Ontario International Airport Connector Project

APPENDIX O
NOISE AND VIBRATION TECHNICAL REPORT

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TABLE OF CONTENTS

FIGURES

TABLES

ACRONYMS AND ABBREVIATIONS

µPa	micro-Pascals
%	percent
ADA	Americans with Disabilities Act
ALUCP	Airport Land Use Compatibility Plan
a.m.	ante meridiem
AUF	acoustic usage factor
BMPs	Best Management Practices
Caltrans	California Department of Transportation
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
D	distance between the operating equipment and the noise-sensitive receptor location
D_{ref}	reference distance for the $L_{max(ref)}$
dB	decibels
Dba	A-weight decibels
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GBN	ground-borne noise
GBV	ground-borne vibration
hr	hour
Hz	Hertz (cycles per second)
I-10	Interstate 10
I-15	Interstate 15
in/sec	inches per second
kHz	kilohertz
KVA	kilovolt-ampere (electrical power measured in watts)
$L_{Aeq(h)}$	1-hour A-weighted equivalent sound level
L_{dn}	day-night noise level
L_{eq}	equivalent sound level
$L_{eq\text{-}day}$	daytime equivalent sound level
$L_{eq\text{-}equip}$	equivalent sound level for equipment
L_{eq} (h)	equivalent sound level over a 1-hour period
$L_{eq\text{-}night}$	nighttime equivalent sound level
L_{max}	maximum sound level

$L_{max(ref)}$	maximum sound level measured at the reference distance
LT	long-term
L_v	vibration level
L_v, VdB	vibration velocity level
L_w	sound power level
MEP	mechanical, electrical, and plumbing
MM	Mitigation Measures
mph	miles per hour
MSF	Maintenance and Storage Facility
N	number of similar pieces of equipment operating in the same area
N/A	Not Applicable
NEPA	National Environmental Protection Act
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
ONT-IAC	Ontario International Airport – Inter Agency Collaborative
p.m.	post meridiem
PPV	peak particle velocity
Project	Ontario International Airport Connector Project
RCNM	Roadway Construction Noise Model
Re	Relative to
RMS	root mean square
ROW	right-of-way
S	estimated noise reduction shielding value between that source and noise-sensitive receptor, in dBA
SANBAG	San Bernardino Associated Governments
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SPL	sound pressure level
ST	short-term
TBM	Tunnel Boring Machine
TNM	Traffic Noise Model
UPRR	Union Pacific Railroad
VdB	vibration velocity level
Vent shaft	Ventilation shaft
VMT	Vehicle Miles Traveled

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1 INTRODUCTION

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

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

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

2 PROJECT DESCRIPTION

2.1 PROJECT PURPOSE AND OBJECTIVES

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

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

2.2 PROJECT NEED

The proposed Project need includes:

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

2.3 ALTERNATIVES EVALUATED

2.3.1 No Project Alternative

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

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

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report (SBCTA 2024a).

2.3.2 Proposed Project

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

2.3.2.1 Project Location

The proposed Project is located in the City of Rancho Cucamonga and in the City of Ontario within San Bernardino County. Figure 2-1 illustrates the proposed Project site's regional location and vicinity. The proposed Project alignment is a reversed L-shaped alignment consisting of the Cucamonga Metrolink Station, Milliken Avenue, East Airport Drive, and ONT. Figure 2-2 illustrates the proposed Project area. Cucamonga Metrolink Station is located at 11208 Azusa Court in the City of Rancho Cucamonga and serves the Metrolink San Bernardino Line commuter rail. ONT is located at 1923 East Aviation in the City of Ontario and provides international airport service with over 10 different airline partners. Information related to the proposed Project design is found in Section 2.3.2.3.

2.3.2.2 Existing Land Uses

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

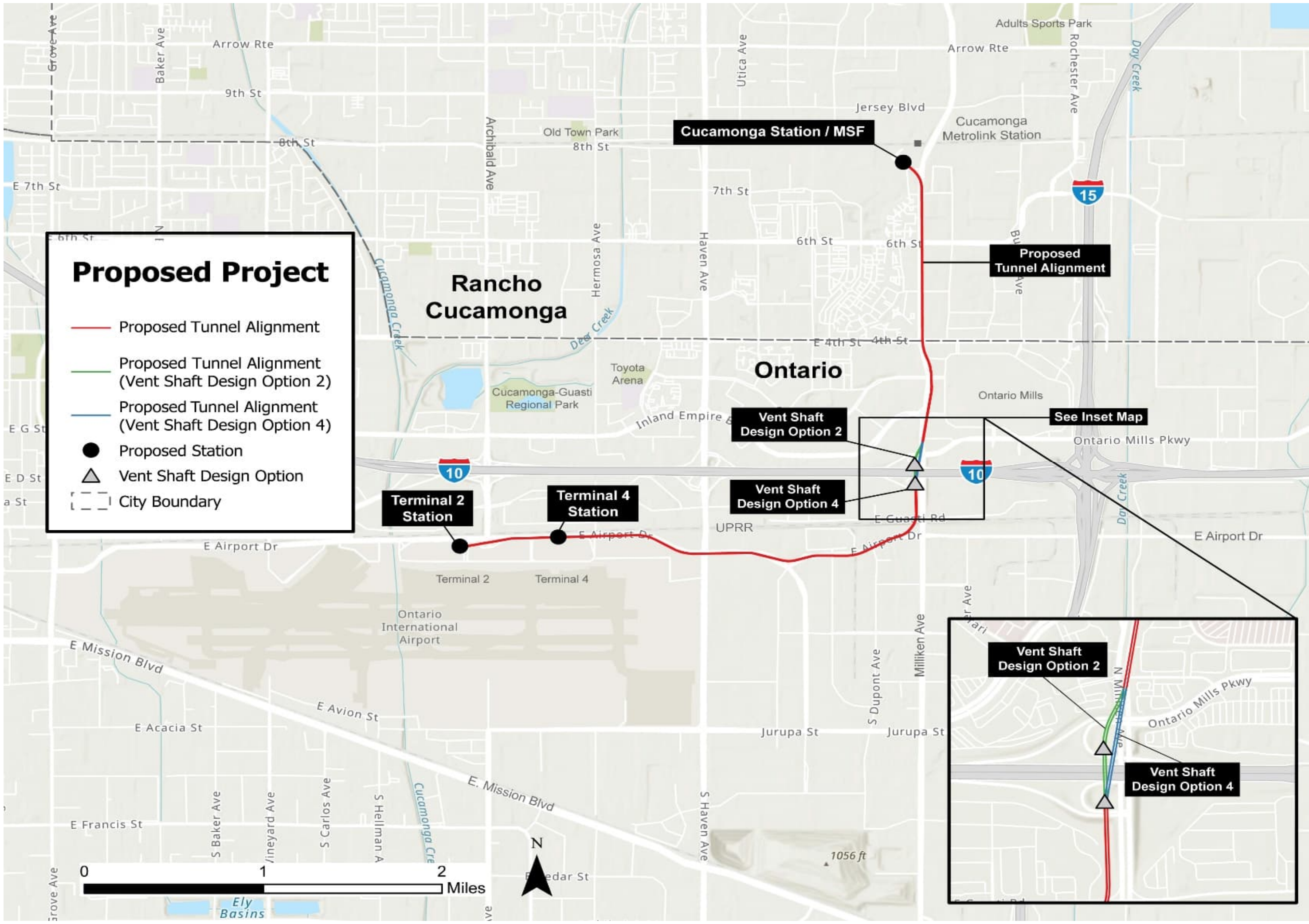
From the northwestern portion of the proposed Project site, the tunnel alignment travels under Milliken Avenue, which is a major north-south arterial roadway. Milliken Avenue consists of three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard. From Milliken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

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

Figure 2-1: Regional Location Map

Source: AECOM 2024

Figure 2-2: Proposed Project Site



Source: AECOM 2024

2.3.2.2.1 Surrounding Land Uses

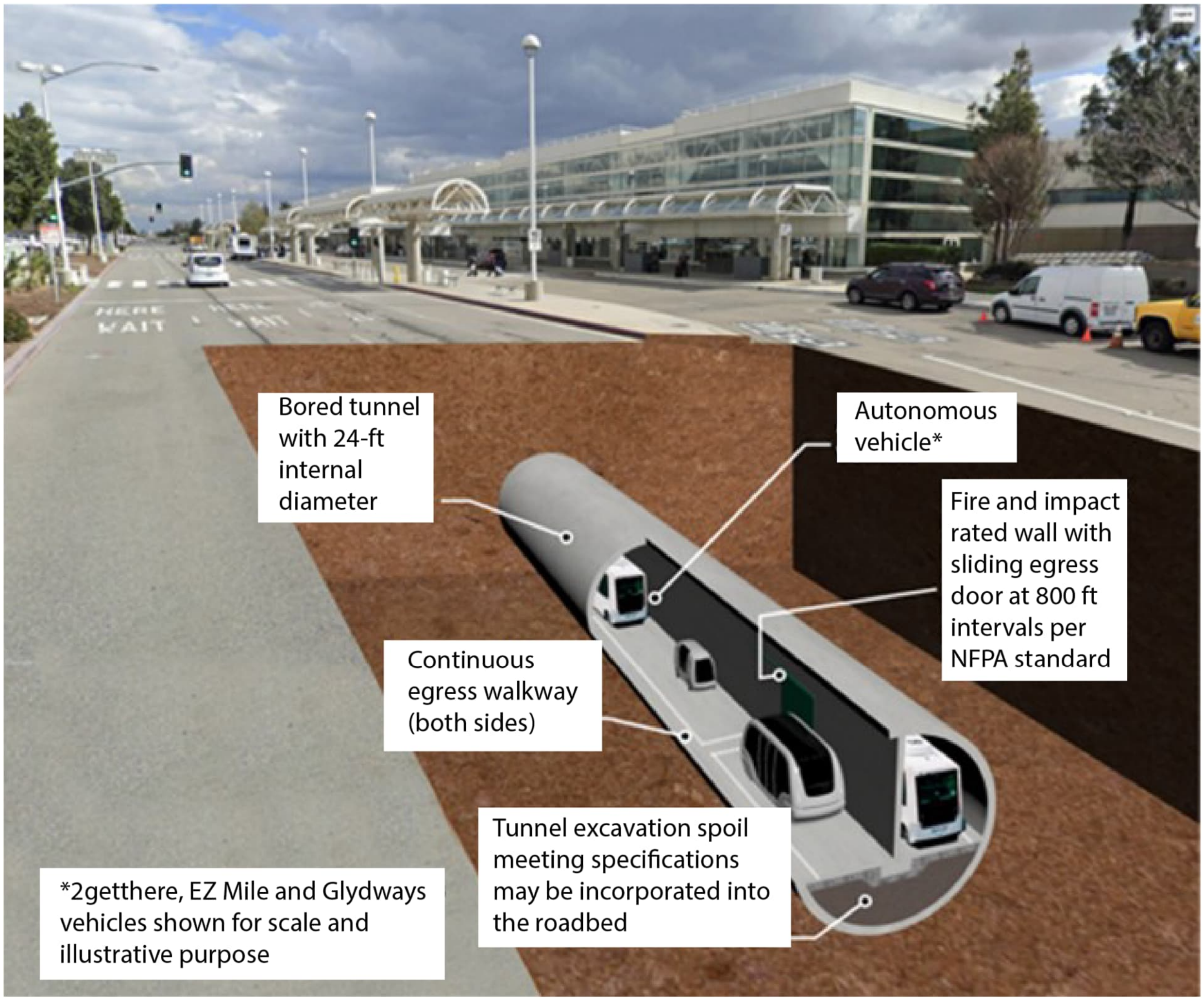
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga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

- North: Railroad tracks, industrial and manufacturing uses, trucking facilities, surface parking lots, Rancho Cucamonga Fire Station Number 174, and All Risk Training Center for the Rancho Cucamonga Fire Protection District.
- South: Industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotel uses, and other airport related uses. ONT includes two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services.
- East: The eastern side of Milliken Avenue from 5th Street south to 4th Street consists primarily of hotel uses. Concentrated areas of commercial uses and restaurants are located along Milliken Avenue from 4th Street south to I-10, including Ontario Mills, which is a regional shopping mall complex. Hotel uses are also located adjacent to the Ontario Mills shopping mall.
- West: The western side of Milliken Avenue from approximately 7th Street south to 4th Street consists primarily of multi-family residential uses. Concentrated areas of large retail, commercial uses, restaurants, hotels, and the Toyota Arena are located along Milliken Avenue from 4th Street south to I-10.

2.3.2.3 Proposed Project Design

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

Figure 2-3: Typical Transit Tunnel Section View



Source: HNTB 2024

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

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

2.3.2.3.1 Stations

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

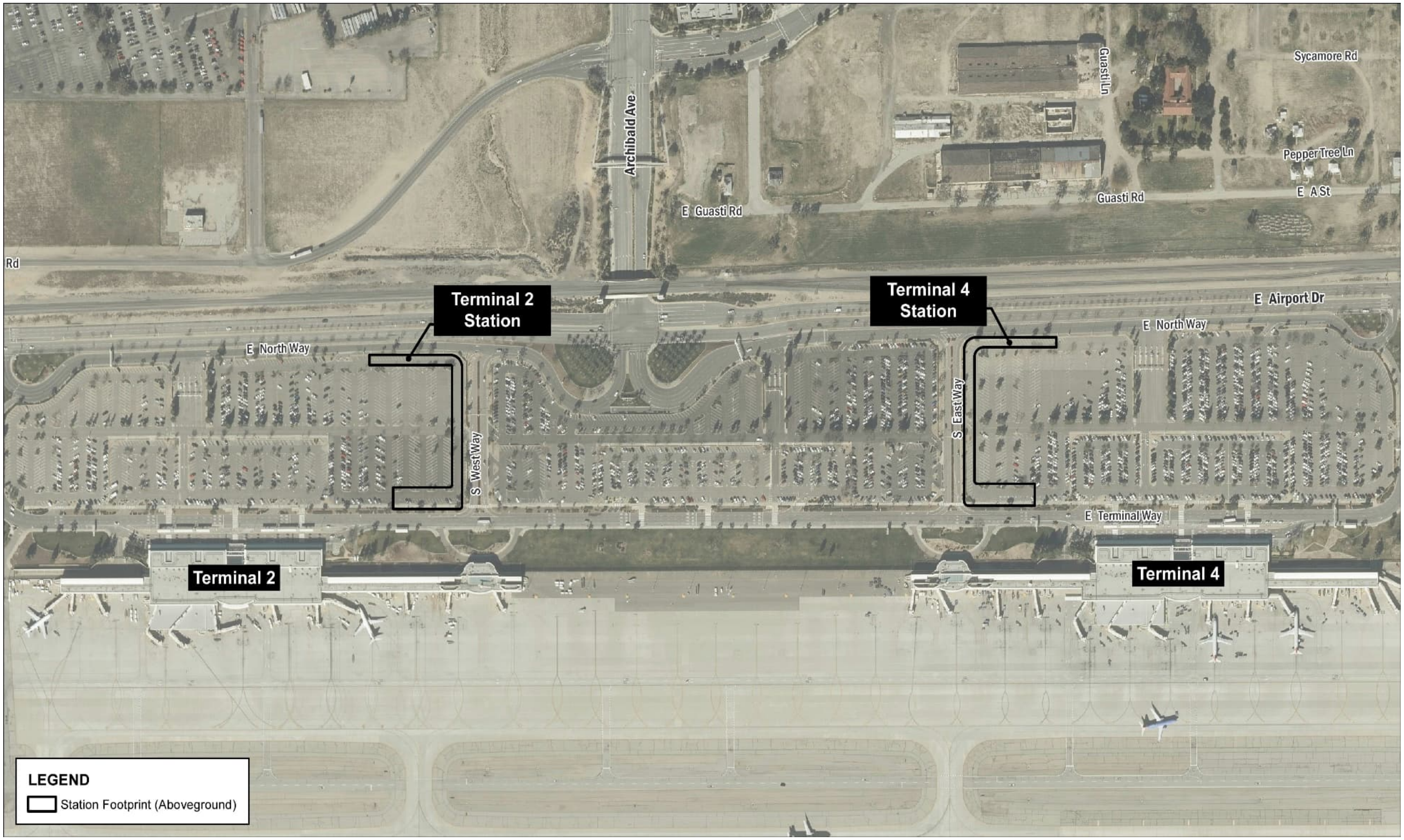
The proposed at-grade station Cucamonga Station would be approximately 8,000 square-feet and would be located at the northwest corner of the existing Cucamonga Metrolink Station parking lot. The existing Cucamonga Metrolink Station parking lot is owned and maintained by the City of Rancho Cucamonga.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

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

Figure 2-4: Cucamonga Station

Source: HNTB 2024

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



Source: HNTB 2024

2.3.2.3.2 Maintenance and Storage Facility

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

2.3.2.3.3 Description of Vent Shaft Design Options

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

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

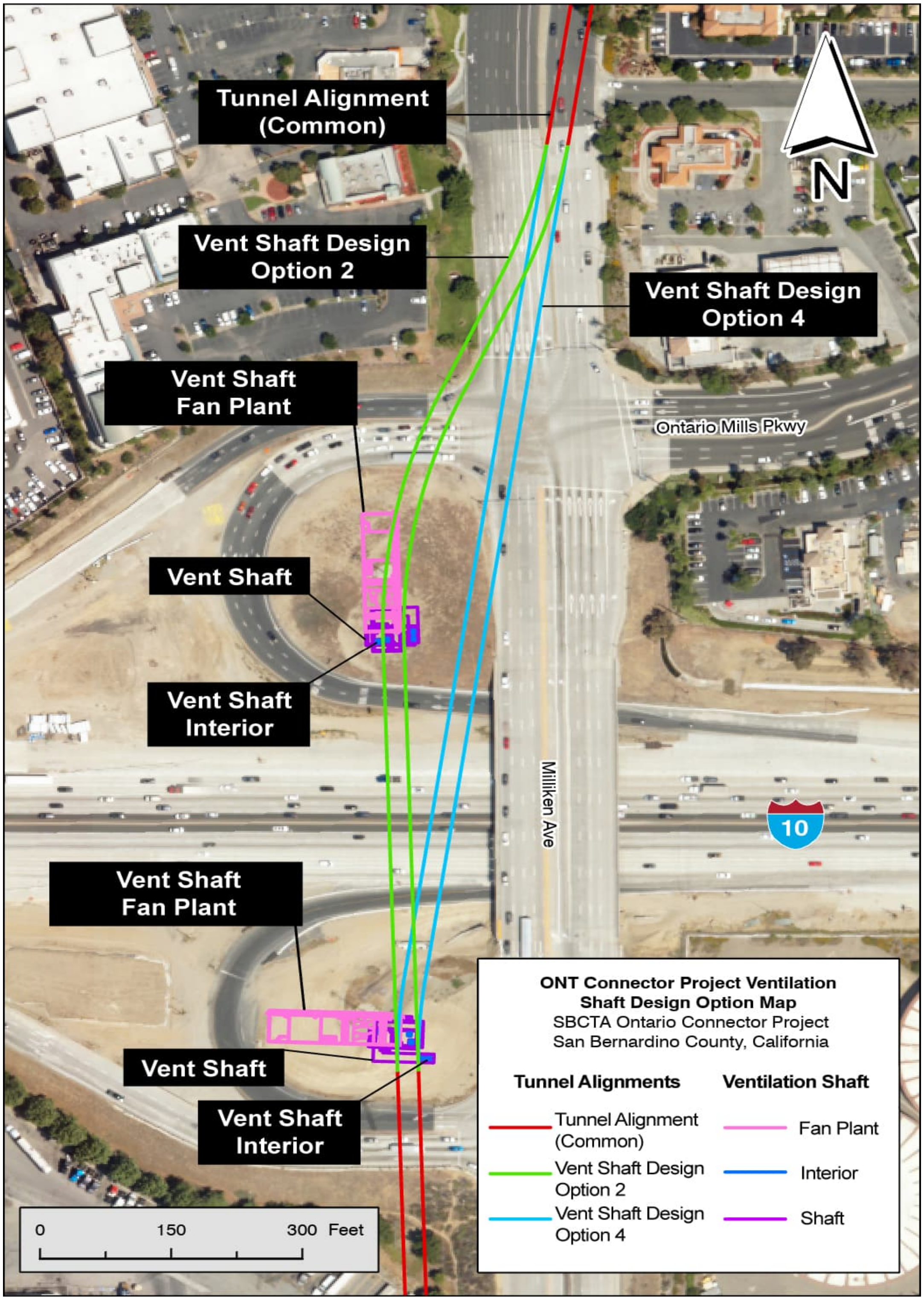
The vent shaft would consist of both underground and above ground structures. The underground shaft would extend to the tunnel level and the surface structures would consist of a one-(1) story structure above ground.

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

2.3.2.4 Proposed Operations

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

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



Source: HNTB 2024

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

2.3.2.5 Proposed Construction

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

2.3.2.5.1 Stations and Maintenance and Storage Facility Construction

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

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

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

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

2.3.2.5.1.1 Construction Details for Cucamonga Station and Maintenance and Storage Facility

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

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

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

2.3.2.5.1.2 Construction Details for ONT Terminal 2 Station

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

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

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

Table 2-2: Typical Sequencing of Transit Construction Activities

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

2.3.2.5.1.3 Construction Details for ONT Terminal 4 Station

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

2.3.2.5.2 Tunnel Construction

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

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

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

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

2.3.2.5.3 Vent Shaft Construction

Two vent shaft design options with different access points are being considered for the proposed Project. Vent shaft design option 2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option 4 would be located west of Milliken Avenue on the eastbound on-ramp of the I-10. The vent shaft will consist of both underground and above ground structures. The underground shaft will extend to the tunnel level and the surface structure will consist of a one-(1) story structure above ground. One vent shaft would be constructed along the tunnel alignment.

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

2.3.2.5.4 Utilities

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

2.3.2.6 Proposed Project Easements

The proposed Project would require easements from 19 properties. This includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcel acquisitions for both subsurface and surface easements. Seven of the easements would be for the three stations and would total approximately 2 acres. SBCTA would require these easements for construction and/or operation of the proposed Project. There are two locations that are options for the location of the Vent Shaft, both belonging to Caltrans. This document evaluates the impacts for both options without selection of a preferred site. The decision of the preferred site will depend in part on the CEQA and NEPA processes, including any potential input from the public. The final decision as to which option is preferred may occur after the completion of the CEQA/NEPA process. Land uses for the parcels where these easements would be required include industrial, transportation facilities, utilities, and commercial. The owners of these parcels include SBCTA and City of Rancho Cucamonga (Cucamonga Metrolink Station west and east parking lots), OIAA, a utility service provider, and some private owners. No relocations of businesses and residences would be required to construct the proposed Project.

3 REGULATORY SETTING

3.1 FEDERAL

3.1.1 National Environmental Policy Act [42 USC Sections 4321 et seq.]

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

3.1.2 Federal Transit Administration

As a transit project, the primary source used for the prediction and assessment of impacts associated with noise and vibration for the proposed Project comes from the FTA Noise and Vibration Impact Assessment Manual (2018), which provides prediction methodology and impact assessment guidance for both construction and operational phases of the proposed Project as outlined in this section.

3.1.2.1 Construction Noise and Vibration

FTA recommended construction noise impact criteria are presented in Table 3-1, as a function of land use.

Table 3-1: FTA Construction Noise Impact Criteria

Land Use	$L_{eq\text{-}equip.\ (8\text{-}hr)}$, dBA Day	$L_{eq\text{-}equip.\ (8\text{-}hr)}$, dBA Night	$L_{eq\text{-}equip.\ (30\text{-}day)}$, dBA 30-Day Average
Residential	80	70	75
Commercial	85	85	80*
Industrial	90	90	85*

Notes:
**Use 24-hr Leq (24-hr) instead of Ldn-equip (30-day)*
dBA = A-weight decibels
hr = hour
Leq = Equivalent Sound Level
Leq-equip.= Equivalent Sound Level for Equipment
Day: 7 a.m. to 10 p.m.
Night: 10 p.m. to 7 a.m.
Source: FTA 2018, Table 3-1, Table 7-3

For construction vibration, FTA guidance provides impact criteria for two different impact types, potential building damage and potential human annoyance; both are categorized by building type or land use, which are presented in Table 3-2 and Table 3-3, respectively.

Table 3-2: FTA Construction Vibration Damage Criteria

Building/Structural Category	PPV, in/sec	Approximate L_v*
I. Reinforced-concrete, steel, or timber (no plaster)	0.5	102
II. Engineering concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Notes:
PPV = peak particle velocity
in/sec = inches per second
L_v = vibration level
**Root mean square (RMS) velocity in decibels, vibration velocity level (VdB) relative to (re) 1 micro-in/sec*
Source: FTA 2018, Table 7-5

Table 3-3: FTA Indoor GBV and GBN Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 micro-in/sec)			GBN Impact Levels (dBA re 20 micro-Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB *	65 VdB *	65 VdB *	N/A **	N/A **	N/A **
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

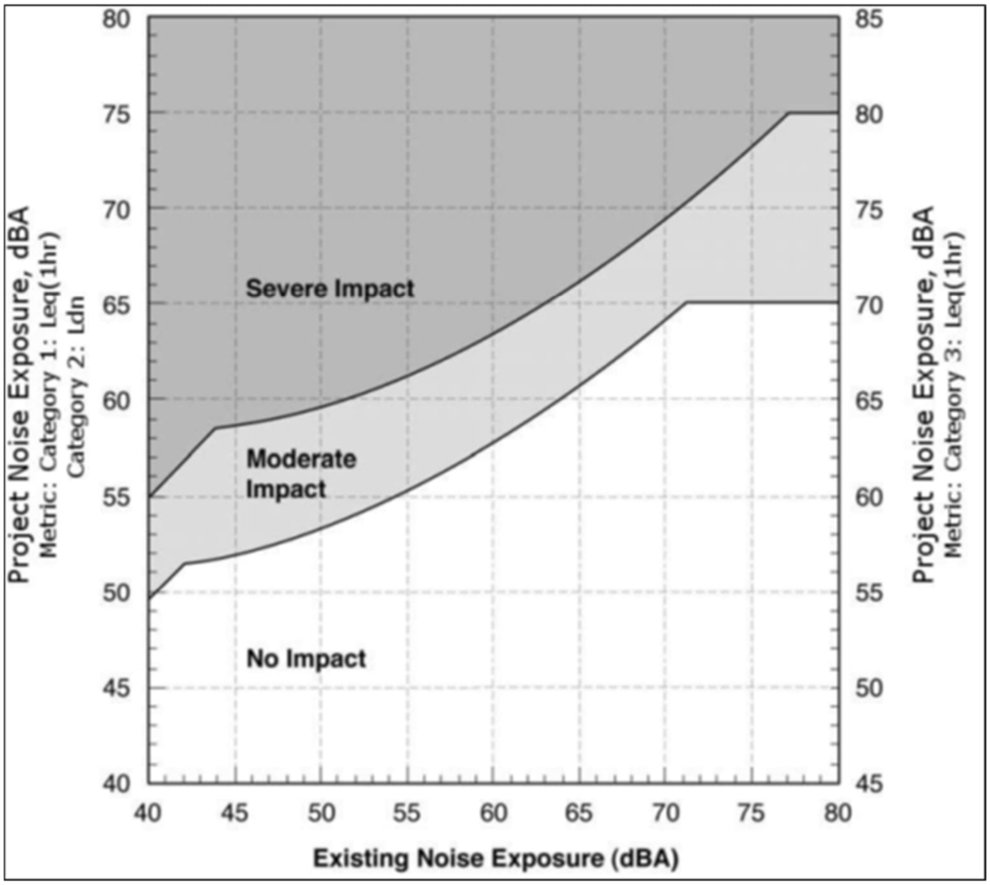
Notes:
GBN = ground-borne noise
GBV = ground-borne vibration
N/A= not applicable
**This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.*
*** Vibration-sensitive equipment is generally not sensitive to GBN; however, the manufacturer's specifications should be reviewed for acoustic and vibration sensitivity.*
Source: FTA 2018, Table 6-3

3.1.2.2 Operational Noise and Vibration

FTA operational noise impacts are determined as a function of the predicted proposed Project noise and existing noise exposure and land use category, as shown in FTA Operational Noise Impact Criteria. Generally, the higher the existing noise exposure, the higher the limit for moderate and severe impacts. For example, at a Category 2 (residential) receptor location with an existing noise exposure level of 55 dBA

L_{dn}[1], a moderate noise impact would be triggered with a proposed Project noise exposure of 56 dBA L_{dn} and a severe impact at a proposed Project noise level of 61 dBA L_{dn}. However, for the same receiver location with an existing exposure of 60 dBA L_{dn}, a moderate impact would exist at a proposed Project noise level of 58 dBA L_{dn}, and a severe impact at 63 dBA L_{dn}. Operational ground-borne vibration (GBV) impact criteria are the same as for operation activity, as shown in Table 3-3.

Figure 3-1: FTA Operational Noise Impact Criteria



3.2 STATE

3.2.1 California Environmental Quality Act

Appendix G of the CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regard to noise and vibration. These questions are as follows:

[1] L_{dn} defined as day-night noise level

Would the project result in:

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

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

3.2.2 Caltrans Transportation and Construction Vibration

Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) provides guidelines for vibration damage potential and vibration annoyance criteria. These criteria are shown in Table 3-4 and Table 3-5, respectively.

Table 3-4: Caltrans Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Caltrans 2020

Table 3-5: Caltrans Guideline Vibration Annoyance Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.10
Severe	2.0	0.4

Source: Caltrans 2020

3.2.3 Caltrans Traffic Noise Analysis Protocol

The Caltrans traffic noise analysis protocol (Caltrans 2013) provides the noise abatement criteria corresponding to land use activity categories as shown in Table 3-6.

Table 3-6: Caltrans Traffic Noise Abatement Criteria

Activity Category	Activity $L_{eq[h]}$	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential.
C	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A through D or F.
F			Agriculture, airports, bus yards, emergency services, industrial, logging, MSF, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G			Undeveloped lands that are not permitted.

Notes:

L_{eq} (h) = equivalent sound level over a 1-hour period

Source: Table 1: Caltrans Traffic Noise Abatement Criteria, Caltrans 2013

It is noted that, while included for background information, the Caltrans noise abatement criteria listed is typically used for new roadway projects, or projects where existing roadways are being significantly upgraded, which may not apply to the current proposed Project.

3.3 REGIONAL AND LOCAL

3.3.1 San Bernardino County

3.3.1.1 San Bernardino County Countywide Plan

San Bernardino County Countywide Plan (General Plan) is a collection of planning tools intended to guide future decisions, investments, and improvements throughout San Bernardino County (San Bernardino

County 2020). The General Plan's Hazards Element contains the following goal and policies related to noise that are applicable to the proposed Project:

> GOAL HZ-2: People and the natural environment protected from exposure to hazardous materials, excessive noise, and other human-generated hazards.
>
> POLICY HZ-2.7: We encourage truck delivery areas to be located away from residential properties and require associated noise impacts to be mitigated.
>
> POLICY HZ-2.9: We prioritize noise mitigation measures that control sound at the source before buffers, sound walls, and other perimeter measures.

3.3.2 City of Ontario

3.3.2.1 City of Ontario General Plan

The Safety and Land Use Elements of the City of Ontario General Plan (2022) set forth goals, policies, and land use guidelines to protect residential neighborhoods and noise-sensitive receptors from excessive noise levels. The City of Ontario uses the Noise Level Exposure and Land Use Compatibly Guidelines when siting new development and making land use decisions. The following goals from the General Plan Safety Element are applicable to the proposed Project:

> Goal S4: An environment where noise does not adversely affect the public's health, safety, and welfare.
>
> Goal S4-1: Utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.
>
> Goal S4-2: Collaborate with airport owners, Federal Aviation Administration (FAA), Caltrans, SANBAG[2], Southern California Association of Governments (SCAG), neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation related plans to minimize noise impacts and provide appropriate mitigation measures.
>
> Goal S4-4: Manage truck traffic to minimize noise impacts on sensitive land uses.
>
> Goal S4-5: Design streets and highways to minimize noise impacts.

[2] FAA, SANBAG and SCAG are Federal Aviation Administration, San Bernardino Associated Governments, and Southern California Association of Governments respectively.

3.3.2.2 City of Ontario Municipal Code

The City of Ontario Municipal Code, Chapter 29 (Noise) establishes the maximum permissible noise level that may intrude into a neighbour's property. The Noise Ordinance establishes noise level standards for various land use categories affected by stationary noise sources. Land use categories in the City of Ontario are defined in five noise zones, as listed in Table 3-7. Table 3-7 and Table 3-8 provide the City of Ontario's maximum exterior and interior noise standard based on the noise zone and the time period, respectively (City of Ontario 2021).

1. Noise Zone I: All single-family residential properties,
2. Noise Zone II: All multi-family residential properties and mobile home parks,
3. Noise Zone III: All commercial property,
4. Noise Zone IV: The residential portion of mixed-use properties, and
5. Noise Zone V: All manufacturing or industrial properties and all other uses.

Table 3-7: City of Ontario, Exterior Noise Standards

	Allowable Exterior Noise Level[1]	Allowed Equivalent Noise Level, L_{eq}[2]	
Noise Zone	Type of Land Use	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed-use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
(2) Measurements for compliance are made on the affected property pursuant to Section 5-29.15.
(b) It is unlawful for any person at any location within the incorporated area of the City of Ontario to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
(1) The noise standard for the applicable zone for any 15-minute period; and
(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus 20 dBA for any period of time (measured using A-weighted slow response).
(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
(d) The Noise Zone IV standard shall apply to that portion of residential *property falling within 100 feet of a commercial property or use, if the noise originates from that commercial property or use.*
(e) If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.
(Section 2, Ordinance 2888, effective on March 6, 2008)

Table 3-8: City of Ontario, Interior Noise Standards

Allowable Interior Noise Level[1]		Allowed Equivalent Noise Level, L_{eq}[2]	
Noise Zone	Type of Land Use	7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.
(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
(1) The noise standard for the applicable zone for any fifteen-minute (15) period;
(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.
(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

The City of Ontario Noise Ordinance provides the following regulations for construction activity:

(a) No person, while engaged in construction, remodeling, digging, grading, demolition, or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

(b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment, or machine in violation of the provisions of this section.

(c) Exceptions:

(1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf

of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors, or agents, unless:

(i) The City Manager or a department head determines that the maintenance, repair, or improvement is immediately necessary to maintain public services,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any construction that complies with the interior and exterior noise limits.

3.3.2.3 Ontario International Airport Land Use Compatibility Plan

The ONT Land Use Compatibility Plan (ALUCP) was adopted on April 19, 2011, and amended in July 2018, by the Ontario City Council to address airport impacts and provide implementation techniques to ensure the development of compatible land uses around airports (Ontario International Airport – Inter Agency Collaborative [ONT-IAC] 2018a). The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the Airport Noise Impact Zone. The ALUCP limits land uses that might be harmful to the people near or within the Airport Noise Impact Zone.

3.3.3 City of Rancho Cucamonga

3.3.3.1 City of Rancho Cucamonga General Plan

The Noise Chapter of the City of Rancho Cucamonga General Plan specifies outdoor noise level limits for land uses impacted by transportation noise sources. The City of Rancho Cucamonga requires that new developments be designed to meet these standards (City of Rancho Cucamonga 2021a; 2021b). Noise compatibility can be achieved by avoiding the location of conflicting land uses adjacent to one another, incorporating buffers and noise control techniques including setbacks, landscaping, building transitions, site design, and building construction techniques. Selection of the appropriate noise control technique would vary depending on the level of noise that needs to be reduced as well as the location and intended land use. The following goal and policies from the Noise Chapter of the General Plan are applicable to the proposed Project:

> GOAL N-1: A city with appropriate noise and vibration levels that support a range of places from quiet neighborhoods to active, exciting districts.

POLICY N-1.1: Require new development to meet the noise compatibility standards identified in Table N-1.

POLICY N-1.2: Require the use of integrated design-related noise reduction measures for both interior and exterior areas prior to the use of noise barriers, buffers, or walls to reduce noise levels generated by or affected by new development.

POLICY N-1.4: Require development proposing to add people in areas where they may be exposed to major noise sources (e.g., roadways, rail lines, aircraft, industrial or other non-transportation noise sources) to conduct a project level noise analysis and implement recommended noise reduction measures.

POLICY N-1.8: Require new development to reduce vibration to 85 VdB or below within 200 feet of an existing structure.

3.3.3.2 City of Rancho Cucamonga Municipal Code

The City of Rancho Cucamonga Municipal Code, Section 17.66.050 (Noise Standard), establishes the maximum permissible noise level that may intrude into a neighbour's property. The Noise Ordinance establishes the following designated noise zones:

- Noise Zone I: All single- and multiple-family residential properties, and
- Noise Zone II: All commercial properties.

Exterior Noise Standards - The Noise Ordinance of the City of Rancho Cucamonga Municipal Code establishes the following exterior noise standards:

> It shall be unlawful for any person at any location within the city to create any noise or allow the creation of any noise on the property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on the property line of any other property to exceed the basic noise level as defined below:
>
> a) Basic noise level for a cumulative period of not more than 15 minutes in any one hour; or
>
> b) Basic noise level plus five dBA for a cumulative period of not more than ten minutes in any one hour; or
>
> c) Basic noise level plus 14 dBA for a cumulative period of not more than five minutes in any one hour; or
>
> d) Basic noise level plus 15 dBA at any time.

Residential Noise Standards - Table 3-9 includes the maximum noise limits in residential zones. These are the noise limits when measured at the adjacent residential property line (exterior) or within a neighboring home (interior).

Table 3-9: City of Rancho Cucamonga, Residential Noise Limits

Location of Measurement	Maximum Allowable	
	10:00 pm to 7:00 am	7:00 am to 10:00 pm
Exterior	60 dBA	65 dBA
Interior	45 dBA	50 dBA

Notes:
a.m. = ante meridiem
p.m. = post meridiem

Noise sources associated with, or vibration created by, construction, repair, remodeling, or grading of any real property or during authorized seismic surveys could occur with adherence to the following guidelines:

a. When adjacent to a residential land use, school, church or similar type of use, the noise generating activity does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, and provided noise levels created do not exceed the noise standard of 65 dBA when measured at the adjacent property line.

b. When adjacent to a commercial or industrial use, the noise generating activity does not take place between the hours of 10:00 p.m. and 6:00 a.m. on weekdays, including Saturday and Sunday, and provided noise levels created do not exceed the noise standards of 70 dBA when measured at the adjacent property line.

4 METHODOLOGY

4.1 RESOURCE STUDY AREA

Based on conservatively calculated screening distances, such as the FTA screening distances for potential noise and vibration impacts (or estimated from reference vibration damage and annoyance thresholds), the resource study area limits for construction and operational noise and vibration are provided in Table 4-1.

Table 4-1: Resource Study Area Limits for Noise and Vibration

Project Phase	Impact Type	Land Use/Building Type	Distance to Impact (feet)	Measured from
Construction Noise	Human Annoyance	Residential Land Uses	500	Construction areas and truck haul routes
Construction Vibration	Building Damage	Modern buildings	32	Underground tunnel sections
Construction Vibration	Building Damage	Older buildings	60	Underground tunnel sections
Construction Vibration	Building Damage	Extremely fragile buildings	80	Underground tunnel sections
Construction Vibration	Human Annoyance	Residential	325	Underground tunnel sections
Construction Vibration	Human Annoyance	Institutional	250	Underground tunnel sections
Operational Noise	Human Annoyance	residential	250	Aboveground stations
Operational Vibration	Human Annoyance	Sensitive buildings	100	Underground tunnel sections
Operational Vibration	Human Annoyance	Residential	50	Underground tunnel sections

Source: AECOM 2024

4.2 BASICS OF SOUND

Noise is typically defined as unwanted sound. The following is a brief discussion of fundamental environmental noise concepts.

4.2.1 Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

4.2.2 Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

4.2.3 Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (µPa). One µPa is approximately 100-billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 µPa. Because of this huge range of values, sound is rarely expressed in terms of µPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 µPa.

4.2.4 Addition of Decibels

Because dB are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the dB scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the dB scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

4.2.5 A-Weighted Decibels

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000 to 4,000 Hz and perceive sounds within that range better than sounds of the same amplitude at higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an "A-weighted" sound level (expressed in units of dBA) can be computed based on this information.Table 4-2 describes typical A-weighted noise levels for various noise sources.

Table 4-2: Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock band
Jet fly-over at 1,000 feet		
	100	
Gas lawn mower at 3 feet		
	90	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60	
		Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime		
	30	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20	
		Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Notes:
mph = miles per hour
Source: Table 2.5: Typical Noise Levels, Caltrans 2013

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with regular noise conditions. Noise levels for this report are reported in terms of A-weighted decibels or dBA.

4.2.6 Human Response to Changes in Noise Levels

As previously discussed, doubling sound energy results in a 3-dB increase in sound level. However, given a sound-level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels, when exposed to steady, single-frequency ("pure-tone") signals in the midfrequency (1,000 Hz to 8,000 Hz) range. In typical noisy environments, changes in noise levels of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound level would generally be perceived as barely detectable.

4.2.7 Noise Descriptors

Noise in a daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others fluctuate slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors used in this noise analysis.

Equivalent Sound Level (L_{eq}): L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level ($L_{Aeq(h)}$) is the energy average of A-weighted sound levels occurring during a 1-hour period and is the basis for noise abatement criteria for many agencies.

Daytime Equivalent Sound Level ($L_{eq(day)}$): $L_{eq(day)}$ is the L_{eq} average of the A-weighted sound levels occurring during daytime hours from 7:00 a.m. to 10:00 p.m.

Nighttime Equivalent Sound Level ($L_{eq(night)}$): $L_{eq(night)}$ is the L_{eq} average of the A-weighted sound levels occurring during nighttime hours from 10:00 p.m. to 7:00 a.m.

Day-Night Level (L_{dn}): L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m. This metric is often used to assess human annoyance to community noise.

Community Noise Equivalent Level (CNEL): CNEL is the average of A-weighted sound levels occurring over a 24-hour period, with a 5-dB penalty applied to sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m., and a 10-dB penalty applied to sound levels occurring during nighttime hours between 10:00 p.m. and 7:00 a.m.

Sound Power Level (L_w): L_w is a quantity that describes the acoustical energy that is emitted by a sound source independent of the receptor's distance from the object (similar to the wattage of a light bulb). L_w is not usually referenced in regulations describing maximum allowable noise levels; rather, it is used in some calculations and design standards to achieve a desired or allowable noise level.

Maximum Sound Level (L_{max}): L_{max} is the maximum instantaneous sound level reached during a given period of time. This metric is commonly used in vehicle and construction equipment noise specifications.

4.2.8 Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and, hence, can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave-canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance.

Atmospheric Effects

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the highway or rail noise due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and solid walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line-of-sight between a source and a receptor will typically result in at least 5 dBA of noise reduction. Taller barriers provide increased noise reduction. Vegetation between the highway and receptor is rarely effective in reducing noise because it does not create a solid barrier.

4.3 BASICS OF VIBRATION

4.3.1 Characteristics of Vibration

Vibration is an oscillatory motion through a solid medium, such as soil or concrete, in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is also acoustic energy transmitted as waves through the solid medium. The rate at which pressure changes occur is called the frequency of the vibration, measured by the number of oscillations per second or Hz. Vibration may be the form of a single pulse of acoustical energy, a series of pulses, or a continuous oscillating motion.

The way that vibration is transmitted through the ground depends on the soil type, the presence of rock formations or manmade features, and the topography between the vibration source and the receptor location. As a general rule, vibration waves tend to dissipate and reduce in magnitude with distance from the source. Also, high-frequency vibrations are generally attenuated rapidly as they travel through the ground, so the vibration received at locations distant from the source tends to be dominated by low-frequency vibration. The GBV frequencies most perceptible to humans are in the range from less than 1 Hz to 100 Hz.

Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of vibration are trains, buses on rough roads, and construction activities, such as blasting, pile-driving, and heavy earth-moving equipment.

High levels of vibration may cause physical personal injury or damage to buildings. However, GBV levels rarely affect human health. Instead, most people consider GBV to be an annoyance that can affect concentration or disturb sleep. In addition, high levels of GBV can damage fragile buildings or interfere with equipment that is highly sensitive to GBV (e.g., electron microscopes).

4.3.2 Vibration Descriptors

There are several different methods that are used to quantify vibration.

The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in in/sec.

The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. RMS amplitude is defined as the root mean square of the squared amplitude of the velocity signal. The dB notation for vibration velocity level (VdB) is commonly used to measure RMS. VdB acts to compress the range of numbers required to describe vibration. L_v is expressed in velocity level decibels (L_v, VdB).

4.3.3 Effects of Vibration

When GBV arrives at a building, a portion of the energy will be reflected or refracted away from the building, and a portion of the energy will typically continue to penetrate through the ground-building interface. However, once the vibration energy is in the building structure, it can be amplified by the resonance of the walls and floors. Occupants can perceive vibration as motion of the building elements (particularly floors) and also rattling of lightweight components, such as windows, shutters, or items on shelves. At very high amplitudes (energy levels), low-frequency vibration can cause damage to buildings.

Unlike noise, GBV is not a phenomenon that most people experience every day. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible GBV are construction equipment and traffic on rough roads. If the roadway is smooth, the vibration from traffic is rarely perceptible.

4.4 FIELD NOISE MEASUREMENTS AND PREDICTION OF NOISE AND VIBRATION LEVELS

4.4.1 Field Noise Measurements

Noise measurements were conducted at the proposed Project site and selected nearby noise-sensitive locations on June 13 and 14, 2022. The measurements were conducted with American National Standards Institute Type 1 sound-level meters within their manufacturer's recommended 1-year calibration period. Measurements were conducted and documented in keeping with standard environmental noise measurement procedures, including field calibration checks, maintenance of detailed field data sheets, and measurement set-up photographs for each measurement location (all available upon request). Weather conditions during the measurement period were generally typical for this location during this time of year (temperatures ranging between 65 to 80 degrees Fahrenheit, wind speeds between 0 and 10 mph, relative humidity of 50 to 75 percent [%], and partly cloudy to sunny skies).

Noise measurements were conducted at five locations in the vicinity of the proposed Project site, including one long-term (LT) measurement location for an entire 24-hour period, and four short-term (ST) locations with durations of approximately 20 to 30 minutes each.

4.4.2 Prediction of Project Noise and Vibration Levels

The general procedure for assessing noise and vibration impacts for a project is to predict the future noise and vibration levels associated with a project, and then compare those predicted levels to the appropriate identified significant impact thresholds in accordance with applicable local, state, and federal policies. The noise and vibration impact analysis for this proposed Project includes two primary phases, noise and vibration for construction of the proposed Project components, and ongoing operational noise.

The methodology for predicting future noise and vibration levels associated with the construction and operation of the proposed Project follow the procedures outline in the FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018), unless noted otherwise.

4.4.2.1 Construction Noise and Vibration

On-site Construction Noise

Potential construction noise impacts were determined by calculating the proposed Project related construction noise levels at representative sensitive receptors and comparing these values to existing ambient noise levels (i.e., noise levels without construction noise from the proposed Project). Construction noise associated with the proposed Project was analyzed based on the worst-case construction equipment and processes expected to be in use during the proposed Project's construction phases. The construction noise model for the proposed Project is based on the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2006). The ambient noise levels were based on field data and are provided in Section 5.1 of this technical report.

The methodology used to analyze on-site construction activities starts with the reference noise level and usage factor for each type of construction equipment to be used under conservative worst-case conditions for each identified construction phase. These reference noise levels are then adjusted for the distance from the source to the noise-sensitive receptor, the fractional portion of time (acoustic usage factor, AUF) that the equipment is operating at full power (L_{max}), and any acoustical shielding that may be present (such as buildings or terrain), and then summing together the contributed noise from all pieces of equipment.

Construction equipment rosters and usage are provided by the proposed Project contractor to represent typical noise conditions over the course of a workday for worst-case conditions. The acoustical contribution (or the equivalent sound level) for each piece of equipment at each construction area is calculated using the following standard equation:

$$L_{eq} = L_{max(ref)} - 20\,log\left(\frac{D}{D_{ref}}\right) + 10\,log\left(\frac{AUF\%}{100}\right) + 10\,log(N) - S \quad (eq.1)$$

Where:

L_{eq} = equivalent sound level energy-averaged over the period of time over which the equipment is operating, in dBA

$L_{max(ref)}$ = maximum operating equipment sound level operating at full power as measured at the reference distance

D = distance between the operating equipment and the noise-sensitive receptor location (distances conservatively assumed to be the shortest distance from source to receptor at any given site for worst-case conditions)

D_{ref} = reference distance for the $L_{max(ref)}$, typically 50 feet

AUF% = Acoustic Usage Factor (typical percentage value of time that equipment is operating at full power)

N = number of similar pieces of equipment operating in the same area

S = estimated noise reduction shielding value between that source and noise-sensitive receptor, in dBA

The acoustic contribution for all equipment assumed to be operating during the defined construction phase is summed together on an energy basis as the estimated combined noise level for each specific noise-sensitive receptor and then adjusted for distance and acoustical shielding from intervening structures such as buildings or terrain in accordance with FTA methodology for estimating barrier insertion loss (FTA 2018, Table 4-28).

The list of construction equipment available to be used for the various construction phases of the proposed Project are selected from the full RCNM equipment list, including $L_{max(ref)}$ and AUF% as shown in Table 4-3.

Table 4-3: Acoustical Properties of Construction Equipment

Equipment Type	$L_{max(ref)}$ dBA (50 feet)	AUF%
Auger Drill	84	20
Backhoe	78	40
Boring Jack Power Unit	83	50

Equipment Type	$L_{max(ref)}$ dBA (50 feet)	AUF%
Chain Saw	84	20
Compactor (ground)	83	20
Compressor (air)	78	40
Concrete Mixer Truck	79	40
Concrete Pump Truck	81	20
Concrete Saw	90	20
Crane	81	16
Dozer	82	40
Drill Rig Truck	79	20
Drum Mixer	80	50
Dump Truck	76	40
Excavator	81	40
Flat Bed Truck	74	40
Front End Loader	79	40
Generator (greater than 25-KVA)	81	50
Generator (less than 25-KVA)	73	50
Gradall	83	40
Grader	85	40
Horizontal Boring Jack	82	25
Hoe Ram	90	20
Jackhammer	89	20
Man Lift	75	20
Pavement Scarafier	90	20
Paver	77	50
Pickup Truck	75	40
Pneumatic Tools	85	50
Pumps	81	50
Roller	80	20
Scraper	84	40
Shears (on backhoe)	96	40
Tractor	84	40
Vacuum Excavator	85	40
Vacuum Street Sweeper	82	10
Ventilating Fan	79	100
Vibrating Hopper	87	50
Vibratory Concrete Mixer	80	20
Warning Horn	83	5
Welder/Torch	74	40

Notes:
KVA = kilovolt-ampere (electrical power measured in watts)
$L_{max(ref)}$ dBA (50 feet) = actual measured L_{max}
Source: RCNM Users Guide (FHWA 2006, Table 1)

<u>Off-site Construction Noise</u>

In addition to the previously identified construction equipment identified, there would be some additional traffic on the local roadway network to and from the construction sites associated with construction equipment movements, worker trips, and material delivery and removal. An off-site noise analysis was conducted using the FHWA Traffic Noise Model (TNM) version 2.5 to predict and evaluate additional noise contributed by construction-related traffic noise at typical receptor distances. The TNM is the current Caltrans standard computer noise model for traffic noise studies. The model allows for the input of roadways, noise receivers, and sound barriers, if applicable. The existing traffic volumes for haul route roadways were obtained from the Transportation and Traffic Technical Report. Additional construction-related off-site heavy-truck volumes were obtained from the Construction Methods Technical Report (SBCTA 2024b).

The TNM was used to calculate existing traffic noise levels at typical receptor distances of 50 and 100 feet from the roadway centerline for the area streets used for haul routes, and then compared to calculated noise levels for the existing traffic plus the proposed Project traffic to assess significant increases in traffic noise levels as a result of the proposed Project construction traffic. Noise impacts associated with off-site construction traffic are reported in Section 6 of this report.

Construction Vibration

GBV impacts due to the proposed Project's construction activities were evaluated for both on-site and off-site construction activities by identifying potential vibration sources (i.e., construction equipment), estimating the vibration levels at the potentially affected receptor, and comparing the proposed Project's activities to the applicable vibration significance thresholds. The methodology for calculating the construction vibration levels is described as follows:

Construction-related vibration is assessed using two different metrics: 1) to assess potential structural damage from vibration, and 2) to assess human annoyance from vibration. PPV in in/sec is used to assess potential structural damage. L_v in VdB is used to assess human annoyance. PPV and L_v are calculated using the following equations:

Structural Damage Equation (PPV):

$$PPV=PPV_{ref}*(25/D)^{\wedge}1.5 \quad (eq.2)$$

Where:

PPV = peak particle velocity at the nearest structure
PPV_{ref} = reference PPV value for a piece of equipment at reference distance of 25 feet
D = distance from the construction equipment to the structure

Human Annoyance Equation (L_v)

$$L_v=L_{v(ref)} -30 \log (D/25) \quad (eq.3)$$

Where:

L_v = vibration velocity level at the nearest structure
$L_{v(ref)}$ = reference L_v value for a piece of equipment at a reference distance of 25 feet
D = distance from the construction equipment to the structure

Not all construction equipment produces significant GBV. Of the equipment for the proposed Project, as shown in Table 4-4, the equipment with the highest reference vibration level would be a vibratory roller which has reference values of PPV_{ref} equal to 0.21 in/sec at 25 feet, and $L_{v(ref)}$ equal to 94 VdB at 25 feet. Other construction equipment types expected to be used on the proposed Project that cause GBV are listed in Table 4-4.

Potential vibration impacts for both damage and human annoyance are typically assessed using the closest distance to the potentially impacted structure.

Table 4-4: Reference Vibration Properties of Construction Equipment

Equipment Type	PPV_{ref} at 25 feet, in/sec	$L_{v(ref)}$, VdB at 25 feet
Vibratory Roller	0.21	94
Hoe-Ram	0.089	87
Large Bulldozer	0.089	87
Caisson/Auger Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: FTA 2018, Table 7-4

Tunnel Boring Machines

Vibration propagation due to tunneling was predicted using methodology outlined in the article "Vibrations induced by TBM in urban areas: In situ measurements and methodology of analysis" published in the Journal of Rock Mechanics and Geotechnical Engineering (Rallu et al. 2023). This article presented case studies of vibration produced by TBMs and developed an equation for predicting vibration propagation over distances from various TBMs and soil types:

$$PPV_{surface} = \beta / d^{\alpha}$$

Where

β = constant for TBM and soil type
α = damping factor due to distance
d = distance from TBM to Receptor

For this analysis, the coefficients β and α were set equal to 0.7 and 0.6, respectively, which is representative of the earth pressure balanced shield TBM to be used, and the alluvium soil of the proposed Project area (Rallu et al. 2023). Thus, vibration levels at the receptors due to tunneling were able to be predicted.

4.4.2.2 Operational Noise and Vibration

Operational noise and vibration levels are predicted using techniques provided in the FTA Transit Noise and Vibration Impact Assessment Manual (FTA 2018).

Operational Noise

Operational noise levels for the aboveground station activity are calculated using equations and reference levels from Section 4.4 of the FTA manual (FTA 2018), assuming something similar to a Transit Center or Park and Ride Lot facility (see FTA Tables 4-13 and 4-14 for reference levels and computation of hourly noise levels).

$$L_{eq(1hr)} \text{ at 50 feet} = SEL_{ref} + C_N - 35.6 \quad (eq.4)$$

Where:

SEL_{ref} = 101 dBA for Transit Center or Park and Ride Lot
C_N = volume adjustment = $10*\log(N_A/1000 + N_B/24)$
N_A = average number of automobiles per hour
N_B = average number of buses per hour

Operational Vibration

In-tunnel operational vibration levels are calculated using reference levels and prediction equations provided in Chapter 6 of the FTA manual (FTA 2018), as summarized (assuming rubber-tired transit projects).

Predicted vibration velocity level for rubber-tired vehicles (FTA 2018, Table 6-10)

$$L_v = 66.08 + 34.28*\log(D) - 30.25*\log(D)^2 + 5.40*\log(D)^3 \quad (eq.4)$$

Where:

L_v = vibration velocity, VdB
D = distance in feet

4.5 EVALUATION OF IMPACTS UNDER CEQA

Appendix G of the 2022 CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regard to noise and vibration. These questions are as follows:

Would the project result in:

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

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Referencing relevant policy information presented in Section 3, Thresholds of Significance were developed in order to provide a conservative analysis based on relevant policies. The analysis utilizes factors and considerations identified in the Ontario Municipal Code, Chapter 29: Noise, the Rancho Cucamonga, California Municipal Code, Section 17.66.050 Noise Standards, the FTA's GBV and noise criteria, and Caltrans's construction vibration damage and annoyance thresholds for assessing potential impacts relating to building damage and human annoyance. These factors and considerations will, as appropriate, be used to assist in answering the Appendix G Threshold questions. The construction and operation thresholds that are applicable to the proposed Project and used for this report's analyses are included in this section.

4.5.1 Construction Impact Thresholds

4.5.1.1 Construction Noise Thresholds

City of Ontario: Construction exceeding the exterior and interior noise limits as shown in Table 3-7 and Table 3-8, respectively, would result in a significant impact.

City of Rancho Cucamonga: Construction exceeding the 65-dBA noise limit for residential land use and 70-dBA limit for commercial or industrial land use would result in a significant impact.

From FTA Guidance: The proposed Project construction noise level exceeding a $L_{eq\text{-}day}$ of 80 dBA at a residential property or 85 dBA at a commercial, school, church, or park use would result in a significant impact.

4.5.1.2 Construction Vibration Thresholds

The City of Ontario and the City of Rancho Cucamonga do not currently have adopted standards, guidance, or thresholds relative to GBV. Therefore, available guidance from FTA and Caltrans are utilized to assess impacts due to GBV during construction.

From FTA Guidance, a significant vibration impact would exist if:

- For human annoyance, GBV levels exceed 72 VdB at residential structures or 75 VdB at Institution land uses;
- For potential structural damage, GBV levels exceeding:
  - 0.5 PPV, in/sec, for Category 1 buildings (reinforced-concrete, steel or timber [no plaster]);
  - 0.3 PPV, in/sec, for Category 2 buildings (engineered concrete and masonry [no plaster]);
  - 0.2 PPV, in/sec, for Category 3 buildings (non-engineered timber and masonry buildings); or
  - 0.12 PPV, in/sec, for Category 4 buildings (buildings extremely susceptible to vibration damage).

4.5.2 Operational Impact Thresholds

From the City of Rancho Cucamonga noise ordinance, a significant noise impact would exist if:

- The existing ambient noise level is exceeded by 15 dBA when measured on the property line of any other property.

From FTA Guidance, a significant noise impact would exist if:

- The proposed Project noise level would result in a “severe impact” at levels ranging from 55 to 80 dBA. Depending on existing noise exposure, in accordance with FTA Operational Noise Impact Criteria in Section 3.1.1.
-

5 EXISTING CONDITIONS

5.1 EXISTING NOISE MEASUREMENTS

The existing ambient noise environment was determined by collecting a limited number of noise measurements at various representative locations within the proposed Project area according to the noise measurement methodology described in Section 4.2. Noise measurement locations are described in Table 5-1 and shown graphically in Figure 5-1.

Table 5-1: Noise Measurement Locations

Location	Location	Existing Noise Sources
LT-1	Commercial development located east of Milliken Avenue and about 250 feet north of 4th Street.	Traffic on Milliken Avenue.
ST-1	Multi-family residential development, exterior area, southwest of the intersection of Milliken Avenue and 7th Street.	Traffic on Milliken Avenue.
ST-2	Multi-family residential development, exterior area on western side of Milliken Avenue, located 450 feet south of 5th Street.	Traffic on Milliken Avenue.
ST-3	Hotel on the eastern side of Milliken Avenue, exterior area near entrance, located about 600 feet south of 5th Street.	Traffic on Milliken Avenue.
ST-4	Multi-family residential development north of the intersection of Duesenberg Drive and Concours Street.	Light traffic on Concours Street, dog barking, and distant aircraft.

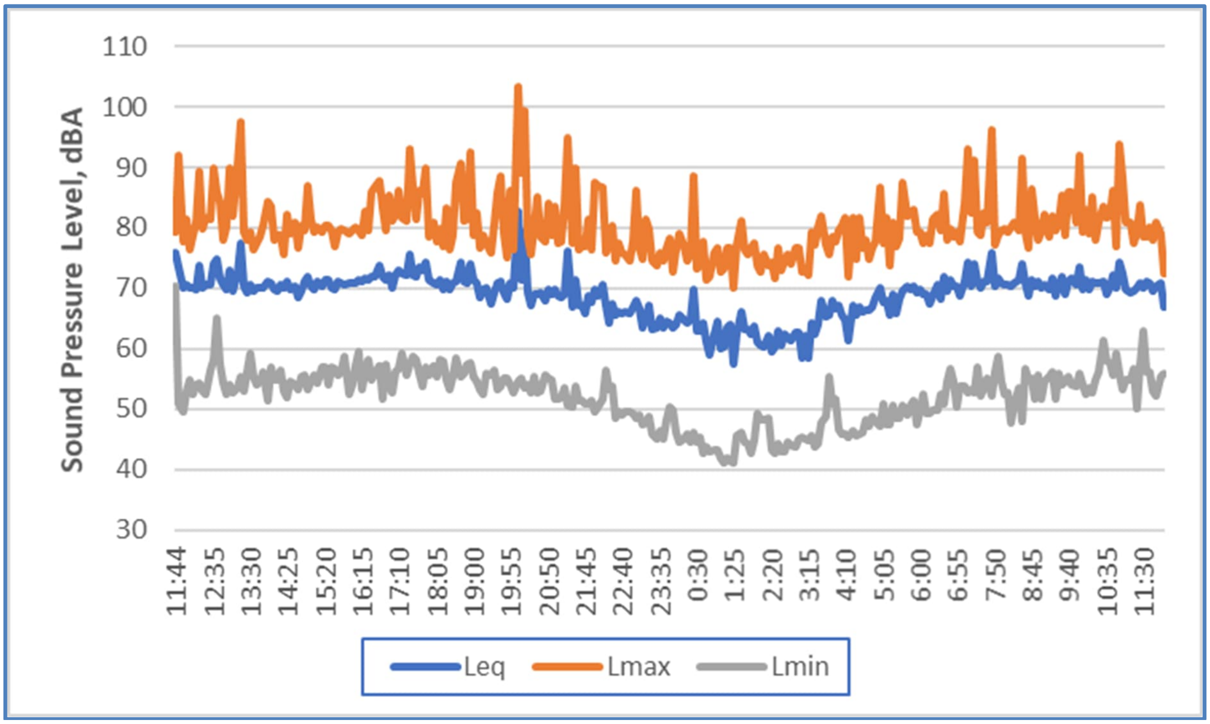
Source: AECOM 2022

Noise measurements results

The results of the long-term (24 hours) noise measurements at LT-1 are shown graphically in Figure 5-1. These results indicate noise levels at this area averaging about 70 dBA, L_{eq} during the day and dropping down to about 60 dBA, L_{eq} in the early morning hours.

Table 5-2provides a summary of the measured LT and ST data, along with key calculated noise metrics, including the average L_{eq} for the entire measurement period, $L_{eq\text{-}day}$, $L_{eq\text{-}night}$ and L_{dn} for each measurement location.

Figure 5-1: Long-Term Noise Measurement Data at LT-1



Source: (AECOM 2022)

Table 5-2: Noise Measurement Results

Location	Date	Time	Measured L_{eq}, dBA	Average Measured L_{eq}, dBA	Calculated $L_{eq\text{-}day}$, dBA	Calculated $L_{eq\text{-}night}$, dBA	Calculated L_{dn}, dBA
ST-1	6/13/2022	4:58 p.m.–5:28 p.m.	66.7	63.9	64.6	59.5	67.1
ST-1	6/14/2022 9:11 a.m.–9:39 a.m.	53.5	-	-	-	-	-
ST-2	6/13/2022 2:15 p.m.–2:44 p.m.	65.0	65.8	66.7	61.6	69.2	-
ST-2	6/14/2022 9:55 a.m.–10:24 am	66.5	65.8	66.7	61.6	69.2	-
ST-3	6/13/2022 1:40 p.m.–2:09 p.m.	63.6	64.1	64.8	59.7	67.3	-
ST-3	6/14/2022	10:27 a.m.–10:59 am	64.6	-	-	-	-
ST-4	6/13/2022 1:04 p.m.–1:24 p.m.	67.9	65.2	63.8	58.6	66.3	-
ST-4	6/14/2022 8:24 a.m.–8:53 a.m.	55.3	65.2	63.8	58.6	66.3	-
LT-1	6/13/2022–6/14/2022	11:44 a.m.–12:00 p.m.	70.4	70.4	71.6	66.5	74.1

Source: (AECOM 2022)

6 IMPACT EVALUATION

6.1 NOISE AND VIBRATION SENSITIVE RECEPTORS

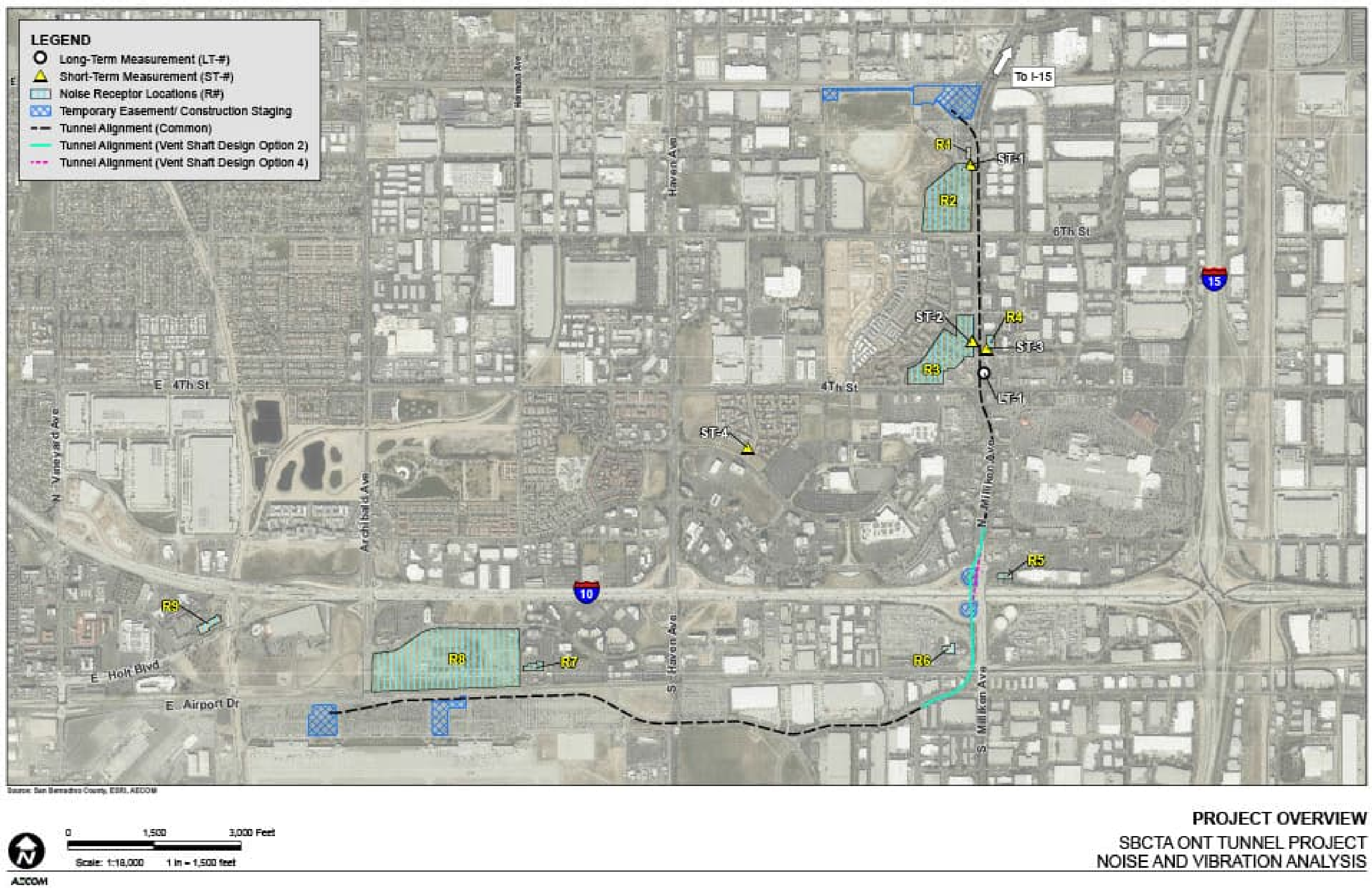
For the noise and vibration impact analysis, specific receptor locations were selected to assess potential impacts. These generally consisted of land uses that could be sensitive to elevated noise or vibration levels within about 500 feet of the proposed Project components, such as future station location construction sites, truck haul routes, tunnel corridors, and vent shafts (beyond about 500 feet, construction and operational transit noise are typically less than ambient noise levels in most developed areas). Noise-sensitive receptor land uses included residential properties, hotels, places of worship, and some businesses with outdoor use areas. The selected sensitive receptors are described in Table 6-1 and shown in Figure 6-1. It is noted that Receptor R8, remaining structures at Old Guasti Winery, is included as potentially sensitive structures, but are only assessed for potential vibration damage.

Table 6-1: Noise and Vibration-Sensitive Receptor Locations

Location	Description	Location	Noise and Vibration Sources
R1	Fairway Village, shops with outdoor seating, City of Rancho Cucamonga	Western side of Milliken Avenue between Azusa Court and 7th Street	Aboveground construction noise and vibration, haul route noise
R2	Solamonte Apartments, with street-facing units with balconies and patios, City of Rancho Cucamonga	Western side of Milliken Avenue between 7th and 6th Streets	Aboveground construction noise and vibration, tunnel construction vibration, haul route noise
R3	Reserve at Empire Lakes Apartments with street-facing units with balconies and patios, City of Rancho Cucamonga	Western side of Milliken Avenue between 5th and 4th Streets	Tunnel construction vibration, haul route noise
R4	Holiday Inn Express with exterior use areas, City of Rancho Cucamonga	9585 Milliken Avenue between 5th and 4th Streets	Tunnel construction vibration haul route noise
R5	In-N-Out, Chick Fil-A with outdoor seating, City of Ontario	Milliken Avenue at Ontario Mills Parkway	Haul route noise, vent construction noise and vibration
R6	TA Travel Center with outdoor seating, City of Ontario	Milliken Avenue at Guasti Road	Haul route noise, vent construction noise and vibration
R7	San Secondo d'Asti Church with exterior use areas, City of Ontario	250 North Turner Avenue	Aboveground construction noise and vibration
R8	Remaining Structures at Old Guasti winery, City of Ontario (no longer in use)	East Guasti Road between Archibald Avenue and North Turner Road	Construction and tunneling vibration only, not noise sensitive
R9	Holiday Inn with exterior use areas, City of Ontario	2155 East Convention Center Way	Aboveground construction noise

Source: AECOM 2022

Figure 6-1: Noise and Vibration Study Area



In addition to showing the locations of the sensitive receptors listed in Table 6-1, Figure 6-1 identifies important proposed Project components for the entire proposed Project study area, including future station locations, construction zones, tunnel alignments, haul routes, and the proposed vent shaft design option 2 or vent shaft design option 4, as well as the locations of the noise measurements conducted for the analysis. Figure 6-5 through Figure 6-5 show greater detail for specific proposed Project components, including future station/construction sites, vent shaft location, haul routes, and tunnel sections near sensitive receptors. Figure 6-6 displays the airport noise impacts zones.

6.2 GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES

6.2.1 No Project Alternative

6.2.1.1 Construction Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Construction activities for the No Project Alternative would expose sensitive receptors to increased noise levels on the site and in existing residential neighborhoods adjacent to the site. Construction activities would need to comply with the City of Rancho Cucamonga Noise Ordinance, which generally prohibits construction between 8:00 p.m. and 7:00 a.m. and limits noise from exceeding the noise standard of 65 dBA when measured at the adjacent property line when adjacent to residential property. When adjacent to a commercial or industrial use, the City of Rancho Cucamonga prohibits construction between 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on weekends. Table 3-7 and Table 3-8 in Section 3.3 identify the noise standards and restrictions for the City of Ontario. Compliance with the City of Rancho Cucamonga and City of Ontario's Municipal Codes, which require implementation of construction BMPs to reduce construction noise and limit the hours of construction, would reduce any potentially significant impacts to a less than significant level.

Figure 6-2: Cucamonga Station Construction Area, Receptors R1 and R2

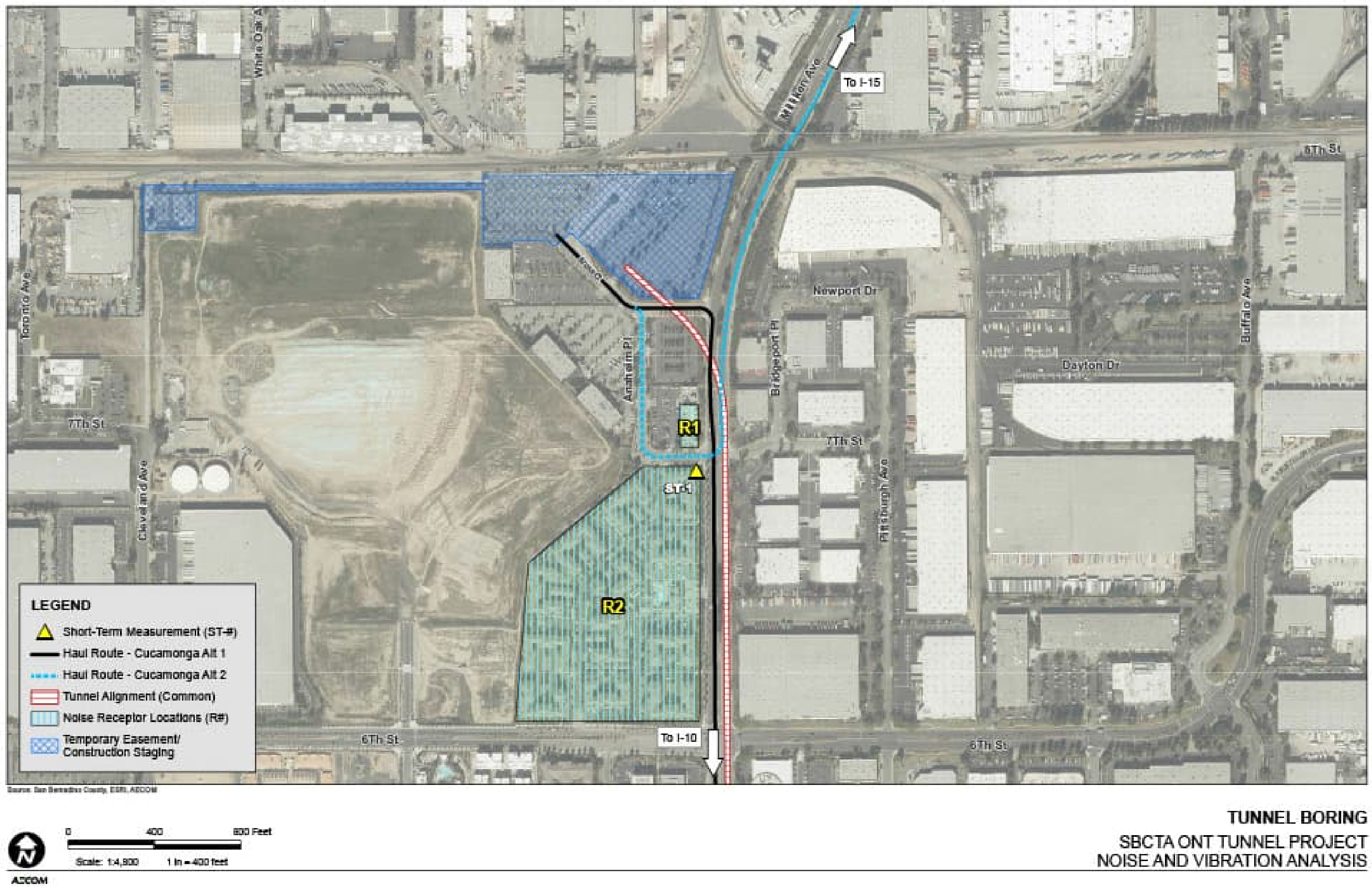


Figure 6-3: Tunnel Construction Area, Receptors R3 and R4

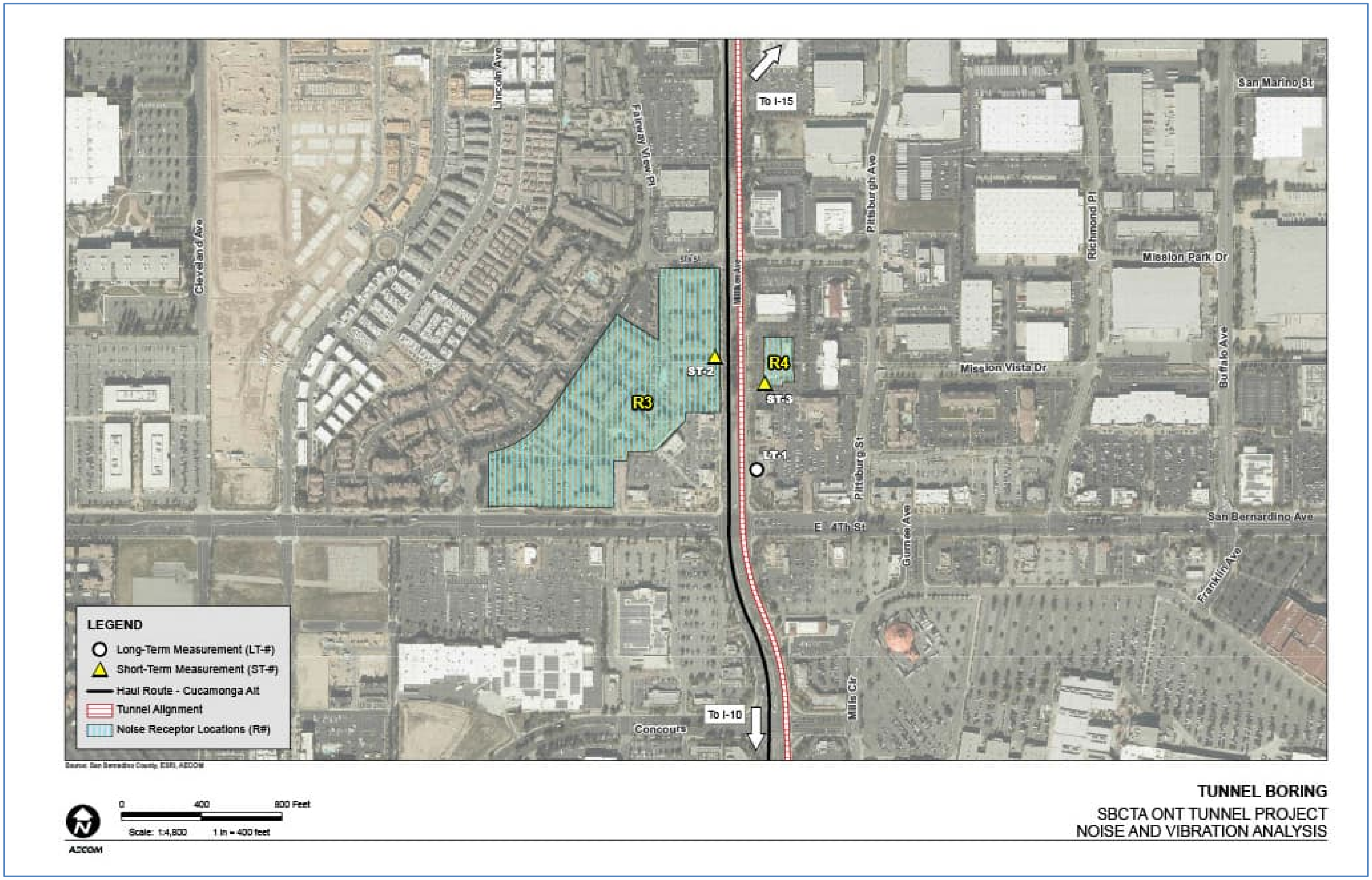


Figure 6-4: Vent Shaft Construction Area, Receptors R5 and R6

Figure 6-5: Ontario Airport Station Construction Areas, Receptors R7, R8, R9

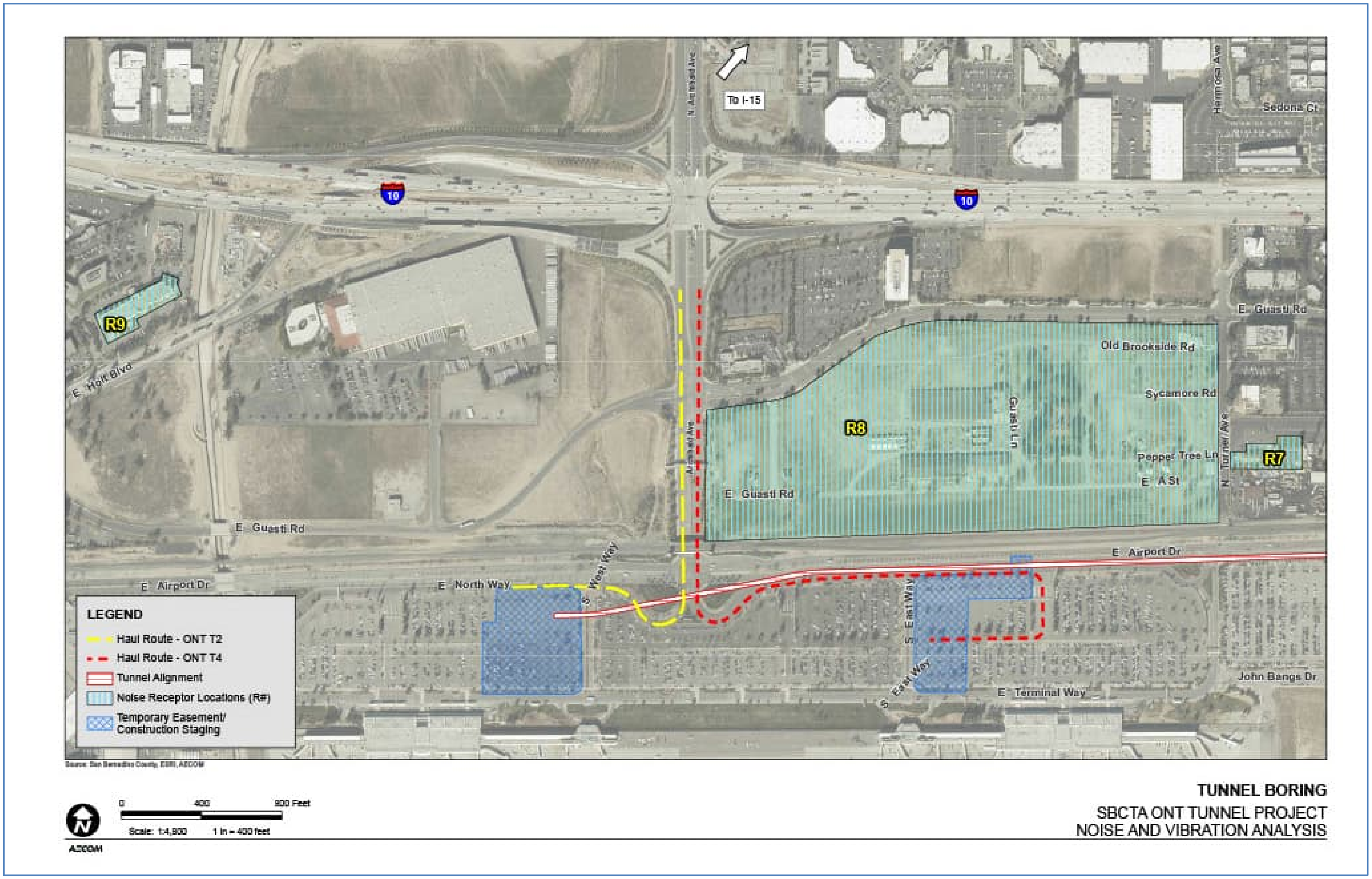
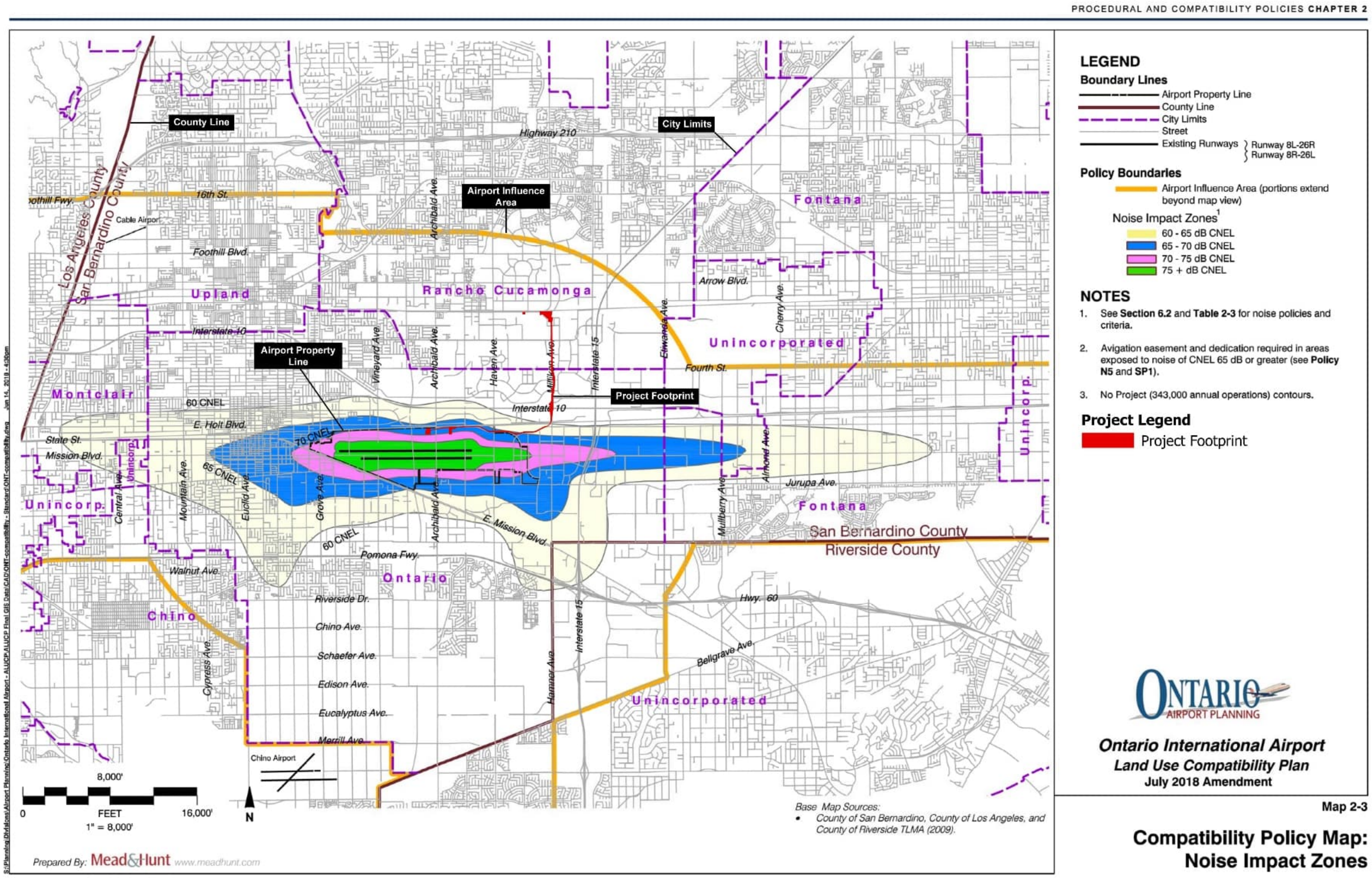


Figure 6-6: Airport Noise Impact Zone



6.2.1.2 Operational Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Operation for the No Project Alternative could expose sensitive receptors to increased noise levels on the site and in existing residential neighborhoods adjacent to the site. Operation activities would need to comply with the City of Rancho Cucamonga Noise Ordinance and the City of Ontario Noise Ordinance, which establishes the maximum permissible noise level for different land uses. The City of Rancho Cucamonga generally prohibits requires ambient noise between 8:00 p.m. and 7:00 a.m. and limits noise from exceeding the noise standard of 65 dBA when measured at the adjacent property line when adjacent to residential property. When adjacent to a commercial or industrial use, the City of Rancho Cucamonga requires ambient noise between 7:00 a.m. and 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on weekends. Table 3-7 and Table 3-8 in Section 3.3 identify the noise standards and restrictions for the City of Ontario. Compliance with the City of Rancho Cucamonga and City of Ontario's Municipal Codes, which require implementation of construction BMPs to reduce construction noise and limit the hours of construction, would reduce any potentially significant impacts to a less than significant level.

6.2.2 Proposed Project

6.2.2.1 Construction Impacts

Noise impacts from the proposed Project construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Construction noise levels would fluctuate throughout a given workday as construction equipment moves within the various construction sites.

Construction equipment used to calculate construction noise included the following:

- Piling rig;
- Crawling cranes;
- Vertical conveyers;
- Tunnel fans;
- Concrete trucks;
- Haul trucks;
- Muck trucks;
- Compressor generator;
- Wheel washers;

- Wheel loaders;
- Excavators; and
- Vent fans

To determine construction noise impacts at aboveground construction sites, sound-generating equipment was modeled at representative sensitive receptor locations within the construction area for each construction phase to determine the respective sound levels due to construction activity. The results of the analysis for noise sensitive receptors in proximity to the three primary construction areas (Cucamonga Station, the vent shaft, and the ONT stations) are presented in Table 6-2.

Table 6-2: Daytime/Nighttime Construction Noise Impacts from Aboveground Construction Sites

Construction Area	Construction Phase	Receiver Location	FTA Daytime/Nighttime Impact Threshold / dBA, L_{eq}	Predicted Noise Level / dBA, L_{eq}	Impact
Cucamonga Station and MSF	Tunneling	R1. Fairway Village	85/85	61.8	None
Cucamonga Station and MSF	Tunneling	R2. Solamonte Apartments	80/70	59.9	None
Cucamonga Station and MSF	Station/MSF Construction	R1. Fairway Village	85/85	62.1	None
Cucamonga Station and MSF	Station/MSF Construction	R2. Solamonte Apartments	80/70	60.1	None
Vent Shaft Design Option	Shaft Construction, Vent Shaft Design Option 2	R5. Restaurants, Outdoor seating	85/85	71.0	None
Vent Shaft Design Option	Shaft Construction, Vent Shaft Design Option 2	R6. TA Travel Center, outdoor seating	85/85	62.9	None
Vent Shaft Design Option	Shaft Construction Vent Shaft Design Option 4	R5. Restaurants, Outdoor seating	85/85	67.0	None
Vent Shaft Design Option	Shaft Construction Vent Shaft Design Option 4	R6. TA Travel Center, outdoor seating	85/85	68.3	None
ONT Stations	Tunneling	R7. Church	80/70	61.6	None
ONT Stations	Tunneling	R9. Holiday Inn Hotel	85/85	58.1	None
ONT Stations	Station Construction	R7. Church	80/70	58.8	None
ONT Stations	Station Construction	R9. Holiday Inn Hotel	85/85	55.4	None

Source: FTA 2018, *Table 3-1*

As shown in Table 6-2, the predicted noise level for the proposed Project during construction activities ranges from 55.4 dBA to 71.0 dBA. Under the FTA noise impact criteria presented in Table 3-1 (Federal Transit Administration Construction Noise Impact Criteria), the construction of the proposed Project would not increase noise levels in exceedance of the FTA impact threshold (ranging from 80 to 90 dBA) at noise sensitive receptor locations. Anticipated daytime and nighttime construction activities would be all within the FTA's noise impact criteria.

The portion of the proposed Project within the City of Rancho Cucamonga includes restaurants with outdoor seating and residential uses near or adjacent to the proposed Project site. The portion of the proposed Project within the City of Ontario has a travel center with outdoor seating, church, and hotels, but no residential uses near or adjacent to the proposed Project site. These uses are sensitive receptors that are subject to temporary increases in ambient noise resulting from construction activities. Notwithstanding, noise levels are predicted to be below the FTA construction noise standards. The majority of the construction activities would occur underground during the construction of the 4.2-mile-long tunnel, which would be located approximately 70 feet underground. Most of the aboveground construction activities are anticipated to occur during daytime hours. Construction activities are not anticipated to occur outside of the permitted daytime and nighttime hours, per the City of Rancho Cucamonga's and the City of Ontario's noise ordinance regulations. In addition, ambient noise policies for the City of Rancho Cucamonga and the City of Ontario generally prohibit non-emergency nighttime construction activities. The City of Rancho Cucamonga and the City of Ontario would require permits and variance approvals for aboveground nighttime construction activities outside of the permitted hours. Therefore, adherence to existing regulations would ensure that an increase in ambient noise during construction for the proposed Project would remain less than significant.

<u>Tunnel Boring</u>

As discussed, construction of the proposed Project at aboveground construction sites would not increase noise levels in exceedance of the FTA impact threshold (ranging from 80 to 90 dBA) at noise-sensitive receptor locations. Construction activities include tunnel boring activities, as shown in Table 6-2. Because the tunnel-boring activity would generally take place either at the aboveground construction sites or below ground (up to 70 feet), audible air-borne noise from tunnel-boring activity is not anticipated. As such, on-site construction noise impacts at tunnel-boring locations would be less than significant, and no mitigation would be required.

<u>Haul Routes</u>

Haul routes associated with proposed Project construction could create excess noise from trucks hauling material to or away from construction sites. Typically, vehicles legally allowed to travel on existing roadways are not regulated, from a noise perspective, and would not result in noise impacts unless they represented a significant increase in noise levels relative to typical traffic noise levels. Specifically, a 5-dBA increase in traffic noise levels would normally be considered a noticeable increase that would result in a noise impact. For this analysis, it was assumed that an additional 100 heavy trucks per day in each direction could be added during each workday to the defined haul routes, or about 10 trucks per hour over a 10-hour workday.

Table 6-3 demonstrates that noise impacts due to increased heavy traffic on haul routes (increase of 5 dBA or greater) are not anticipated at any of the noise-sensitive receptors. As shown in Table 6-3, an increase of 0.0 to 1.8 dBA at the receptors located near the haul routes is anticipated during construction of the proposed Project. As previously discussed, a noise impact would result from an increase of 5 dBA or greater in traffic noise levels. As such, estimated off-site construction traffic noise impacts would not exceed significance thresholds at the proposed haul routes. Therefore, off-site construction traffic noise impacts would be less than significant, and no mitigation would be required.

Table 6-3: Haul Route Traffic Noise

Receiver near Haul Routes*	Nearest Haul Route Roadway	Predicted Traffic Noise ($Leq_{(hourly)}$, dBA)		Increase	Impact
		Existing Traffic	with Haul Route		
R1. Fairway Village, I-10 Alternative	7th Street/ Anaheim Place	54.9	56.1	1.2	None
R1. Fairway Village, I-15 Alternative	7th Street/ Anaheim Place	54.9	55.7	0.8	None
R2. North Solamonte Apartments (north-facing units), I-10 Alternative	7th Street/ Anaheim Place	60.6	61.8	1.2	None
R2. North Solamonte Apartments (north-facing units), I-15 Alternative	7th Street/ Anaheim Place	60.6	62.4	1.8	None
R2. East Solamonte Apartments (east-facing units), I-10 Alternative	Milliken Avenue	68.9	69.4	0.5	None
R2. East Solamonte Apartments (east-facing units), I-15 Alternative	Milliken Avenue	68.9	69.0	0.1	None
R3. Reserve at Empire Lakes	Milliken Avenue	67.2	67.6	0.4	None
R4. Holiday Inn	Milliken Avenue	64.5	65.0	0.5	None
R5. In-N-Out, Chick-fil-A	Milliken Avenue	73.5	73.5	0.0	None
R6. TA Travel Center	Milliken Avenue	60.2	60.8	0.6	None

Notes:
Receptors R7, R8, and R9 are all greater than 1,000 feet from the nearest haul route and, therefore, not evaluated for haul route noise.

6.2.2.2 Operational Impacts

The operation of the proposed Project is not expected to significantly increase noise levels above current levels at nearby noise-sensitive receptor locations due to the following factors:

- Passenger vehicles using the stations and tunnel structure will be electrically powered, rubber-tired vehicles that would be operated primarily underground and would be expected to generate minimal noise at aboveground receptors.
- Maintenance activities near Cucamonga Metrolink Station will be conducted in a MSF with closed bay doors. The vehicle-washing station will not include noisy equipment.

- The vent shaft is not expected to have regularly operating equipment that would be audible at the nearest noise sensitive receptors (R5 and R6) over the existing traffic noise from I-10 and other nearby arterial roadways, therefore resulting in no increase in noise levels over existing conditions.

As a result, operational noise is not expected to be audible over existing noise levels, and adherence to existing noise regulations would ensure that the operational noise impacts would remain less than significant, and no mitigation would be required.

6.3 GENERATION OF EXCESSIVE GROUND-BORNE VIBRATION OR GROUND-BORNE NOISE LEVELS

6.3.1 No Project Alternative

6.3.1.1 Construction Impacts

Construction activities could also create excessive GBV levels (and resulting ground borne noise) at proposed on-site residential uses, should the dwelling units be occupied before construction activity on adjacent parcels is complete. However, the No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Associated construction activities are anticipated to exist near existing roadways and transit facilities. Compliance with the City of Rancho Cucamonga and City of Ontario Municipal Codes would require implementation of construction BMPs and limiting the hours of construction. With adherence to existing regulations, the No Project Alternative would result in a less than significant impact.

6.3.1.2 Operational Impacts

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Daily operation of the No Project Alternative is anticipated to occur on existing roadways and existing transit facilities. The No Project Alternative is not anticipated to expose noise-sensitive land uses on or off site to noise levels that exceed the existing acceptable standards. With adherence to existing regulations, the No Project Alternative during operation would result in a less than significant impact.

6.3.2 Proposed Project

6.3.2.1 Construction Impacts

Vibration impacts from aboveground construction activities were calculated for receiver locations within at least 500 feet of the proposed Project construction. As provided in Table 6-4, predicted GBV levels were calculated in terms of VdB, to assess potential annoyance, and PPV, to assess potential damage. The piece of construction equipment with the highest potential vibration level would conservatively be a vibrator roller (used primarily for soil compaction), so this equipment type was used to predict worst-case vibrations for aboveground construction vibration impacts.

Table 6-4: GBV from Aboveground Construction Sites

Construction Area	Construction Phase	Receiver Location	Predicted Vibration Level (VdB/PPV)	Impact Threshold: Annoyance (VdB)	Impact Threshold: Damage (PPV)	Impacts
Cucamonga Station and MSF	Tunneling	R1. Fairway Village	47.1 VdB/ 0.0009 PPV	75	0.5	None
Cucamonga Station and MSF	Tunneling	R2. Solamonte Apartments	43.5 VdB/ 0.0006 PPV	72	0.5	None
Cucamonga Station and MSF	Station/MSF Construction	R1. Fairway Village	47.1 VdB/ 0.0009 PPV	75	0.5	None
Cucamonga Station and MSF	Station/MSF Construction	R2. Solamonte Apartments	44.5 VdB/ 0.0007 PPV	72	0.5	None
Vent Shaft Design Option 2	Vent Shaft Construction	R5. Restaurants, Outdoor seating	0.0026 PPV	NA	0.5	None
Vent Shaft Design Option 2	Vent Shaft Construction	R6. TA Travel Center, outdoor seating	0.0006 PPV	NA	0.5	None
Vent Shaft Design Option 4	Vent Shaft Construction	R5. Restaurants, Outdoor seating	0.0013 PPV	NA	0.5	None
Vent Shaft Design Option 4	Vent Shaft Construction	R6. TA Travel Center, outdoor seating	0.0016 PPV	NA	0.5	None
ONT Stations	Tunneling	R7. Church	41.3 VdB/ 0.0005 PPV	72	0.2	None
ONT Stations	Tunneling	R8. Winery Buildings	NA/0.0012 PPV	NA	0.12	None
ONT Stations	Tunneling	R9. Holiday Inn Hotel	35.9 VdB/ 0.0002 PPV	72	0.5	None
ONT Stations	Station Construction	R7. Church	41.3 VdB/ 0.0005 PPV	72	0.2	None
ONT Stations	Station Construction	R8. Winery Buildings	NA/0.0012 PPV	NA	0.12	None
ONT Stations	Station Construction	R9. Holiday Inn Hotel	35.9 VdB/ 0.0002 PPV	72	0.5	None

Notes:
VdB = vibration velocity level (re 1 micro-inch/sec).
PPV = peak particle velocity (in in/sec).

According to the FTA manual, a significant vibration impact would exist for human annoyance if GBV levels exceed 72 VdB at residential structures, or 75 VdB at institutional structures. For potential structural damage, a significant vibration impact would exist if GBV levels exceed the following:

- 0.5 PPV, in/sec, for Category 1 buildings (reinforced-concrete, steel, or timber [no plaster])
- 0.3 PPV, inches per second, for Category 2 buildings (engineered concrete and masonry [no plaster])

- 0.2 PPV, in/sec, for Category 3 buildings (non-engineered timber and masonry buildings)
- 0.12 PPV, in/sec, for Category 4 buildings (buildings extremely susceptible to vibration damage)

As shown in Table 6-4, construction activities would not result in potential vibration impacts due to human annoyance or building damage for vibration-sensitive uses. Therefore, under CEQA, the proposed Project would not result in GBV impacts from the use of vibration-generating construction equipment (and resulting ground borne noise), and impacts would be less than significant.

6.3.2.1.1 Tunnel Boring

Predicted GBV levels and resulting impacts from tunnel-boring activities are provided in Table 6-5 and Table 6-6, respectively. As indicated in the tables, no GBV impacts from tunnel-boring activities are anticipated. The proposed Project would have a less than significant impact to excessive GBV or ground borne noise levels during construction for the tunnel.

Table 6-5: Annoyance due to GBV and GBN from Tunnel Boring

Receiver Location	GBV Impact threshold	GBV Predicted level	GBV Impact	GBN Impact Threshold	GBN Predicted Level	GBN Impact
	VdB re 1 micro-inch/sec			dBA re 20 micro-Pascals		
R1. Fairway Village	75	58.1	None	40	18.1	None
R2. Solamonte Apartments	72	56.7	None	35	16.7	None
R3. Reserve at Empire Lakes	72	57.9	None	35	17.9	None
R4. Holiday Inn Hotel	72	57.6	None	35	17.6	None

Table 6-6: Potential Damage due to GBV from Tunnel Boring

Receiver Location	GBV Impact threshold	GBV Predicted level	GBV Impact
	PPV (in/sec)		
R1. Fairway Village	0.5	0.0032	None
R2. Solamonte Apartments	0.5	0.0027	None
R3. Reserve at Empire Lakes	0.5	0.0031	None
R4. Holiday Inn Hotel	0.5	0.0030	None
R8. Winery Buildings	0.12	0.0015	None

6.3.2.1.2 Haul Routes

The proposed Project would require approximately 200 haul trucks to transport construction materials on- and off-site. These haul trucks would be limited to construction activities and would only occur within the duration of the construction activities. Vibration may be felt on sidewalks at up to approximately 25 feet on roadways that serve as haul routes when large trucks pass by. These construction vibration levels have the potential to result in some annoyance impacts for people within occupied structures near the roadway. However, this potential vibration would be uncommon and similar to the heavy trucks that already uses the local haul routes. As such, off-site vibration and ground borne noise impacts would remain less than significant.

6.3.2.2 Operational Impacts

As discussed in Section Error! Reference source not found., operation of the proposed Project would include the use of electric vehicles that would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. Vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Due to the use of smaller, rubber-tired electric vehicles in the stations and within tunnels, none of the proposed Project operations are anticipated to produce perceptible vibration beyond the proposed Project footprint. Operation of vent shaft design option 2 and vent shaft design option 4 include fans and none are anticipated to produce perceptible vibration beyond the proposed Project footprint. Therefore, operation of the proposed Project would not increase the existing vibration levels in the immediate vicinity of the proposed Project; as such, vibration impacts associated with the operation of the proposed Project would be less than significant.

6.4 FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS

6.4.1 No Project Alternative

6.4.1.1 Construction Impacts

Concentration of people and facilities in the vicinity of airports raises concerns about aircraft hazards. ONT is located at 2500 East Airport Drive in the City of Ontario. The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within noise impact zones. The ALUCP also addresses airport land use compatibility concerns regarding exposure to aircraft noise with respect to people and property on the ground. The ALUCP's Table 2-3 (Noise Criteria) has determined that transportation uses including: 1) Rail and Bus Stations; 2) Transportation Routes: roads and rail right-of-way, bus stops; and 3) Auto Parking: surface lots and structures are permitted land uses that may be carried out with minimal interference from aircraft noise.

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Per the ALUCP, the No Project Alternative is a compatible use within the ONT Noise Impact Zones. Construction activities would be temporary, and adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation noise hazards remain less than significant.

6.4.1.2 Operational Impacts

Concentration of people and facilities in the vicinity of airports raises concerns about aircraft hazards. ONT is located at 2500 East Airport Drive in the City of Ontario. The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within noise impact zones. The ALUCP also addresses airport land use compatibility concerns regarding exposure to aircraft noise with respect to people and property on the ground. The ALUCP's Table 2-3 (Noise Criteria) has determined that transportation uses including: 1) Rail and Bus Stations; 2) Transportation Routes: roads and rail right-of-way, bus stops; and 3) Auto Parking: surface lots and structures are permitted land uses that may be carried out with minimal interference from aircraft noise.

The No Project Alternative includes planned expansion, improvement projects and routine maintenance activities for the existing roadway system and transit facilities. Per the ALUCP, the No Project Alternative is a compatible use within the ONT Noise Impact Zones. Adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation hazards remain less than significant.

6.4.2 Proposed Project

6.4.2.1 Construction Impacts

Concentration of people and facilities in the vicinity of airports raises concerns about aircraft hazards. ONT is located at 2500 East Airport Drive in the City of Ontario. The ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within noise impact zones. The ALUCP also addresses airport land use compatibility concerns regarding exposure to aircraft noise with respect to people and property on the ground. The ALUCP's Table 2-3 (Noise Criteria) has determined that transportation uses including: 1) Rail and Bus Stations; 2) Transportation Routes: roads and rail right-of-way, bus stops; and 3) Auto Parking: surface lots and structures are permitted land uses that may be carried out with minimal interference from aircraft noise.

Per the ALUCP, the proposed Project is a compatible use within the ONT Noise Impact Zones. Construction activities would be temporary, and adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation noise hazards remain less than significant. Vent shaft design option 2 and vent shaft design option 4 are 1.10 miles and 1.05 miles northeast of ONT, respectively. Therefore, vent shaft design options would have no impact to excessive noise levels resulting from aviation related noise hazards.

6.4.2.2 Operational Impacts

ONT is located at 2500 East Airport Drive in the City of Ontario. The southern portion of the proposed Project includes an underground tunnel approximately up to 70 feet deep that would serve as a transportation route for autonomous electric vehicles. In addition, the southern portion of the proposed

Project includes two stations within the ALUCP that would be located at the parking lots of ONT Terminal 2 and ONT Terminal 4. The ONT ALUCP implements relevant policies and guidelines for land use compatibility and specific findings of compatibility or incompatibility of land uses within the Noise Impact Zones. The southern portion of the proposed Project is located in Noise Impact Zone 60–65 dB CNEL and Zone 65–70 dB CNEL, as shown in Figure 6-6. The ALUCP's noise criteria have determined that transportation uses including: 1) Rail and Bus Stations; 2) Transportation Routes: roads and rail right of way, bus stops; and 3) Auto Parking: surface lots and structures are compatible use in Noise Impact Zone 60–65 dB CNEL and Zone 65–70 dB CNEL (ONT-IAC 2018). The ALUCP has determined that activities associated with the land uses listed may be carried out with minimal interference from aircraft noise. Therefore, per the ALUCP, the proposed Project is a compatible use within the ONT Noise Impact Zones. Adherence to existing regulations would ensure that excessive noise level impacts to people in the proposed Project area during operation remain less than significant.

7 MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

7.1 MITIGATION MEASURES FOR NOISE AND VIBRATION

No mitigation measure would be required for the implementation of the No Project Alternative or the proposed Project.

7.2 CEQA SIGNIFICANCE CONCLUSION

7.2.1 Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of the Project in Excess of Standards Established in the Local General Plan or Noise Ordinance, or Applicable Standards of Other Agencies

7.2.1.1 No Project Alternative

Compliance with the City of Rancho Cucamonga and City of Ontario's Municipal Codes would reduce any potentially significant impacts to a less than significant level.

7.2.1.2 Proposed Project

Adherence to existing regulations would ensure that an increase in ambient noise during construction for the proposed Project would remain less than significant. Operation of the proposed Project is not expected to significantly increase noise levels above current levels at nearby noise-sensitive receptor locations. Operational noise is not expected to be audible over existing noise levels, and adherence to existing noise regulations would ensure that the operational noise impacts would remain less than significant.

7.2.2 Generation of Excessive Ground-Borne Vibration or Ground-Borne Noise Levels

7.2.2.1 No Project Alternative

With adherence to existing regulations, vibration and noise impacts associated with the No Project Alternative would be less than significant.

7.2.2.2 Proposed Project

As shown in Table 6-4, construction would not result in potential vibration impacts due to human annoyance or building damage for vibration-sensitive uses. Therefore, the proposed Project would not result in GBV or ground borne noise impacts from the use of vibration-generating construction equipment, and impacts would be less than significant.

Additionally, due to the use of smaller, rubber-tired electric vehicles in the stations and tunnels, none of the proposed Project operations are anticipated to produce perceptible vibration beyond the proposed Project footprint. Therefore, operation of the proposed Project would not increase the existing vibration levels in the immediate vicinity of the proposed Project; as such, GBV or ground borne noise impacts associated with the operation of the proposed Project would be less than significant.

7.2.3 For A Project Located Within The Vicinity of a Private Airstrip or an Airport Land Use Plan or, Where Such a Plan Has Not Been Adopted Within Two Miles of a Public Airport or Public Use Airport, Would The Project Expose People Residing or Working in the Project Area to Excessive Noise Levels

7.2.3.1 No Project Alternative

Per the ALUCP, the No Project Alternative is a compatible use within the ONT Noise Impact Zones. Adherence to all local, state, and federal regulations would ensure that impacts associated with potential aviation hazards remain less than significant.

7.2.3.2 Proposed Project

As construction would be temporary, adherence to existing regulations would ensure that excessive noise level impacts to people in the proposed Project area during construction would remain less than significant. Additionally, per the ALUCP, the proposed Project is a compatible use within the ONT Noise Impact Zones. Adherence to existing regulations would ensure that excessive noise level impacts to people in the proposed Project area during operation would remain less than significant.

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