualified paleontologist in any location along the alignment where excavation exceeds depths of 5 feet into the younger Quaternary deposits to check for the presence of older, more paleontologically sensitive geologic units

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>(including older Quaternary alluvium). The specific locations where excavation will exceed the 5-foot threshold will be determined once final construction plans are available, and will be included in the PMP. If paleontologically sensitive geologic units are observed during spot checking, full-time monitoring shall be implemented during excavations into the sensitive sediments. The 5-foot depth at which spot checking shall be triggered will initially be implemented, but it shall be modified as needed by the qualified paleontologists, in consultation with SBCTA and FTA, based on the sediment types, depths, and distributions observed during monitoring during the life of the project.</p> <ul style="list-style-type: none"> • If unanticipated paleontological resources are discovered during project-related activities, work must be halted within 100 feet of the discovery until it can be evaluated by a qualified paleontologist. • Upon completion of ground-disturbing activities, a Paleontological Monitoring Report (PMR) shall be prepared and submitted to SBCTA, FTA, and the fossil repository. <p>CI-CR-7: One or more of the following activities will be implemented to mitigate impacts on the City of Ontario's locally designated historical resources if Alternative B is selected and the historical resources cannot be avoided or relocated: preparing a contextual history of Holt Boulevard, with a focus on its historic resources; preparing photographic documentation of the California Register of Historic Resources (CRHR)-eligible buildings to be demolished; installing plaques in cases where historic buildings are removed; developing short videos consisting of oral interviews of persons associated with the area's history for the City of Ontario to post on their website; and installing historical information kiosks located at sbX bus stops.</p>
Geology, Soils, Seismicity Sections 5.2.5 and 5.3.5	No impact.	<p><u>BRT Corridor & O&M Facility</u> Project construction would not affect the regional geologic or seismic conditions. The minor grading, cut, and fill activities required to construct the project would not change the overall soil characteristics of the region or local area.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>CI-GSS-1: During construction, the appropriate level of inspections and tests shall be performed by a third-party contractor to confirm soil and subsurface conditions within the corridor.</p> <p>CI-GSS-2: Final grading and construction plans shall be reviewed by a qualified geotechnical contractor to confirm that geotechnical recommendations outlined in the <i>Preliminary Geotechnical Report</i> were applied to the design and that no additional recommendations are required.</p>
Hazardous Waste Sections 5.2.6 and 5.3.6	No impact.	<p><u>BRT Corridor</u> Handling of hazardous materials, including fuels and motor oils, paints, cleaners, degreasers, and insulating materials. Potential to encounter hazardous substances from residual soil contamination during excavation activities.</p> <p><u>O&M Facility</u> Demolished structures may contain asbestos-containing materials (ACM) and lead-based paint (LBP).</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. 	<p><u>BRT Corridor</u> Same as Alternative A. In addition, demolished structures may contain asbestos-containing materials (ACM) and lead-based paint (LBP), and removal of utility poles and transformers may be required.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>CI-HAZ-1: If unexpected groundwater is encountered during construction, groundwater sampling shall be conducted to determine contaminants and contamination levels. If contamination is found, a work plan shall be developed by the project geotechnical engineer to protect the health of construction workers.</p> <p>CI-HAZ-2: Limited soil investigation shall be carried out at one of the properties subject to partial acquisition (Black Gold – 1194 E. Holt Boulevard, Ontario, CA) prior to acquisition to determine if the trace of contaminants exists to ensure worker safety. Limited soil investigation would consist of collection of soil samples at 1.5 feet below ground surface (bgs) and 2.5 feet bgs from at least two (2) soil borings within the proposed construction area of this property. The soil samples should be analyzed for total petroleum hydrocarbons (TPH), benzene, toluene, ethylbenzene, and xylene (BTEX), and Methyl tert-butyl ether (MTBE) by an accredited laboratory. The recommendation for a limited soil investigation is subject to review of the final design and SBCTA approval.</p> <p>CI-HAZ-3: A survey shall be conducted to screen for ACM and LBP prior to demolition of aboveground structures. If ACMs are found, then the Contractor shall comply with SCAQMD Rule 1403 notification and removal process activities at the project site during construction. In addition, disposal of ACMs will comply with local, State, and federal requirements.</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

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		<ul style="list-style-type: none"> CEQA: Less than significant impact with mitigation incorporated. 		<p>CI-HAZ-4: Any hazardous materials or wastes encountered before or during the demolition stage of the project shall be disposed of according to current regulatory guidelines.</p> <p>CI-HAZ-5: A worker health and safety plan (HSP) that meets the provisions of CCR Title 22, Section 5192, shall be developed by the project Contractor. HSP procedures will address the identification, excavation, handling, and disposal of hazardous wastes and materials that may be found in construction areas.</p> <p>CI-HAZ-6: A Soil Management Plan shall be developed by the project Contractor that includes soil management requirements if contaminated media is encountered.</p> <p>CI-HAZ-7: If the utility poles that contain creosote-treated wood are removed during the project, the poles shall be managed as treated wood waste (TWW) in accordance with Department of Toxic Substances Control (DTSC) Alternative Management Standards for TWW.</p> <p>CI-HAZ-8: Overhead transformers along Holt Boulevard may contain polychlorinated biphenyls (PCBs). If alteration is required, it shall be managed in accordance with the current regulatory requirement.</p>
<p>Hydrology, Water Quality, and Floodplains Sections 5.2.7 and 5.3.7</p>	<p>No impact.</p>	<p><u>BRT Corridor & O&M Facility</u> Potential soil erosion and runoff pollutants during excavation, grading, paving, and other construction activities. Potential dewatering activities. Floodplain encroachment at West Cucamonga Channel would occur where the existing culvert crosses under Holt Boulevard. No impacts to floodplains are anticipated.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p>CI-WQ-C1: The Contractor shall implement erosion control BMPs during construction, including:</p> <ul style="list-style-type: none"> Limitation of construction access routes and stabilization of cleared access points; Stabilization of cleared excavated areas by providing vegetative buffer strips and plastic coverings, and applying ground base on areas to be paved; Protection of adjacent properties by installing sediment barriers or filters, or vegetative buffer strips; Stabilization and prevention of sediments from surface runoff from discharging into storm drain outlets; and Use of sediment control and filtration to remove sediment from water generated by dewatering, if required. <p>CI-WQ-C2: The Contractor shall follow the guidelines and regulations established by the CGP for Discharges Associated with Construction Activities, Order No. 2009-0009-DWQ, amended by Order 2010-0014-DWQ and Order 2012-0006-DWQ (CGP). In addition, an SWPPP will be prepared and implemented, which will identify BMPs to minimize erosion and ensure the proper handling and storage of materials that may have the potential to affect water quality. During construction, materials will be stored properly in upland locations to avoid affecting the receiving waters. The SWPPP will also include a Construction Site Monitoring Program, which will be based on the project's risk level to ensure that the implemented BMPs are effective and prevent any discharge that will result in exceeding any water quality standard. Implementation of BMPs will include the following measures to reduce potential construction-related events that could impact water quality:</p> <ul style="list-style-type: none"> Implementation of proper vehicle and equipment cleaning, fueling, and maintenance practices; Control and prevention of the discharge of all potential pollutants (e.g., petroleum products, solid wastes, construction chemicals); and Implementation of federal, State, and local policies regarding hazardous materials use, storage, and transport and hazardous materials mitigation measures. <p>A contingency plan shall be prepared before construction to address construction-related spills and pollutant discharges.</p> <p>CI-WQ-C3: If dewatering is required, the Contractor shall follow the requirements specified in the NPDES permit for discharges to surface water that pose an insignificant (<i>de minimis</i>) threat to water quality, from either the Santa Ana RWQCB per Order No. R8-2005-0041 (NPDES No. CAG998001) or the Los Angeles RWQCB under Order No. R4-2013-0095 (NPDES No. CAG994004).</p> <p>CI-FP-1: Implement recommended BMPs as identified in the Storm Water Data Report prepared for this project.</p>

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
				<p>CI-FP-2: Include erosion control and water quality protection during in-river construction and post-construction as identified in the Storm Water Data Report prepared for this project.</p> <p>CI-FP-3: Limit construction activities between October and May to those actions that can adequately withstand high flows and entrainment of construction materials. The Contractor shall prepare a Rain Event Action Plan (REAP) and discuss high flows mitigation.</p>
Land Use and Planning Sections 5.2.8 and 5.3.8	No impact.	<p><u>BRT Corridor</u> TCEs would be required throughout the project corridor. Temporary construction impacts may include limited access to buildings, driveways, and sidewalks, and impacts to landscaping, which would be restored after project construction is completed.</p> <p><u>O&M Facility</u> No TCEs would be required.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> TCEs would be required throughout the project corridor. Temporary construction impacts may include limited access to buildings, driveways, and sidewalks, and impacts to landscaping, which would be restored after project construction is completed.</p> <p>For the 3.5-mile-long dedicated lane segment, approximately 10.39 acres of land would be temporarily impacted for construction easements.</p> <p><u>O&M Facility</u> No TCEs would be required.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	See CI-TRA-1 and CI-TRA-2 under Traffic and Transportation.
Traffic and Transportation Sections 5.2.9 and 5.3.9	No impact.	<p><u>BRT Corridor</u> Construction of side-running stations would result in delays to bicycle and pedestrian traffic near station construction.</p> <p><u>O&M Facility</u> Construction would be confined to the existing site. Minimal disruption to traffic may occur during transport of construction equipment.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Construction activities would require the closure of lanes and result in delays to motor vehicle, bicycle, and pedestrian traffic. Some bus routes would be relocated to nearby locations.</p> <p><u>O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>CI-TRA-1: SBCTA or its contractor shall prepare a Traffic Management Plan (TMP) in cooperation with local municipalities prior to construction. The TMP will outline necessary street closures and detours.</p> <p>If temporary blockage of bicycle lanes is necessary, a bicycle detour lane with barriers or the latest bicycle detour standard per the California Manual on Uniform Traffic Control Devices (MUTCD) or other City-approved standard will be included in the TMP at each station location during construction to ensure no interruption to the bicyclists. Similarly, for pedestrians, a sidewalk detour, rerouting pedestrians to an alternative sidewalk path or a sidewalk diversion, which provides a protected pathway near, but safely away from the station construction, would be included in the TMP, used in accordance with the California MUTCD or other City-approved standard. Signs will be posted to direct bicyclists and pedestrians to intersections where they may cross.</p> <p>CI-TRA-2: Business access shall be maintained at all times during construction, and work will be scheduled to avoid unnecessary inconvenience to the public and abutting property owners. Undue delays in construction activities will be avoided to reduce the public's exposure to construction.</p>
Noise and Vibration Sections 5.2.10 and 5.3.10	No impact.	<p><u>BRT Corridor</u> Temporary increases in noise and vibration would be experienced at some sensitive receptors.</p> <p><u>O&M Facility</u> No impacts.</p>	<p><u>BRT Corridor</u> Same as Alternative A.</p> <p><u>O&M Facility</u> Same as Alternative A.</p>	<p>CI-NC-1: The Contractor shall implement the following control measures, as applicable, to minimize noise disturbances at sensitive areas during construction:</p> <ul style="list-style-type: none"> • All equipment shall have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the jobsite without an appropriate muffler.

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
		<p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<ul style="list-style-type: none"> • Construction methods or equipment that will provide the lowest level of noise impact (e.g., avoid impact pile driving near residences and consider alternative methods that are also suitable for the soil condition) shall be used. • Idling equipment shall be turned off. • Truck loading, unloading, and hauling operations shall be restricted through residential neighborhoods to the greatest possible extent. • Temporary noise barriers shall be used, as necessary and practicable, to protect sensitive receptors against excessive noise from construction activities. • Newer equipment with improved noise muffling shall be used, and all equipment items shall have the manufacturers' recommended noise abatement measures (e.g., mufflers, engine covers, and engine vibration isolators) intact and operational. All construction equipment shall be inspected at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers and shrouding). • Construction activities shall be minimized in residential areas during evening, nighttime, weekend, and holiday periods. Coordination with each city shall occur before construction can be performed in noise-sensitive areas. • Construction lay-down or staging areas shall be selected in industrially zoned districts. If industrially zoned areas are not available, commercially zoned areas may be used, or locations that are at least 200 feet from any noise-sensitive land use (e.g., residences). • Perform noise and vibration monitoring during construction. The Contractor shall perform independent monitoring to check compliance in particularly sensitive areas. Contractors must modify and/or reschedule construction activities if monitoring determines that maximum limits are exceeded at residential land uses. <p>CI-NC-2: The Contractor shall implement the following control measures, as applicable, to minimize the potential impacts from construction vibration:</p> <ul style="list-style-type: none"> • Hours of vibration-intensive activities, such as vibratory rollers, shall be restricted to minimize adverse impacts to the residents (e.g., weekdays during daytime hours only). • When possible, the use of construction equipment that creates high vibration levels, such as vibratory rollers operating within 20 feet of commercial buildings, within 26 feet of residential buildings, and within 36 feet of sensitive land uses, such as historic properties, shall be limited. • Contractors will be required to have a plan in place to use alternative procedures of construction, selecting the proper combination of equipment and techniques to generate the least overall vibration, in those cases where vibration from construction activities would exceed the established thresholds for buildings susceptible to vibration damage. • Conduct a preconstruction building inspection/survey to document the preconstruction condition of building structures that are located within approximately 30 feet of planned construction activities that could generate high vibration levels (e.g., activities associated with vibratory rollers). • Conduct vibration monitoring at nearest buildings (within approximately 30 feet of activity) during vibration-intensive construction activities.

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
Energy Sections 5.2.11 and 5.3.11	No impact.	<p><u>BRT Corridor & O&M Facility</u> Estimated fossil fuel use during construction is not considered a wasteful or inefficient use of nonrenewable resources because the fuel is being used to construct a mass transit system, which is identified as an efficient method of reducing energy use.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect. • CEQA: Less than significant impact. 	No minimization, avoidance, or mitigation measures are required.
Demographics and Neighborhoods Sections 5.2.12 and 5.3.12	No impact.	<p><u>BRT Corridor</u> Construction-related impacts would generally be minor for a limited duration between 2018 and 2020, and localized as construction moves along the corridor, resulting in inconveniences to motorists, pedestrians, businesses, and residences in the immediate vicinity of the construction activities.</p> <p><u>O&M Facility</u> No impacts.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor</u> Same as Alternative A. In addition, the 3.5-mile dedicated lanes segment could result in temporary road closures and detours during construction.</p> <p><u>O&M Facility</u> No impacts.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. • CEQA: Less than significant impact with mitigation incorporated. 	<p>With implementation of the follow measures, no additional minimization, avoidance, or mitigation measures are required.</p> <ul style="list-style-type: none"> • Measures TRA-1 and TRA-2 in Chapter 3 (Traffic and Transportation) • Measures AV-2, AV-4, AV-5, AV-6, AV-7, and AV-8 presented in Section 4.1.8 (Aesthetic and Visual Resources) • Measures ACQ-1 and ACQ-2 in Section 4.12 (Acquisitions and Displacements) • Measures SS-1 through SS-5 presented in Section 4.14 (Safety and Security) • Measures CI-TRA-1 and CI-TRA-2 in Chapter 5 (Construction Period Impacts)
Acquisitions and Displacements Sections 5.2.13 and 5.3.13	No impact.	<p><u>BRT Corridor & O&M Facility</u> A partial acquisition of land along the corridor would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some TCEs would be required to support the construction activities along the corridor, especially around the proposed bus stations.</p> <p>No displacements would occur.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: No adverse effect. • CEQA: No impact. 	<p><u>BRT Corridor & O&M Facility</u> A partial acquisition of land along the corridor would be required, resulting in a minor partial acquisition of some parcels adjacent to the existing roadway. Some TCEs would be required to support the construction activities along the corridor, especially around the proposed bus stations.</p> <p>Implementation of the 3.5-mile-long dedicated lanes would require full acquisition of 37 parcels, which includes 15 residential and 37 commercial business properties. Partial acquisition of 168 parcels.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> • NEPA: Less than substantial adverse effect with mitigation incorporated. 	With implementation of ACQ-1 and ACQ-2, no other minimization, avoidance, or mitigation measures are required.

Table S-5 Summary of Short-Term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives

Impact Category / Section in EIR/EA	No Build Alternative	Build Alternative A	Build Alternative B	Avoidance, Minimization, and/or Mitigation Measures
			<ul style="list-style-type: none"> CEQA: Less than significant impact with mitigation incorporated, except for seven properties determined to be historical resources under CEQA, which are significant and unavoidable. 	
Public Services and Utilities Sections 5.2.14 and 5.3.14	No impact.	<p><u>BRT Corridor & O&M Facility</u> <u>Public Services:</u> Construction activities could affect access to community facilities and services during construction. Disruptions would be related primarily to operation of construction equipment in the area, partial and/or complete lane closures, noise and vibration, light and glare, and fugitive dust emissions</p> <p><u>Utilities:</u> Relocation of some utilities in some areas of the corridor is required; following standard procedural controls, impacts to utilities during construction would not be substantial.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p><u>BRT Corridor & O&M Facility</u> <u>Public Services:</u> Same as Alternative A. Additionally, a TCE would be required from the U.S. Post Office at 1555 E. Holt Boulevard in Ontario that would affect driveway access.</p> <p><u>Utilities:</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with mitigation incorporated. CEQA: Less than significant impact with mitigation incorporated. 	<p>CI-PS-1: Contractor shall coordinate with the traffic departments of the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana and with all corridor emergency service providers in developing detour routes and other traffic handling plans to be used during the construction period.</p> <p>CI-PS-2: Contractor shall provide advance notice of all construction-related street closures and detours to the affected local jurisdictions, community groups, emergency service providers, and motorists.</p>
Safety and Security Sections 5.2.15 and 5.3.15	No impact.	<p><u>BRT Corridor & O&M Facility</u> With adherence to SBCTA' System Safety Management Plan (SSMP), TMP, and Occupational Safety, and Health Act (OSHA) regulations, safety impacts are not expected to be adverse.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with standard conditions incorporated. CEQA: Less than significant impact with standard conditions incorporated. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: Less than substantial adverse effect with standard conditions incorporated. CEQA: Less than significant impact with standard conditions incorporated. 	With implementation of standard conditions, no minimization, avoidance, or mitigation measures are required.
Parks and Recreation Sections 5.2.16 and 5.3.16	No impact.	<p><u>BRT Corridor & O&M Facility</u> No impact. Access to all parks and recreational features would be maintained during the construction period.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: No adverse effect. CEQA: No impact. 	<p><u>BRT Corridor & O&M Facility</u> Same as Alternative A.</p> <p>Environmental Effects Determination</p> <ul style="list-style-type: none"> NEPA: No adverse effect. CEQA: No impact. 	No minimization, avoidance, or mitigation measures are required.

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