



ONTCONNECTOR



San Bernardino County
Transportation Authority

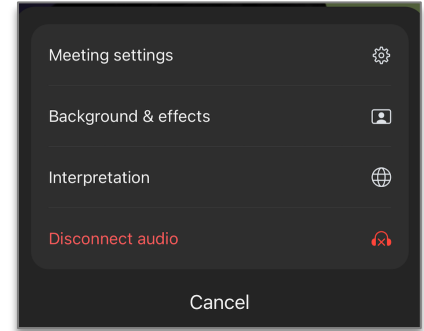
Draft Environmental Impact
Report and Environmental
Assessment Public Hearing

November 13, 2024

Para acceder al servicio de interpretación en Zoom

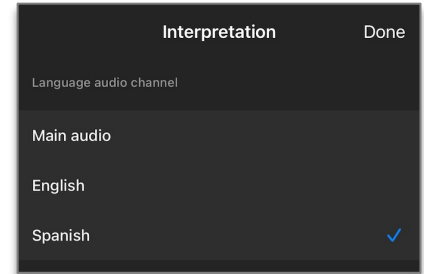
Por computadora:

- Haga clic en el ícono de interpretación en las opciones de reunion
- Seleccione Spanish en el menú desplegable



Por teléfono móvil:

- En los controles de su reunión, toque el ícono de más
- Toque la opción de interpretación de idiomas
- Seleccione Spanish y haga clic en finalizar



Public Hearing Format



Public hearing will be recorded



Simultaneous Spanish interpretation available
Interpretación en español disponible



All attendees are muted | Video is disabled



Opportunity for Q&A Following the presentation

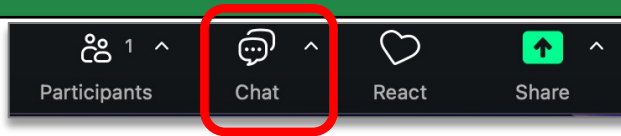


Court reporter will document public oral comments during presentation



Using ZOOM on Computer/Laptop:

STEP 1 - From the icons in the tool bar at the bottom of your screen, select the "Chat" to alert the team.

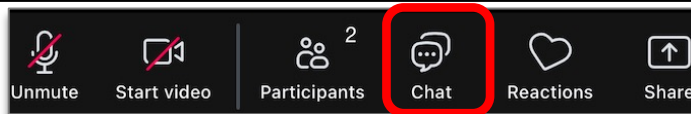


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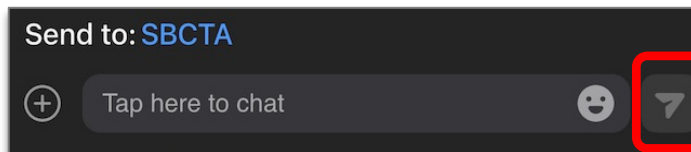


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SUBMIT A COMMENT WITH COURT REPORTER:

- During tonight's presentation, a court reporter will be available in a secure breakout room if you wish to have your comment/question recorded for inclusion in the Draft EIR and EA.
- To make a comment, select the breakout room option at the bottom of your screen and select COURT REPORTER.
- One participant will be allowed in the Court Reporter Breakout Room at a time, project staff will provide further instruction if multiple participants enter the breakout room at once.

TO SUBMIT A WRITTEN COMMENT:

EMAIL	MAIL
<p data-bbox="369 576 894 612"><u>ONTconnector@goSBCTA.com</u></p> <p data-bbox="369 663 909 748">➤ Use "<i>ONT Connector</i>" in the subject line of the email.</p>	<p data-bbox="966 576 1412 748">ONT Connector C/O Tim Watkins 1170 W 3rd Street San Bernardino, CA 92810</p>

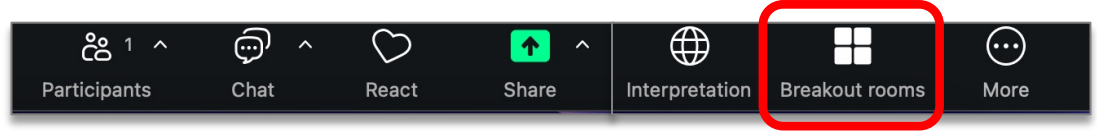
SUBMIT A COMMENT ONLINE: goSBCTA.com/ONTconnector

SUBMITTING A COMMENT



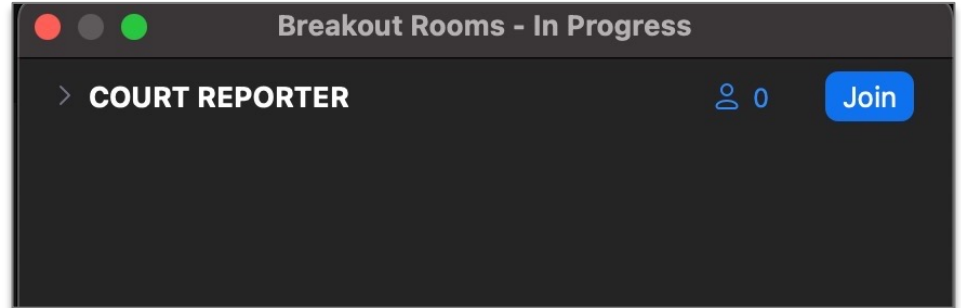
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Welcome and Introductions



Project Team Presenters

San Bernardino County Transportation Authority

- **Victor Lopez**
Director of Transit and Rail Programs
- **Tim Watkins**
Chief of Legislative and Public Affairs

Project Team

- **James Santos**
Environmental Program Manager
- **Richard Huang**
Design Manager
- **Ivan Gonzalez**
Senior Transportation Planning Manager

Public Outreach

- **Madison Viola**
Director of Public Outreach
- **Erin Ryan**
Senior Project Manager



Public Hearing Agenda



Presentation

- Project Overview
 - Purpose of this Public Hearing
 - Project Location
 - Purpose and Need
 - Project Background
 - Public Scoping
- CEQA and NEPA Environmental Process
- Project Alternatives
- Environmental Summary
- How to Provide Comments
- Next Steps
- Formal Public Comments



Project Overview



To provide community members and stakeholders information on the following topics:

- Project overview and background, environmental processes, project alternatives, and impacts and mitigation measures for the project
- How to provide comments on the project, Draft EIR, and EA
- Next steps in the environmental phase





PROJECT LOCATION



Why is the Project needed?

The Project will address the following existing challenges:

- Lack of direct transit connection (between Cucamonga Metrolink Station and ONT) that aligns with Metrolink train schedules
- Increased congestion and unreliable travel times for airport passengers
- Increased vehicle miles traveled (VMT) resulting from ONT travelers
- Increased greenhouse gas (GHG) emissions within communities surrounding ONT from single occupancy vehicle travel to and from ONT



The Project aims to:

- **Enhance transportation access to ONT** by creating a direct link from the Cucamonga Metrolink Station
- **Improve mobility and connectivity** for transit users
- **Reduce roadway congestion** by encouraging public transit use over single-occupancy vehicles
- **Promote the use of autonomous electric vehicles**



Project History



----- **Strategic Planning Report for Metro Gold Line Foothill Extension (2008)**

----- **Ontario Airport Rail Access Study (2014)** identified the need for a direct rail-to-airport connection to Ontario International Airport (ONT)

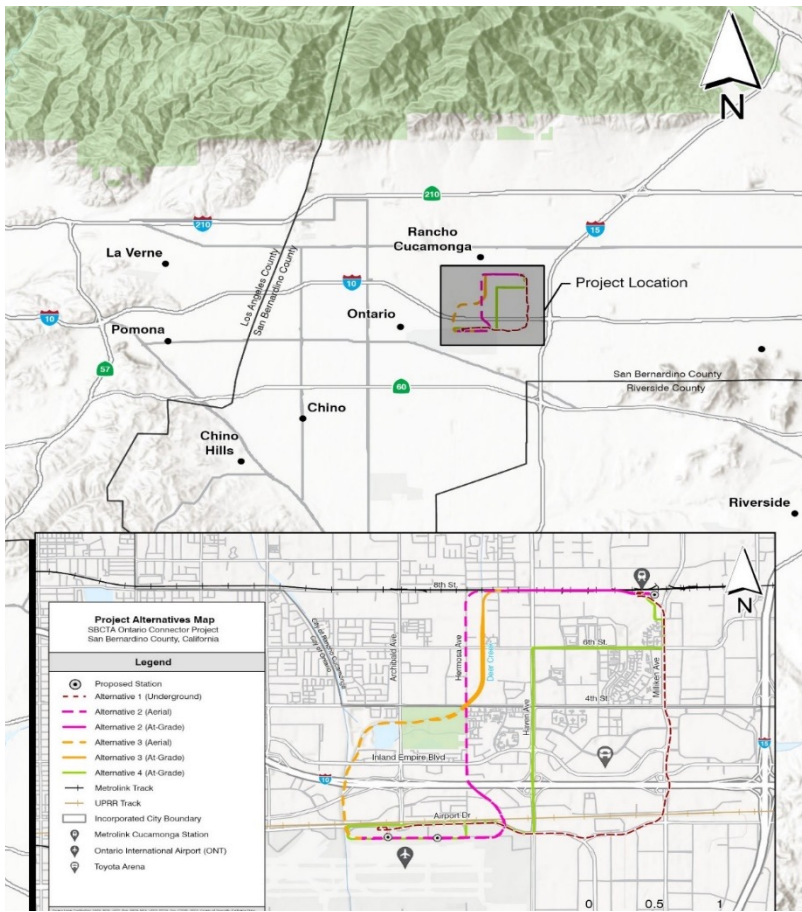
----- **SCAG Inter-County Transit and Rail Connectivity Study (2018)** noted a conversion of Metrolink to hybrid rail service to ONT

----- **SBCTA Hybrid Rail Planning Study (2018)** reaffirmed preference for service to ONT would need to be provided via a connecting shuttle-style rail service

----- **Project Scoping (July 2022)** initiated with the Notice of Preparation and solicited comments, and held a Public Meeting

----- **Draft EIR and EA Published (October 2024)** Public Comment Period commenced, from October 18, 2024 to December 2, 2024 at 5 p.m.





Alternatives Previously Considered

- **Alternative 1** – Tunnel to ONT via Milliken Avenue and Airport Drive.
- **Alternative 2** - Rancho Cucamonga to ONT via Hermosa/Turner Rail Alignment (formerly A-3 in the Rail Access Study).
- **Alternative 3** - Rancho Cucamonga to ONT via Deer Creek Rail Alignment (formerly A-4 in the Rail Access Study).
- **Alternative 4** - Rancho Cucamonga to ONT Bus Shuttle (formerly B-2 in the Rail Access Study).



Why Were Some Alternatives Eliminated from Further Consideration?

Objective	Ontario Connector Project Alternatives			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Objective 1: Mobility improvements	● HIGH	◐ MEDIUM	◐ MEDIUM	○ LOW
Objective 2: Service reliability	● HIGH	● HIGH	◐ MEDIUM	○ LOW
Objective 3: Maximize capacity	◐ MEDIUM	● HIGH	● HIGH	○ LOW
Objective 4: Minimize environmental impacts	◐ MEDIUM	○ LOW	○ LOW	● HIGH
Overall Rating	● HIGH	◐ MEDIUM	◐ MEDIUM	○ LOW

Key Findings

- Compared to Alternative 1, Alternatives 2 and 3 would result in additional environmental consequences.
- Alternative 4 does not perform well in terms of the mobility, service reliability, and mobility capacity.
- For these reasons Alternatives 2, 3, and 4 have been dismissed from further evaluation.



CEQA and NEPA Environmental Processes



What is CEQA?

The purpose of the California Environmental Quality Act (CEQA) is to:

- **Inform** decision makers and the public about the potential environmental impacts of proposed projects, and
- To **reduce those environmental impacts** to the extent feasible.
- An EIR is being prepared because it was determined as the appropriate environmental approach for the proposed Project, as it allows for the most comprehensive and detailed evaluation of resources for this proposed Project.



What is NEPA?

- The National Environmental Policy Act (NEPA) was written to ensure that Federal decision-makers **consider the environmental effects** of proposed federal actions **to avoid, minimize or mitigate adverse effects**.
- An Environmental Assessment (EA) is being prepared for this Project because no adverse effects that would not be avoided, minimized, or mitigated were anticipated prior to the start of the Environmental phase.



Project Alternatives



What is Included in the Draft EIR and EA

No Project (CEQA)/No Build (NEPA)

- The No Project Alternative represents the Project area if the proposed Project is not constructed, and additional municipal projects that are already funded and planned would still be developed in the area. Assumes existing transportation system with implementation of planned projects.

Proposed Project (CEQA)/Build Alternative (NEPA)



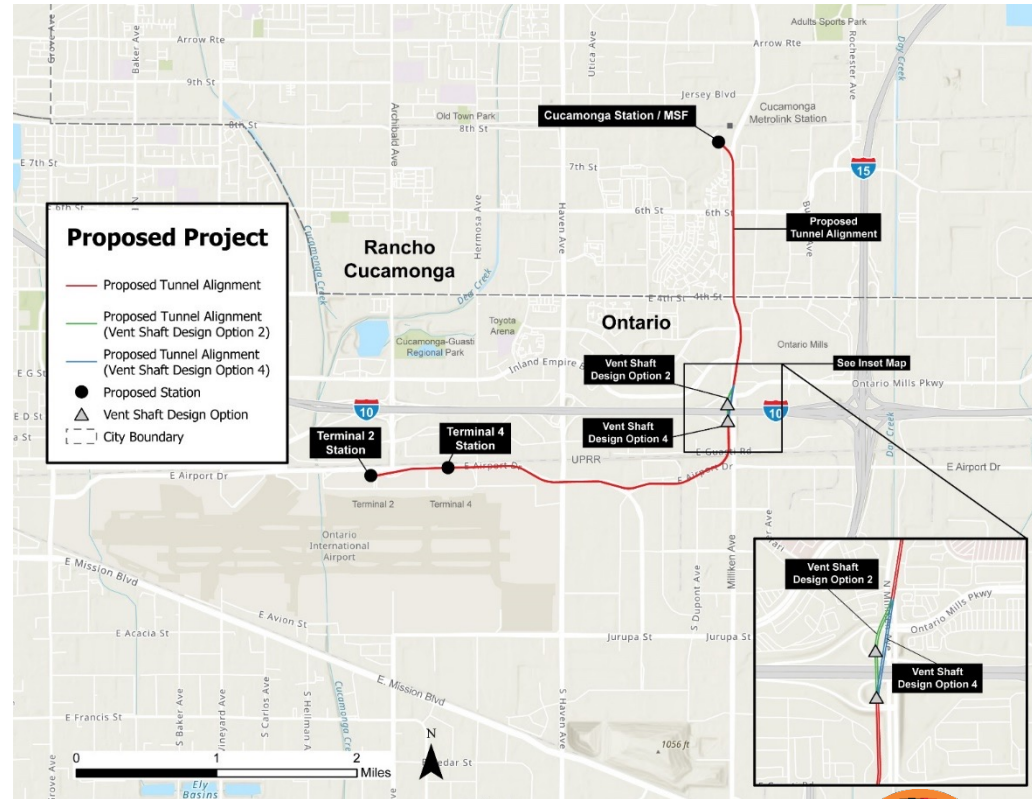
Proposed Project (CEQA) / Build Alternative (NEPA)

Design

- 4.2-mile bi-directional tunnel alignment, between Cucamonga Metrolink Station and ONT
- Three (3) stations
- One Maintenance and Storage Facility (MSF)
- One access ventilation shaft

Operations

- Autonomous, on-demand electric shuttles



Technical Terms / Glossary

- **Tunnel Boring Machine (TBM):** a large machine with horizontal drills that are used to dig tunnels by cutting through soil and rock, creating a smooth, stable tunnel wall as it advances.
- **Cut-and-Cover:** is a construction method involving digging a trench, building a tunnel inside it, and then covering it back up.
- **At-grade:** refers to infrastructure, like roads or a railway, built at ground-level.
- **MSF:** in this project refers to a facility supporting the operations and maintenance of a transit system often including washing, storage, and maintenance of inventory as well as employee breakroom facility.
- **Vent Shaft:** provides access to and from the underground tunnel for emergency situations.



Tunnel Boring Machine



Example of Bored Tunnel Constructed



Example of Cut-and-Cover Construction



Rancho Cucamonga Metrolink Station



Ontario International Airport



PROJECT ALTERNATIVES - RENDERINGS



Environmental Summary



Summary of Impacts for the Environmental Impact Report (CEQA)

Less Than Significant Impacts

Aesthetics and Visual Quality

Energy

Growth Inducing

Greenhouse Gas Emission

Noise and Vibration

Population and Housing

Public services and Recreation

Less Than Significant Impacts With Mitigation Measure(s)

Biological Resources

Cultural and Tribal Cultural Resources

Geology, Soils, and Seismicity

Hazards and Hazardous Materials

Hydrology and Water Quality

Land Use

Transportation and Traffic

Under CEQA, significant and unavoidable impacts (during construction only) to **Air Quality** and **Paleontological Resources** would remain even after implementation of mitigation measures.



Summary of Effects for the Environmental Assessment (NEPA)

No Adverse Effects

Community and Socioeconomic Resources

Economic and Fiscal Resources

Environmental Justice and Equity

Noise and Ground-Borne Vibration

Cumulative and Indirect Effects

No Adverse Effects with Mitigation Measure(s)

Air Quality, Greenhouse Gas Emissions, and Energy

Cultural Resources

Geology, Soils, Seismicity, and Paleontological Resources

Hazards and Hazardous Materials

Transportation and Traffic

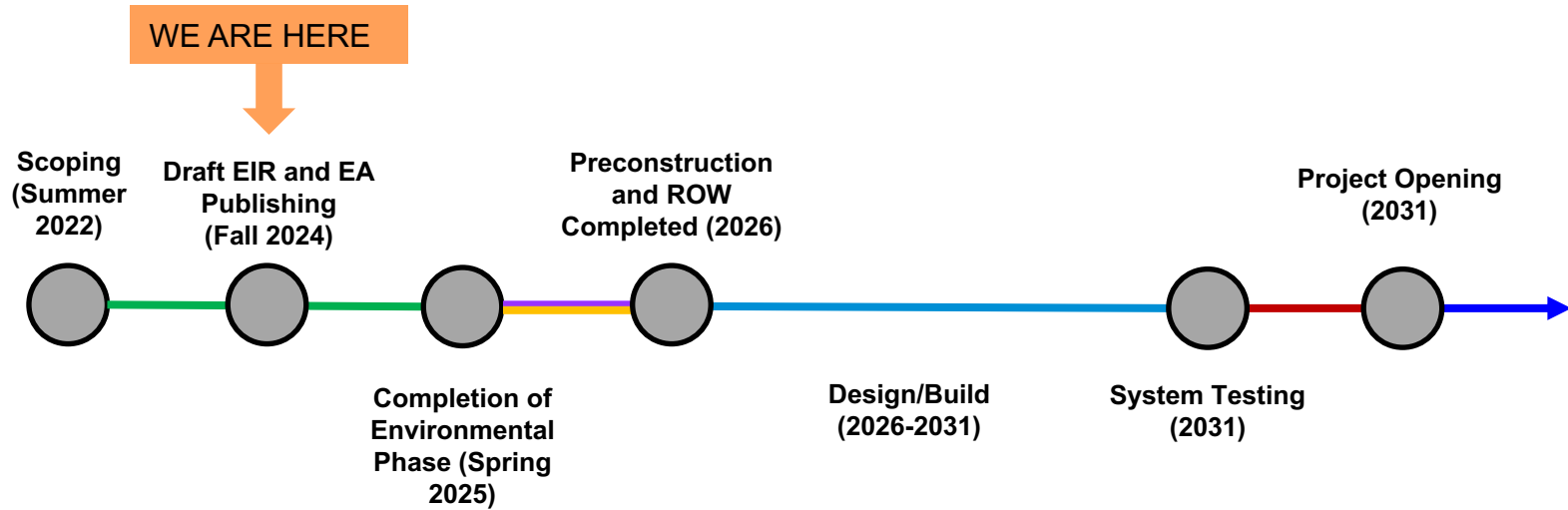
Water Quality, Water Resources, and Floodplain



Next Steps



Milestone Schedule



Design/Build (2026-2031)

* **Note:** Schedule subject to change

NEXT STEPS



How to Submit Comments



Public Comment Period:

- Start: October 18, 2024
- Conclusion: December 2, 2024, at 5 p.m.

How to submit comments:

- **At this public hearing**
- **Online:** gosbcta.com/ONTconnector
- **Email:** ONTconnector@gosbcta.com
- **By mail:**

ONT Connector

C/O Tim Watkins, Chief of Legislative and Public Affairs

San Bernardino County Transportation Authority

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410

How comments will be evaluated under CEQA and NEPA

- SBCTA will review comments and responses will be provided in the Final EIR.
- A link to the Final EIR will be provided when it has been released for public review.

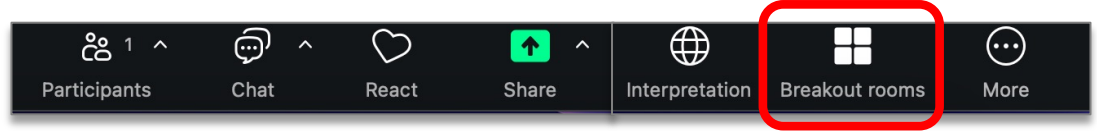


Formal Public Comments



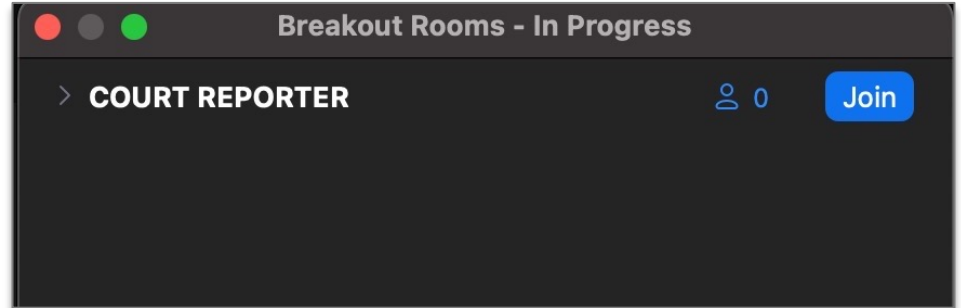
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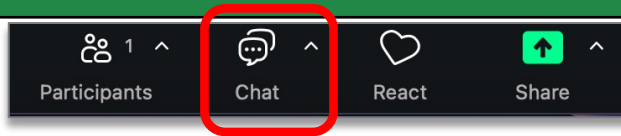


Question and Answer Session

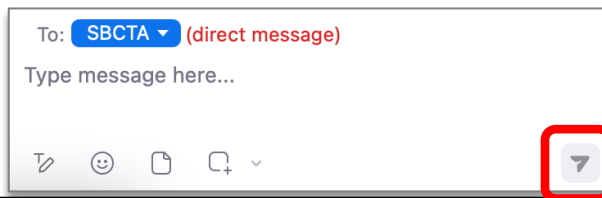


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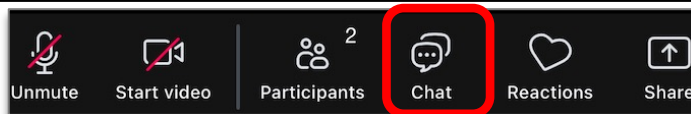


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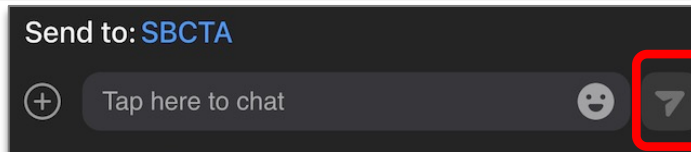


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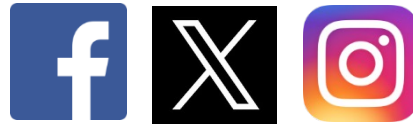
From Telephone (without ZOOM app): Press *9 to "raise hand"; press *6 to mute and/or unmute.



Plan. Build. Move.

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THANK YOU

