

# Ontario International Airport Connector Project



## Appendix A Notice of Preparation (NOP) and Scoping Report

October 2024



Prepared for:

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

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## Notice of Preparation of an Environmental Impact Report and Notice of Public Meeting

**DATE:** Tuesday, July 5, 2022  
**TO:** Interested Agencies, Organizations, and Members of the Public  
**PROJECT:** Tunnel to Ontario International Airport Project

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The San Bernardino County Transportation Authority (SBCTA) is the lead agency in preparing a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) for the proposed Tunnel to Ontario International Airport (proposed Project). Partner agencies include the Federal Transit Administration (FTA), Ontario International Airport Authority (OIAA) and the cities of Ontario and Rancho Cucamonga. Pursuant to CEQA, notice is hereby given to the Office of Planning and Research, the County Clerk, interested agencies, organizations, and the general public about the preparation of the Draft EIR.

The Draft EIR will evaluate the potential for environmental impacts resulting from the proposed Project and provide mitigation measures where required. The public is invited to attend a public meeting being held in July 2022 as shown below, to provide comments on the scope and content of the Draft EIR, including environmental issues that should be addressed in the Draft EIR.

**Project Location:** The proposed Project to be evaluated in the Draft EIR involves the construction of a single tunnel (24-foot bi-directional tunnel) between the Cucamonga Metrolink Station and Ontario International Airport (ONT) via Milliken Avenue and Airport Drive as shown in **Figure 1**.

**Project Background:** In a 2014 study, the then-San Bernardino Associated Governments (SANBAG)/now SBCTA, 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 in the United States, with 5.6 million annual passengers in 2019. It is estimated that passenger traffic at ONT would range between 14 to 33 million annual passengers by 2045. As a result, airport access would need to be expanded to support projected passenger capacity at ONT.

### **Project Objectives:**

- Provide a direct rail-to-airport connection from the Cucamonga Metrolink Station to ONT to support its projected growth;
- Increase mobility and connectivity for transit patrons, improve access to existing transportation services, and accommodate substantial future employment and population growth;
- Expand access options to ONT by providing a convenient and direct connection between ONT and the Southern California Regional Rail network for air passengers and employees;
- Encourage a mode shift to transit from single-occupancy vehicles using the surrounding road network for travel to and from ONT;
- Support near-term and long-term projected passenger and job growth at ONT;
- Support autonomous electric vehicle technology usage for transit projects;
- Demonstrate the application of innovative, cost-effective tunneling construction techniques; and to
- Expand employee operations, provide direct, last-mile connections to nearby Metrolink stations, and to increase passenger capacity.

**Project Description:** SBCTA has proposed to construct a 4.2-mile-long single bi-directional tunnel (24-foot bi-directional tunnel) directly connecting the Cucamonga Metrolink Station to ONT. Tunnel boring would occur up to 60 feet below the ground surface. The proposed tunnel alignment begins at the Cucamonga Metrolink Station adjacent to Milliken Avenue in the City of Rancho Cucamonga. Autonomous electric vehicles would enter the main artery tunnel via a ramp from the Cucamonga Station located within the existing Metrolink station parking lot. The tunnel alignment would continue south generally under Milliken Avenue. At Ontario Mills Parkway, the tunnel would shift east, to avoid the I-10 overcrossing structure, and then shift back under Milliken Avenue, running southwest to clear the Ontario Municipal Utilities Company (OMUC) water tanks in the southeast quadrant of the I-10/Milliken Avenue interchange. The tunnel would begin curving west at Guasti Road to avoid the Union Pacific Railroad Company (UPRR) overcrossing bridge, connecting to Airport Drive east of Milliken Avenue. The proposed tunnel would then generally run under Airport Drive before terminating at ONT. At the airport, vehicles would emerge via ramps and drive to drop-off points near Terminal 2 or Terminal 4.

The proposed Project includes three passenger stations (**Figure 1**). One station would be located in the northwest corner of the existing Cucamonga Metrolink Station parking lot, which is owned and maintained by the City of Rancho Cucamonga. The proposed station would be an at-grade station plaza that would be constructed and integrated with an adjacent maintenance facility. The other two proposed stations are at ONT within the existing parking lots located across from Terminals 2 and 4 and would be at-grade connecting to their associated tunnel portals along Terminal Way. A tunnel egress shaft would be located adjacent to I-10.

**Public Meeting:** SBCTA invites all interested members of the public to attend a virtual public meeting and provide oral and written comments on issues related to potential environmental impacts. A court reporter will be present to capture all comments made, and Spanish translation services will also be available. The virtual public meeting is on July 20, 2022 starting at 6 pm and ending at 7 pm. The zoom meeting registration link is: <https://bit.ly/SBCTATunnelPublicMeeting>

**Public Comments:** A 30-day scoping comment period, which will commence on Tuesday, July 5, 2022, and will conclude at 5 p.m. on Friday, August 5, 2022. Written comments should be addressed to:

**Victor Lopez, Project Manager**  
**San Bernardino County Transportation Authority**  
**1170 W. 3rd Street, 2nd Floor**  
**San Bernardino, CA 92410-1715**  
**Please send emails to: [info@goSBCTA.com](mailto:info@goSBCTA.com)**

All comments received during the scoping period will be considered by SBCTA, compiled in a scoping report and appended to the Draft EIR. After preparation of the Draft EIR, it will be released for public review and comment. Separate notices advising on the availability of the Draft EIR and details of a public hearing for the proposed Project will be released at later dates.

Project information is available for public review at 1170 W. 3rd Street, 2nd Floor, San Bernardino, California, 92410-1715 and online at [www.goSBCTA.com/ONTLoop](http://www.goSBCTA.com/ONTLoop). If there are any questions regarding this notice, or if you would like to review the project information or receive copies of available documents, please contact Victor Lopez, Project Manager via email at [info@goSBCTA.com](mailto:info@goSBCTA.com).



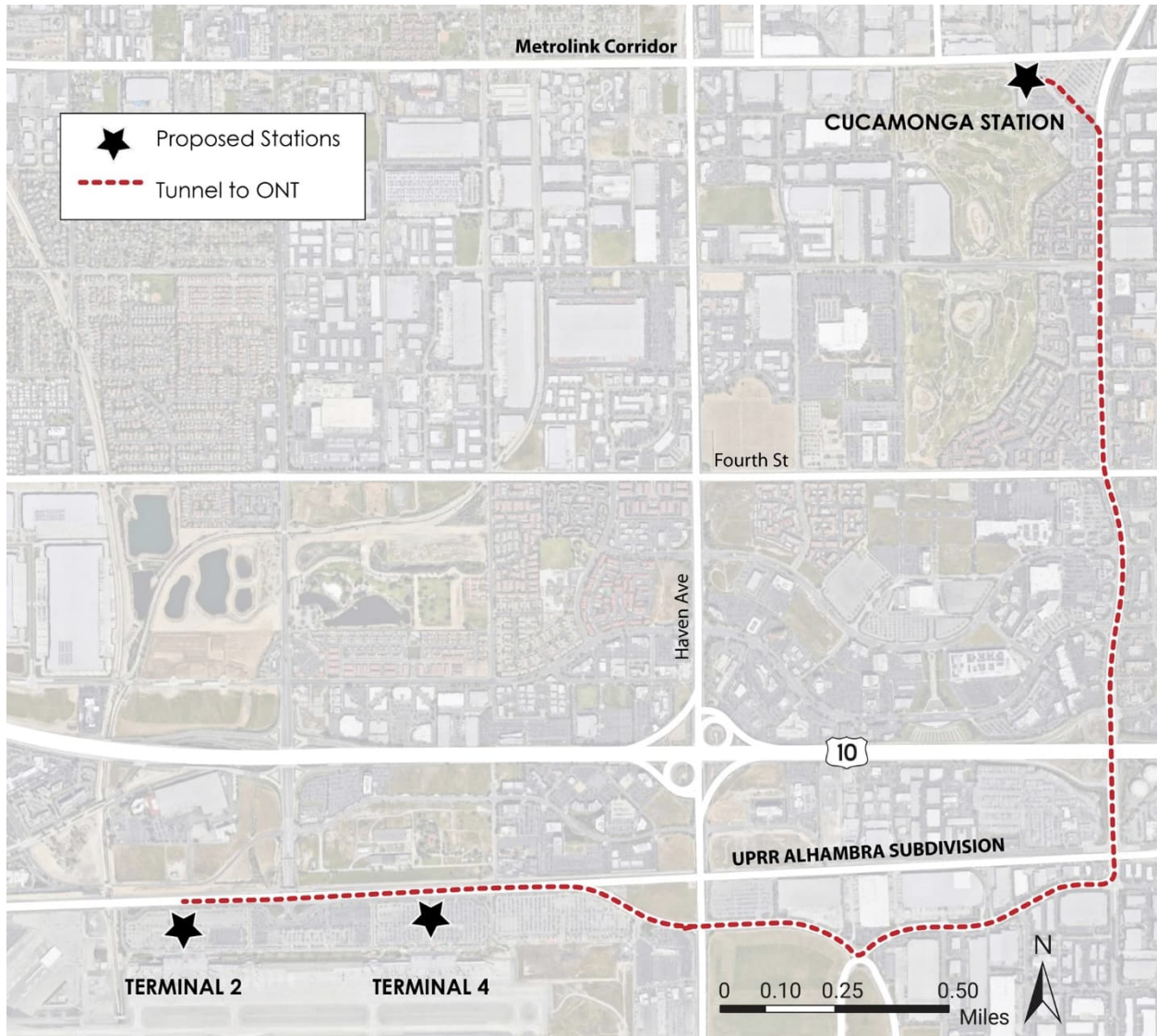
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Victor Lopez  
Print Name

\_\_\_\_\_  
July 5, 2022  
Date

\_\_\_\_\_  
Project Manager  
Title

**Figure 1. Proposed Project**



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# Ontario International Airport Connector Project



## Scoping Report

September 2022



Prepared for:

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

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- Appendix A Notice of Preparation
- Appendix B Public Outreach Report and Scoping Meeting Materials
- Appendix C Comments Received
- Appendix D Matrix of Types of Comments Received

## List of Acronyms

American Disabilities Act	ADA
Bus Rapid Transit	BRT
California Department of Transportation	Caltrans
California Environmental Quality Act	CEQA
Environmental Impact Report	EIR
Interstate 10	I-10
Native American Heritage Commission	NAHC
Notice of Preparation	NOP
Ontario International Airport	ONT
Ontario International Airport Authority	OIAA
Ontario Municipal Utilities Company	OMUC
right-of-way	ROW
San Bernardino Associated Governments	SANBAG
San Bernardino County Transportation Authority	SBCTA
Southern California Regional Rail Authority	SCRRA
State Route 60	SR-60
Tunnel to Ontario International Airport	Project
Union Pacific Railroad	UPRR

# 1 PURPOSE OF THE SCOPING SUMMARY REPORT

The scoping process is required by policies set forth in the California Environmental Quality Act (CEQA) (Title XIV, 15082) which requires that a lead agency shall call at least one Scoping Meeting if the proposed Project is of statewide, regional or areawide significance. This report summarizes the legally required notification and comment reception actions taken by SBCTA to ensure compliance with relevant CEQA statutes.

Scoping is the process SBCTA utilized to seek agency and public feedback on the scope of the Draft Environmental Impact Report (EIR). The scoping process inherently emphasizes early consultation with resource agencies, other state and local agencies, tribal governments, cooperating and responsible agencies as well as any federal agency whose approval or funding of the proposed Project will be required for completion of the Project.

Comments received during the scoping process become part of the public record as documented in this scoping summary report. The comments and questions received during the Public Scoping process will be reviewed and considered by the San Bernardino County Transportation Authority (SBCTA) and will be used in determining the appropriate scope of issues to be addressed in the Draft EIR.

## 1.1 Scoping Report Organization

This scoping summary report includes five main sections and appendices, as described below:

- Section 1: Introduces the report and the purpose of scoping.
- Section 2: Provides an overview of the Project and the purpose and need.
- Section 3: Provides information on the scoping process and legally required notification methods and public agency participation, and information on the Notice of Preparation (NOP).
- Section 4: Provides an overview of participation at the Public Scoping Meetings and comment themes received from agencies during the 30-day scoping period. Full comments from this period are in Appendix D of this report.
- Section 5: Provides an overview of the next steps in the environmental process.

The appendices of this report include copies of the NOP, meeting materials provided at the Virtual Public Scoping Meeting, social media advertisement results, copies of written comments and hearing transcripts, and other supporting materials.

## 2 INTRODUCTION

The SBCTA is currently preparing a Draft EIR. The purpose of the Draft EIR is to inform decision makers and the general public of significant environmental effects of a project, possible ways to minimize significant effects of a project, and to determine reasonable alternatives to the project. SBCTA began a 30-day Public Scoping period on July 5, 2022, which ended on August 5, 2022. Scoping is the process of determining the scope, focus, and content of an EIR. SBCTA is studying a 4.2-mile-long tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to the Ontario International Airport (ONT) in the cities of Rancho Cucamonga and Ontario. The purpose of the proposed Tunnel to Ontario International Airport (Project) is to expand access options to ONT by providing a direct transportation connection from the Cucamonga Metrolink Station to ONT.

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 Rancho Cucamonga and San Bernardino County. The Ontario International Airport Authority (OIAA) provides overall direction, management, operations, and marketing for ONT.

SBCTA invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the Draft EIR, including the Project's purpose and need, the impacts to be evaluated, and the evaluation methods to be used.

### 2.1 Project Overview

#### 2.1.1 Project Area

The Project site is regionally located within the cities of Ontario and Rancho Cucamonga in San Bernardino County, California (Figure 2-1). The proposed Project involves the construction of a single tunnel (24-foot inner diameter bi-directional tunnel) between the Cucamonga Metrolink Station and ONT.

The Cucamonga Metrolink Station is located at 11208 Azusa Court in Rancho Cucamonga, California and serves the Metrolink San Bernardino Line commuter rail. The Cucamonga Metrolink Station is generally bounded by the Union Pacific Railroad (UPRR) tracks to the north, Milliken Avenue to the east, Azusa Court to the south, and industrial uses to the west.

ONT is located within the City of Ontario, California, approximately 1.2 miles south of the City of Rancho Cucamonga's southern boundary and approximately 2 miles east of downtown Ontario.

Figure 2-1: Regional Location Map



ONT is generally bounded by Southern Pacific Railroad to the north, and Mission Boulevard and the UPRR to the south. South Grove Avenue borders the airfield to the west and South Haven Avenue borders the airfield to the east; however, the ONT property is bounded to the west by South Cucamonga Avenue and to the east by South Commerce Parkway and Doubleday Avenue. Primary access to ONT is from Interstate 10 (I-10) via Archibald Avenue from the north and California State Route 60 (SR-60) via Haven Avenue from the south.

The footprint of the proposed Project begins at Cleveland Avenue in the City of Rancho Cucamonga, and continues north to the Cucamonga Metrolink Station, east along the existing UPRR tracks to Azusa Court, south along Milliken Avenue to East Airport Drive in the City of Ontario and continues west along East Airport Drive terminating at Terminal 4 and Terminal 2 of ONT. Figure 2-1 shows the location of the Project site in a regional context and Figure 2-2 shows the local Project vicinity.

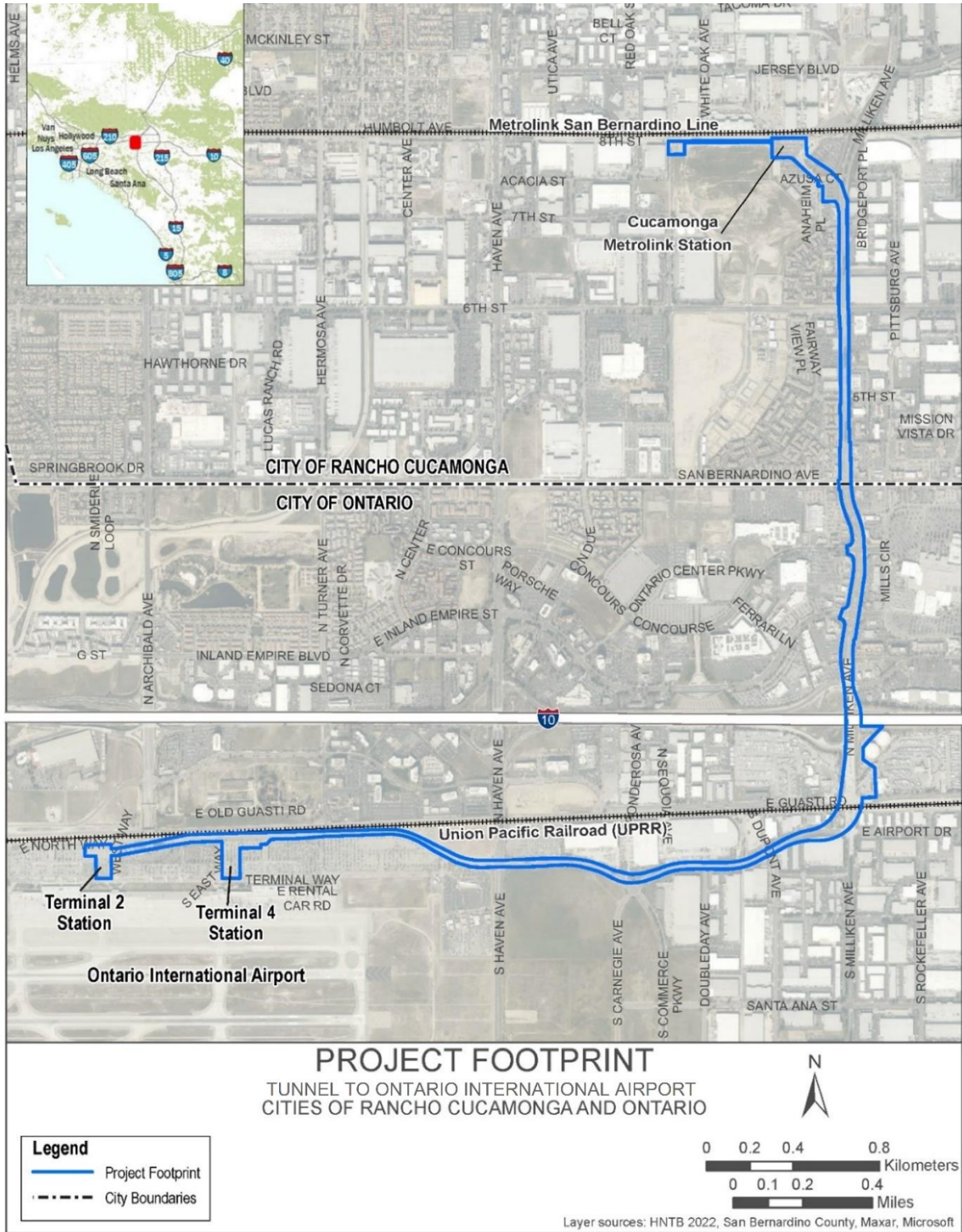
### **2.1.2 Project Background**

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 in the United States, with 5.6 million annual passengers in 2019. Under a constrained capacity scenario for the four other Los Angeles area airports, ONT could experience 33 million annual passengers by 2045. A separate estimate under the same scenario in the Study suggested ONT could experience 14 million annual passengers. As a result, airport access would need to be expanded to support projected passenger capacity at ONT.

Six alternatives were also identified in the Ontario Airport Rail Access Study. However, these alternatives resulted in significant environmental impacts and between \$620M to \$1B in capital costs in 2014, or did not provide trip reliability, such as a bus shuttle versus a rail/guideway service that would be more reliable. The alternatives included within “Group A” analyzed the potential for rail/guideway service from nearby Metrolink stations, such as the Cucamonga Metrolink Station and Upland Metrolink Station. The alternatives included within “Group B” analyzed the potential for a bus service from nearby Metrolink stations, such as the Cucamonga Metrolink Station and Upland Metrolink Station. The alternatives included within “Group C” analyzed the potential for rail service from distant Metrolink stations, such as the Ontario Amtrak Station and the East Ontario Metrolink Station, as well as the Cucamonga Metrolink Station and Upland Metrolink Station.

In March 2020, the SBCTA Board of Directors approved the release of a Request for Proposals (RFP) for the preparation of an Alternatives Analysis (AA) to assess a range of multimodal alternatives connecting regional rail service to ONT. The alternatives to be studied in the AA included the final set of alignments from the 2014 Rail Access Study, including light rail transit service from Montclair (Gold Line Extension) and a passenger rail service via the Cucamonga Metrolink Station. Following the release of the RFP, the Boring Company submitted an unsolicited proposal for delivery of a high-speed underground public transportation system using electric vehicles to meet the Project objectives and minimize potential impacts associated with at-grade rail crossings through urban areas with a heavily used arterial roadway network. In September 2020, the SBCTA Board voted to cancel the RFP for preparing an AA in favor of procuring an infrastructure developer to deliver a 4.2-mile bi-directional tunnel system connecting the Cucamonga Metrolink Station and two stations at ONT Terminals 2 and 4. The Build Alternative is described in greater detail in the following sections.

Figure 2-2: Project Footprint Map





### 2.1.3 Project Description

#### *Stations*

The proposed Project includes three passenger stations. One station would serve the Cucamonga Metrolink Station, and two stations would serve ONT within the existing parking lots located across from Terminals 2 and 4. The three proposed stations would include the following elements:

- Stations would be sized to accommodate the projected ridership, headways, and selected vehicles.
- Stations would be naturally ventilated and covered with canopies.
- Passengers would access each station via existing sidewalks or plazas. Stations would be entered via a ticketing area. Ticketing would likely occur via a self-service kiosk.
- Wayfinding and dynamic signage would be provided to facilitate passenger flow through each station and inform passengers of arrival/departure times. A public address system would assist visually impaired passengers.
- Mechanical, electrical, plumbing, fire protection, communications, and security systems would be integrated into the station's architecture to minimize visual clutter.
- Minimum clearances would be provided to allow vehicles to maneuver within each station and enter docking bays. Vehicle charging would occur within the bays.
- Sufficient space would be provided for passenger boarding and alighting. This would include accommodations for passenger luggage and boarding assistance.
- Each station would include ancillary rooms for electrical equipment, communications equipment, and janitorial services. No passenger restrooms are anticipated.
- Stations would include landscaping to prevent unauthorized access to restricted areas, screen station elements, buffer guideways, and fill unprogrammed exterior space. Plantings would be low-maintenance and reflective of the local climate. Lighting and security cameras would be provided at each station.
- Public and non-public space would be differentiated within the station facilities with all non-public spaces access controlled and clearly identified as such.

The proposed 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 walls that would be buffered with landscaping. A walkway would be provided abutting the outside of the guideway travel lanes. Crossings for pedestrians and non-system vehicles would be avoided.

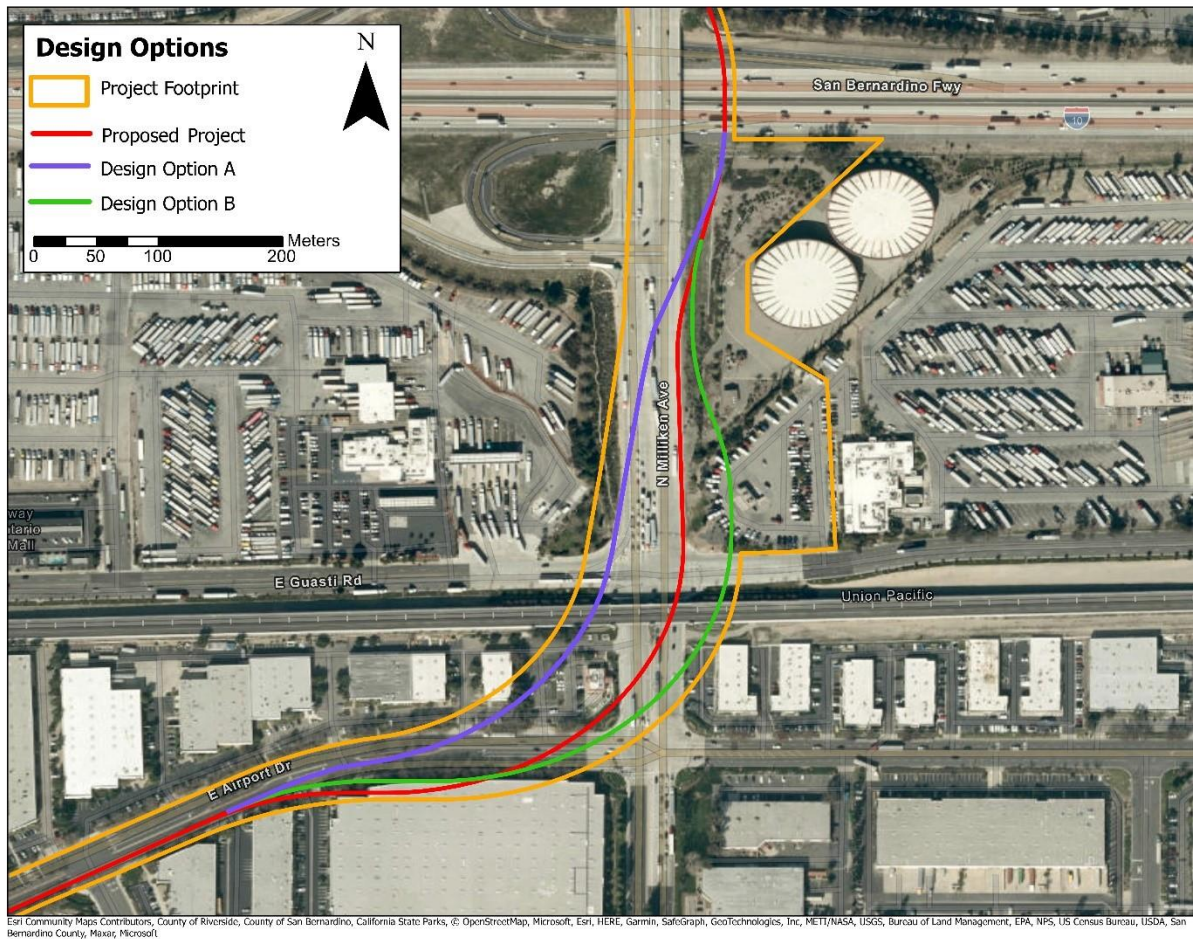
#### *Tunnel*

The proposed Project would construct a single tunnel (24-foot inner diameter bi-directional tunnel) between the Cucamonga Metrolink Station and ONT. Tunnel boring would occur up to approximately 60 feet below the ground surface. Tunnel walls would be lined with precast concrete, and its driving surface would be asphalt pavement. Utilities within the tunnel would include drainage, electrical, and fire/life safety, including a fire-rated internal separation wall for emergency egress. Electrical power would be sourced through a local substation.

## Design Options

As currently proposed under the Build Alternative, two design options are being considered at the Milliken Avenue to Airport Drive segment to avoid existing constraints and easements, including structures for UPRR located north of Airport Drive and west of the I-15 (Figure 2-3). Only this segment of the tunnel alignment proposes design options to provide constructability options to determine the best alignment to minimize conflicts. The preliminary layouts and design illustrate the Project alignment, station locations, and features after consultation with OIAA, SCRRRA, City of Rancho Cucamonga, and City of Ontario. As currently presented, SBCTA is proposing one Build Alternative generally traversing along Milliken Avenue and west towards Airport Drive, which is shown in Figure 2-3 below. Design Option A would shift the alignment west across Milliken Avenue and travel south to Guasti Road and below the UPRR right-of-way (ROW) to connect to Airport Drive. Design Option B would shift the alignment further east of Milliken Avenue near the I-10 interchange and continue travelling south below the UPRR ROW to connect to Airport Drive. Both design options would require permanent or temporary easements for the properties located east and west of Milliken Avenue and along Guasti Road and Airport Drive.

**Figure 2-3: Design Options**



### *Vehicles and Ridership*

Electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. After the group of vehicles arrive at the destination station and passengers disembark, 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 up to approximately 300 people per hour.

### *Ventilation Shaft*

A mid-tunnel ventilation shaft would be located near the Ontario Municipal Utilities Company (OMUC) water tanks in the southeast quadrant of the I-10/Milliken Avenue interchange. Work at this location would encroach on both California Department of Transportation (Caltrans) and City of Ontario ROW. Parking stalls for emergency services would be provided at this location. Access to the mid-tunnel ventilation shaft would be through the existing parking lot of a shopping center and the City of Ontario's property located north of Guasti Road. Existing landscaping would be removed.

#### **2.1.4 Project Site**

The Project site includes the Cucamonga Metrolink Station, ONT, and the 4.2-mile-long footprint for the underground tunnel that generally travels south along Milliken Avenue, and crosses beneath 6<sup>th</sup> Street in the City of Rancho Cucamonga, as well as Fourth Street, I-10, and the UPRR in the City of Ontario, before traveling west beneath East Airport Drive to connect the Cucamonga Metrolink Station to ONT. The topography of the Project site is generally flat, with an elevation ranging from approximately 900 to 1,118 feet above sea level.

The northwestern portion of the Project site includes the Cucamonga Metrolink Station, which includes covered seating areas, ticket stations, security lighting, and amenities such as bike racks, lockers, and public phones. The parking areas at the Cucamonga Metrolink Station include 960 standard parking spaces and 24 handicapped spaces that are separated by landscaped pathways and seating areas.<sup>1</sup> In addition, a Metrolink Charging Station is provided within the northeastern portion of the eastern parking lot. Azusa Court provides access to the various parking areas associated with the Cucamonga Metrolink Station from Milliken Avenue to the east.

The eastern portion of the Project site is comprised of Milliken Avenue within the City of Rancho Cucamonga and the City of Ontario, which is a major north-south arterial roadway with three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard to East Airport Drive. East Airport Drive is an east-west arterial roadway with three travel lanes in each direction from Milliken Avenue to ONT.

The southwestern portion of the Project site is bordered by the UPRR tracks to the north. Lot 2, Lot 3 (Short Term Parking), Lot 4, and Lot 5 at ONT are also located in the southwestern portion of the Project site and are bordered by East Terminal Way. Parking Lots 2, 3 & 4 are surface lots providing general parking, just a short walk away from the terminals at ONT, and Lot 5 is a surface

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<sup>1</sup> Rancho Cucamonga Metrolink Station. Website: <https://metrolinktrains.com/rider-info/general-info/stations/rancho-cucamonga/>. Accessed: June 8, 2022.

economy lot in which a shuttle service is available. Free electric vehicle charging stations are also located in the southern portions of Lots 2 and 4.<sup>2</sup>

### 2.1.5 Surrounding Setting

The Project site is located within both the cities of Ontario and Rancho Cucamonga. The Project site is surrounded by large-scale industrial, manufacturing, transportation, surface parking, office, commercial, multi-family residential, hotel, and airport-related uses. Large areas of vacant or undeveloped lands are located adjacent to the northwest quadrant southwest of the existing Cucamonga Metrolink Station, as well as in the south adjacent and east of ONT. Multi-family residential uses are primarily located on the west side of Milliken Avenue from approximately 7<sup>th</sup> Street south to Fourth Street. Several hotels are located on the east side of Milliken Avenue from 5<sup>th</sup> Street south to Fourth Street. Concentrated areas of commercial uses and restaurants are primarily located on both sides of Milliken Avenue from Fourth Street south to I-10, including the Ontario Mills which is a regional shopping mall complex. Some hotels are also located adjacent to the shopping mall and immediately north of I-10 in this area. South of I-10 are large-scale industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, some hotels, and other uses related to the airport. In addition, the community of Guasti, which is located within the City of Ontario limits and is historically known for its large vineyards, is located directly north of the Project site.

ONT, including Terminal 4 and Terminal 2 are located directly south of the Project site in the southwestern quadrant. Facilities at ONT include two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services. ONT has two parallel runways that are oriented in an east-west direction. There are also 27 taxiways/taxi lanes on the airfield which make up the taxiway system. There are also two commercial terminal aprons, a general aviation apron and two primary air cargo ramps. UPS facilities are located in the southeast quadrant of the Airport (with most of their facilities outside of and adjacent to Airport property) and FedEx facilities are in the northwest quadrant.

## 2.2 Summary of Project Purpose and Need

The purpose of the Project is to expand access options to ONT by providing a direct transportation connection from the Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, accommodate future passenger and employment growth at ONT, and support the use of clean, emerging technology for transit opportunities between the Cucamonga Metrolink Station and ONT. More specifically, the Project's purpose is as follows:

- Expand access options to ONT by providing a convenient and direct connection between ONT and the SCRRA network for air passengers and employees.
- Encourage a mode shift to transit from single-occupancy vehicles using the surrounding road network for travel to and from ONT.
- Support near-term and long-term projected passenger and job growth at ONT.
- Support autonomous electric vehicle technology usage for transit projects.

The 2014 *Ontario Airport Rail Access Study* identified the need for a direct rail-to-airport connection to ONT to support its projected growth. The proposed Project is consistent with the objectives identified in the study to meet the following needs:

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<sup>2</sup> Ontario International Airport, Parking FAQs. Website: <https://www.flyontario.com/parking-faqs>. Accessed: June 8, 2022.

- Current and Forecast Passenger and Employment: address the direct access needs for the several hundred full- and part-time employees currently working at ONT in airport logistics, security, services, and concessions.
- Direct First/Last Mile Connections: promoting the use of transit to access ONT and promoting ONT passenger growth.

## **3 SUMMARY OF SCOPING OUTREACH**

### **3.1 Notice of Preparation (NOP)**

The first step in EIR for this Project is the Notice of Preparation (NOP) (California Title XIV, 15082). The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the lead agency (SBCTA). The NOP was filed with the State Clearinghouse and with the San Bernardino County Clerk on July 5, 2022. The NOP, supplemental documents, and distribution lists are available in Appendix A of this report.

### **3.2 Scoping Notification**

#### **3.2.1 Overview of Scoping Notification Requirements**

Per CEQA requirements, SBCTA notified county and city agencies within the Project Study Area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested to be notified. The NOP was filed with the San Bernardino County Clerk and State Clearinghouse. In addition, SBCTA mailed bilingual (English/Spanish) NOP postcards to property and business owners located within one mile from the proposed alignment and proposed stations.

#### **3.2.2 Agency Notification**

CEQA (Title XIV, 15082) requires that if a lead agency determines that an EIR is required for a Project, the lead agency shall immediately send notice of preparation by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

SBCTA sent the NOP to 70 key stakeholders including municipal, county, regional, state and federal agencies; community organizations; municipal, state, and federal elected officials; resource groups; and transportation agencies. The NOP is included in Appendix A.

#### **3.2.3 Mailing and Other Notification Methods**

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings, which are provided in Appendix B. These included mailing bilingual notices, electronic distribution (e-blasts), social media posts (@goSBCTA Facebook, Instagram and Twitter accounts), and newspapers advertisements. All forms of noticing provided meeting details (date, time, zoom link, and in-language services) as well as contact information for accessing additional Project information. Additionally, each notice included details on the public comment period deadline and comment submittal instructions.

A total of 3,057 postcards were produced in English and Spanish and distributed to property owners, business owners, non-owner-occupied residents, located within one mile from the proposed alignment and from each proposed station.

The project's website ([www.goSBCTA.com/ONTLoop](http://www.goSBCTA.com/ONTLoop)) also includes meeting information, including the dates and times of the meeting and links to project materials.

Geofencing is the act of creating a virtual boundary around a geographic area that can be paired with a software application to trigger various pre-programmed actions using GPS, Wi-Fi, or cellular data. A geofence boundary created for this Project allowed SBCTA to reach people with a targeted ad through smartphones in real-time locations within a defined geographical boundary.

SBCTA targeted a one-mile radius surrounding the length of the project corridor with geofencing ads. This method helped reach motorists that may live outside the project area but who may work, commute, or visit the corridor using geographic targeting.

Information about the scoping meeting was advertised on digital screens at the following three Metrolink Stations: Montclair, Rancho Cucamonga, and San Bernardino. This method helped reach transit patrons that may live outside the Project area but who may work, commute, or visit the corridor.

### **3.2.4 Title VI, Environmental Justice, and Limited English Proficiency**

During the Public Scoping process, Title IV, Environmental Justice and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants during the Public Scoping process. Scoping notices were developed and distributed through several different methods including mail delivery, email, social media, and an electronic display banner that was displayed along the Project Footprint and visible to all motorists. Materials were developed in both English and Spanish and translation request forms were made available during the virtual Public Scoping Meeting to ensure all language needs were met. Additionally, Scoping Meeting notices included the SBCTA's LEP phone number, which gives stakeholders the ability to make SBCTA aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance. No specific requests were made for language accommodations, however a Spanish-language interpreter with simultaneous interpretation equipment was present at the meeting.

In accordance with SBCTA's Public Participation Plan, targeted community outreach efforts were completed in the cities of Rancho Cucamonga and Ontario throughout the study area to ensure participation of LEP and Environmental Justice (EJ) communities. Of the eight census tracts located within a half-mile of the Project Footprint, one (Census Tract 21.09, Block Group 2) is considered low-income. Additionally, all eight census tracts contain more than 50 percent minority populations, and are considered environmental justice communities.

### **3.3 Public Scoping Meeting Participation**

A virtual Public Scoping Meeting was held on Wednesday, July 20, 2022, via Zoom. The meeting provided agencies, and the public an opportunity to receive Project updates and to submit formal oral comments. The Virtual Public Scoping Meeting included simultaneous translation into Spanish as well as a court reporter that people could visit in a separate virtual room to provide formal comments.

A total of 126 people (including project staff and the public) attended the Virtual Public Scoping Meeting and some provided comments, which are provided in Appendix C.

### **3.4 Summary of Scoping Meeting**

SBCTA hosted the virtual Public Scoping Meeting from 6:00 to 7:00 p.m., consisting of project staff and the public. The project team created a PowerPoint presentation for the public meeting (see Appendix B), identifying speakers and team members available to answer questions from participants. The formal PowerPoint presentation lasted approximately 25 minutes, followed by a 30-minute question and answer session. Participants had the option to access the presentation in English or Spanish via Zoom on their computers or mobile devices, or to call in to designated phone numbers to participate in the meeting. A court reporter was made available to record official comments by participants; there were four public comments made to the court reporting during the meeting.

All participants were muted upon entry to the meeting, and web-cam videos were not made available. At the conclusion of the presentation, participants were asked to use the “raise hand” feature on Zoom and were unmuted by the project team to ask their questions and to provide comments. SBCTA staff who attended the meeting are listed below.

- Madison Viola
- James Santos
- Sara Mockus
- Cynthia Unzueta
- Tina Day
- Amanda Durgan
- George Harvilla
- Elizabeth Orozco
- David DeRosa
- Louis Vidaure (Otis Greer)
- Tim Watkins
- Brandon Kluzniak
- Jaime Guzman
- Jessica Koon
- Victor Lopez
- Cristina Torres

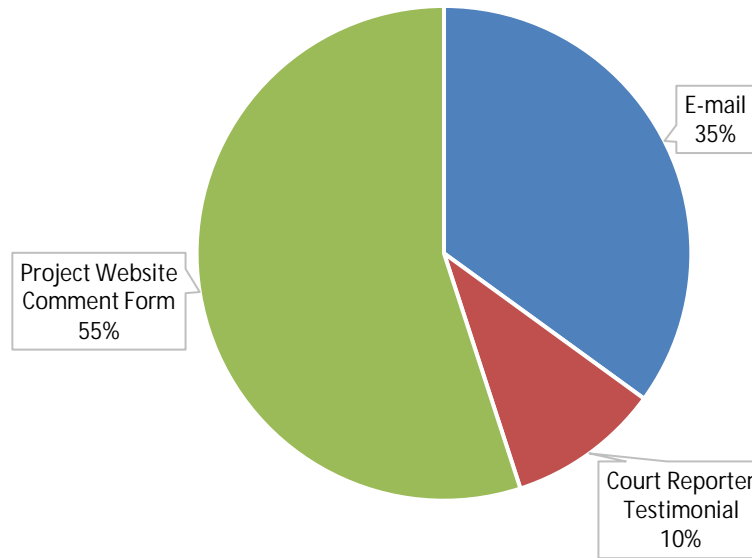


## 4 SCOPING PERIOD COMMENTS

### 4.1 Scoping Period Comments Received

SBCTA received 40 comments during the Public Scoping Period. Public comments were received through three (3) primary methods including: 4 (10%) received as oral comments through court reporter testimonial at the virtual Public Scoping Meeting, 14 (35%) received electronically through Project email, and 22 (55%) through the Project website comment form.

**Figure 4-1: Percentage of Comments by Source**



All Public Scoping Comments are available in their entirety in Appendix C of this report. Table 4-1 lists the agencies and persons that responded during the comment period.

**Table 4-1: Comments Received During Scoping**

#	Agency/Organization	Representative Name	Comment Date	Comment Type
1	South Bay Transit Group*	Connor Spencer	July 12, 2022	E-mail
2	N/A	Mark R. Johnston	July 12, 2022	E-mail
3	N/A	Dan	July 14, 2022	E-mail
4	N/A	Ryan Lee	July 14, 2022	E-mail
5	N/A	N/A	July 14, 2022	E-mail
6	N/A	Luis Vizcaino	July 14, 2022	E-mail
7	Tribal Historic Preservation Office Agua Caliente Band of Cahuilla Indians	Nicole A. Raslich	July 15, 2022	E-mail
8	N/A	Jacob Segura	July 18, 2022	E-mail
9	N/A	Noe Flores	July 18, 2022	E-mail

#	Agency/Organization	Representative Name	Comment Date	Comment Type
10	N/A	Eric Diaz	July 18, 2022	E-mail
11	AIT TrakMotive	Christian Alamillo	July 19, 2022	E-mail
12	Resident	N/A	July 19, 2022	E-mail
13	Quechan Indian Tribe Historic Preservation Officer	Jill H. McCormick, M.A.	July 19, 2022	E-mail
14	Resident	Bernice Torres-Stotz	July 20, 2022	Oral
15	Resident	Jennifer Cardenas	July 20, 2022	Oral
16	Resident	Heather Freeman	July 20, 2022	Oral
17	Resident	Salvador Torres	July 20, 2022	Oral
18	Resident	Heather Freeman	July 20, 2022	E-mail
19	Resident	Henry Tang	July 21, 2022	E-mail
20	Resident	Martin Hoecker-Martinez	July 21, 2022	E-mail
21	N/A	Ernest mesa	July 21, 2022	E-mail
22	N/A	Leslie Ridings	July 22, 2022	E-mail
23	Graduate from UC Irvine	Raphael Garcia	July 22, 2022	E-mail
24	N/A	James Motty	July 22, 2022	E-mail
25	N/A	Paula Vanhorn	July 22, 2022	E-mail
26	AR Industries A&R Tarpaulins, Inc.	Bud Weisbart	July 22, 2022	E-mail
27	N/A	Michael Nicosia	July 29, 2022	E-mail
28	South Bay Transit Group*	Connor Spencer	August 1, 2022	E-mail
29	Resident	Azhar	August 3, 2022	E-mail
30	Resident	Donna Horowitz	August 3, 2022	E-mail
31	Resident	Mark Johnston	August 3, 2022	E-mail
32	Resident	John Demott	August 3, 2022	E-mail
33	N/A	Daniel	August 3, 2022	E-mail
34	Rosendin Electric	Stan Clark	August 3, 2022	E-mail
35	N/A	Bruce Culp	August 3, 2022	E-mail
36	RGI Utility Consultants	Mark McKeehan	August 4, 2022	E-mail
37	Center for Community Action and Environmental Justice	Marven E. Norman/ Ana Gonzalez	August 5, 2022	E-mail/Written
38	Ontario International Airport	Michelle Brantley	August 5, 2022	E-mail
39	Resident	Adriana Rizzo	August 5, 2022	E-mail
40	Resident	Lynda K.	August 5, 2022	E-mail

Notes: \* South Bay Transit Group sent two separate e-mail submissions on July 12<sup>th</sup> and August 1<sup>st</sup>.  
N/A – Information Not Available

## 4.2 Scoping Period Comments

The following comment summaries are excerpts of feedback from regional and local agencies. Per CEQA requirements, responsible and trustee agencies were provided with enough information describing the Project and potential environmental effects to enable these stakeholders to provide a meaningful response. Per CEQA guidelines, a responsible agency is a public agency with some discretionary authority over a project or a portion of it, but which has not been designated as the Lead Agency. Additionally, a trustee agency is a State agency having jurisdiction by law over natural resources that are held in trust for the people of California, and which may be affected by a project (CEQA Guidelines Section 15386). Both responsible and trustee agencies provided comments related to their areas of statutory responsibility. The types of comments received during scoping can be found in Appendix D.

### 4.2.1 Comments Received from Tribes

#### 4.2.1.1 Tribal Historic Preservation Office Agua Caliente Band of Cahuilla Indians

- A records check of the Tribal Historic preservation office’s cultural registry revealed that this project is not located within the Tribe’s Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

#### 4.2.1.2 Quechan Indian Tribe Historic Preservation Officer

- This email is to inform you that we have no comments on this project. We defer to the more local Tribes and support their decisions on the projects.

### 4.2.2 Comments Received from Stakeholder Groups and Businesses

#### 4.2.2.1 South Bay Transit Group

- This project should be an extension of the L line from Claremont elevated down Euclid to serve Downtown Ontario and then follow the rail corridor to the Ontario Airport with a potential stop at the Ontario Convention center and a potential extension to the East Ontario Metrolink Station.
- This would allow people from the entire region to access the airport reducing air traffic congestion at LAX and allowing more people to fly out of Ontario. This would also greatly improve connectivity throughout the region to serve commuters from Ontario. The L Line extension would be a massive help to the Greater LA Transit network.
- Please build this as an extension of the A Line. People would be able to take one train all the way from Long Beach through downtown to Ontario Airport. An A line extension would be far more useful and convenient. Connect Ontario Airport to the rest of the Greater LA Area via the A line extension.
- Please do not build a tunnel with autonomous vehicles, the technology of trains is tried and true.

#### 4.2.2.2 AIT TrakMotive

- Need to make Metrolink stations more accessible without driving. Transit-oriented development around the station would be extremely beneficial as many people could simply walk to the station from their homes. This would reduce their carbon footprint significantly.

#### 4.2.2.3 A&R Tarpaulins, Inc.

- The tunnel approach needs to ensure that there were not potential obstacles under the route that had been presented.

- The degree to which alternatives to tunneling had been evaluated given the funds to be allocated to this project and if they could be allocated to an alternative form of achieving the same goal. As an example, what if there were off site land that could be used for parking and a contract with a ride service (such as Uber or Lyft) to have dedicated runs to the terminals from that parking area, with an incentive to secure EVs for that service.

#### **4.2.2.4 RGI Utility Consultants**

- Looks like a great project that will dramatically help traffic congestion around Ontario Airport.

#### **4.2.2.5 Center for Community Action and Environmental Justice**

- The cost estimates have nearly quintupled, the feasibility of the Project and its potential impact on other projects in the county is of utmost importance. It would be highly inequitable for this Project to absorb funding that would otherwise go to other projects, particularly given its lack of connections and service to other communities and markets beyond people looking to go only from the Cucamonga Metrolink station to the Ontario International Airport.
- Include a study of intermediate stops or access points for the Project. Doing so would enhance connectivity and travel options for a far larger part of the community, especially if other Omnitrans bus services were to be routed to more closely connect with the Project.
- The Project was positioned as an alternative to more traditional forms of transit that had been proposed in prior studies such as some sort of train connection (either commuter rail or DMU service) or a bus shuttle. It is critical that the environmental process not be wasted on a Project that would not even meet the criteria which it set out and instead encourage SBCTA to also include study for environmental clearance at least one of the more traditional concepts presented in prior studies on the matter. Doing so will ensure that the transit is actually usable.
- Include platform screen doors as part of the Project. It would be imperative for features which protect riders from vehicles serving the Project in the tunnels. Additionally, this would allow for shielding of Project users from air quality conditions within the tunnel.
- The Project needs to provide adequate access from the general community, providing air quality improvements with platform screen doors, and providing the right Project period.

#### **4.2.2.6 Ontario International Airport**

- The Proposed Project would benefit ONT passengers and employees substantially by providing an efficient and reliable connection between the Airport and local and regional transit networks and would reduce traffic on the local surface transportation network.
- The Proposed Project would be consistent with the OIAA's commitment to reduce harmful emissions on airport property.
- To ensure the Proposed Project would be consistent with ONT long-term development plans, the Airport Authority respectfully requests that SBCTA address the following topics during preparation of the EIR:
  - Scope and scale of development associated with the Proposed Project within ONT property and construction and operational impacts
  - Expected ridership of the automated vehicle system in the first year of operation
  - Redundancy for the automated vehicle connection and whether SBCTA or OIAA would be responsible for the redundancy

- SBCTA’s operational needs at ONT during construction and operation of the Proposed Project
  - Roadway closures at or proximate to the Airport
  - Initial and ongoing cost and funding plans for the Airport stations
- As a federally obligated airport, ONT is required to maintain operational and safety standards established by the Federal Aviation Administration (FAA). OIAA welcomes discussion with SBCTA regarding the FAA requirements and will remain available throughout the environmental review process to provide insight on Airport facilities, operations, and plans as SBCTA considers the Proposed Project’s impacts to Airport property, operations, passengers, and employees.

### 4.2.3 Summary of Public Comments Received

Comments received by the public were also analyzed by the environmental categories they addressed. The table below breaks down the number of comments received into 14 environmental categories that are being evaluated as part of the environmental review.

**Table 4-2: Comment Counts by Environmental Category**

Environmental Category	Description	#
General Information	Comments that were not specifically concerning any of the listed environmental categories but pertain to the Project.	31
Project Alternative/Alignment	Comments that concern how the proposed alignment and alternative were chosen for further study/implementation.	20
Funding	Comments concerning where funding for the Project comes from and how that funding can be applied other local transportation projects.	13
Transportation/Traffic	Comments that concern traffic circulation and impacts and parking at stations or potential parking impacted by the Project.	13
Operations	Comments that concern the future operation of the proposed alignment.	11
Air Quality	Comments that concern air quality impacts as a result of the Project.	3
Purpose and Need	Comments that concern the fully automated transit and underground tunnel does not meet the need of the community and businesses.	2
Safety and Security	Comments that concern safety and security on the proposed alignment and at stations.	2
Construction Impacts	Comments that concern impacts during the future construction period of the Project.	1
Hydrology and Water Quality	Comments concerning impacts to water quality impacts as a result of the Project.	1
Land Use	Comments that encourage transit-oriented development land uses and developments near the proposed alignment and stations.	1

Environmental Category	Description	#
Noise and Vibration	Comments that concern noise and vibration impacts from the proposed alignment and stations.	1
Outreach	Comments that concern how outreach was provided during the course of the scoping period or before/after the scoping period.	1
Utilities	Comments that concern existing utilities on the proposed alignment and at stations.	1

The major themes expressed by stakeholders in their comments included:

- Opposition of the Project due to the underground alignment and the level of costs and funding needed for construction;
- Interest in identifying alternative modes of transportation (e.g. light rail transit, bus rapid transit, or shuttle bus, automated people mover);
- Concerns over direct access for surrounding residents and businesses and community benefits;
- Ensuring safety and security design features for passengers during operations, including accordance with the American Disabilities Act (ADA);
- Concerns for greater and more severe traffic impacts as it relates to traffic delay (level of service) at major intersections and surrounding areas;
- Potential impacts to existing groundwater levels resulting from a below-grade alignment; and
- Identifying alternative transit operations that result in greater carrying capacity and ridership.

## **5 NEXT STEPS IN ENVIRONMENTAL REVIEW PROCESS**

The comments and questions SBCTA received during this scoping comment period will be analyzed, evaluated, and considered as appropriate as part of the environmental study process.