Ontario International Airport Connector Project

ONTCONNECTOR

Final Environmental Impact Report

February 2025

sbcta

Prepared for:

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

Table of Contents

FIGURES

TABLES

APPENDICES

ACRONYMS AND ABBREVIATIONS

$	United States dollars
a.m.	ante meridiem
ADA	Americans with Disabilities Act
BSA	Biological Study Area
BUOW	Burrowing Owl
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CCTV	Closed-Circuit Television
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CNDDB	California Natural Diversity Database
DMU	Diesel multiple unit
Draft EIR	Draft Environmental Impact Report
DSF	Delhi sands flower-loving fly
EIR	Environmental Impact Report
EA	Environmental Assessment
EJ	Environmental Justice
ES	Executive Summary
FAA	Federal Aviation Administration
FEIR	Final EIR
FEMA	Federal Emergency Management Agency
Findings	Findings of Fact
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GIS	Geographic Information System
GPS	Global Positioning System
I-10	Interstate 10
I-15	Interstate 15

ITP	Incidental Take Permit
ITS	Intelligent Transportation System
KMZ	Keyhole markup language
LOS	Level of Service
LRT	light rail transit
LUST	leaking underground storage tank
Metro	Los Angeles County Metropolitan Transportation Agency
MM	Mitigation measure
MMRP	Mitigation Monitoring and Reporting Program
MSF	maintenance and storage facility
MTCO2e	Metric tons of carbon dioxide equivalent
NAD83	North American Datum of 1983
NEPA	National Environmental Policy Act
NFPA	National Fire Protection Association
NI	No Impact
NOP	Notice of Preparation
NOx	Nitrogen Oxides
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport
OSP	Operating System Provider
p.m.	post meridiem
PRC	Public Resources Code
proposed Project	SBCTA Ontario International Airport Connector Project
RFP	Request for Proposal
RCMU	Rancho Cucamonga Municipal Utility
ROW	Right-of-way
SANBAG	San Bernardino Associated Governments
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SU	Significant and Unavoidable

TBM	Tunnel Boring Machine
TMP	Transportation Management Plan
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
vent	ventilation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

EXECUTIVE SUMMARY

ES.1 INTRODUCTION

This Executive Summary provides a synopsis of the San Bernardino County Transportation Authority (SBCTA) Ontario International Airport (ONT) Connector Project (proposed Project) and its potential impacts on the environment. The proposed Project would construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority Cucamonga Metrolink Station to ONT. The proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. Section ES.3 and Section ES.4 provide an overview of the proposed Project.

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). The Federal Transportation Administration (FTA) is the Lead Agency for NEPA, while SBCTA is the Lead Agency under CEQA. Partner agencies include Ontario International Airport Authority (OIAA), Omnitrans, the City of Rancho Cucamonga, and the City of Ontario.

ES.2 PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

As the proposed Project is an activity that may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment, it is a project pursuant to Section 21065 of the Public Resources Code (PRC) and Section 15378 of the CEQA Guidelines and is subject to the environmental review mandated by CEQA. Accordingly, this Environmental Impact Report (EIR) has been prepared in accordance with CEQA (PRC Sections 21000 et seq.), the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Sections 15000 et seq.) to assess the potential environmental effects arising out of the implementation of the proposed Project. As required by CEQA, this EIR serves to (1) assess the expected direct, indirect, and cumulative impacts of the proposed Project's physical development; (2) identify means of avoiding or minimizing potential adverse environmental impacts; and (3) evaluate a reasonable range of alternatives.

As the public agency with the principal responsibility for carrying out or approving a project and conducting the environmental review, SBCTA is the Lead Agency as defined by Section 15367 of the CEQA Guidelines. In compliance with California's PRC Section 21002.1, SBCTA, as the Lead Agency, has prepared this EIR for the following purposes:

- To inform the general public, the local community, responsible and interested public agencies, and other organizations, entities, and interested persons of the scope of the proposed Project, its potential environmental effects, possible measures to reduce potentially significant environmental impacts, and alternatives;

- To enable SBCTA to consider environmental consequences when deciding whether to approve the proposed Project; and
- To satisfy the substantive and procedural requirements of CEQA.

CEQA charges public agencies with the duty to substantially reduce or avoid significant environmental effects where feasible for projects subject to CEQA (refer to PRC Section 21004 CEQA Guidelines Sections 15002(a)(3) and 15021(a)(2)). In discharging this duty, the public agency has an obligation to balance a variety of public objectives, taking into account economic, environmental, and social issues. The EIR is intended to be an informational document that informs public agency decision-makers and the general public of the significant environmental effects of a project and the ways in which those effects can be reduced to less than significant levels, either through the imposition of mitigation measures or through the implementation of specific alternatives to the project as proposed. In a practical sense, the EIR functions as a vehicle for fact-finding, allowing an applicant, the general public, and public agency staff an opportunity to collectively review and evaluate baseline conditions and project effects through a process of full and objective disclosure. Additionally, the EIR serves as a primary source of environmental information about the project, which the Lead Agency is required to consider when exercising any permitting authority or discretionary approval power directly related to implementation of the proposed project.

ES.2.1 Environmental Review Process

The EIR process provides an opportunity for the public to review and comment on the potential environmental effects of the proposed Project and to further inform the environmental analysis. The Notice of Preparation (NOP) process was used to notify agencies and the public about the proposed Project, solicit their input on the scope and issues, and announce the preparation of the Draft EIR.SBCTA filed a NOP with the California Office of Planning and Research indicating that an EIR would be prepared for this proposed Project. Subsequently, the NOP was distributed to involved public agencies, including the responsible and trustee agencies, and interested parties for a public review period of 30 days that began on July 5, 2022, and ended on August 5, 2022. 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.

A virtual public scoping meeting was held on July 20, 2022, via online communication service Zoom with 126 people in attendance. The purpose of the scoping period, including the scoping meeting, was to solicit comments on the scope and content of the environmental analysis to be included in the EIR. During the scoping period, SBCTA received four verbal comments at the virtual public scoping meeting, 14 comments by email, and 22 comments through the proposed Project website comment forms. SBCTA reviewed and considered comments made by the public in the preparation of the Draft EIR.

The Draft EIR was circulated for review and comment by the public and other interested parties, agencies, and organizations for a period of 46 days that began on October 18, 2024, and ended on December 2, 2024. During the 46-day public comment period, the Draft EIR was available for general public review on SBCTA's website (https://www.gosbcta.com/ontconnector/) and at the following locations:

- San Bernardino County Transportation Authority, 1170 West 3rd Street, 2nd Floor, San Bernardino, California 92410-1715
- Law Library for San Bernardino County (Rancho Cucamonga), 8409 Utica Avenue, Rancho Cucamonga, California 91730
- Rancho Cucamonga Public Library, 12505 Cultural Center Drive, Rancho Cucamonga, California 91739
- Ovitt Family Community Library, 215 East C Street, Ontario, California 91764

Written comments on the Draft EIR were accepted at the following address:

Tim Watkins
Chief of Legislative and Public Affairs
SBCTA – ONT Connector
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410
Tel: (909) 884-8276

Emails regarding the Draft EIR were accepted at the following email address: ONTConnector@goSBCTA.com. In addition, comments were accepted online through the SBCTA project website and at the public hearing held on November 13, 2024.

A copy of the Notice of Completion for the proposed Project has been made available on SBCTA's website (https://www.gosbcta.com/ontconnector/). This Final EIR, consisting of the comments on the Draft EIR, written responses to those comments, and the Mitigation Monitoring and Reporting Program (MMRP), which describes the timing and process to ensure implementation of mitigation measures or project requirements, will be considered for certification by the SCBTA Board of Directors at a Board of Directors meeting.

According to PRC Section 21081, the Lead Agency must make specific Findings of Fact (Findings) before approving the Final EIR when the Final EIR identifies significant environmental impacts that may result from a project. The purpose of the Findings is to establish the connection between the contents of the Final EIR and the action of the Lead Agency to approve or reject the proposed Project. Prior to approval

of a project, Section 15091 of the CEQA guidelines requires that the Lead Agency make one of three following Findings:

a) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.

b) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the Finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

c) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

PRC Section 21081.6 requires that the Lead Agency include a MMRP for projects in which significant impacts will be avoided or reduced by the implementation of mitigation measures. The purpose of the MMRP is to ensure compliance with required mitigation during implementation of the proposed Project.

It is not always possible to mitigate a project's environmental impacts to a less than significant level. When this occurs, such impacts are considered significant and unavoidable. If a public agency approves a project that has significant and unavoidable impacts, the agency shall state in writing the specific reasons for approving the project based on the Final EIR and any other information in the public record. This is termed a "Statement of Overriding Considerations". The Statement of Overriding Considerations explains the specific reasons why the benefits of a proposed Project make its unavoidable environmental effects acceptable.

ES.2.2 Project 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 use 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 Metrolink 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.

ES.3 PROJECT BACKGROUND

Several transit concepts that could connect to ONT have been evaluated, screened, and refined since 2008. The following previous studies and efforts have assessed the feasibility of such a connection and evaluated the performance of several transit concepts, with distinct alignments and configurations.

- **2008 - Strategic Planning Report for Metro Gold Line Foothill Extension to Los Angeles/Ontario International Airport**: This effort first studied a direct connection to ONT via a light rail transit (LRT) extension of the Los Angeles County Metropolitan Transportation Agency (Metro) system. The need for a public transit connection to ONT had first been expressed by San Gabriel Valley residents and businesses during the public comment period of the Gold Line Foothill Extension to Montclair project (Final EIR released in 2007). Comments received during scoping meetings in four cities along the corridor, as well as via email, facsimile, and United States mail, revealed a desire by the public to extend the Metro Gold Line LRT service to ONT.

- **2014 - San Bernardino Associated Governments (SANBAG), now SBCTA, *Ontario Airport Rail Access Study***: This study carried forward the recommended alternatives from the 2008 study, while analyzing new access options for connecting nearby Metrolink stations to ONT - a total of 32 transit alternatives. This study identified the need for a direct rail-to-airport connection to ONT to support projected growth in air travel at ONT.

- **2018 - Southern California Association of Governments (SCAG) Inter-County Transit and Rail Connectivity Study:** This study evaluated transit and rail service connecting the eastern San Gabriel Valley to the western San Bernardino Valley, including connections to ONT. Based on the alternatives considered, SCAG noted that the previously studied diesel multiple unit shuttle alternative connecting the Cucamonga Metrolink Station and ONT, and a new conversion of Metrolink service on the San Bernardino Line to hybrid rail service with an additional spur to ONT, would result in the fastest travel times to the airport.

- **2018 - SBCTA Hybrid Rail Planning Study**: SBCTA found that consistent bidirectional service along the San Bernardino Line was not feasible due to inconsistent Metrolink train service scheduling, and existing infrastructure that includes large segments of a single-track corridor, both of which would reduce reliable service to ONT. The 2018 SCAG and 2018 SBCTA studies reaffirmed that service to ONT would need to be provided via a connecting shuttle-style rail service with a transfer at Cucamonga Metrolink Station, as represented by Alternative A-3, Alternative A-4, and Alternative A-7.

Additionally, in 2020, SBCTA received an unsolicited proposal for a tunnel system using electric vehicles to provide transit service from the Cucamonga Metrolink Station to ONT. SBCTA considered this alternative as a viable option because of the reduced cost and construction timeline. Alternative

recommendations from the planning studies resulted in the further evaluation of Alternatives A-3, A-4, B-2 (a bus route alignment that would travel south from the Rancho Cucamonga Metrolink station along Milliken Avenue, west on Inland Empire Boulevard, south on Archibald Avenue, and then on Terminal Way to serve the ONT terminals), and the tunnel alternative, which were further evaluated by SBCTA. In 2022, Omnitrans and OIAA began to provide temporary shuttle service between the Cucamonga Metrolink Station and ONT terminals to increase awareness of the nearby transit connection, but it is not scheduled to coincide with train arrivals, which would facilitate timely service to accommodate Metrolink riders to ONT.

Building on the findings of previous studies and efforts, SBCTA initiated the environmental phase for the SBCTA Tunnel Loop Project, now known as the SBCTA ONT Connector Project, in 2022.

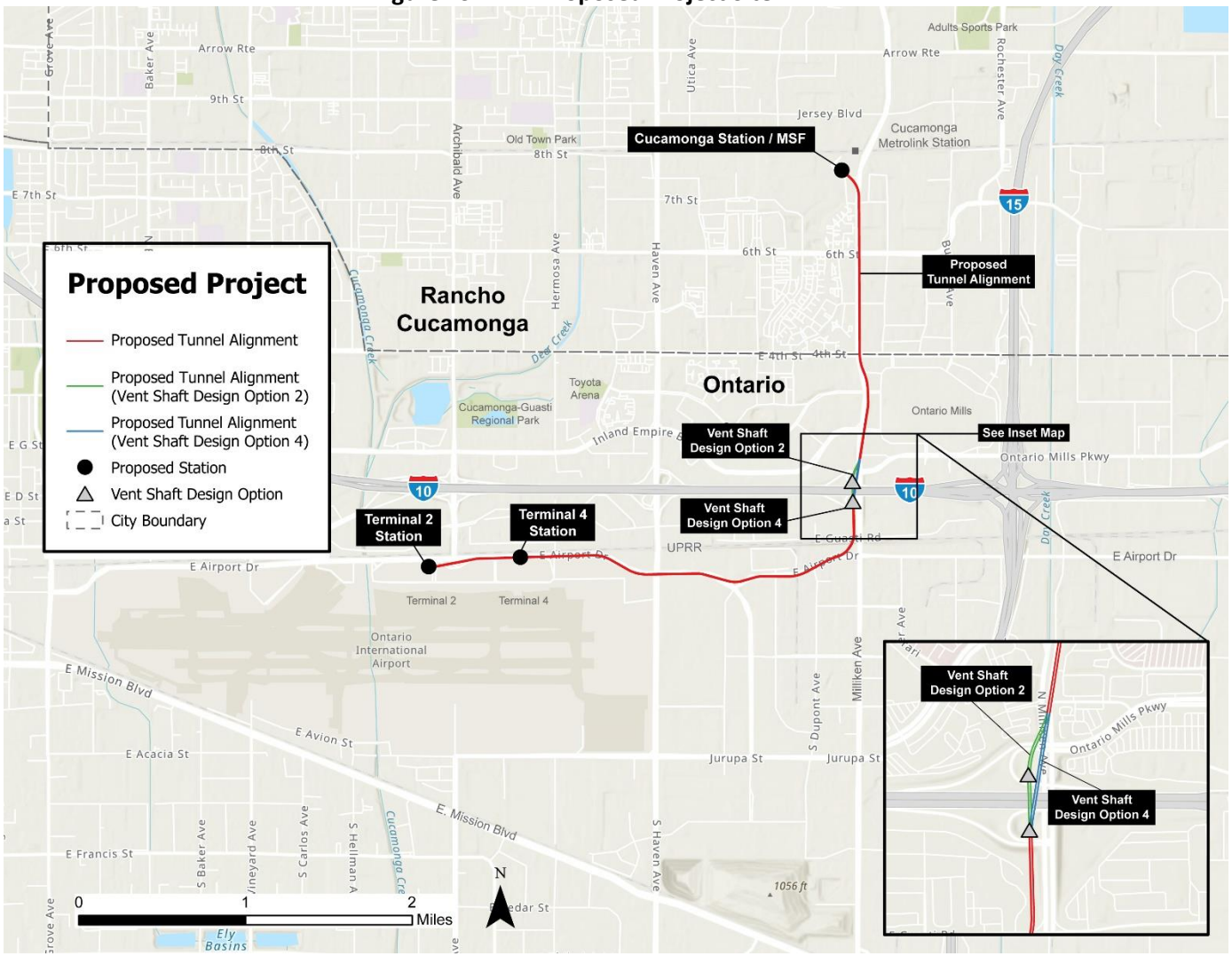
ES.4 PROJECT DESCRIPTION

The proposed Project is located in the City of Rancho Cucamonga and the City of Ontario within San Bernardino County. The proposed Project site is a reversed L-shaped project site located within Cucamonga Metrolink Station, Milliken Avenue, East Airport Drive, and ONT. Appendix A (Project Footprint Map) of this Final EIR includes the project footprint map for the proposed Project. The proposed Project includes the following components: 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation (vent) shaft. The proposed Project would include the operation of autonomous electric vehicles that would transport passengers to and from the stations.

The proposed Project would construct an underground 4.2-mile single tunnel (24-foot-inner-diameter bidirectional tunnel) alignment to provide a direct transit connection between the Cucamonga Metrolink Station and ONT. The tunnel depth has been designed to be approximately 70 feet below the ground surface. As shown in Figure ES-1, the proposed tunnel alignment begins at the Cucamonga Metrolink Station and travels south along Milliken Avenue, crossing beneath 6th Street and 4th Street. At Ontario Mills Parkway, the tunnel alignment shifts to the western side of Milliken Avenue to avoid the Interstate 10 (I-10) overcrossing. The alignment continues south under I-10 and the Union Pacific Railroad (UPRR), before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT.

Three stations would be constructed to serve the Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. 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. The MSF would be located at the northwestern corner of the existing Cucamonga Metrolink Station parking lot to support operations and provide autonomous electric vehicle storage, maintenance, and cleaning.

Figure ES-1 Proposed Project Site



Source: AECOM 2024

One vent shaft would be constructed to provide ventilation for the tunnel and as a means of emergency passenger egress and first responder access to and from the tunnel. The proposed Project would operate autonomous electric vehicles to transport passengers between the Cucamonga Metrolink Station and ONT. The autonomous 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 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 100 persons per hour. Operations would be managed by Omnitrans, with on-demand service provided daily from 4:00 ante meridiem (a.m.) to 11:30 post meridiem (p.m.), including weekends and holidays.

Implementation of the proposed Project would require discretionary actions and permits from the agencies below in Table ES-1.

Table ES-1 Required Approvals and Permits

No.	Requirement/Permit	Permitting Agency
1	Draft Cooperating Coordination Agency Plan	Federal Transit Administration (FTA), SBCTA, Federal Aviation Administration (FAA)
2	National Environmental Policy Compliance	FAA
3	Form 7460-2-Part 1 Obstruction Evaluation/Airport Airspace Evaluation	FAA
4	Form 7460-2-Part-2 Obstruction Evaluation/Airport Airspace Evaluation	FAA
5	California Environmental Quality Act	SBCTA
6	Section 106 of National Historic Preservation Act – Area of Potential Effects Map Concurrence	State Historic Preservation Officer
7	Air Quality Permit (stationary equipment)	South Coast Air Quality Management District
8	Construction General Permit	State Water Resources Control Board
9	Encroachment Permits	California Department of Transportation (Caltrans), City of Rancho Cucamonga, and City of Ontario
10	Discretionary Permit for Airport Property	City of Ontario
11	Tree Removal Permits	City of Rancho Cucamonga and City of Ontario
12	Building Permits	City of Rancho Cucamonga and City of Ontario
13	Airport Development Advisory Board approval (design phase)	OIAA

ES.5 NO PROJECT ALTERNATIVE

Pursuant to CEQA Guidelines Section 15126.6 (e)(2), the No Project Alternative establishes impacts that would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved. 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 plans.

The No Project Alternative includes planned expansion, improvement projects, and routine maintenance activities for the existing roadway system and transit facilities. The No Project Alternative would result in no new direct electronically 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 to 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 I-10 and Interstate 15 [I-15]) would implement some planned expansion and improvement projects and undergo routine maintenance activities. SBCTA and Caltrans propose to construct Express Lanes, including tolled facilities, in both directions of I-15. In addition, SBCTA proposed 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. The first phase of this project (County line to I-15) opened in summer of 2024.

ES.6 ENVIRONMENTAL ANALYSIS

The focus of the alternatives analysis is on reducing potentially significant impacts of the proposed Project. This section identifies the environmentally superior alternative from among the alternatives considered. CEQA defines the environmentally superior alternative as the alternative that would result in the fewest or least significant environmental impacts while still achieving the project objectives. CEQA Guidelines Section 15126.6(e)(2) state that if the environmentally superior alternative is the No Project Alternative, then the EIR must also identify an environmentally superior alternative among the other alternatives.

A project objective from the 2014 Rail Access Study was to “implement service improvements that are physically and financially feasible, while considering environmental constraints”. In addition to providing an appropriate level of system capacity, lower construction, and operation and maintenance costs, providing a direct connection to ONT, and encouraging a shift of multi-modal transit, the tunnel option avoids many of the environmental issues, permitting requirements, and right-of-way (ROW) acquisition needs while providing similar service improvements. While environmental justice (EJ) was not discussed

explicitly in previous studies, surrounding disadvantaged communities to ONT warrant additional consideration for potential noise/vibration and ROW acquisition impacts. Federal transportation policy is committed to developing programs and activities that address disproportionately high and adverse human health, environmental, climate-related, and other cumulative effects on disadvantaged communities. Table ES-2 summarizes the environmental impacts for the No Project Alternative and the proposed Project.

Table ES-2 Potential Environmental Impacts by Alternative

Issue Areas	No Project Alternative	Proposed Project
Biological Resources	There are potential impacts to Delhi sands flower-loving fly (DSF), California burrowing owl, and water crossings.	• No DSF species were observed during field surveys and are not anticipated to occur within the proposed Project limits due to absence of suitable habitat and ongoing ground disturbances. • No burrowing owls were observed during focused field surveys; the species has potential to nest and occur in the proposed Project area at the time of construction. • Other special status species were either absent during field surveys and/or not expected to be present due to lack of suitable habitat. • No areas were identified that would be considered jurisdictional waters of the United States according to Clean Water Act Section 404, or streams subject to California Department of Fish and Wildlife Code Section 1601 or 1603.
Cultural Resources	No cultural or historical resources were identified on Federal or State registers. No archaeological resources were identified during field surveys. No known tribal cultural resources were identified.	• No cultural or historical resources identified on Federal or State registers were identified in the proposed Project area. • No archaeological resources were identified during field surveys, but construction could impact previously unrecorded resources. No historical resources have been identified to be located within the proposed Project area. Native American consultation was conducted in compliance with Assembly Bill 52; no information was provided regarding specific known tribal cultural resources within the proposed Project area. No tribal cultural resources listed or eligible for listing exist within the proposed Project area.
Noise/Vibration	There is potential impact to EJ communities given the proximity of operations of noise generators (i.e. traffic) to	• No significant increase in noise levels above existing conditions at nearby sensitive receptors were identified. Passenger vehicles and tunnel structures will be electrically powered and have rubber tires; maintenance activities at the Cucamonga Metrolink Station would occur within enclosed bays.

Issue Areas	No Project Alternative	Proposed Project
	sensitive receptors.	• Aboveground construction, including haul routes, would not exceed noise impact thresholds; underground construction at boring locations would not exceed noise impact thresholds. • Existing local noise regulations apply during the proposed Project construction and operation.
Hazards and Hazardous Materials	The No Project Alternative is in proximity to Underground Storage Tanks.	• One leaking underground storage tank (LUST) site is within the proposed Project area, and 20 are within 0.5 miles. All LUST sites have case closed status, e.g., remedial action is completed or deemed unnecessary by local regulatory agency.
Criteria for Air Quality and Greenhouse Gases (GHG) Emissions	There are potential construction-related emissions	• Vehicles would be electric powered, as would ventilation fans within the tunnel and vent shaft. Single-occupancy vehicles being replaced by proposed electric-powered vehicles would result in a net reduction in localized emissions from reduced vehicle miles traveled (VMT) through the corridor. • Maximum daily regional emissions during construction would be less than the South Coast Air Quality Management District significance thresholds for all criteria pollutants. The proposed Project would not violate air quality standards or result in a net increase in criterial pollutants with MMs incorporated.
Recreational Resources	There is potential impact to recreational facilities due to increased congestion from planned construction activities.	• There are no recreational resources within the proposed Project area.
Traffic/Circulation	The No Project Alternative is in proximity to intersection(s) with poor Level of Service (LOS).	• The intersection of Archibald Avenue – Terminal Way/Airport Drive would operate at LOSs E and F during a.m. and p.m. peak-hours. The am peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m., while the pm peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m. for both the City of Rancho Cucamonga and the City of Ontario. • The intersections of Archibald Avenue – Terminal Way/Airport Drive (p.m. peak hour only); and Milliken Avenue/4th Street (p.m. peak hour only) would operate at LOS F and E.
Hydrology/ Water Quality	There are minimal impacts; construction and operation of	• United States Army Corps of Engineers (USACE) operates and maintains the San Antonio Dam. The proposed Project is within the dam failure inundation zone. Construction and operation of the proposed Project would not alter the dam or dam facilities.

Issue Areas	No Project Alternative	Proposed Project
	planned projects would not alter the dam or dam facilities. All emergency action plans and hazard mitigation plans would apply to future projects.	The USACE Emergency Action Plan as well as hazard mitigation plans for San Bernardino County, the City of Rancho Cucamonga, and the City of Ontario provide systems for evacuation to prevent loss, injury, or death involving flooding due to dam failure.
Visual Resources	There are minimal impacts for the No Project Alternative due to low visual quality and lack of visual resources.	• No historic districts were identified in the preparation of this report. Visual quality in the proposed Project area is low to moderately low even with the San Gabriel Mountains as a backdrop, due to the surrounding built-out environment. • Construction activities would result in a temporary change in the visual character of the proposed Project area due to views of construction activities. Construction staging fencing would block the majority of the construction activities. • Permanent features of the proposed Project are the stations, one at the Cucamonga Metrolink Station and two at ONT, and the MSF, also at the Cucamonga Metrolink Station. Station design would be low profile, no taller than surrounding structures, and exteriors would comply with all local design standards and guidelines.
Property Acquisition	There is potential ROW acquisition due to future planned projects.	• The proposed Project would not require any temporary or permanent residential, recreation, or business ROW acquisitions. • The proposed Project would require permanent or temporary easements. • Construction of the tunnel shaft in the southwestern quadrant of the I-10/Milliken Avenue interchange would require easements to construct the tunnel shaft and provide parking for maintenance and emergency vehicles. • The station and MSF at the Cucamonga Metrolink Station would require permanent removal of 180 parking spots, entirely within the City of Rancho Cucamonga ROW. • The passenger station at ONT Terminal 2 parking lot would require permanent acquisition of 80 parking spots, entirely within ONT ROW. • The passenger station at ONT Terminal 4 parking lot would require permanent acquisition of 115 parking spots, entirely within ONT ROW. • The vent shaft design option 2 would shift the tunnel alignment west of Milliken Avenue on the Westbound I-10/Milliken Avenue on- and off-ramps continuing south to Guasti Road and below the UPRR ROW to connect to East Airport Drive. Vent shaft design

Issue Areas	No Project Alternative	Proposed Project
		option 2 avoids UPRR structures. Vent shaft design option 2 would require temporary and permanent surface and subsurface easements for some parcels west of Milliken Avenue and along Guasti Road. • For vent shaft design option 4, tunnel alignment would shift west of Milliken Avenue, but slightly east of the Vent shaft design option 2 alignment on the Eastbound I-10/Milliken Avenue on-and off-ramps; continuing south to Guasti Road and below the UPRR ROW to connect to East Airport Drive. Milliken Avenue near the I-10 interchange south below the UPRR ROW would connect to East Airport Drive. Vent shaft design option 4 avoids UPRR structures. Vent shaft design option 4 would require temporary and permanent surface and subsurface easements for some parcels west of Milliken Avenue and along East Airport Drive.
Disproportionate Effect to EJ Communities	There are potential disparate impacts to EJ communities and property acquisition	• No significant or disproportionate effects to EJ populations. Construction activities would result in a temporary change in the visual character of the proposed Project area due to views of construction activities. Construction staging fencing would block the majority of the construction activities. • Construction activities may result in roadway impacts that would slow travel time within the proposed Project area but would not divide a community, nor impact access to any community features such as schools, public parks, or hospitals. Construction would not require temporary acquisition or easements of residential or commercial parcels. • The proposed Project would provide a net benefit to EJ communities by reducing congestion, reducing GHG, improving air quality, and providing direct connector access to a regional employment hub. No permanent acquisition or easement of residential or commercial parcels would occur.

Source: AECOM 2024

The No Project Alternative would not meet the purpose and objectives of the proposed Project. The No Project Alternative would not support future growth in the region, or future travel and employment growth at ONT, nor would it lessen congestion, or improve transit options, which would contribute to worsening GHG emissions and air quality in the region. For these reasons, the environmentally superior alternative is not the No Project Alternative because the No Project Alternative does not meet any of the objectives established for the proposed Project.

ES.7 ALTERNATIVES TO REDUCE SIGNIFICANT IMPACTS

CEQA Guideline Section 15126.6 (a) states that an EIR shall describe a range of reasonable alternatives, which may include alternatives to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate comparative merits of the alternatives. The CEQA Guidelines emphasize that the selection of the project alternatives should be based primarily on the ability to reduce significant impacts relative to a project "even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." The CEQA Guidelines further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are analyzed. Based on an analysis of these alternatives, an environmentally superior alternative is identified.

ES.7.1 Environmental Superior Alternative

CEQA Guidelines Section 15126.6(a) states an "environmentally superior alternative" must be identified in order to determine which alternative possesses an overall environmental advantage when compared to all other alternatives evaluated in the Draft EIR. The environmentally superior alternative could inform decision-makers as part of the proposed Project approval process. However, SBCTA is not required under CEQA to select the environmentally superior alternative as the locally approved project.

The proposed Project would have significant and unavoidable impacts during construction relative to paleontological resources and cumulative air quality. The severity of impacts and applicability of mitigation measures relative to other resource areas help distinguish environmental superiority among alternatives. The proposed Project provides an economically viable way to support future population, travel, and employment growth by providing more transit options to ONT. The proposed Project supports the innovative use of autonomous vehicle technology for a transit project and demonstrates cost-effective construction tunneling techniques. The proposed Project encourages a mode shift away from single-occupancy vehicles to transit, which reduces travel times, congestion on the surrounding road network, and improves air quality by reducing criteria pollutants and GHG emissions. The proposed Project would result in short-term construction impacts related to localized vibrations, noise, and visual resources, as well as permanent ROW impacts due to acquisition of parking spaces for passenger station and MSF construction. However, because the proposed Project is mainly a belowground facility, with a limited footprint for the three proposed passenger stations and the MSF, permanent impacts related to biological resources, cultural resources, water quality, hydrologic facilities, recreational facilities, and EJ populations would be minimal.

The proposed Project would provide benefits such as reducing vehicle trips on freeways and surrounding roadways by encouraging a mode shift to transit from single-occupancy vehicles, support autonomous electric vehicle technology usage for a transit project and contributing to a reduction in GHG emissions,

and expand access options to ONT by providing a direct connection from the Metrolink network and other transportation services at the Cucamonga Metrolink Station.

ES.8 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

Table ES-3 provides and overall summary of environmental impacts for the No Project Alternative and the proposed Project Alternative. Table ES-4 provides impact evaluations for each environmental resource assessed in the Draft EIR for the No Project Alternative and the proposed Project Alternative before and after mitigation. Mitigation measures are actions required to reduce the adverse impact(s) identified in the EIR. Revisions to mitigation measures are shown in Chapter 2 of the Final EIR. Final mitigation measures are provided in Chapter 4 of the Final EIR.

Table ES-3 Summary of Impacts by Environmental Resources

Sum	Aesthetics and Visual Quality	Air Quality	Biological Resources	Cultural Resources	Energy	Geology, Soils, Seismicity, and Paleontology	Greenhouse Gas Emissions	Hazards and Hazardous Materials	Hydrology and Water Quality	Land Use and Planning	Noise and Vibration	Population and Housing	Public Services and Recreation	Transportation and Traffic	Tribal Cultural Resources	Utilities and Service Systems	Growth-Inducing
No Project	LTS	LTS	LTS	LTS	NI	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS
Proposed Project	LTS	SU	LTS	LTS	LTS	SU	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS	LTS

Notes: LTS = Less Than Significant; SU = Significant and Unavoidable; NI = No Impact

Table ES-4 Summary of Impacts Evaluation of Draft EIR

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Aesthetics and Visual Quality	Vistas	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Aesthetics and Visual Quality	Scenic Highways	No Project: No Impact Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: No Impact
Aesthetics and Visual Quality	Visual Character	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Aesthetics and Visual Quality	Light and Glare	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Air Quality	Air Quality Plan	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Air Quality	Regional Criteria Pollutant Emissions	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-AQ-1	No Project: LTS Proposed Project: SU
Air Quality	Localized Pollutant Concentrations	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Air Quality	Other Emissions	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Biological Resources	Protected Species	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-BIO-1 through MM BIO-3	No Project: LTS Proposed Project: LTS
Biological Resources	Riparian Habitat/Sensitive Natural Communities	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Biological Resources	Protected Wetlands	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Biological Resources	Movement of Fish and Wildlife Species	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-BIO-1	No Project: LTS Proposed Project: LTS
Biological Resources	Conflict with Local Policies	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Biological Resources	Conflict with Other Habitat Conservation Plan	No Project: LTS Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: LTS Proposed Project: No Impact
Cultural Resources	Historical Resources	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Cultural Resources	Archaeological Resources	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-CLT-1	No Project: LTS Proposed Project: LTS
Cultural Resources	Disturbance of Human Remains	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: MM-CLT-2	No Project: LTS Proposed Project: LTS
Energy	Energy Consumption	No Project: No Impact Proposed Project: LTS	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: LTS
Energy	Energy Plans	No Project: No Impact Proposed Project: LTS	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: LTS
Geology, Soils, Seismicity, and Paleontology	Earthquake Fault Rupture	No Project: No Impact Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: No Impact
Geology, Soils, Seismicity, and Paleontology	Exposure to Seismic Hazards	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-GEO-1	No Project: LTS Proposed Project: LTS
Geology, Soils, Seismicity, and Paleontology	Landslides	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-GEO-2	No Project: LTS Proposed Project: LTS

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Geology, Soils, Seismicity, and Paleontology	Soil Erosion	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Geology, Soils, Seismicity, and Paleontology	Soil Stability	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM GEO-3 through MM-GEO-5	No Project: LTS Proposed Project: LTS
Geology, Soils, Seismicity, and Paleontology	Expansive Soils	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-GEO-6	No Project: LTS Proposed Project: LTS
Geology, Soils, Seismicity, and Paleontology	Inadequate Soil Support	No Project: No Impact Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: No Impact
Geology, Soils, Seismicity, and Paleontology	Paleontological Resource	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-PAL-1 through MM-PAL-4	No Project: LTS Proposed Project: SU
Greenhouse Gas Emissions	Emission Generation	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Greenhouse Gas Emissions	Policy Conflicts	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Hazards and Hazardous Materials	Transport, Storage, Use, or Disposal of Hazardous Materials	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Hazards and Hazardous Materials	Release of Hazardous Materials	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-HAZ-1 and MM-HWQ-1	No Project: LTS Proposed Project: LTS
Hazards and Hazardous Materials	Hazardous Materials Within One-Quarter Mile of a School	No Project: LTS Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: LTS Proposed Project: No Impact
Hazards and Hazardous Materials	Hazardous Materials Sites (Government Code Section 65962.5)	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-HAZ-1	No Project: LTS Proposed Project: LTS

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Hazards and Hazardous Materials	Airport Land Use Plans	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Hazards and Hazardous Materials	Emergency Response or Emergency Evacuation Plan	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-HAZ-2	No Project: LTS Proposed Project: LTS
Hazards and Hazardous Materials	Wildland Hazards	No Project: No Impact Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: No Impact
Hydrology and Water Quality	Water Quality	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-HWQ-1	No Project: LTS Proposed Project: LTS
Hydrology and Water Quality	Groundwater Supplies and Recharge	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-HWQ-1	No Project: LTS Proposed Project: LTS
Hydrology and Water Quality	Erosion and Siltation, Surface Runoff, Stormwater Drainage, and Flood Flows	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Hydrology and Water Quality	Inundation	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM HWQ-2 and MM HWQ-3	No Project: No Impact Proposed Project: LTS
Hydrology and Water Quality	Water Management	No Project: No Impact Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: No Impact Proposed Project: No Impact
Land Use and Planning	Dividing an Established Community	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TRA-1	No Project: LTS Proposed Project: LTS
Land Use and Planning	Conflict with Plan, Policy, or Regulation	No Project: LTS Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: LTS Proposed Project: No Impact

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Noise and Vibration	Ambient Noise	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Noise and Vibration	Ground Borne Vibration	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Noise and Vibration	Airport Noise Exposure	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Population and Housing	Unplanned Population Growth	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Population and Housing	Displacement	No Project: LTS Proposed Project: No Impact	No Project: None Proposed Project: None	No Project: LTS Proposed Project: No Impact
Public Services and Recreation	Fire and Emergency Response Services	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Public Services and Recreation	Police Response Services	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Public Services and Recreation	School and Other Public Facilities	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Public Services and Recreation	Recreational Facilities Deterioration	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Public Services and Recreation	Recreational Facilities Expansion	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Transportation and Traffic	Conflict with Programs, Plans, and Policies	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TRA-1	No Project: LTS Proposed Project: LTS
Transportation and Traffic	Conflict with CEQA Guidelines	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TRA-1	No Project: LTS Proposed Project: LTS

Environmental Topic	Impact Evaluated	Impact Before Mitigation	Mitigation Measures Needed	Impacts After Mitigation
Transportation and Traffic	Design Hazards or Incompatible Uses	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TRA-1	No Project: LTS Proposed Project: LTS
Transportation and Traffic	Inadequate Emergency Access	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TRA-1	No Project: LTS Proposed Project: LTS
Tribal Cultural Resources	Historical Resources	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TCR-1	No Project: LTS Proposed Project: LTS
Tribal Cultural Resources	Native Tribal Significance	No Project: LTS Proposed Project: Potentially Significant	No Project: None Proposed Project: MM-TCR-1	No Project: LTS Proposed Project: LTS
Utilities and Service Systems	Relocation or Construction	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Utilities and Service Systems	Water Supplies	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Utilities and Service Systems	Wastewater	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Utilities and Service Systems	Solid Waste	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS
Utilities and Service Systems	Regulations	No Project: No Impact Proposed Project: No Impact	No Project: No Impact Proposed Project: No Impact	No Project: No Impact Proposed Project: No Impact
Growth-Inducing	Growth-Inducing	No Project: LTS Proposed Project: LTS	No Project: None Proposed Project: None	No Project: LTS Proposed Project: LTS

Note: LTS = Less Than Significant; SU = Significant and Unavoidable

1 INTRODUCTION TO THE FINAL ENVIRONMENTAL IMPACT REPORT

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT REQUIREMENTS

Before approving a project, the CEQA requires the Lead Agency to prepare and certify a Final EIR. The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, which states that:

The Final EIR shall consist of:

(a) The Draft EIR or a revision of the Draft EIR.

(b) Comments and recommendations received on the Draft EIR either verbatim or in summary.

(c) A list of persons, organizations, and public agencies commenting on the Draft EIR.

(d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.

(e) Any other information added by the Lead Agency.

The Lead Agency (SBCTA) must also provide each public agency that commented on the Draft EIR with a copy of SBCTA's response to those comments at least ten days before certifying the Final EIR. In addition, SBCTA may also provide an opportunity for members of the public to review the Final EIR prior to certification, though this is not a requirement of CEQA.

1.2 PUBLIC REVIEW PROCESS

The Draft EIR for the proposed Project was circulated for review and comment by the public, agencies, and organizations for a 46-day public comment period that began on October 18, 2024, and concluded on December 2, 2024. A public hearing was held on November 13, 2024, to receive comments on the Draft EIR. The virtual public hearing was held via online communication service Zoom with 161 registered attendees and 84 people in attendance. In addition to the eight verbal comments received at the virtual public hearing, SBCTA received 22 comments by email, 110 comments through the proposed Project website comment forms, and one letter. Appendix B (Public Outreach and Summary) provides a summary of the outreach efforts for the proposed Project.

1.3 CONTENTS AND ORGANIZATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This Final EIR is composed of the following:

Volume I — **Final EIR (Text Changes and Responses to Comments)**—This volume contains an explanation of the format and content of the Final EIR; all text changes to the Draft EIR and appendices; a complete list of all persons, organizations, and public agencies that commented on the Draft EIR; copies of the comment letters received by SBCTA on the proposed Project; and the Lead Agency's responses to these comments. The Draft EIR is incorporated by reference into the Final EIR.

1.4 USE OF FINAL ENVIRONMENTAL IMPACT REPORT

Pursuant to Sections 15088(a) and 15088(b) of the CEQA Guidelines, the Lead Agency must evaluate comments on environmental issues received from persons who reviewed the Draft EIR and must prepare written responses. The Final EIR allows the public and SBCTA an opportunity to review the response to comments, revisions to the Draft EIR, and other components of the EIR, prior to SBCTA's decision on the proposed Project. The Final EIR serves as the environmental document to support approval of the proposed Project, either in whole or in part.

After completing the Final EIR, and before approving the proposed Project, the Lead Agency must make the following three certifications as required by Section 15090 of the CEQA Guidelines:

- That the Final EIR has been completed in compliance with CEQA;
- That the Final EIR was presented to the decision-making body of the Lead Agency, and that the decision-making body reviewed and considered the information in the Final EIR prior to approving the project; and
- That the Final EIR reflects the Lead Agency's independent judgment and analysis.

Pursuant to Section 15091(a) of the CEQA Guidelines, if an EIR that has been certified for a project identifies one or more significant environmental effects, the Lead Agency must adopt "Findings of Fact". For each significant impact, the Lead Agency must make one of the following findings:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Each finding must be accompanied by a brief explanation of the rationale for the finding. In addition, pursuant to Section 15091(d) of the CEQA Guidelines, the agency must adopt, in conjunction with the findings, a program for reporting on or monitoring the changes that it has either required in the project or made a condition of approval to avoid or substantially lessen environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures. This program is referred to as the MMRP.

Additionally, pursuant to Section 15093(b) of the CEQA Guidelines, when a Lead Agency approves a project that would result in significant, unavoidable impacts that are disclosed in the Final EIR, the agency must state in writing its reasons for supporting the approved action. This Statement of Overriding Considerations is supported by substantial information in the record, which includes this Final EIR. As the proposed Project could result in two significant and unavoidable impacts, SBCTA would be required to adopt a Statement of Overriding Considerations if it approves the proposed Project.

The certifications, Findings of Fact, and the Statement of Overriding Considerations are included in a separate Findings document. The Final EIR will be considered, and, in conjunction with making Findings, SBCTA may decide whether or how to approve the proposed Project.

2 CHANGES TO DRAFT ENVIRONMENTAL IMPACT REPORT

2.1 INTRODUCTION

Text changes are intended to clarify or correct information in the Draft EIR in response to comments received on the document, or as initiated by Lead Agency staff. Revisions are shown in Section 2.3 (Text Changes) as excerpts from the Draft EIR text, with a ~~line through~~ deleted text and a double underline beneath inserted text. In order to indicate the location in the Draft EIR where text has been changed, the reader is referred to the page number of the Draft EIR as published on October 18, 2024.

2.2 TEXT CHANGES

This section includes revisions to text, by Draft EIR section, that were initiated either by Lead Agency staff or in response to public comments. All changes appear in order of their location in the Draft EIR.

2.2.1 Chapter ES (Executive Summary), Pages ES-8 to ES-11 (Biological Resources) and Pages ES-29 to ES-30 (Transportation), Table ES-1 (Summary of Environmental Effects and Proposed Mitigation Measure)

The following updates to the mitigation measures have been made.

Biological Resources	Have a substantial adverse effect either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	PS	**MM-BIO-2** Burrowing Owl Nesting Habitat: 1. Prior to construction activity, focused protocol survey (four field visits) during burrowing owl breeding and non-breeding season and pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Pre-construction surveys shall be conducted no less than 14 days prior to commencement of construction activities and surveys shall be conducted in accordance with California Department of Fish and Wildlife burrowing owl survey protocol. 2. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the lead agency San Bernardino County Transportation Authority ~~City of Rancho Cucamonga and/or City of Ontario~~, as well as the California Department of Fish and Wildlife for review and approval, and no further mitigation is necessary. 3. If occupied burrows are found,-and if Project activities, including burrow exclusion and closure, may impact burrowing owl, the Project Proponent shall begin early coordination with California Department of Fish and Wildlife for appropriate California Endangered Species Act authorization (i.e., Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to commencement of Project activities. Any plans for relocation, eviction, or translocation shall be provided to California Department of Fish and Wildlife for review and approval, prior to implementation, and shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers and seasonal restrictions, temporary and permanent impacts, monitoring methods and objectives, relocation, eviction, and/or translocation specifics, and minimization and compensatory mitigation actions. Compensatory mitigation will be fulfilled by one or more of the following options, in coordination with and approval of California Department of Fish and Wildlife: 1) Permittee-responsible mitigation land acquisition or 2) Conservation or Mitigation Bank credits (if available). If burrowing owl occupancy is confirmed, the Designated Biologist shall provide to California Department of Fish and Wildlife a geographic information system (GIS) or keyhole markup language (KMZ) map of burrowing owl burrow complex(es) and atypical burrows (e.g. culverts, buckled concrete, etc.) The map shall be at a scale of 1:24,000 or finer to show details and shall show locations of all burrowing owl sightings and labeled if sightings were potential burrows, occupied burrows, satellite burrows, areas of concentrated burrows, and burrowing owl sign. Locations documented by use of global positioning system (GPS) coordinates must be collected in North American Datum of 1983	LTS

			(NAD83) datum. The map shall include an outline of the Project Area. The map shall include a title, north arrow, scale bar, and legend. ~~3. If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through February 14) or 250 feet during the breeding season (February 15 through August 15). The size of the buffer area may be adjusted if a qualified biologist and California Department of Fish and Wildlife determine it would not be likely to have adverse effects on the owls. No project activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.~~ ~~4. If disturbance of occupied burrows is unavoidable, on-site passive relocation techniques approved by California Department of Fish and Wildlife shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.~~	
Transportation and Traffic	Conflict with a program, plan, or ordinance or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?	PS	**MM-TRA-1** San Bernardino County Transportation Authority and the contractor shall prepare a Transportation Management Plan as needed to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures: • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible. • Designated routes for project haul trucks primarily utilize the Interstate 10 corridor. These routes shall be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.	LTS

- Develop and implement an outreach program and public awareness campaign in coordination with the California Department of Transportation, the City of Rancho Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures.
- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.
- Coordinate with first responders and emergency service providers to minimize impacts on emergency response.
- Maintain customer and delivery access to all operating businesses near construction work areas.
- The Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and Vehicle Miles Travelled on the regional transportation network.
- The Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site.
- <u>The Transportation Management Plan shall be provided to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment.</u>

2.2.2 Chapter 2 (Project Description), Pages 2-15

Preconstruction work text from the Construction Impact Technical Report (SBCTA 2024b) was incorporated into Section 2.3.2.9 (Proposed Construction Approach) for clarity. The following update has been made.

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, as discussed below. Construction of the is projected to start in 2025 and is anticipated to be completed in 2031. The preconstruction work contract would include geotechnical and hazardous material field surveys to identify potential hazards and constraints related to the design and construction activities. The Construction Methods Technical Report (SBCTA 2024b) 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.

2.2.3 Section 3.3 (Biological Resources), Pages 3.3-70 through 3.3-71

The following update to the mitigation measure has been made.

MM BIO-2 Burrowing Owl Nesting Habitat:

1. Prior to construction activity, a focused protocol survey (four field visits) during burrowing owl breeding and non-breeding season and pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Pre-construction surveys shall be conducted no less than 14 days prior to commencement of construction activities and surveys shall be conducted in accordance with California Department of Fish and Wildlife burrowing owl survey protocol

2. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the lead agency San Bernardino County Transportation Authority, as well as the California Department of Fish and Wildlife for review and approval, and no further mitigation is necessary.

3. If occupied burrows are found,-and if Project activities, including burrow exclusion and closure, may impact burrowing owl, the Project Proponent shall begin early coordination with California Department of Fish and Wildlife for appropriate California Endangered Species Act authorization (i.e., Incidental Take Permit (ITP) under Fish and Game Code Section 2081) prior to commencement of Project activities. Any plans for relocation, eviction, or translocation shall be provided to California Department of Fish and Wildlife for review and approval, prior to

implementation, and shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers and seasonal restrictions, temporary and permanent impacts, monitoring methods and objectives, relocation, eviction, and/or translocation specifics, and minimization and compensatory mitigation actions. Compensatory mitigation will be fulfilled by one or more of the following options, in coordination with and approval of California Department of Fish and Wildlife: 1) Permittee-responsible mitigation land acquisition or 2) Conservation or Mitigation Bank credits (if available). If burrowing owl occupancy is confirmed, the Designated Biologist shall provide to California Department of Fish and Wildlife a geographic information system (GIS) or keyhole markup language (KMZ) map of burrowing owl burrow complex(es) and atypical burrows (e.g. culverts, buckled concrete, etc.) The map shall be at a scale of 1:24,000 or finer to show details and shall show locations of all burrowing owl sightings and labeled if sightings were potential burrows, occupied burrows, satellite burrows, areas of concentrated burrows, and burrowing owl sign. Locations documented by use of global positioning system (GPS) coordinates must be collected in North American Datum of 1983 (NAD83) datum. The map shall include an outline of the Project Area. The map shall include a title, north arrow, scale bar, and legend.

~~3. If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through February 14) or 250 feet during the breeding season (February 15 through August 15). The size of the buffer area may be adjusted if a qualified biologist and California Department of Fish and Wildlife determine it would not be likely to have adverse effects on the owls. No Project Alternative activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.~~

~~4. If disturbance of occupied burrows is unavoidable, on-site passive relocation techniques approved by California Department of Fish and Wildlife shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in~~

~~the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.~~

2.2.4 Section 3.14 (Transportation), Pages 3.14-102 to 3.14-103

The following update to the mitigation measure has been made.

MM-TRA-1: San Bernardino County Transportation Authority and the contractor shall prepare a Transportation Management Plan as needed to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.
- Designated routes for project haul trucks primarily utilize the Interstate-10 corridor. These routes shall be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with the California Department of Transportation, the City of Rancho Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures.
- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.
- Coordinate with first responders and emergency service providers to minimize impacts on emergency response.
- Maintain customer and delivery access to all operating businesses near construction work areas.

- The Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and vehicle miles travelled on the regional transportation network.
- The Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site.
- The Transportation Management Plan shall be provided to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment.

2.3 APPENDIX CHANGES

This section includes revisions to text, by Appendix, that were initiated either by Lead Agency staff or in response to public comments. All changes appear in order of their location in the Appendices.

2.3.1 Appendix D (Biological Resources Technical Report), Page 7-2

The following update to the mitigation measure has been made.

MM BIO-2 Burrowing Owl Nesting Habitat:

1. Prior to construction activity, a focused protocol survey (four field visits) during burrowing owl breeding and non-breeding season and pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Pre-construction s~~S~~urveys shall be conducted no less than 14 days prior to commencement of construction activities and surveys shall be conducted in accordance with California Department of Fish and Wildlife burrowing owl survey protocol.
2. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the lead agency San Bernardino County Transportation Authority, as well as the California Department of Fish and Wildlife for review and approval, and no further mitigation is necessary.
3. If occupied burrows are found,-and if Project activities, including burrow exclusion and closure, may impact burrowing owl, the Project Proponent shall begin early coordination with California Department of Fish and Wildlife for appropriate California Endangered Species Act authorization (i.e., Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to commencement of Project activities. Any plans for relocation, eviction, or translocation shall be provided to California Department of Fish and Wildlife for review and approval, prior to

implementation, and shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers and seasonal restrictions, temporary and permanent impacts, monitoring methods and objectives, relocation, eviction, and/or translocation specifics, and minimization and compensatory mitigation actions. Compensatory mitigation will be fulfilled by one or more of the following options, in coordination with and approval of California Department of Fish and Wildlife: 1) Permittee-responsible mitigation land acquisition or 2) Conservation or Mitigation Bank credits (if available). If burrowing owl occupancy is confirmed, the Designated Biologist shall provide to California Department of Fish and Wildlife a geographic information system (GIS) or keyhole markup language (KMZ) map of burrowing owl burrow complex(es) and atypical burrows (e.g. culverts, buckled concrete, etc.) The map shall be at a scale of 1:24,000 or finer to show details and shall show locations of all burrowing owl sightings and labeled if sightings were potential burrows, occupied burrows, satellite burrows, areas of concentrated burrows, and burrowing owl sign. Locations documented by use of global positioning system (GPS) coordinates must be collected in North American Datum of 1983 (NAD83) datum. The map shall include an outline of the Project Area. The map shall include a title, north arrow, scale bar, and legend.

~~4. If occupied burrows are found, impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through February 14) or 250 feet during the breeding season (February 15 through August 15). The size of the buffer area may be adjusted if a qualified biologist and California Department of Fish and Wildlife determine it would not be likely to have adverse effects on the owls. No Project Alternative activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.~~

~~5. If disturbance of occupied burrows is unavoidable, on-site passive relocation techniques approved by California Department of Fish and Wildlife shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in~~

~~the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.~~

2.3.2 Appendix F (Construction Methods Technical Report), Page 4-2, Table 4-1 (Haul Routes for Mass Excavation and Tunneling)

The following clarifications to the Haul Route have been made.

Cucamonga Station	Metrolink ROW	East of Milliken Avenue and north of Azusa Court.	I-15, westbound on Foothill Boulevard, southbound on Milliken Avenue, westbound on Azusa Court, eastbound on Azusa Court, southbound on Anaheim Place, eastbound on 7th Street, northbound on Milliken Avenue, eastbound on Foothill Boulevard, and I-15. Alternative Route: I-10, Northbound on Milliken Avenue, Westbound on 7th Street, Northbound on Anaheim Place, Northbound on Azusa Court, Southbound on Azusa Court, Southbound on Anaheim Place, Eastbound on 7th Street, Southbound on Milliken Avenue, and I-10.

2.3.3 Appendix Q (Transportation Technical Report), Pages 9-1 to 9-2

The following update to the mitigation measure has been made.

MM-TRA-1: San Bernardino County Transportation Authority and the contractor shall prepare a Transportation Management Plan ~~TMP~~ as needed to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan ~~TMP~~ shall include, at minimum, the following measures:

- Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible.
- Designated routes for project haul trucks primarily utilize the Interstate-10 corridor. These routes shall be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with the California Department of Transportation, the City of Rancho

Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures.

- Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades.
- Coordinate with first responders and emergency service providers to minimize impacts on emergency response.
- Maintain customer and delivery access to all operating businesses near construction work areas.
- The Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and vehicle miles travelled on the regional transportation network.
- The Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site.
- The Transportation Management Plan shall be provided to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment.

2.3.4 Appendix T (Alternatives Considered Report)

The following update has been made to the Draft EIR.

To provide further clarification of the previous alternatives considered but withdrawn from further consideration, an Alternatives Considered Report has been added to the EIR as Appendix T (Alternatives Considered Report). Appendix T has been included in the Final EIR as Appendix D (Appendix T [Alternatives Considered Report]) which provides further discussion and clarification of the alternatives considered but withdrawn from further consideration. Please refer to Appendix D of the Final EIR.

3 RESPONSE TO COMMENTS

3.1 ORGANIZATION OF RESPONSE TO COMMENTS

This chapter of the Final EIR contains all comments received on the Draft EIR during the public comment period, as well as responses to each of these comments. Reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental and CEQA-related issues. Detailed responses have been provided where a comment raises a specific issue; however, a general response has been provided where the comment is relatively general. Although some letters may raise legal or planning issues, these issues do not always constitute significant environmental issues. Therefore, the comment has been noted, but no response has been provided. Generally, the responses to comments provide explanation or amplification of information contained in the Draft EIR.

In total, SBCTA received 22 comments by email, 110 comments through the proposed Project website comment forms, one letter, and eight verbal comments received at the virtual public hearing. Comments on the Draft EIR were received from 3 public agencies, 2 organizations, and 136 individuals (including 8 verbal comments received at the virtual public hearing). All the comments letters received are provides in Appendix C (Public Comment Submissions) of this Final EIR. Table 3-1 (Comment Letters Received during the Draft EIR Public Comment Period) provides a comprehensive summary list of the comment letters in the order that they are presented in this section.

Table 3-1 Public Comment Letters Received during the Draft EIR Public Comment Period

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
1	Agency	California Department of Fish and Wildlife	A-1	12/2/2024	3-13	3-13
2	Agency	Ontario International Airport Authority	A-2	12/2/2024	3-19	3-20
3	Agency	City of Rancho Cucamonga	A-3	12/2/2024	3-20	3-21
4	Organization	Center for Community Action and Environmental Justice	O-1	12/2/2024	3-39	3-39
5	Organization	Inland Empire Urbanists, Californians for Electric Rail and The Transit Coalition	O-2	12/2/2024	3-42	3-43
6	Individual	Yonatan Ahituv	I-1	11/12/2024	3-55	3-55
7	Individual	Jose Dennis Dimapilis Alabaso	I-2	11/26/2024	3-55	3-56
8	Individual	Mohammed Alam	I-3	11/10/2024	3-56	3-56
9	Individual	Adam Appesh	I-4	11/13/2024	3-57	3-57
10	Individual	Faraz Aqil	I-5	11/30/2024	3-58	3-58
11	Individual	Jeffrey Audett	I-6	12/2/2024	3-61	3-61
12	Individual	Anthony Aviguetero	I-7	12/2/2024	3-61	3-62
13	Individual	Brian Ayala	I-8	11/12/2024	3-62	3-62
14	Individual	Gloria Barros	I-9	10/31/2024	3-62	3-62
15	Individual	Jack Bartlett	I-10	11/15/2024	3-62	3-63
16	Individual	Cameron Bartosiewicz	I-11	12/2/2024	3-63	3-63
17	Individual	Michael Begany	I-12	11/12/2024	3-63	3-63
18	Individual	Danilo Braga	I-13	10/22/2024	3-63	3-64
19	Individual	Danilo Braga	I-14	11/13/2024	3-64	3-64
20	Individual	Victor Braga	I-15	11/26/2024	3-65	3-66
21	Individual	Kyle Brown	I-16	11/12/2024	3-66	3-66
22	Individual	Justin Bryant	I-17	10/23/2024	3-66	3-66
23	Individual	Jesse Budlong	I-18	11/14/2024	3-67	3-67
24	Individual	Justin Andrew Camarena	I-19	10/31/2024	3-68	3-68
25	Individual	Kevin Chu	I-20	11/10/2024	3-68	3-68

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
26	Individual	Wesley Chuang	I-21	11/14/2024	3-69	3-69
27	Individual	Jonathan Chue	I-22	11/13/2024	3-70	3-70
28	Individual	Yehudit Coutin	I-23	11/9/2024	3-72	3-72
29	Individual	Aaron Coyoca	I-24	11/13/2024	3-72	3-72
30	Individual	Brandon Crawford	I-25	11/9/2024	3-72	3-73
31	Individual	Bruce Culp	I-26	10/30/2024	3-76	3-76
32	Individual	Catherine Curtis	I-27	11/29/2024	3-76	3-77
33	Individual	Kevin Dedicatoria	I-28	10/23/2024	3-77	3-77
34	Individual	Brianna Egan	I-29	12/2/2024	3-79	3-79
35	Individual	Thomas Erickson	I-30	11/1/2024	3-80	3-80
36	Individual	Maha Fathali	I-31	12/2/2024	3-82	3-82
37	Individual	Emmett Florence	I-32	11/18/2024	3-83	3-83
38	Individual	David Flores	I-33	11/9/2024	3-84	3-84
39	Individual	William Frankenfeld	I-34	11/13/2024	3-84	3-85
40	Individual	Jon Gollihugh	I-35	10/24/2024	3-86	3-86
41	Individual	Giovanni Gitsai Gong	I-36	11/10/2024	3-86	3-86
42	Individual	Andrew Graves	I-37	11/12/2024	3-87	3-87
43	Individual	Erik Griswold	I-38	12/2/2024	3-88	3-88
44	Individual	Bryan Guo	I-39	11/9/2024	3-89	3-89
45	Individual	Julian Hanes	I-40	11/27/2024	3-89	3-89
46	Individual	Jack Hawley	I-41	11/13/2024	3-91	3-91
47	Individual	Blue Hernandez	I-42	12/2/2024	3-92	3-92
48	Individual	Ray Hernandez	I-43	11/19/2024	3-92	3-92
49	Individual	Michael Hidayat	I-44	11/9/2024	3-92	3-93
50	Individual	Lawrence Hodge	I-45	11/9/2024	3-93	3-93
51	Individual	Martin S Hoecker-Martinez	I-46	10/25/2024	3-93	3-94
52	Individual	Erin Hoops	I-47	11/27/2024	3-94	3-94
53	Individual	Mark R. Johnston	I-48	10/19/2024	3-94	3-95

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
54	Individual	Zachary Jones	I-49	12/2/2024	3-95	3-95
55	Individual	Rehan Khan	I-50	11/13/2024	3-96	3-96
56	Individual	Kevin Kivikoski	I-51	11/13/2024	3-96	3-96
57	Individual	Daniel Koster	I-52	11/9/2024	3-96	3-96
58	Individual	Michael Kusaba	I-53	12/2/2024	3-97	3-97
59	Individual	Rom Lacuesta	I-54	11/10/2024	3-97	3-97
60	Individual	Matthew Lashbrook	I-55	11/10/2024	3-97	3-97
61	Individual	Ryan Lee	I-56	10/21/2024	3-98	3-98
62	Individual	Ryan Leifield	I-57	11/13/2024	3-98	3-98
63	Individual	Donald Leong	I-58	11/16/2024	3-98	3-99
64	Individual	Nicholas Leong	I-59	11/9/2024	3-100	3-100
65	Individual	Jeffrey Lewis	I-60	12/2/2024	3-100	3-100
66	Individual	Jonah Linder	I-61	11/12/2024	3-101	3-101
67	Individual	Daniel Ryan Lucero	I-62	11/5/2024	3-101	3-101
68	Individual	Byron Lutz	I-63	11/13/2024	3-101	3-101
69	Individual	Nathan Machida	I-64	10/23/2024	3-105	3-105
70	Individual	Alejandro Marino	I-65	10/19/2024	3-105	3-106
71	Individual	Ted Marsden	I-66	12/2/2024	3-106	3-107
72	Individual	Thomas Matlock	I-67	10/18/2024	3-107	3-107
73	Individual	Aaron McCain	I-68	10/30/2024	3-108	3-108
74	Individual	Mike McCarthy	I-69	11/30/2024	3-109	3-109
75	Individual	Michael McLeod	I-70	11/10/2024	3-111	3-111
76	Individual	Masaki Mendoza	I-71	12/2/2024	3-111	3-111
77	Individual	Brent Merideth	I-72	11/24/2024	3-112	3-112
78	Individual	Brent Merideth	I-73	11/24/2024	3-113	3-113
79	Individual	Brent Merideth	I-74	11/24/2024	3-113	3-114
80	Individual	Ernest Felix Mesa	I-75	10/18/2024	3-114	3-114
81	Individual	He Munoz	I-76	10/21/2024	3-114	3-114

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
82	Individual	Matthew Munson	I-77	11/11/2024	3-115	3-115
83	Individual	Matthew Murphy	I-78	11/27/2024	3-115	3-116
84	Individual	Allen N.	I-79	11/13/2024	3-116	3-116
85	Individual	Allen Natian	I-80	11/10/2024	3-119	3-119
86	Individual	Javier Navarro	I-81	10/19/2024	3-120	3-120
87	Individual	Harout Nazarian	I-82	11/13/2024	3-121	3-121
88	Individual	Tyler Neflas	I-83	11/10/2024	3-121	3-121
89	Individual	Joshua Negin	I-84	10/25/2024	3-122	3-122
90	Individual	Alix Nguyen	I-85	10/21/2024	3-123	3-123
91	Individual	Nora Nickolov	I-86	11/10/2024	3-123	3-123
92	Individual	Aaron Noell	I-87	11/13/2024	3-123	3-124
93	Individual	Lavie Ohana	I-88	12/1/2024	3-124	3-124
94	Individual	Carlos Orozco	I-89	11/16/2024	3-125	3-125
95	Individual	Hector Paez	I-90	12/2/2024	3-125	3-126
96	Individual	Tori Paine	I-91	10/25/2024	3-126	3-126
97	Individual	Janki Patel	I-92	11/14/2024	3-126	3-127
98	Individual	Tyler Peters	I-93	11/9/2024	3-127	3-127
99	Individual	John Pierre	I-94	11/10/2024	3-127	3-127
100	Individual	Mob Reigen	I-95	11/27/2024	3-128	3-128
101	Individual	Jake Rosen	I-96	11/27/2024	3-128	3-128
102	Individual	Oriana Ruelas	I-97	12/2/2024	3-128	3-129
103	Individual	Nathan Schilling	I-98	11/13/2024	3-129	3-129
104	Individual	Caleb Schimke	I-99	11/13/2024	3-130	3-130
105	Individual	Zack Scriven	I-100	11/9/2024	3-130	3-131
106	Individual	Nathaniel Singer	I-101	10/23/2024	3-131	3-131
107	Individual	Justin Skoda	I-102	11/30/2024	3-131	3-131
108	Individual	Mika Smith	I-103	11/9/2204	3-131	3-132
109	Individual	Thomas Smith	I-104	11/11/2024	3-132	3-132

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
110	Individual	Francis Snyder	I-105	11/24/2024	3-133	3-134
111	Individual	Manu Sridharan	I-106	11/15/2024	3-134	3-134
112	Individual	Nicholas Sundback	I-107	12/2/2024	3-134	3-135
113	Individual	Sierra Swearingen	I-108	11/15/2024	3-135	3-135
114	Individual	Ivan Tabares	I-109	11/10/2024	3-136	3-136
115	Individual	Aiden Tabrizi	I-110	11/9/2024	3-136	3-137
116	Individual	Roldan Teroy	I-111	11/18/2024	3-137	3-137
117	Individual	Aden Tessman	I-112	12/2/2024	3-137	3-138
118	Individual	George Z Tong	I-113	11/22/2024	3-139	3-139
119	Individual	Luis Torres	I-114	11/9/2024	3-139	3-139
120	Individual	Salvador Torres	I-115	10/21/2024	3-140	3-140
121	Individual	Salvador Torres	I-116	11/27/2024	3-140	3-140
122	Individual	Lucas Drumonde Voorheis	I-117	11/12/2024	3-140	3-140
123	Individual	GEO VR	I-118	11/14/2024	3-141	3-141
124	Individual	Michael Wang	I-119	11/13/2024	3-141	3-141
125	Individual	Robert Whitton	I-120	12/2/2024	3-145	3-145
126	Individual	Benjamin Witt	I-121	11/13/2024	3-145	3-145
127	Individual	Anonymous	I-122	11/28/2024	3-145	3-146
128	Individual	Concerned Citizen	I-123	11/13/2024	3-146	3-146
129	Individual	Gray	I-124	11/12/2024	3-146	3-146
130	Individual	Gray	I-125	11/12/2024	3-148	3-148
131	Individual	Transit Advocate	I-126	10/22/2024	3-149	3-149
132	Individual	Xavier	I-127	11/9/2024	3-149	3-149
133	Individual Letter	Charles Deemer	IL-1	12/2/2024	3-149	3-150
134	Verbal Comment	James Albert	VC-1	11/13/2024	3-152	3-152
135	Verbal Comment	Joaquin Domingo	VC-2	11/13/2024	3-152	3-152
136	Verbal Comment	Brianna Egan	VC-3	11/13/2024	3-154	3-154
137	Verbal Comment	Henry Fung	VC-4	11/13/2024	3-157	3-157

No.	Type	Commenter/Organization	Letter Code	Comment Date	Page Where Comment Begins	Page Where Response Begins
138	Verbal Comment	Peter Kearns	VC-5	11/13/2024	3-158	3-158
139	Verbal Comment	Bart Reed	VC-6	11/13/2024	3-159	3-159
140	Verbal Comment	Diego Tamayo	VC-7	11/13/2024	3-160	3-160
141	Verbal Comment	Wayne Watson	VC-8	11/13/2024	3-161	3-161

3.2 COMMENTS AND RESPONSES ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

This section contains the original comment letters, which have been bracketed to isolate the individual comments, each followed by responses to the individual, bracketed comments within that letter. As noted above, and stated in CEQA Guidelines Sections 15088(a) and 15088(b), comments that raise significant environmental issues are provided with responses. Comments that are outside of the scope of CEQA review do not merit a response but are included within this Final EIR and will be considered by SBCTA prior to taking action on this Final EIR and the proposed Project. In some cases, a response may refer the reader to a previous response, if that previous response substantively addressed the same issues.

3.2.1 MASTER RESPONSES

MASTER RESPONSE 1 — ALTERNATIVES

SBCTA has identified and refined the proposed Project based on review and consideration of four planning studies that were prepared to explore possible transit connections to ONT. The four planning studies are the following:

1) *2008 Strategic Planning Report for Metro Gold Line Foothill Extension to LA/Ontario International Airport* (Metro Gold Line Foothill Extension Construction Authority, 2008);

2) *2014 San Bernardino Associated Governments Ontario Airport Rail Access Study* (SANBAG, 2014)*;*

3) *2018 Southern California Association of Governments Inter-County Transit and Rail Connectivity Study* (Southern California Association of Governments, 2018)*; and*

4) *2018 SBCTA Hybrid Rail Planning Study* (SBCTA, 2018).

A summary of these four planning studies as part of the Project background is provided in Chapter 1, Introduction, of the Draft EIR and further considered in detail in Chapter 5, Alternatives. Table 5-2 in Chapter 5 provides a comparison of the alternatives previously considered.

The four planning studies considered a total of 83 initial alternatives and conducted focused evaluations of 13 alternatives. Table 5-1 in Chapter 5, Alternatives, provides an overview of the previous studies.

As discussed in Section 5.1.2 of the Draft EIR, the *2008 Strategic Planning Report for Metro Gold Line Foothill Extension* initially considered 13 alternatives and eliminated 10 from further discussion due to a variety of factors such as environmental constraints, ROW acquisition, local traffic impacts, low-density corridors, limited local travel demand, minimal accessibility, and long travel times. Three alternative alignments were carried forward into the *2014 Ontario Airport Rail Access Study:* Alignment 2A - Metrolink/Cucamonga Channel; Alignment 2B - Metrolink/Vineyard/Holt; and Alignment 3B- Baldwin Park Branch/Cucamonga Channel.

The *2014 Ontario Airport Rail Access Study* considered a wider range of options for transit modes to connect to ONT, including a variety of termini, and options for connecting several nearby Metrolink stations to ONT. The *2014 Ontario Airport Rail Access Study* evaluated 32 initial alternatives that were divided into four groups based on mode and alignment: stand-alone rail modes, either diesel multiple unit (DMU), or LRT, from nearby Metrolink stations; bus services from nearby Metrolink stations; commuter rail modal options, either DMU or commuter rail service on existing Metrolink tracks and extending DMU or commuter rail guideway to ONT; or LRT extension of the Metro Gold Line from the planned terminus station at Montclair to ONT along various alignments, an alternative retained from the 2008 study. The *2014 Ontario Airport Rail Access Study* considered walk time to terminals, improving transit travel time to ONT, number of mode transfers, service for peak flight times, ridership potential, capital and operating cost, impact on Metrolink operations, potential for serving immediate activity centers, and potential impact on regional transit. Six alternatives were identified for further evaluation, including at least one from each modal group. The refined set of alternatives included:

- Alternative A-3: Stand-alone DMU or LRT from Cucamonga Metrolink Station to ONT via Hermosa Avenue (4.6 miles);
- Alternative A-4: Stand-alone DMU or Zero-Emission Multiple Unit service from the Cucamonga Station to ONT via Deer Creek and Cucamonga Creek (4.8 miles);
- Alternative A-7: Stand-alone DMU or Zero-Emission Multiple Unit from the Upland Station to ONT via Cucamonga Creek (6.7 miles);
- Alternative B-2: Bus shuttle from Cucamonga Metrolink Station to ONT by way of the Ontario Center and Ontario Mills (5.7 miles);
- Alternative C-5: DMU or commuter rail from Redlands Metrolink Station to Cucamonga Metrolink Station and continuing to ONT via Cleveland Avenue (18.4 miles); and
- Alternative D-1: Extension of Metro Gold Line LRT to ONT via Cucamonga Creek (7.7 miles).

After conducting a detailed evaluation of these alternatives, SANBAG concluded that the stand-alone rail mode was the preferred mode for the connection to ONT which included Alternative A-3, Alternative A-4, and Alternative A-7. The study specifically recommended Alternative A-4.

The *2018 Inter-County Transit and Rail Connectivity Study* evaluated transit and rail service connecting the eastern San Gabriel Valley to the western San Bernardino Valley, including connections to ONT. The study initially considered 38 alternatives and evaluated 8 alternatives. Based on alternatives considered, SCAG recommended the previously studied DMU shuttle from the *2014 Ontario Airport Rail Access Study,* between Cucamonga Metrolink Station and ONT, and a new conversion of Metrolink service on the San Bernardino Line to hybrid rail service with an additional spur to ONT.

In 2018, a follow-up *Hybrid Rail Planning Study* found that consistent bidirectional service along the San Bernardino Line was not recommended due to inconsistent Metrolink clock scheduling, and existing infrastructure that includes large segments of a single-track corridor, both of which would reduce reliable service to ONT. The two studies in 2018 reaffirmed that service to ONT would need to be provided via a connecting shuttle-style rail service with a transfer at Cucamonga Metrolink Station, as represented by Alternative A-3, Alternative A-4, and Alternative A-7 of the 2014 Ontario Airport Rail Access Study.

Despite identifying stand-alone rail as the preferred mode for connection to ONT, the *2014 Ontario Airport Rail Access Study* also concluded that the cost of rail could not be justified, given expected near-term air passenger growth at the airport, with alternatives estimated to cost between (in 2014 United States dollars [$]) $620 million to $1 billion in capital costs. Following the release of a Request for Proposal (RFP) for the preparation of an alternatives analysis to assess a range of alternatives connecting regional rail service to ONT, an unsolicited proposal of an underground tunnel using electric vehicles to meet the project objectives was received by SBCTA in 2020. This alternative was considered viable because of the reduced cost, environmental impacts, and timeline.

Alternatives recommended by the planning studies resulted in SBCTA's further evaluation of Alternatives A-3, A-4, B-2, and the tunnel alternative. Connecting Cucamonga Metrolink Station and ONT represented a preferred mode to the previously preferred stand-alone rail mode. The project alternatives included:

- Alternative 1 – Tunnel to ONT via Milliken Avenue and Airport Drive (tunnel alternative).
- 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).

The Alternative 1, connecting Cucamonga Metrolink Station and ONT was determined to be a preferred mode compared to the previously preferred stand-alone rail mode. Potential environmental impacts would be reduced by eliminating potential conflicts with vehicular and pedestrian crossings, eliminating the need to use bells and horns, eliminating potential ROW needs where grade separations would be required, and reducing congestion around regionally important destinations such as Ontario Mills shopping mall. A tunnel system utilizing an on-demand, autonomous transit network of vehicles maximizes air traveler convenience and meets current capacity requirements with the ability to accommodate higher peak-hour capacities in the future. Further, while the Metrolink DMU or LRT alternatives from the City of Rancho Cucamonga were considered plausible alternatives,

the capacity of such a rail system would exceed projected ridership to the extent that such a service would no longer be feasible, and the cost of constructing it would not be justified.

During the evaluation of the alternatives, nine screening criteria were developed and included: walk time to terminals, improving transit travel time to ONT, number of mode transfers, service for peak flight times, ridership potential, capital and operating cost, impact on Metrolink operations, potential for serving immediate activity centers, and potential impact on regional transit. The screening process evaluated the project alternatives based on their capacity to achieve the project objectives. No weighting was applied to the results of the screening evaluation as each objective was given equal consideration. Based on the findings of the performance of alternatives, Alternative 1, consisting of a tunnel system, was recommended to be studied as the proposed Project as part of the Draft EIR phase. Alternative 1 best aligns with the proposed Project's purpose, needs, and goals as it would provide the highest benefits.

Compared to Alternative 1, Alternatives 2 and 3 would result in additional environmental consequences, including:

- Acquisitions and Displacements: Commercial and residential acquisitions and displacements
- Community: A new transportation facility placed within an established community
- Transportation and Traffic: Impacts to local streets, I-10, and Metrolink service during construction
- Aesthetics and Visual: Impacts resulting from new at-grade and elevated rail features and stations
- Hydrology and Floodplain: A new rail facility located within a 100-year flood zone (Alternative 3 only)
- Air Quality: Increased emissions with operation of DMU
- Noise and Vibration: Increased noise and vibration adjacent to residential units
- Section 4(f): Impact to bicycle path adjacent to the Deer Creek channel (Alternative 3 only)
- Biological Resources: Potential impact to special-status species
- Permits: Section 401, 404, and 1602 permits required

In addition to fewer environmental consequences, Alternative 1's estimated capital cost of $538 million is substantially lower than Alternative 2 (between $976 million and $1.2 billion) and 3 (between $989 million and $1.2 billion) and has a lower risk of cost increase.

Alternative 4 would result in the fewest environmental issues and the lowest cost ($6 million) compared to the other alternatives, but it does not perform well in terms of mobility, service

reliability, and mobility capacity. Rancho Cucamonga to ONT Bus Shuttle would have the slowest travel time to and from ONT (16 minutes), the lowest reliability, as it would travel on existing roads in mixed traffic, and the lowest passenger capacity, in terms of the number of passengers per hour.

For these reasons, Alternatives 2, 3, and 4 were withdrawn from further consideration. Table 5-2 provides a comparison of the alternatives considered. A discussion of the environmental constraints of alternatives considered is provided in Section 5.2. In early 2021, a series of station design charrettes were conducted. In addition, SBCTA, along with the City of Rancho Cucamonga, the City of Ontario, OIAA, FAA, and Caltrans conducted community outreach activities and held a virtual public meeting regarding the tunnel alternative in 2022. The tunnel option was eventually carried forward as the proposed Project alternative analyzed in the Draft EIR.

To provide further clarification of the previous alternatives considered but withdrawn from further consideration, an Alternatives Considered Report has been added to the Draft EIR as Appendix T (Alternatives Considered). Appendix T is included in the Final EIR as Appendix D (Appendix T [Alternatives Considered]) which provides further discussion of the alternatives considered but withdrawn from further consideration.

MASTER RESPONSE 2 — PROJECT DESCRIPTION, OPERATIONS, SYSTEM CAPACITY, AND VEHICLE MODEL/TYPE

Chapter 2, Project Description, provides a detailed description of the proposed Project. The proposed Project was developed due to a lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules, the existing roadway congestion affecting trip reliability and causing traffic delays, the high number of VMT resulting from ONT travelers and lack of a direct transit connection, and the increasing GHG and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT. As described in Section 2.3.2.4 (Proposed Project Design), the proposed Project would include a fixed transit guideway dedicated to the autonomous electric transit vehicles. There would be three stations to serve passengers traveling between Cucamonga Metrolink Station and ONT. The proposed Project would provide direct, non-stop travel from ONT to the Cucamonga Metrolink Station by offering an on-demand, autonomous transit network of vehicles between the origin and destination stations, thereby maximizing air traveler convenience. The proposed Project would include the ability to accommodate higher peak-hour capacities in the future.

In addition, Section 2.3.2.8 (Operations), describes the operation of the autonomous vehicles. The fleet size and capacity of the vehicles will be determined in the next phase of the project development process by the Design-Builder and the Operating System Provider (OSP). At the SBCTA Board of Directors meeting on July 3, 2024, the SBCTA Board voted to pre-qualify three firms for the OSP opportunity and shortlisted two proposers for the Design-Build opportunity to allow the project to move into the pre-proposal phase. For additional information about the 2024 RFQ selection process,

please access the SBCTA Board website: https://www.gosbcta.com/wp-content/uploads/2023/12/61f327f9-e6b0-44e0-8c0b-fa46620fe823.pdf.

At Project opening, the transit service would provide a peak one-way passenger throughput of approximately 100 per hour. However, the fleet size and type of vehicles would be scalable to adjust to meet changes in future ridership demand. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not determined.

3.2.2 PUBLIC AGENCIES

A-1 CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

Comment A-1-1

Dear Tim Watkins: The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a DEIR from San Bernardino County Transportation Authority (SBCTA) for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1] Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

Response to Comment A-1-1

The commenter indicates receipt of the Notice of Availability and appreciates the opportunity to provide comment. The comment does not request additional information. The comment is noted.

Comment A-1-2

CDFW ROLE CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Id., § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources. CDFW is also submitting comments as a **Responsible Agency** under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the

California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

Response to Comment A-1-2

The commenter states their role as a Trustee and Responsible Agency. The comment is noted.

Comment A-1-3

PROJECT DESCRIPTION SUMMARY Proponent: San Bernardino County Transportation Authority (SBCTA) **Description:** The Project proposes to expand access options to ONT, reduce roadway congestion, and support autonomous electric vehicle technology usage for transit. The objectives would be met by the construction of three at-grade passenger stations and a 4.2 mile tunnel (24-foot-inner-diameter bi-direction tunnel) between the Cucamonga Metrolink Station and Ontario International Airport (ONT) via Milliken Avenue and Airport Drive. Primary Project activities include construction of three at-grade passenger stations, one vent shaft, one Maintenance and Storage Facility (MSF), and a 4.2-mile tunnel. There would also be a construction staging area at each of the three proposed stations. A tunnel boring machine (TBM) would be used to excavate the tunnel and would be stored and assembled at the construction staging areas. Cut-and-cover sites would occur at each proposed station location. The cut-and-cover sites at the Cucamonga Metrolink Station (Cucamonga Station) and at the ONT Terminal 2 Station would be used as the TBM launching and receiving pits. Ultimately, the cut-and-cover sites would serve as the vehicle ramps where the underground guideway would transition to at-grade.

The Cucamonga Station would be approximately 8,000 square feet and located in the northwest corner of the existing station. Approximately 180 existing parking spaces would be permanently removed to accommodate the proposed Cucamonga Station. The ONT Terminal 2 at-grade passenger station would be approximately 10,000 square feet and would be located within the ONT right-of-way. Approximately 80 existing parking spaces would be permanently removed to accommodate the ONT Terminal 2 station. The ONT Terminal 4 at-grade passenger station would be approximately 10,000 square feet and would be located within the ONT right-of-way. Approximately 115 existing parking spaces would be permanently removed to accommodate the ONT Terminal 4 station. The approximate 11,000 square-foot MSF would be located at the proposed Cucamonga Station.

Location: The project site is located in the City of Rancho Cucamonga and City of Ontario within San Bernardino County. The northern segment of the Project, including the proposed at-grade passenger station, is located within Cucamonga Metrolink Station and its parking lots. From the Metrolink Station, the tunnel would travel to Milliken Avenue and follow Milliken south under the existing roadway. At Ontario Mills Parkway, the tunnel alignment would shift to the western side of Milliken Avenue and would travel south under I-10. The tunnel alignment would continue to run south; at Guasti Road, the alignment would curve southwest to connect to East Airport Drive. At East Airport

Drive, the tunnel alignment would continue to travel west toward ONT Terminal 4 and Terminal 2 where the two other proposed at-grade passenger stations would be located. The tunnel depth would be approximately 70 feet below the ground surface.

Timeframe: Overall construction of the Project would last approximately 56 months, beginning in 2025 and ending in 2031.

Response to Comment A-1-3

The commenter summarizes the project components and provides a summary of the project description, location of project, and timeframe of construction. The comment is noted.

Comment A-1-4

COMMENTS AND RECOMMENDATIONS CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (i.e., biological resources). CDFW offers the comments and recommendations below to assist SBCTA in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

I. Environmental Setting and Related Impact Shortcoming Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW or USFWS? COMMENT 1: Burrowing Owl (*Athene cunicularia*) Draft EIR Section 3.3, Appendix D: Biological Resources Technical Report Issue: The project may impact burrowing owl (BUOW), a candidate species under the California Endangered Species Act (CESA) and Project activities may result in take as defined in Fish and Game Code section 86.

Specific impact: The DEIR acknowledges the potential for BUOW to occur due to the suitable habitat and the 9 burrows found within the Biological Study Area (BSA) during the 2021 survey. No burrowing owls or sign were observed during the field site visit. CDFW notes that only two surveys were performed in July 2021 and no field investigations occurred in the undeveloped habitat in the northern portion of the BSA due to lack of legal rights to access. A focused survey for the species following a CDFW approved guideline, or similar approach, was not conducted in the entirety of the BSA. Therefore, CDFW is concerned that SBCTA may not have adequately identified potentially significant impacts. Project implementation, including grading, vegetation clearing and construction, may result in direct mortality, population declines, or local extirpation of burrowing owl not previously identified. Additionally, the CWHR dataset, Burrowing Owl Predicted Habitat (CDFW 2016), displays a high potential for burrowing owl presence within the BSA.

Why impact would occur: According to the Biological Resources Technical Report, a thorough focused burrowing owl survey was not conducted in the entirety of the BSA. Burrowing owls have been known to use highly degraded and marginal habitat where existing burrows are available. They are well-adapted to open, relatively flat expanses and vacant lots and prefer habitats with generally short sparse vegetation with few shrubs such as those occurring on the Project site. If BUOW burrows are not properly detected, prior to ground disturbance, site preparation and grading could destroy habitat and result in take of burrowing owl. Occupied site or occupancy means a site that is assumed occupied if at least one burrowing owl has been observed occupying a burrow within the last three years. Occupancy of suitable burrowing owl habitat may also be indicated by owl sign including its molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance or perch site.

Evidence impact would be significant: On October 10, 2024, the California Fish and Game Commission accepted a petition to list Western Burrowing Owl as endangered under CESA, determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. As a candidate species, Western Burrowing Owl is granted full protection of a threatened species under CESA. If Project activities could result in take, appropriate CESA authorization (i.e., Incidental Take Permit under Fish and Game Code section 2081) should be obtained prior to commencement of Project activities. Take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by State law (Fish & G. Code, §§ 86, 2062, 2067, 2068, 2080, 2085; Cal. Code Regs., tit. 14, § 786.9). Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Inadequate avoidance, minimization, and mitigation measures for impacts to sensitive or special status species will result in the Project continuing to have a substantial adverse direct, indirect, and cumulative effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species by CDFW.

Recommended Potentially Feasible Mitigation Measure(s) to reduce impacts to less than significant: CDFW recommends that prior to commencing Project activities for all phases of Project construction, focused and preconstruction surveys for burrowing owl be conducted by a qualified biologist in accordance with the Staff Report on Burrowing Owl Mitigation (CDFG 2012 or most recent version) in all potential habitat areas of the BSA, including the undeveloped habitat of the northern portion of the BSA that was previously not surveyed. Because appropriate surveys were not conducted prior to circulation of the DEIR, the DEIR may not adequately identify potentially significant impacts. CDFW recommends the DEIR be revised and recirculated following completion of survey so that results and appropriate specific avoidance and minimization measures can be included, to ensure that impacts to burrowing owl are reduced to less than significant. However, if SBCTA chooses not to follow this path, CDFW recommends the following revisions to MM-BIO-2 (edits are in strikethrough and bold) to ensure an adequate assessment is completed and CESA authorization is obtained, if

needed. Deferring focused surveys until the time of construction may result in significant Project delays should burrowing owls be detected on-site.

Mitigation Measure 2:MM-BIO-2 Burrowing Owl Nesting Habitat 1. Prior to construction activity, a focused protocol survey (four field visits) during **BUOW breeding and non-breeding season** and pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. **Pre-construction** surveys shall be conducted no less than 14 days prior to commencement of construction activities and surveys shall be conducted in accordance with California Department of Fish and Wildlife burrowing owl survey protocol.

2. If no occupied burrows are found in the focused survey area, a letter report documenting survey methods and findings shall be submitted to the lead agency San Bernardino County Transportation Authority, as well as the California Department of Fish and Wildlife for review and approval, and no further mitigation is necessary.

3. If occupied burrows are found, and if Project activities, including burrow exclusion and closure, may impact burrowing owl, the Project Proponent shall begin early coordination with CDFW for appropriate CESA authorization (i.e., Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to commencement of Project activities. Any plans for relocation, eviction, or translocation shall be provided to CDFW for review and approval, prior to implementation, and shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers and seasonal restrictions, temporary and permanent impacts, monitoring methods and objectives, relocation, eviction, and/or translocation specifics, and minimization and compensatory mitigation actions. Compensatory mitigation will be fulfilled by one or more of the following options, in coordination with and approval of CDFW: 1) Permittee-responsible mitigation land acquisition or 2) Conservation or Mitigation Bank credits (if available). If burrowing owl occupancy is confirmed, the Designated Biologist shall provide to CDFW a GIS or KMZ map of BUOW burrow complex(es) and atypical burrows (e.g. culverts, buckled concrete, etc.) The map shall be at a scale of 1:24,000 or finer to show details and shall show locations of all BUOW sightings and labeled if sightings were potential burrows, occupied burrows, satellite burrows, areas of concentrated burrows, and BUOW sign. Locations documented by use of GPS coordinates must be collected in NAD83 datum. The map shall include an outline of the Project Area. The map shall include a title, north arrow, scale bar, and legend.

4. impacts on the burrows shall be avoided by providing a buffer of 165 feet during the non-breeding season (September 1 through February 14) or 250 feet during the breeding season (February 15 through August 15). The size of the buffer area may be adjusted if a qualified biologist and California Department of Fish and Wildlife determine it would not be likely to have adverse effects on the owls. No Project Alternative activity shall commence within the buffer area until a qualified biologist confirms that the burrow is no longer occupied. If the burrow is occupied by a nesting pair, a minimum

of 7.5 acres of foraging habitat contiguous to the burrow shall be maintained until the breeding season is over.

5. If disturbance of occupied burrows is unavoidable, on-site passive relocation techniques approved by California Department of Fish and Wildlife shall be used to encourage owls to move to alternative burrows outside of the impact area. However, no occupied burrows shall be disturbed during the nesting season unless a qualified biologist verifies through non-invasive methods that juveniles from the occupied burrows are foraging independently and are capable of independent survival. Mitigation for foraging habitat for relocated pairs shall follow guidelines provided in the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines, which ranges from 7.5 to 19.5 acres per pair.

Response to Comment A-1-4

The commenter recommends specific revisions to the mitigation measure identified to reduce impacts to western burrowing owl (MM-BIO-2). MM-BIO-2 Burrowing Owl Nesting Habitat has been revised per the commenter's recommendations (as indicated by the edits in strikethrough and bold) and is published in the Final EIR. SBCTA has determined that the mitigation measure would not result in a more significant impact than the mitigation measure published in the Draft EIR; the edit does not change the analysis or conclusions.

Comment A-1-5

ENVIRONMENTAL DATA CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be filled out and submitted online at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

Response to Comment A-1-5

The commenter requests any observation of special status species and natural communities be submitted to the California Natural Diversity Database (CNDDB). The comment is noted. SBCTA acknowledges that any observations of special status species and natural communities will be submitted to CNDDB during Project surveys, as requested by the commenter.

Comment A-1-6

ENVIRONMENTAL DOCUMENT FILING FEES The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable

upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

Response to Comment A-1-6

The commenter states that environmental document filing fees will need to be paid when Notice of Determination is filed. The comment is noted. SBCTA acknowledges that the appropriate fees must be paid during the Notice of Determination filing process.

Comment A-1-7

CONCLUSION CDFW appreciates the opportunity to comment on the DEIR to assist SBCTA in identifying and mitigating Project impacts on biological resources. Questions regarding this letter or further coordination should be directed to Amelia Viera, Environmental Scientist at 909-544-2528 or amelia.viera@wildlife.ca.gov.

Response to Comment A-1-7

The commenter provides contact information for questions regarding the letter. The comment does not specify additional information needed in the Final EIR. The comment is noted.

A-2 ONTARIO INTERNATIONAL AIRPORT AUTHORITY

Comment A-2-1

On behalf of the Ontario International Airport Authority (OIAA), I am writing to express appreciation for the opportunity to review and comment on the Draft Environmental Impact Report (Draft EIR) and Draft Environmental Assessment (Draft EA) prepared by the San Bernardino County Transportation Authority (SBCTA) for the proposed Ontario International Airport Connector Project (ONT Connector Project).

As the owner and operator of Ontario International Airport (ONT), we recognize and value the importance of varied transportation options and transit accessibility in our region. The proposed ONT Connector Project, as described in its Draft EIR, would “provide a direct airport connection between ONT and the Cucamonga Metrolink Station” via an underground 4.2-mile-long, bidirectional tunnel that is served by autonomous electric vehicles. (Draft EIR, p. ES-1.) Two passenger stations are proposed to be sited at ONT Terminal 2 and Terminal 4 to facilitate passenger access and use. (Id. at p. ES-3.) Therefore, the proposed ONT Connector Project would increase the number of multi-modal transportation options available to members of the air traveling public served by ONT, as well as the numerous staff and employees of OIAA and ONT’s tenants that support operation of the airport on a daily basis. These benefits are consistent with the need for the proposed ONT Connector Project

described in the Draft EIR, which also discusses the importance of the "last-mile connection" between SBCTA's existing Metrolink system and ONT; opportunities to reduce traffic congestion and improve trip reliability; and, the ability to reduce VMT and corresponding air quality and GHG emissions through enhanced transportation efficiencies. (Id. at p. 2-1.) OIAA is thankful for the interagency partnership we have developed with SBCTA over the years. And, in our view, the achievement of this milestone – i.e., release of the draft environmental compliance documents – builds upon the

Memorandum of Understanding No. 21-1002463 (MOU) entered into by our respective agencies in 2020 for purposes of exploring the possibility of a direct transit connection between SBCTA's Metrolink system and ONT. Moving forward, we recognize the continued importance of meaningful collaboration and consultation between our two agencies. These joint efforts will be particularly important with respect to finalizing design-level specifications for the proposed ONT Connector Project that align with OIAA's own plans for on-airport development at ONT (including determining whether one passenger station would better align with OIAA's plans for on- airport development at ONT); facilitating access to ONT property for purposes of construction and operation in a workable manner; and coordinating with the FAA, where needed.

In closing, thank you again for the opportunity to review SBCTA's environmental compliance documents for the proposed ONT Connector Project, as prepared pursuant to the California Environmental Quality Act and National Environmental Policy Act. OIAA remains committed to our regional partnership with SBCTA, and the development of innovative, collaborative transportation solutions for the needs of the air traveling public and the many workers who report to ONT each day to keep our airport running. We look forward to continuing to work with you on the ONT Connector Project.

Response to Comment A-2-1

Commenter's support for the proposed Project and associated comment has been noted for the record.

A-3 CITY OF RANCHO CUCAMONGA

Comment A-3-1

Dear Mr. Watkins:

I am writing to provide comments on the Draft EIR and EA published by SBCTA for the ONT Connector Project and weigh in on the findings in the reports. The City of Rancho Cucamonga (City) appreciates the opportunity to partner with SBCTA as this important project—which seeks to create an underground transit connection between the Rancho Cucamonga Metrolink Station and ONT terminals—moves forward. We recognize the significant contribution that this project, along with the Brightline West High-Speed Rail and West Valley Connector projects, will make in creating a much-

needed transportation hub at Cucamonga Station and the benefit to the region at large and we are in full support of the overall project objectives. The comments below are provided in an effort to ensure the success of the City and SBCTA's vision for transportation in San Bernardino County, and make sure that all concerns are thoroughly addressed up front.

Response to Comment A-3-1

Comment has been noted.

Comment A-3-2

1. Executive Summary: The Executive Summary describes one maintenance and storage facility located adjacent to the Cucamonga Metrolink Station to store and maintain vehicles. Section 2.3.2.6 describes the facility to 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 is stated to be at the existing parking lot owned by SBCTA, in the southeastern quadrant of the Milliken Avenue/Azusa Court intersection. It is unclear where this existing parking lot is located at Cucamonga Station and the City suggests clarifying the location in the Final EIR. Further, given the compact nature of Cucamonga Station and the infrastructure already planned for this station, the City suggests incorporating reasoning or analysis in the Final EIR that describes why the maintenance facility is a better fit at the Rancho Cucamonga end of the line, or if it would fit better in Ontario, why Rancho Cucamonga is being chosen instead. If there is no clear choice, an analysis of the Maintenance Facility being moved to Ontario is highly suggested. The City believes that the maintenance facility is more appropriately sited in Ontario given space and size constraints as well as access.

Response to Comment A-3-2

As a partner agency for the ONT Connector Project, SBCTA has met with the City of Rancho Cucamonga on multiple occasions to discuss project elements, including the current proposed MSF site location. SBCTA has been actively coordinating with the City to address their concerns and will continue to coordinate with our partner agency if the project moves to subsequent phases of the project development process. SBCTA is coordinating with Brightline West to understand their construction plans and requirements, aiming to establish clear, mutually agreed boundaries for each contractor. At this early stage of the project, limited design plans have been developed to illustrate detailed operations of the project and the MSF facility. Detailed station plans and construction sequencing would be developed during the design-build phase. Nevertheless, the City of Rancho Cucamonga staff has been and will be involved in the development of project design plans to ensure their concerns are addressed.

SBCTA will continue to work with the City of Rancho Cucamonga to refine the MSF facility in the next phase of the project development process.

Through the CEQA environmental analysis and review, it has been determined that the MSF at the Rancho Cucamonga location would result in less than significant impact. Analysis of the MSF at the Rancho Cucamonga location for the environmental topics is provided in Section 3 of the Draft EIR.

Per CEQA Section 15126.6. (Consideration and Discussion of Alternative to the Proposed) "(2) Alternative locations. (C) Selection of a range of reasonable alternatives. The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects." Siting the MSF in the City of Ontario would not reduce any significant impacts that would result from the implementation of the proposed Project. However, the siting of the MSF in the City of Ontario could result in additional environmental impacts. The environmental topics of potential significant impacts could include but would not be limited to the following:

- Section 3.1 (Aesthetic and Visual Quality) discusses the impact of aesthetics and visual quality for the proposed Project. If the MSF site is located in the City of Ontario, the proposed Project would need to be re-evaluated due to the potential significant impact resulting for aesthetics and visual quality. The aesthetics and visual quality impacts are reduced for the proposed Project because the MSF would be located on an existing parking lot.

- Section 3.2 (Air Quality) discusses the impact of Air quality for the proposed Project, including air borne particles during construction activities and odor near the sensitive receptors. If the MSF site is located in the City of Ontario, the proposed project would need to be re-evaluated due to the potential significant impact resulting for air quality. The air quality impacts are reduced for the proposed Project because no sensitive receptors are located near the existing parking lot.

- Section 3.3 (Biological Resources) discusses the impact to biological resources due to the implementation of the proposed Project. If the MSF site is located in the City of Ontario, the proposed Project would need to be re-evaluated due to the potential significant impact resulting for biological resources. The biological resources impacts are reduced for the proposed Project because there are no sensitive habitats near the existing parking lot, and mitigation measures implemented for the proposed Project would reduce all potential impact to a less than significant level.

- Section 3.8 (Hazards and Hazardous Materials) discusses the impact of hazards and hazardous materials for the proposed Project. If the MSF site is located in the City of Ontario, the proposed Project would need to be re-evaluated due to the potential significant impact resulting for hazards and hazardous materials during construction. There are schools that could potentially be located in close proximity including within 0.25 miles to the relocated MSF site. The hazards and hazardous materials impacts are reduced for the proposed Project because there are no sensitive receptors including schools located near the current proposed MSF site.

- Section 3.9 (Hydrology and Water Quality) discusses the impact of hydrology and water quality for the proposed Project. As a large portion of the City of Ontario is located within a Federal Emergency Management Agency (FEMA) flood hazard zone, if the MSF site is located in the City of Ontario, the proposed Project would need to be re-evaluated for potential flood hazards. The hydrology and water quality impacts are reduced for the proposed Project because the proposed location of the MSF is not within a designated FEMA hazard zone.
- Section 3.11 (Noise and Vibration) discusses the impact of noise and vibration for the proposed Project. If the MSF site is located in the City of Ontario, the proposed Project would need to be re-evaluated due to the potential significant impact resulting for noise and vibration. The noise and vibration impacts are reduced for the proposed Project because there are no sensitive receptors located near the proposed MSF site.
- Section 3.14 (Transportation and Traffic) discusses the impact of transportation and traffic for the proposed Project. If the MSF site is located in the City of Ontario, the proposed project would need to be reevaluated due to the potential significant impact resulting from transportation and traffic. The transportation and traffic impacts associated with congestion are reduced with the proposed Project from the traffic congestion in the City of Ontario.

SBCTA has been coordinating with the City of Rancho Cucamonga on the proposed Project and will continue to coordinate and inform the City of Rancho Cucamonga moving forward as it relates to the MSF facility location.

Comment A-3-3

Also, in Table ES-1: Summary of Environmental Effects and Proposed Mitigation Measures, the City of Rancho Cucamonga Building and Safety Department should be included in any project design reviews for approval in the Final EIR. Specifically, MM-HWQ-2 only requires Project design plans to be submitted to Ontario Building Department and San Bernardino County Building Department to obtain approval. The Final EIR should include Rancho Cucamonga's Building and Safety Department for approval as well.

Response to Comment A-3-3

Table ES-1 provides a summary of the mitigation measures implemented for the proposed Project. Specifically, MM HWQ-2 is a mitigation measure that addresses potential flood hazard impact. Section 3.9 (Hydrology and Water Quality) discusses the impact of flooding for the proposed Project. As discussed in Section 3.9.7 (Flooding) and shown in Figure 3.9-4, the proposed Project includes a small strip of FEMA-designated 100-year floodplain. The proposed Project enters a designated FEMA Hazard Zone only in the City of Ontario within San Bernardino County, as the proposed Project is not located within a designated FEMA Hazard Zone in the City of Rancho Cucamonga.

City of Rancho Cucamonga is included in the project design review process and phases along with City of Ontario and San Bernardino County. Only one mitigation measure (MM-HWQ-2) is applicable to only City of Ontario and San Bernardino County regarding FEMA hazard zone because there is no FEMA hazard zone identified for City of Rancho Cucamonga for the proposed Project.

Comment A-3-4

In the same table, MM-BIO-2, Burrowing Owl Nesting Habitat, requires surveys be conducted for burrowing owls where suitable habitat is present with the construction areas. In the event that occupied burrows are found, construction will provide a buffer of 165 feet during non-breeding season, or 250 feet during breeding season. If this is the case, the mitigation measures may further impact both the existing Metrolink and/or Brightline West projects currently ongoing in nearby areas. We recommend including a discussion of the effects of disruption of all three projects in order to assess the effectiveness of this mitigation measure or inclusion of alternate mitigation approaches.

Response to Comment A-3-4

SBCTA received a comment letter from the California Department of Fish and Wildlife requesting to update the mitigation measure for Burrowing Owls. Comment Letter A-1 is the letter provided by CDFW and the discussion of Burrowing Owls are provided in Response to Comment A-1-1 to Response to Comment A-1-7. As recommended by the California Department of Fish and Wildlife, MM-BIO-2 regarding buffer zone for Burrowing Owls was revised. The requested changes to the mitigation measure requires any proposed avoidance/buffers and seasonal restriction to be reviewed and approved by CDFW prior to commencement of Project activities. The revision to the mitigation measure has been made to the Draft EIR. The updated mitigation measure for the Burrowing Owls can be found in Section 2 (Changes to Draft Environmental Impact Report) of the Final EIR.

Per CEQA Section 15130 (Discussion of Cumulative Impacts), 1) “an EIR shall discuss cumulative impacts of a project when the project’s incremental effect is cumulatively considerable…” Section 15130 1a) states “as defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.” It is not a requirement of CEQA to include a discussion of the effectiveness of mitigation measures for other projects or inclusion of alternate mitigation approaches for other projects. However, it is a requirement of CEQA to provide a cumulative analysis of the proposed Project. Section 3.18 (Cumulative Impacts) provides a discussion on the cumulative impact for the proposed Project. More specifically, Section 3.18.5.3 provides a cumulative impact analysis of biological resources for the proposed Project.

Comment A-3-5

In addition, the City is extremely concerned about the current plan to start construction on the tunnel on the Rancho Cucamonga side of the Project. We have previously expressed these concerns and nothing has changed. In fact, as more time passes, and additional details become available it is clear to us that there is insufficient space to start the tunnel from Rancho Cucamonga without undue and extreme community impacts. Given the current construction at Cucamonga Station from Brightline West and resort development north of 6th Street, an alternate route starting in Ontario should be explicitly analyzed and considered for the Final EIR.

Response to Comment A-3-5

As a partner agency for the ONT Connector Project, SBCTA has met with the City of Rancho Cucamonga on multiple occasions to discuss project elements, including the current proposed MSF site location and construction sequence of other cumulative projects that may start construction within the same timeframe as the ONT Connector Project. SBCTA has been actively coordinating with the City to address their concerns and will continue to coordinate with our partner agency if the project moves to subsequent phases of the project development process. The City of Rancho Cucamonga staff will be involved in the development of project design plans and construction methods to ensure their concerns are addressed.

Section 3.18 (Cumulative Impacts) provides a discussion of the cumulative impact for the proposed Project, including Brightline West and resort development north of 6th Street. Table 3.18-1 (Related Projects List) identifies the cumulative projects, and these projects are also shown on Figure 3.18.1 (Location of Related Projects). Brightline West is identified as project number 34 and the resort development is identified as project number 25, which takes into consideration the whole East Lake Specific Plan.

Per CEQA Section 15130 1a *"An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."* The Draft EIR does not provide evaluation or analysis of the other projects beyond the context of cumulative impact analysis. Other projects would be required to conduct their own environmental review process and evaluate the construction impacts associated with those projects. However, it is outside the scope of the Draft EIR for the proposed Project to evaluate other projects.

Construction impacts associated with the proposed Project are provided in Chapter 3 of the Draft EIR for all the environmental topics. If appropriate, mitigation measures are identified to reduce any potential significant impacts.

Comment A-3-6

In this analysis, the Project should reconsider MM-TRA-1 because it does not appear to apply equally if the Project begins at ONT rather than Cucamonga Station. With respect to MM-TRA-1, we recommend that the Transportation Management Plan be routed to the City's Engineering Services and City of Ontario Engineering Departments for review and comment at least 30 days prior to any implementation.

Response to Comment A-3-6

Per request of the City of Rancho Cucamonga, MM-TRA-1 has been updated to require SBCTA to provide the Transportation Management Plan to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment. The update to MM-TRA-1 can be found in Section 2 (Changes to Draft Environmental Impact Report) of the Final EIR.

Comment A-3-7

Project Description: In the Cucamonga Station and MSF Haul Route, which appears in many sections and appendices, trucks would be traveling through one of the busiest intersections in Rancho Cucamonga, namely Foothill Boulevard and Day Creek Boulevard. The Project timeline is approximately 37 months, so this haul route would include holiday traffic times with potential impacts to Victoria Gardens and the businesses therein, other commercial properties in the area, as well as the on/off ramp impact at I-15. Those cumulative negative fiscal impacts to the City would be substantial. This is a long timeframe with significant impact on the traffic in the City. Additionally, this would route hauling through one of Brightline West's construction areas in which there may be construction-term capacity constraints as lanes are closed for construction activities. Further, we believe a haul route that directs traffic along Foothill Boulevard to I-15 is not the shortest route to the highway system. Rather, an export route to I-10 should be considered in the Final EIR because it would be shorter and less impactful to local traffic operations and have less secondary business disruption impacts.

Response to Comment A-3-7

Environmental impacts analysis for impacts associated with construction activities for the proposed Project, including haul routes are provided for all the environmental topics in Chapter 3 of the Draft EIR. Implementation of MM-TRA-1 identified in Section 3.14 (Transportation and Traffic) would require the proposed Project to prepare a Transportation Management Plan. The Transportation Management Plan would require project haul trucks to have designated routes that primarily utilize the Interstate 10 corridor. These routes are to be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. Although there could be the potential for the haul route to utilize the I-15, MM-TRA-1 would require the proposed Project to

primarily utilize the I-10 corridor. For haul routes that utilize the I-15, an alternative haul route to the I-10 is provided (Refer to Appendix F, Table 4-1). In addition, MM-TRA-1 would require the proposed Project to include measures to maintain customer and delivery access to all operating businesses near construction work areas.

SBCTA has been coordinating with the City of Rancho Cucamonga and other stakeholders throughout the project development process. If the proposed Project is selected, SBCTA will continue to develop design plans, including construction means and methods related to haul routes. SBCTA will continue to coordinate with the City of Rancho Cucamonga and stakeholders to address potential construction-related impacts.

Comment A-3-8

Finally, the City is concerned that only one ventilation shaft for a 4.2 mile tunnel does not meet safety standards. More specifically, we request that ONT Connector reevaluate NFPA Standards to ensure that the tunnel will be properly ventilated and accessible in the event of an emergency. Further, it is important that the Project's final design for ventilation and access points be based upon a comprehensive emergency response plan developed jointly with the Rancho Cucamonga Fire Protection District, the City of Ontario Fire Department, Ontario Police Department, Rancho Cucamonga Police Department and SBCTA to ensure safe and efficient access (including non-vehicular entry) at multiple points along the Project route during emergencies.

Response to Comment A-3-8

The proposed Project would be required to comply with existing regulations including National Fire Protection Authority (NFPA) ventilation and emergency access standards that are applicable to the proposed Project. With implementation of MM-TRA-1 identified in Section 3.14 (Transportation and Traffic), the proposed Project would be required to coordinate with first responders and emergency service providers to minimize impacts on emergency response. In addition, MM-HAZ-2 identified in Section 3.8 (Hazards and Hazardous Materials) would require consulting and coordination with the Police Departments and the Fire Departments to provide access for emergency vehicles during construction.

Comment A-3-9

The City also has concerns regarding parking space analysis and availability during and after construction. First, it is stated that there is a loss of 180 parking spaces in the existing Cucamonga Station parking lot from the Maintenance and Storage Facility. It is unclear currently whether that loss includes the space for the Facility itself. We recommend clarifying, and potentially further identifying how much parking will be lost to the Maintenance and Storage Facility if that is not currently allocated for in the published numbers. In addition, in Section 2.3.2.9.2 (Construction Details for Cucamonga Station and Maintenance and Storage Facility), the total loss of parking spaces during the 37 months

of construction is 180 for the new Cucamonga Station and Maintenance and Storage Facility, and an additional 170 during construction only. We suggest clarifying whether these numbers are additive for a total of 350 total spaces lost post-construction or sequential. We would like to see further evaluation of parking space loss alongside the lost parking spaces from the concurrent construction of Brightline West. The City is concerned that this extensive loss of parking availability may completely close off the west parking lot of Cucamonga Station, and that it may further impact the east parking lot and bus turnaround. Without more detailed analysis it appears to us that functionally the loss of parking will essentially make this Metrolink station inaccessible to most people desiring to park and ride from this location, which is among the Top 3 busiest locations on the entire line. An evaluation of parking alongside the lost parking from Brightline West to determine total parking loss is suggested. If the parking loss has any of these impacts, it is further suggested that the Final EIR identify alternative parking options for patrons of the station to maintain access and avoid disrupting Metrolink services.

Response to Comment A-3-9

Based on the results of the parking study, adequate parking would be available during construction and operation of the proposed Project. The proposed Project would have a less than significant impact to parking. Section 3.14 (Transportation and Traffic) discusses the transportation and traffic impacts. More specifically, Section 3.14.3, Parking Analysis, discusses parking for the proposed Project. Temporary and permanent parking loss is provided in Section 3.14.3.2 (Cucamonga Metrolink Station Parking). Discussion of parking impacts associated with concurrent construction activities with the Brightline West project is also provided in Section 3.14.3.2.

The proposed Project is estimated to result in the temporary loss of 170 spaces at the Cucamonga Metrolink Station western parking lot during Project construction. Both west and east lots at Cucamonga Metrolink Station are forecast to operate with unused parking stalls, with a total of 555 unused parking stalls on a typical weekday and 777 unused parking stalls on a typical weekend day, during project construction. It should be noted that construction would occur in shifts, and it is not anticipated that 200 construction employees would be onsite at the same time. As such, the number of available parking stalls in both west and east lots would be sufficient to service the parking demand at either lot on a typical weekday or weekend day during project construction with the conservative assumption that each construction worker travels in a single-occupancy vehicle. There would be coordination between SBCTA and Brightline, as it relates to parking, during their respective construction periods.

Metrolink issues quarterly fact sheets detailing ridership on each system line. The Spring 2024 fact sheet presented the ridership on the San Bernardino Line, on which the Cucamonga Metrolink Station is located, included an average weekday ridership of 6,305 and a total weekend ridership of 73,062.[1]

[1] Metrolink. 2024. Fact Sheet Q4. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q4-fy2024.pdf. Accessed: February 17, 2025.

The Summer 2024 fact sheet showed that ridership on the San Bernardino Line included an average weekday ridership of 6,746 and a total weekend ridership of 79,957.[2] Given the ridership on the San Bernardino Line was higher during Summer 2024 than Spring 2024, it can be inferred that parking demand was also higher during Summer 2024. Therefore, the parking counts taken for the proposed Project are conservative and reflective of high parking demand.

Comment A-3-10

Operational Impacts, Energy: Broadly, the City is concerned that Section 3.5 fails to consider electricity infrastructure impacts, which should be evaluated in the Final EIR. Of particular importance, we encourage consideration of construction energy demand and impacts as it is not clear if Southern California Edison (SCE) SCE or Rancho Cucamonga Municipal Utility (RCMU) have the local infrastructure to meet demand for the tunnel boring machine. It may be infeasible regardless of other impacts, to start construction in Rancho Cucamonga for the tunnel if the only sufficient available power is in the City of Ontario at the other end of the line.

Response to Comment A-3-10

Section 3.5 (Energy) and Appendix I (Energy Technical Report) provide a discussion of energy impacts for the proposed Project. The proposed Project requires the services of Southern California Edison, which SBCTA is in consultation with to supply electricity for the tunnel boring machine. If the proposed Project is selected, SBCTA and the design-build contractor will work with SCE and applicable stakeholder agencies on final details of powering the tunnel boring machine during the design phase.

Comment A-3-11

Section 3.5.6.1.2.2 describes the operational impacts to energy resources from the implementation of the Project yet does not describe the logistics related to charging the ONT Connector vehicles. The City believes it is especially important to consider the total power draw needed on a daily basis, or during peak power hours, and how this may impact local circuits, if at all. We suggest that the Final EIR detail the processes required to charge a vehicle, including the time it would take to charge a vehicle, the number of times per day each vehicle would need a charge, and whether the charge would be supplied by SCE or RCMU.

Response to Comment A-3-11

Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have

[2] Metrolink. 2024. Fact Sheet Q1. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q1-fy25.pdf. Accessed: February 17, 2025.

not been determined. Section 3.5 (Energy) and Appendix I (Energy Technical Report) in the Draft EIR provide a discussion of energy impacts for the proposed Project.

Comment A-3-12

Included in the Final EIR Energy Operation Impacts should be an analysis of power demand for the Tunnel Boring Machine and whether that can be supplied without additional infrastructure. Importantly, if the tunneling starts at Cucamonga Station, RCMU does not have the capacity to supply the necessary power without additional physical infrastructure, possibly including a new substation, since the only substation currently under operations for RCMU is near capacity. Finally, no RCMU or SCE specific renewables mix is identified in the Draft EIR. We request that the Final EIR to include consideration of power availability, and additional review the Greenhouse Gas analysis alongside these new considerations.

Response to Comment A-3-12

The proposed Project requires the services of Southern California Edison, which SBCTA is in consultation with to supply electricity for the tunnel boring machine. The TBM machines are anticipated not to require additional infrastructure for power supply. If the proposed Project is selected, SBCTA and the design-build contractor will work with SCE and applicable stakeholder agencies on final details of powering the tunnel boring machine during the design phase.

Section 3.5 (Energy) and Appendix I (Energy Technical Report) in the Draft EIR provide a discussion of energy impacts for the proposed Project. Construction of the proposed Project would increase the annual electricity consumption in San Bernardino County by less than 0.01%. The proposed Project would comply with California Air Resources Board regulations, CCR Title 13, Section 2449, and California Department of Resources Recycling and Recovery Sustainable (Green) Building Program regulations related to energy efficiency. Therefore, construction of the proposed Project would have less than significant impact on energy consumption or efficiency.

GHG Emissions were analyzed in Section 3.7 of the Draft EIR. During construction, GHGs would be emitted through the operation of construction equipment, haul trucks, and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. Construction of the proposed Project would result in 12,029 metric tons of carbon dioxide equivalent (MTCO2e). These emissions amortized over a 30-year period would result in the emission of 401 MTCO2e annually as a result of construction of the proposed Project, which would not exceed the SCAQMD thresholds. Additionally, construction GHG emissions would be temporary and short-term. Compliance with existing GHG regulations and equipment specifications would ensure that construction-related GHG emissions associated with the proposed Project would not exceed the SCAQMD project threshold. Therefore, construction of the proposed Project would have less than significant impact.

Comment A-3-13

Noise and Vibration: The Executive Summary describes that no mitigation is required for generation of excessive groundborne vibration or noise levels. While Section 3.11.6.1.2 describes the steps taken to make this determination, the City is still extremely skeptical and hesitant to believe without further detail that there would truly be construction noise of no significant impact for the entire project, especially during tunnel boring work immediately adjacent to residential uses. Anticipated vibration levels are well below the thresholds for impact, but the noise levels are much closer to the threshold values. We encourage SBCTA to have a contingency plan for mitigation in the event that businesses or residents begin to alert the developers that the noise relating to tunneling and construction is impacting them. Further, we encourage SBCTA to consider more preventative measures up front in order to mitigate potential impact before it becomes a problem in the construction phase.

Response to Comment A-3-13

The proposed Project would have a less than significant impact to Noise and Vibration for the surrounding land uses. Section 3.11 (Noise and Vibration) of the Draft EIR discusses noise and vibration impacts for the proposed Project. Section 3.11.3.3 (Basics of Vibrations) provides a detailed explanation of characteristics and effects of vibration. As discussed in Section 3.11.3.4.3.3, 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. Potential vibration impacts for both damage and human annoyance are typically assessed using the closest distance to the potentially impacted structure. Section 3.11.5.1 provides the noise measurements for the proposed Project. In addition, refer to Appendix O (Noise and Vibration Technical Report) in the Draft EIR.

More specific impacts from tunnel boring machines are addressed in Section 3.11.6 (Impact Evaluation). Because the tunnels are located underground, no airborne noise from construction or operation should be audible. While some groundborne noise and vibration could make its way to the surface, the analysis indicated that the resulting levels would be well below Federal Transit Administration established impact thresholds for annoyance and potential damage and would very likely be imperceptible to any human receptor. The proposed Project during construction for the tunnel would have minimal effects to excessive groundborne vibration or groundborne noise levels.

In addition to on-site construction vibration impacts, potential vibration impacts from loaded heavy trucks operating on local haul routes were also analyzed. The proposed Project would require 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. The haul trucks would leave construction sites in a queue and in a staggered basis limiting vibration impacts from haul trucks. Vibration may be felt on sidewalks at up to approximately 25 feet on roadways that serve as haul routes when large trucks pass. These construction vibration levels have the potential to result in some annoyance impacts for people within occupied structures near the

roadway. However, vibration levels from haul trucks on project roads would not represent a significant increase, as heavy trucks already use local haul routes. Therefore, potential vibration is not anticipated to extend into any vibration-sensitive structures near the local haul routes.

A less than significant impact is anticipated during construction and operation of the proposed Project for noise and vibration, and mitigation measures would not be required.

Comment A-3-14

5. Public Services: The Final EIR should specify which locality is responsible for public services along the ONT Connector route, or where one locality's responsibility ends and the next begins. Broadly, it is important to know which locality is the lead during an event. For public services it is especially important to know in the event of an incident requiring police or fire services, specialized equipment, or any sort of emergency response. It is also crucial that there is a strategy in place to determine where exactly an incident occurs and which locality, or both, is expected to respond to each location. Similar protocols exist and were worked out successfully for the Pacific Electric Trail; however, the tunnel response is even more complicated, albeit shorter in length, and ensuring there is a clear plan for a public safety response is critical to ensure the public is safe while using the facility.

Response to Comment A-3-14

Section 3.13 (Public Services), and Appendix E (Community Impact Assessment Technical Report) in the Draft EIR provides an analysis of public services for the proposed Project. Fire and Police emergency responders to serve the proposed Project have been identified in the Draft EIR within the existing setting. With implementation of MM-HAZ-2 and MM-TRA-1, the proposed Project would be required to coordinate with the emergency service providers. As discussed in Section 3.13.6.1.2.2, during operation, the proposed Project would be managed by Omnitrans. Omnitrans has its own Safety and Security Management Plan (SSMP) that outlines coordination between Omnitrans and emergency services to protect the patrons that utilize Omnitrans services. The Omnitrans SSMP defines activities, management controls, and monitoring processes that ensure that its patrons are adequately protected, and local fire jurisdictions have appropriate and unimpeded access to the system in the event of an incident.

Comment A-3-15

6. Appendix I: Energy: The total energy usage described in Appendix I Section 6.1.2.1 Construction Impacts, and Table 6-1: Proposed Project Energy Consumption Estimates During Construction appear significantly lower than previously discussed. The City asks that SBCTA reexamine this estimate to ensure its accuracy, and explain why the new energy usage is so much lower than previously anticipated, if this value is accurate. Finally, as a minor concern, Section 2.3.2.3 has a reference error in its first paragraph meant to illustrate the overview of the proposed station footprint.

Response to Comment A-3-15

Appendix I (Energy Technical Report), Section 6.1.2.1 of the Draft EIR discusses the energy consumed by the MSF, the tunnel boring machine, and the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels. The discussion also provides an analysis of the energy consumed during the duration of the construction of the proposed Project. The data presented in Table 6-1 are consistent with the data and discussion within Section 6.1.2.1. Prior to Section 6.1.2.1, data for energy consumption for San Bernardino County and the State of California are also presented. The proposed Project would result in a significant lower estimate when compared to the County and State.

Section 2.3.2.3 (Proposed Project Design) provides a description of the proposed Project. Figure 2-3, which depicts a typical transit tunnel section, has been included for illustrative purposes and the figure is the intended figure for the technical report. The overview of the proposed station footprints are presented in Figure 2-4 and Figure 2-5.

Comment A-3-16

7. Appendix F: Construction Methods: Page 4-1 describes that up to 200 employees are anticipated at the project site, therefore 200 individuals will require off-site parking. Given that Cucamonga Station will not be available for parking because it will be under construction while the Brightline West Station is developed, the Final EIR should include parking options and an analysis of parking or traffic impact from the incoming employees.

Response to Comment A-3-16

The proposed Project would result in a less than significant impact to parking. In addition, construction would occur in shifts, and it is not anticipated that 200 construction employees would be onsite at the same time. Additional information is provided in Section 3.14 (Transportation and Traffic) which discusses the proposed Project's transportation and traffic impacts. Discussion of parking impacts as a result of concurrent construction of Brightline West is provided in Section 3.14.3.2 (Cucamonga Metrolink Station Parking). The parking analysis is provided in Section 3.14 (Transportation and Traffic) and Appendix Q (Transportation Technical Report) of the Draft EIR.

Comment A-3-17

Also, Table 4-1 on Page 4-2 describes a Haul Route from Cucamonga Station that moves "eastbound on Azusa Court, northbound on Milliken Avenue…" Note that there is not a direct connection from eastbound Azusa Court to northbound Milliken Avenue. The haul route would require haulers to exit on 7th Street to access northbound Milliken, which should be clarified in the Final EIR.

Response to Comment A-3-17

Table 4-1 on Page 4-2 of Appendix F (Construction Methods Technical Report) of the Draft EIR has been revised to provide clarification of the haul route to the I-15. The changes to the Draft EIR can be found in Section 2 (Changes to Draft Environmental Impact Report) of the Final EIR. Although there could be the potential for the haul route to utilize the I-15, MM-TRA-1 would require the proposed Project to primarily utilize the I-10 corridor. Table 4-1 on Page 4-2 of Appendix F of the Draft EIR provides the haul route to I-15 as well as an alternative route to I-10.

Comment A-3-18

Finally, Page 4-9 states that construction at the proposed Cucamonga Station is stated to require approximately 3.2 acres but does not explain where the 3.2 acres will be located. The Final EIR should address specifically which area has been dedicated to this space.

Response to Comment A-3-18

Chapter 2, Project Description, Figure 2-4 (Cucamonga Station) depicts the location of the proposed Cucamonga Station location.

Comment A-3-19

8. Appendix Q: Transportation Technical Support: Section 4.4.2 (Cucamonga Metrolink Station Parking) shows that parking surveys were performed on two typical weekdays and typical weekend days for a span of 24 hours. The days selected were June 22, 25, 27 and 29, 2024. These are likely typical summer days but not at all typical of year-round peak periods as students would have been on summer break at this time. Therefore, the parking surveys very likely may be inaccurate or may underrepresent parking demand during the school year. The City encourages SBCTA to reconsider these surveys, and evaluate potential parking constraints that may appear during the school year. In addition, Table 8-6: Cucamonga Metrolink Station Parking Analysis During Project Construction describes parking surplus or deficit. The data in the table is concerning because it uses information from the surveys that do not take school traffic into account. Further, the East Lot of the station will be unavailable during the construction period because it will be under construction itself due to the Brightline West Rancho Cucamonga Station project. The Final EIR should reconsider the values in Table 8-6 without the East Lot's availability.

Response to Comment A-3-19

The parking dates are reflective of two weekday and two weekend data collections, and when summer session for students was in session. Metrolink issues quarterly fact sheets detailing ridership on each system line. The Spring 2024 fact sheet presented the ridership on the San Bernardino Line, on which the Cucamonga Metrolink Station is located, included an average weekday ridership of 6,305 and a

total weekend ridership of 73,062.[3] The Summer 2024 fact sheet showed that ridership on the San Bernardino Line included an average weekday ridership of 6,746 and a total weekend ridership of 79,957.[4] Given the ridership on the San Bernardino Line was higher during Summer 2024 than Spring 2024, it can be inferred that parking demand was also higher during Summer 2024. Therefore, the parking counts taken for the proposed Project are conservative and reflective of high parking demand.

Additionally, a parking analysis is included in Appendix Q, Transportation Technical Report, of the Draft EIR. The proposed Project is estimated to result in the temporary loss of 170 spaces at the Cucamonga Metrolink Station western parking lot during project construction. Both west and east lots at Cucamonga Metrolink Station are forecast to operate with unused parking stalls, with a total of 555 unused parking stalls on a typical weekday and 777 unused parking stalls on a typical weekend day during project construction. It should be noted that construction would occur in shifts, and it is not anticipated that 200 construction employees would be onsite at the same time. As such, the number of available parking stalls in both west and east lots would be sufficient to service the parking demand at either lot on a typical weekday or weekend day during project construction with the conservative assumption that each construction worker travels in a single-occupancy vehicle. Section 3.14 (Transportation and Traffic) discusses the transportation and traffic impacts for the proposed Project. Section 3.14.5 (CEQA Thresholds) identifies the CEQA thresholds that would determine if the implementation of the proposed Project may result in a potentially significant impact pursuant to CEQA. Parking analysis is also discussed in Section 3.14 (Transportation and Traffic), and Appendix Q (Transportation Technical Report) of the Draft EIR.

Comment A-3-20

We also encourage a review of Figure 3.14-26 Construction Traffic Distribution for Cucamonga Station before the Final EIR is published. Currently, the figure shows that 100% of all trips will travel from and return to I-10. However, the haul route identified in Table 2-1 of Appendix F states that some haul trucks will travel northbound on Milliken Avenue to eastbound Foothill Boulevard to instead access the I-15. This discrepancy should be reevaluated before publishing the Final EIR because as the table currently proposes, and as discussed above, the routes travel some of the highest traffic areas in Rancho Cucamonga and have a high chance of impacting traffic for many years. It is critical to appropriately evaluate these impacts in the Final EIR.

Response to Comment A-3-20

Implementation of MM-TRA-1 identified in Section 3.14 (Transportation and Traffic) would require the proposed Project to prepare a Transportation Management Plan. The Transportation

[3] Metrolink. 2024. Fact Sheet Q4. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q4-fy2024.pdf. Accessed: February 17, 2025.
[4] Metrolink. 2024. Fact Sheet Q1. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q1-fy25.pdf. Accessed: February 17, 2025.

Management Plan would require the project haul trucks to have designated routes that primarily utilize the Interstate 10 (I-10) corridor. These routes are to be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. Although, there could be the potential for the haul route to utilize the I-15 as an alternative route, MM-TRA-1 would require the proposed Project to primarily utilize the I-10 corridor. An alternative haul route to the I-10 is also provided (Refer to Appendix F, Table 4-1). In addition, MM-TRA-1 would require the proposed Project to include measures to maintain customer and delivery access to all operating businesses near construction work areas.

Comment A-3-21

9. Cumulative Impacts: There are a few errors in the cumulative analysis of ongoing projects. Currently, the Draft EIR incorrectly depicts The Resort project description. Specifically, the development footprint and number of units is only a fraction of the true project, and the location needs to be updated. Similarly, related projects 22, 23,24, and 25 are completed and do not need to be considered in the Final EIR. Finally, the Brightline West project location is incorrect and missing Rancho Cucamonga as the terminus.

Response to Comment A-3-21

The Commenter identifies projects that were under construction or that have not been completed during the drafting of the Draft EIR. However, these projects are now complete and are now considered past projects. Table 3.18-1 of Section 3.18 (Cumulative Impacts) summarizes the related projects in the vicinity of the proposed Project that have the potential to create cumulatively considerable impacts in conjunction with the proposed Project. As established in the CEQA Section 15355, related projects consist of "*closely related past, present, and reasonably foreseeable probable future projects…*". Per CEQA guidelines, the projects included are appropriate and no change is required in the Draft EIR.

Brightline West project as a whole is considered for the cumulative impact analysis. The summary column within Table 3.18-1 identifies the City of Rancho Cucamonga as being part of the Brightline West project.

Comment A-3-22

Cumulative Energy impacts currently does not describe RCMU as part of the service area. This is also the case in related Section 3.18.5.16 and 3.18.5.16.1, which also do not mention cumulative impacts to electricity. As described above, both RCMU and SCE have constrained infrastructure in this area and may not be able to serve the tunnel boring machine.

Response to Comment A-3-22

The proposed Project would have a less than significant impact to energy and energy cumulative impacts. Section 3.5 (Energy) discusses the electricity usage for the proposed Project. In Section 3.18, (Cumulative Impacts) electricity cumulative impacts for the proposed Project are discussed in Section 3.18.5.5.

The proposed Project requires the services of Southern California Edison, which SBCTA is in consultation with for the electricity for the TBM. SBCTA is working with SCE and the final details will be addressed in the design phase.

Comment A-3-23

In addition, the Cumulative Transportation impacts analysis in general should have a construction component considering all of the construction planned for Cucamonga Station in the coming years. Along a similar vein, given the traffic and electricity constraints at Cucamonga Stations, the Final EIR should take into serious consideration a project alternative that looks at beginning the construction and tunnel activity at ONT.

Response to Comment A-3-23

Section 3.18 (Cumulative Impacts) provides a discussion of the cumulative impact for the proposed Project. More specifically, Section 3.18.5.14 provides a cumulative impact analysis of transportation and traffic for the proposed Project. The proposed Project would have a less than significant impact to transportation and traffic cumulative impacts

Table 3.18-1 summarizes the related projects in the vicinity of the proposed Project that have the potential to create cumulatively considerable impacts in conjunction with the proposed Project. As established in the CEQA Guidelines, related projects consist of "*closely related past, present, and reasonably foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area*" (CCR, Title 14, Division 6, Chapter 3, Section 15355). Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment A-3-24

Finally, the Final EIR should consider Rancho Cucamonga Capital Projects like the Advanced Traffic Management Systems (STMS). Milliken Avenue is included in Phase 2 of that project which will begin in Spring 2025 and is projected to last approximatively one year.

Response to Comment A-3-24

Section 3.18 (Cumulative Impacts) provides a discussion of the cumulative impact for the proposed Project. Table 3.18-1 of Section 3.18 (Cumulative Impacts) summarizes the related projects in the

vicinity of the proposed Project that have the potential to create cumulatively considerable impacts in conjunction with the proposed Project. As established in the CEQA Guidelines, related projects consist of "*closely related past, present, and reasonably foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area*" (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3, Section 15355).

The City of Rancho Cucamonga's planned Advanced Traffic Management Systems project would install closed-circuit television (CCTV) cameras, communication networking equipment and over 60 traffic signals that will flow into the local Traffic Management Center, reducing traffic congestion and improving roadside safety.[5] The primary goal of this project is to deploy new intelligent transportation system communication infrastructure to support the management of the city's transportation network.

Per CEQA Section 15355, the Draft EIR should only consider those past, present, and future actions that incrementally contribute to the cumulative effects on resources affected by the proposed Project. Actions affecting other resources, or with cumulatively insignificant impact on the target resources, would not add value to the analysis. The Advanced Traffic Management Systems project involves equipment installation and is not a project that would change the conclusions of the cumulative impact analysis.

Comment A-3-25

In conclusion, we emphasize the importance of a comprehensive and transparent environmental review process for the proposed ONT Connector route. We are excited for the potential benefits for the region that such a facility might provide and want to ensure its success by considering all possible roadblocks and concerns. We respectfully require SBCTA respond to these comments in the Final EIR for this project, to ensure all reviewers have an adequate understanding of the proposed Project.

Thank you again for the opportunity to comment on this Draft EIR and EA. Please consider these comments during the development of the Final EIR, and feel free to contact me if you require any additional information or clarification. We appreciate SBCTA's progress on the environmental review of this project and request that you continue to notify the City of all future steps and opportunities to participate in the environmental review process.

Response to Comment A-3-25

Comment noted for the record.

[5] Office of United States Representative Pete Aguilar. April 23, 2024. *Rep. Aguilar Highlights $2 Million Public Safety Investments in Inland Empire. Available at: https://aguilar.house.gov/2024/04/26/rep-aguilar-highlights-2-million-public-safety-investments-in-inland-empire/. Accessed December 11, 2024.*

3.2.3 ORGANIZATIONS

O-1 CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE

Comment O-1-1

This letter is being provided on behalf of the Center for Community Action and Environmental Justice (CCAEJ) to respond to the Draft Environmental Impact Report (SCH #2022070039) which has been prepared for the proposed Ontario (ONT) International Airport Connector Project. We are concerned with the Project as proposed for a number of reasons including the lack of alternatives considered, the use of limited local funds for a project without much capacity.

Response to Comment O-1-1

Comment has been noted for the record.

Comment O-1-2

The first concern is for the lack of alternatives considered. In the Introduction section of the EIR document, 1.1 Background details previous work and study regarding getting a rail transit connection to ONT with some sort of rail shuttle to the Rancho Cucamonga Metrolink station coming out as the best option in most cases. However, Section 2.3 Alternatives Evaluated shows that the current effort only looked at the Tunnel concept which is extremely problematic. Leaping over the wealth of studies on the topic, the proposed Project arose not from careful study to best match available public resources with the need and potential use, but from the whims of a company which has since withdrawn its own involvement in the scheme[1] as costs have risen beyond the rosy promises made in the past[2]. Instead, as detailed in the EIR documents, the latest cost estimates have risen substantially to be more commensurate with those which were forecast in the previous studies for other more conventional options. [Footnote[1]: Elon Musk might not build tunnel to Ontario Airport after all – Daily Bulletin.; Footnote[2]: Elon Musk's Boring Co proposes tunnel to Ontario airport as alternative to light rail – Daily Bulletin.]

Response to Comment O-1-2

The intent of Chapter 1, Introduction, is to provide an introduction to the Draft EIR. For example, Chapter 1 includes explanation of the Draft EIR document organization, environmental review process, identification of the CEQA lead, responsible and trustee agencies, intended use of the EIR, scope of the EIR, and other introduction topics. Section 1.1 (Background) includes a summary of the previous studies; however, the Alternatives considered but withdrawn from further consideration are provided in Chapter 5 (Alternatives) of the Draft EIR.

The intent of Chapter 2 (Project Description) is to provide a detailed description of the proposed Project for the Draft EIR. For example, Section 2 provides a description of the proposed Project,

including project location, project features, project objectives, construction information, existing and surrounding land uses and other information regarding the proposed project. Section 2.3 (Alternatives Evaluated) identifies the alternatives that were carried into the Draft EIR. However, detailed information regarding previous alternatives considered but withdrawn from further consideration is provided in Chapter 5, Alternatives, of the Draft EIR. In addition, to provide further clarification of the previous alternatives considered but withdrawn from further consideration, an Alternatives Considered Report has been added to the Draft EIR as Appendix T (Alternatives Considered). Appendix T is included in the Final EIR as Appendix D (Appendix T [Alternatives Considered]) which provides further discussion of the alternatives considered but withdrawn from further consideration.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not determined.

Comment O-1-3

At the same time, while the costs have risen, the value has not. As detailed in Figure 1, with the exception of the bus alternative, previous studies of rail transit connections to ONT were forecast to provide more than 350 seats per hour per direction. This is more than triple the capacity which the EIR documents state will be provided by the proposed Project and the most robust of the options would exceed the stated capacity of the Project by more than five times.

Response to Comment O-1-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment O-1-4

However, despite that, the Project is not only one third (much less one fifth) the cost of other alternatives. Per Table 2-1: Project Cost and Funding Sources, the estimated cost of the Project is more than $538 million (including $132 million of local funds), nearly 10 times as expensive as when first announced by The Boring Company as an unsolicited proposal. In comparison, Table ES.2: Summary of Evaluation of Alternatives of the Ontario Airport Rail Access Study where cost estimates varied from $618M to $1B which in 2024$, would be from $802M to $1.34B. While larger numbers overall, these would obviously have a lower per-rider cost than the proposed Project.

Response to Comment O-1-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-1-5

San Bernardino County residents and taxpayers already face many constraints with their personal budgets as well as travel options, with many unmet needs on the transit front. Similarly, SBCTA faces difficult decisions for funding projects, particularly for transit. In frontline communities such as Bloomington, bus service has been cut back, making it harder for people to travel to neighboring communities. The proposal for this Project to absorb at least $132 million of local funds represents a lot of opportunity for much-needed improvements elsewhere in the county which would provide much better connectivity for more people. Furthermore, it is concerning to see that Omnitrans would also be in charge of managing the tunnel and vehicles as that could put additional strain on the operations budget. In a time when we are in desperate need of better bus service in the San Bernardino Valley which Omnitrans serves and when projects and proposals for achieving those better service options are languishing for want of funding, we cannot let what has amounted to little more than a gimmick to distract officials from the in-progress options for transit projects, including a connector to ONT but with additional benefits beyond just going back and forth between the airport and Rancho Cucamonga, to suck up so much money.

Response to Comment O-1-5

Comment has been noted for the record.

Comment O-1-6

CCAEJ would like to reiterate that this Project represents a setback for achieving additional and improved transit services in San Bernardino County. While we appreciate the idea of technological advancement and having additional travel options, this Project does not appear to represent an opportunity to equitably meet the needs of and the lack of considering other previously-studied options as alternatives to the Project underscores the depth of the disconnect of this Project and broader transportation needs in the region. Furthermore, the costs threaten other more worthy projects and it does not seem to be the best use of public funds. It would be ideal for SBCTA to review the Project in comparison to other alternatives and at most, let the private sector realize construction and operation so as to not further burden local resources.

Thank you for your time and attention to these matters. If there are any questions, please do not hesitate to contact us for clarification. Sincerely, Marven E. Norman, MPA Policy Coordinator.

Response to Comment O-1-6

Comment has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-1-7

CENTER FOR COMMUNITY ACTION AND ENVIRONMENTAL JUSTICE
"Bringing People Together to Improve Our Social and Natural Environment"

7.2.1 System Capacity

System capacity in transit operations is measured as the maximum number of passengers that can be carried past a single point on a fixed route, in a given period of time. The most common measure of capacity is in terms of passengers per hour. For this analysis, system capacity was determined as weekday seats by direction for peak hour, based on a typical number of seats per vehicle for the technology combined with the number of vehicles in operation during the peak hours of operation. **Table 7.3** presents the results of the system capacity analysis.

Table 7.3: System Capacity

Alternative	Peak Hour Seats by Direction
A-3	368
A-4	368
A-7	368
B-2	120
C-5	552
D-1	532

Based on the findings, alternatives C-5 and D-1 are expected to provide the highest peak hour passenger capacity by direction, while the bus alternative (B-2) would provide the lowest capacity.

Figure 1: Section 7.2.1 System Capacity from the SANBAG [SBCTA] Ontario Airport Rail Access Study (2014) detailing the hourly capacity of the various proposals. Retrieved from https://www.gosbcta.com/wp-content/uploads/2019/10/Ontario-Airport-Rail-Access-Study-Report.pdf

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Response to Comment O-1-7

Comment has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

O-2 INLAND EMPIRE URBANISTS, CALIFORNIA FOR ELECTRIC RAIL, THE TRANSIT COALITION

Comment O-2-1

Dear Tim Watkins, FTA, ONT Connector Staff, and SBCTA Staff and Board Members,

On behalf of IE Urbanists, a coalition of San Bernardino and Riverside County residents advocating for transportation improvements in the Inland Empire, Californians for Electric Rail (CER), which advocates for rail electrification around the state, and The Transit Coalition, which supports transit projects in Southern California and nationwide, we write to express our strong opposition to the Ontario International Airport (ONT) Connector project as proposed.

As local stakeholders and strong advocates for effective and fiscally-responsible public transit in San Bernardino County, we believe the proposed project and mode choice will not meet the region's

needs for reliable, robust, and high-capacity transit between ONT Airport and the Rancho Cucamonga Metrolink/Brightline West Station. In this letter we outline our deep concerns with the Draft Environmental Impact Report (DEIR) and provide our technical input on the project.

Response to Comment O-2-1

Commenter's opposition to the proposed Project has been noted for the record.

Comment O-2-2

In short, we urge SBCTA to reject the Build Alternative which relies on an unproven and low-capacity service model of "autonomous, zero-emission vehicles on an 'on-demand' basis." We also urge you to return to the drawing board and provide a fair analysis and consideration of rail alternatives, which is what this corridor and region deserves. We ask you to prioritize the long-term transportation needs of San Bernardino County residents by rejecting the ONT Connector Project as planned and commit instead to a reliable, high-capacity rail solution.

Response to Comment O-2-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment O-2-3

It is our strong position that the DEIR performed an inadequate and deficient analysis of the rail alternatives that were extensively studied in 2008, 2014, and 2018. One cannot fail to notice that these rail alternatives were rejected promptly after the unsolicited Boring Company proposal was received in 2019. Reasons provided for rejecting the rail alternatives do not hold up to evidence and best practices. Reasons given include impacts to roadway capacity and difficulty of right-of-way (ROW) acquisition, which have not impeded other light rail (LA Metro, San Diego MTS) and Metrolink projects in Southern California. Also cited are high maintenance and operations costs, which fail to acknowledge that SBCTA already spends significant sums on maintenance and operations spending for Metrolink DMU and ZEMU projects for which this project could piggyback on, and fails to identify potential ridership and farebox revenue gains from investment in rail.

Response to Comment O-2-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-2-4

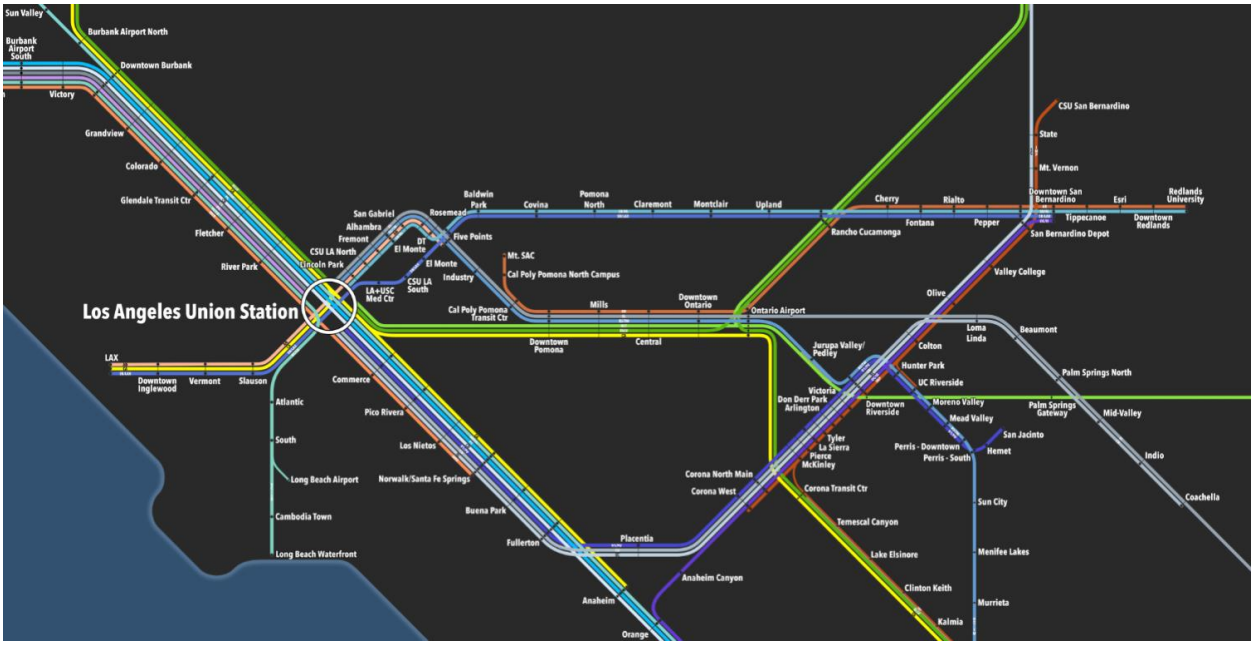
The Strategic Planning Study Report for Metro Gold Line Extension to the Ontario International Airport (2008), Advanced Regional Rail Integrated Vision – East (ARRIVE) Study (2014), Ontario Rail Access Study (2014), Hybrid Rail Service Planning Study (2018), and SCAG Los Angeles and San Bernardino Inter-County Transit and Rail Connection Study (2018) identified several viable rail alternatives, including Metrolink, Metro Gold Line (now A Line) DMU, ZEMU, and light rail extensions which have the potential to provide reliable and proven connectivity between ONT and Rancho Cucamonga Station and support frequent service across counties and a wide range of travel patterns. Such alternatives would significantly ease traffic congestion from vehicles and reduce VMT and emissions in the region, which is plagued with the worst air quality in the nation.

Response to Comment O-2-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. As discussed in Section 3.2, (Air Quality) and Section 3.14 (Transportation and Traffic) of the Draft EIR, once operational, the proposed Project would be a transportation improvement to first/last-mile access, which would encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and congestion and have a net air quality benefit, as reduced VMT results in reduced combustion emissions.

Comment O-2-5

To visualize one proposal of rail connections to ONT Airport based on previous studies cited above, see Nick Andert's YouTube productions, The Insane Potential of Ontario International Airport and Full Metro Region Proposal, with a portion of his 2075 vision captured below. Note the prominence of Ontario Airport as a hub for light rail and heavy rail service in the broader context of the region.



Response to Comment O-2-5

The YouTube video forwarded covered a wide range of information and included comparisons made to the proposed Project. The video presents both near-term and far-term transit connectivity opportunities and alternatives to the proposed Project for ONT. It proposes a DMU hybrid rail train as a more efficient alternative to the autonomous vehicle tunnel connector suggested under the Project for connecting ONT to the Rancho Cucamonga Metrolink station. According to the video, the DMU train would offer higher capacity and better luggage accommodation compared to the autonomous vehicles. The DMU train would operate along the creek ROW as a grade-separated hybrid rail shuttle. According to the video, this route could potentially be more cost-effective than the tunnel connection proposed under the Project, as it follows a shorter, above-ground alignment. The video also mentions prioritizing a connection between ONT and LA Metro's A-Line before the Rancho Cucamonga Metrolink connection. According to the video, integrating ONT with LA Metro's system would significantly expand its catchment area, funneling more LA County travelers—who are expected to outnumber San Bernardino County users—into the airport, driving greater economic growth.

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-2-6

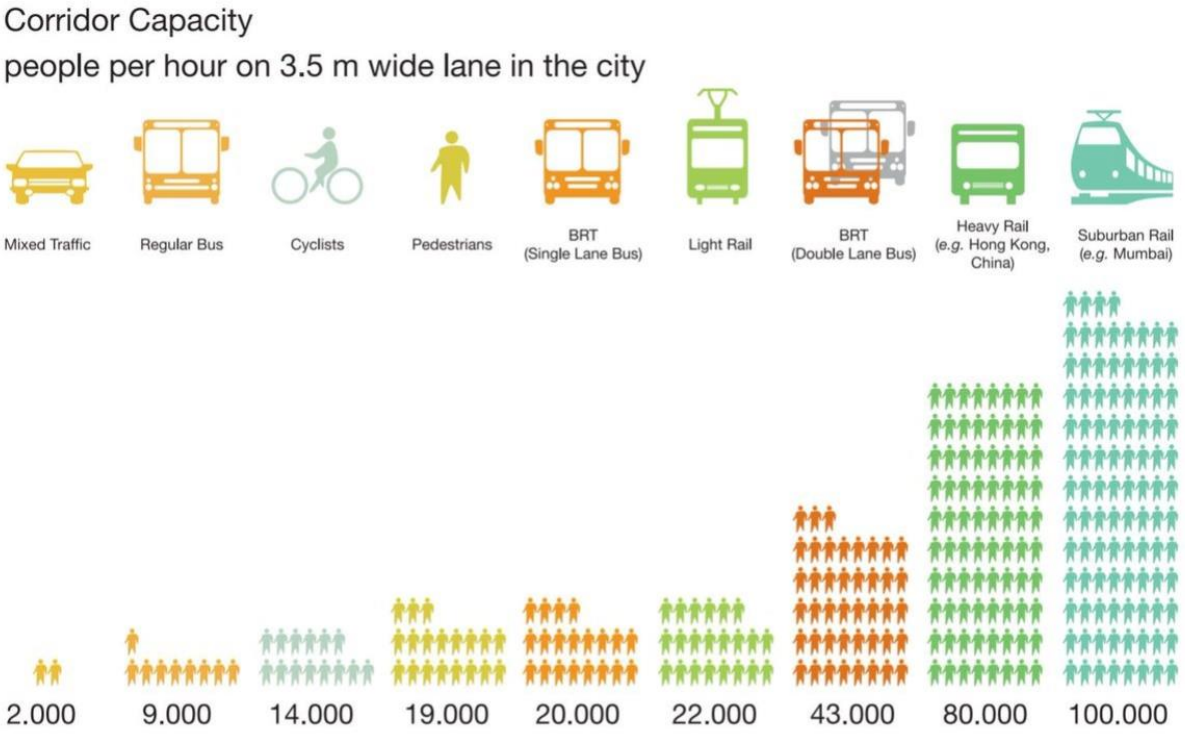
Below are the major concerns we find in the ONT Connector's Build Alternative that must be adequately addressed in the Final EIR and we feel are grounds to reject the current model:

1. Severely Limited Capacity:

The DEIR provides the following description of the service model: "The proposed Project would operate autonomous electric vehicles to transport passengers between the Cucamonga Metrolink Station and ONT. The autonomous 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 arrives at the destination station and passengers deboard, new passengers would board, and the group of vehicles would return to its origin station…. The proposed Project would provide a peak one-way passenger throughput of approximately 100 per hour." (ONT Connector DEIR, 2-15).

The project's peak throughput of 100 passengers per hour is wholly inadequate compared to transportation needs between passengers at the airport and rail station and the project's own stated required capacity of 300 per hour: The DEIR states "SBCTA estimates that a peak passenger throughput of 300 people per hour is required for the proposed Project" (DEIR, 5-9). The higher capacity of rail is acknowledged in the Alternatives Considered section but given as a reason to reject rail, citing "operating capacity for a double-track DMU or LRT is between 2,808 passengers to 4,860 passengers per hour (Metro 2022). The capacity of the rail systems greatly exceeds the required specifications of the proposed Project. Therefore, investment in a high-capacity rail system is not justified" (DEIR, 5-9). Given that the ONT airport is undergoing expansions and high speed rail will reach Rancho Cucamonga station within the decade, why is the "required specification" of 300 per hour for the project taken as an upper limit?

Bus rapid transit, light rail, and heavy rail can support 20,000-100,000 per hour. This capacity is orders of magnitude higher than projected peak capacity of the ONT Connector, and is on par with projected throughput at the growing Ontario Airport and future Brightline West high speed rail terminating at Rancho Cucamonga Station. ONT Airport sees upwards of 23,500 passengers per day with thousands more traveling daily via Metrolink and. eventually, Brightline West. Why does the DEIR not present passenger demand at these stations? Peak capacity of the ONT Connector fails to meet future demand.



BRT = bus rapid transit, m = meters
Sources: H. Botma and H. Papendrecht. 1991. Traffic Operation of Bicycle Traffic. In *Transportation Research Record 1320*. TRB. Washington, D. C.: National Research Council, and based on GTZ calculations (2009).

Response to Comment O-2-6

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Brightline West had its own environmental review process and impacts resulting from the Brightline West project, such as passenger demand, should be discussed with that project's environmental documents. For the purposes of the proposed Project, CEQA Guidelines Section 15130 mandates that an EIR discuss the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulative impact analysis evaluates closely related past, present, or reasonably foreseeable, and probable future projects, which includes Brightline West. Section 3.18 (Cumulative Impacts) provides an evaluation of the cumulative impacts from the implementation of the proposed Project pursuant to CEQA.

Comment O-2-7

2. Redundancy With Existing Transit:

This project will duplicate the above-ground ONT Connect shuttle currently in-service the under-construction West Valley Connector BRT without enhancing capacity. We commend SBCTA and local agencies like Omnitrans for providing shuttle options and rapid transit along this corridor, and we do not understand how the ONT Connector would provide any meaningful alternative to the existing and future shuttle and bus services. There is no adequate justification provided in the DEIR for an underground service that essentially duplicates bus service. Staff resources and limited regional funding would be better spent on enhancing these existing and future rapid bus options ease congestion, improve travel times, and add frequency and service hours.

Response to Comment O-2-7

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment O-2-8

3. Technical Risk and Unproven Technology:

There are no delivered examples of the proposed autonomous vehicle technology. The Las Vegas Loop system has required constant heavy intervention from operators to correct software and technical deficiencies with the current Tesla vehicle technology and tunnel infrastructure. Furthermore, the Las Vegas Loop is not an example of public transit and operates as a private conference-only system, raised serious worker safety and OSHA issues while being built, and continues to be ridiculed as "hilariously bad." Autonomous vehicles have not successfully transitioned from a research and development platform to revenue service outside of extremely limited deployments in 2024. Adopting such an immature technology raises real and present risk that $500 million dollars (or more) are spent on a model which underperforms even its current insufficient technical specifications. Tech moguls promising such technology without proving it in practice are selling vaporware.

The DEIR is deficient in its analysis of the proposed technology and lacks operational data on public transit reliability for the ONT Connector model. The Final EIR should include a review of performance data from existing projects such as the Las Vegas Loop and how these findings would apply to the San Bernardino County context. It should also compare this to operational data and reliability of existing rail services. SBCTA and its partners have experience operating light rail and heavy rail in Metrolink and Arrow trains. SBCTA's serious entertainment of unproven and "gadgetbahn" technology in pursuit of this project instead of rail options poses a grave misuse of public funds and violation of public trust.

Response to Comment O-2-8

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The commenter's request to conduct a review of performance data from other existing projects is not a requirement of CEQA. The purpose of an EIR is to provide an environmental evaluation of the proposed Project. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project.

Comment O-2-9

4. Safety & Emergency Concerns

The Las Vegas Loop, a similar model of autonomous vehicle underground transit, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and emergency response concerns during construction and in operation. This is a faulty system that relies on human operators operating

individual vehicles, instead of proven and reliable rail systems that utilize high-capacity trains with multiple cars on tracks and following industry-standard and federally-regulated safety mechanisms.

The Final EIR must comprehensively address emergency protocols, including evacuation procedures, fire safety, and passenger assistance within a confined tunnel system using autonomous vehicles. Please include an analysis of emergency response times in the event of a breakdown, collision, or fire in the ONT Connector. Adequate analysis must compare these safety and emergency risks with those of light rail and heavy rail options, which could be constructed aboveground along dedicated ROW, are in operation daily in San Bernardino County, and have federally-regulated requirements for construction and safety.

Response to Comment O-2-9

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The emergency service providers evaluate their performance levels and funding sources on an annual basis to provide adequate staffing levels to address response times. It is the assessment of these resources and the emergency service providers that set the adequate response times expectations. This is not a requirement of CEQA to define response times on behalf of these emergency service providers.

The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

Comment O-2-10

5. Cost & Funding Risks:

The over $490 million estimate for this project is severely understated, given LA Metro tunnelling and excavation costs at similar project lengths ranging from $1-7 billion. The project must also address funding instability and sourcing, given that the project is drastically uncompetitive, receiving zero dollars from the most recent round of California TIRCP grants.

Given high initial cost estimates and ongoing maintenance requirements, the EIR should include a detailed financial analysis of projected operating and maintenance costs over the next 20 years, and compare these fairly to rail alternatives. The EIR should include a discussion of funding stability, considering the rejection of this project for statewide transit funding. This project should not rely on speculative or uncertain funds for construction or operation. Funding viability of the project as proposed is in serious question, indicating proven transit, such as rail, is preferred and would be far more competitive for funding.

Response to Comment O-2-10

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment O-2-11

6. Environmental Impacts:

This project as proposed will increase VMT and emissions during construction as stated in the DEIR, and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail due to low service capacity at this cost and scale.

Response to Comment O-2-11

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have Particulate Matter sized 10 microns or less in diameter (PM_{10}), Particulate Matter sized 2.5 microns or less in diameter ($PM_{2.5}$), nitrogen oxides (NOx), and volatile organic compound (VOC) emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7, (Greenhouse Gas Emissions), provides discussion of GHG emission impacts associated with the proposed Project.

The proposed Project would result in a less than significant impact to transportation and traffic. As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-2-12

SBCTA must provide an honest analysis of the proposed project compared to rail alternatives with regards to VMT, congestion, and emissions. A full VMT and trip generation analysis for rail extensions of Metrolink, Brightline West, or A Line light rail versus the ONT Connector model is missing.

Response to Comment O-2-12

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. To provide further clarification of the previous alternatives considered but withdrawn from further consideration, an Alternatives Considered Report has been added to the Draft EIR as Appendix T (Alternatives Considered). Appendix T is included in the Final EIR as Appendix D (Appendix T [Alternatives Considered]), which provides further discussion of the rail alternatives considered but withdrawn from further consideration.

Per CEQA Section 15130 1a *"An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR."* The Draft EIR does not provide evaluation or analysis of the other projects beyond the context of cumulative impact analysis. Other projects would be required to conduct their own environmental review process and evaluate the construction impacts associated with those projects. However, it is outside the scope of the Draft EIR for the proposed Project to prepare analysis and evaluate other projects. Please refer to the environmental impact reports for the other projects mentioned for their analysis of VMT and trip generation analysis.

Refer to Master Response 2 regarding fleet size and capacity. The proposed Project is intended to be scalable to adjust to the changes in future ridership demand. The proposed Project would utilize

autonomous vehicles. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term. Although rail could possibly provide more capacity, the proposed Project has been planned with current demand and ridership needs. As discussed in Master Response 2, as ridership and demand increases, the capacity of the autonomous vehicles could be scaled to meet the increase in demand. In addition, as discussed in the Alternatives Considered report the rail alternative includes more transportation and traffic impacts compared to the proposed Project.

Comment O-2-13

There is no accounting for the lifecycle emissions, resource demands, and environmental impact generated from a large fleet of electric vehicles and subsequent battery disposal compared to high-capacity electric rail that can run on renewable energy from overhead traction power.

Response to Comment O-2-13

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. The analysis in Section 3.2 provides an evaluation of the proposed Project's air quality impacts during construction and operation activities. In the event that batteries require replacement, they would be disposed of or recycled in accordance with federal and state requirements at approved disposal sites. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment O-2-14

The tunnel option also creates greater impact to paleontological and archeological resources and subsurface utility hazards compared to a surface project.

Response to Comment O-2-14

Section 3.4 (Cultural Resource), and Section 3.6 (Geology, Soils, Seismicity, and Paleontology) of the Draft EIR discusses potential impacts to archaeological and paleontological resources from the proposed Project, respectively. Construction activities associated with the proposed Project are not expected to disturb or expose intact archaeological resources. MM-CUL-1 would reduce the impacts to archaeological resources by ensuring that in the event that archaeological materials are encountered during construction, all construction work shall be halted and a qualified archaeologist consulted to determine the appropriate treatment of the discovery (CCR Title 14, Chapter 3, Section 15064.5(f)). As noted in the Draft EIR, the proposed Project would result in less than significant impacts to archaeological resources.

As discussed in Section 3.6 of the Draft EIR, shallow excavation activities in previously disturbed areas, such as at the stations, are unlikely to expose or disturb paleontological/fossil resources. Deeper

excavations at the proposed stations and during the cut-and-cover activities associated with the tunnel and vent shaft and the relocation of affected utilities could disturb or damage fossil resources. In addition, use of the TBM would likely prevent the discovery of fossil resources, and some may be damaged during tunnel construction. Mitigation Measures would be implemented to reduce the potentially significant impacts prior to and during construction of the proposed Project. With implementation of MM-PAL-1 through MM-PAL-4 during tunneling activities, avoidance is not feasible, and the impact would remain significant and unavoidable.

The proposed Project would be in compliance with all applicable existing regulations during construction. As discussed in Section 3.8 (Hazards and Hazardous Materials) occupational safety standards exist in federal and state laws to minimize worker safety risks from both physical and chemical hazards in the workplace. Section 3.16 (Utilities and Service Systems) discusses the utilities and service systems impacts for the proposed Project.

Comment O-2-15

Why is a tunnel necessary given land use in the planned area? SBCTA must pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options include, but are not limited to: Metrolink Riverside Line extension West to ONT, a Brightline West and Metrolink San Bernardino Line extension South to ONT, an Arrow Line extension East and South to ONT, and a Metro/SBCTA A Line Extension to Rancho Cucamonga and/or ONT. Any or a combination of these options would be far more competitive for state and federal transit funding and better suited for quality service into the region's future. Rather than duplicating existing service, these options provide increased regional connectivity (e.g. access to Riverside, Los Angeles, and Orange Counties) and have far greater VMT reduction potential.

Response to Comment O-2-15

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment O-2-16

The model as proposed is rendered obsolete by existing shuttle and BRT service along the same corridor, which is justification alone to halt this planning process. However, our organizations and advocates around the region understand the incredible potential of pursuing rail extensions between ONT and Rancho Cucamonga Station and urge SBCTA to look long-term and regionally to invest in durable, high-capacity rail solutions as a better investment of public funds instead of this flawed and limited model that fails to meet projected demands or provide any long-term benefits.

We strongly urge the SBCTA board and staff to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, costly,

unproven, and high-risk model in the ONT Connector Build Alternative that fails to provide the transit service that this region and its residents deserve. It is not too late to change course, for the benefit of the region. Thank you for considering and responding to our comments.

Response to Comment O-2-16

Refer to Response to Comment O-2-7 regarding existing bus service. Commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

3.2.4 INDIVIDUALS

I-1 YONATAN AHITUV

Comment I-1-1

To whom it may concern, The ONT airport deserves an effective transit connection, and for that reason, I highly oppose any sort of "autonomous vehicle tunnel" to ONT. These have been highly ineffective in Las Vegas, suffer from all sorts of safety, reliability, and capacity issues. For example, cars cannot follow closely to one another and must keep a distance, they also must autonomously follow curves, and each require an individual battery. If only there was a technology which would allow these cars to follow closely, and raise capacity, decrease costs by having one motorized vehicle carry others, and some sort of system that would allow the vehicles to follow the path easily...oh wait, that's called a train. Please instead connect ONT via an A-line extension or a DMU shuttle which can later be converted to an Arrow connection and save valuable taxpayer dollars.

Response to Comment I-1-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-2 JOSE DENNIS DIMAPILIS ALABASO

Comment I-2-1

I think I'm beginning to like it. Why? Because it could become the perfect connection from Rancho Cucamonga Metrolink Station to Terminals 4 & 2 located near the bus tops of Ontario International Airport. For the International Terminal: Will there be an addition for both 'British Airways' and perhaps 'Air France/KLM' in nonstop European Flights?

Response to Comment I-2-1

The commenter's support for the proposed Project has been noted for the record. Airport operation regarding European flights are the responsibility of the OIAA and is not part of the proposed Project description for analysis.

I-3 MOHAMMED ALAM

Comment I-3-1

The traffic in Inland Empire has gotten much worse and expanding freeways has not worked. We need alternative transportation for well known traffic corridors. As we are expanding service for Metrolink, Arrow Service, and breaking ground on Brightline High Speed Rail we need expand local metro rail within the Inland empire.

Response to Comment I-3-1

Comment has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-3-2

Please build a double track ELECTRIC train connection that is underground or separate from traffic. I am tired of having to pay $40 to $60 for a rideshare to sit in traffic.

I also do mean an actual train. Please DO NOT build a tesla car in firetrap tunnel! Electric trains are built in all advance countries and even now developing countries! Our region cannot fall behind developing countries in Latin America, Asia, and Africa.

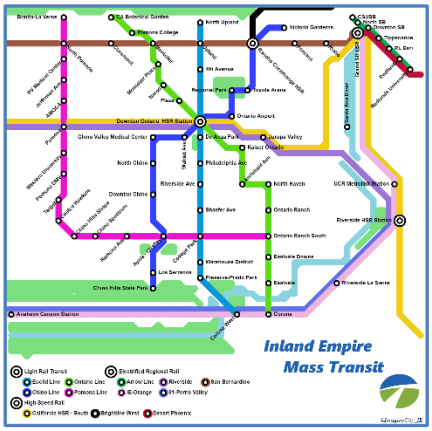
Response to Comment I-3-2

Comment has been noted for the record.

The proposed Project would have a less than significant impact to fire and fire emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to fire services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans and evacuation plans. Section 3.8 (Hazards and Hazardous Materials) provides discussion of the potential impacts to emergency response plan or emergency evacuation plan associated with the proposed Project. The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-3-3



Response to Comment I-3-3

The commenter's map attachment displays long-range transportation plans proposed by other agencies in the Inland Empire. A discussion of projects related to the proposed Project is provided in Section 3.12 (Cumulative Impacts) of the Draft EIR.

I-4 ADAM APPESH

Comment I-4-1

It would be much more preferable to have this project be completed with rail, and use vehicles with steel wheels but the route SBCTA has taken is understandable. Teslas should not be used for this project, given the major reliability issues and track record of Tesla.

Response to Comment I-4-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-5 FARAZ AQIL

Comment I-5-1

Hello Ontario International Airport Connector Team. My name is Faraz Aqil, and I use public transportation everyday for work. And although I'm a resident of Downey, me and my family much ps take flights here at Ontario Airport due to the less congestion of travelers, it's a smaller airport (less distance walking between terminals), and cheaper prices for flights. So we would love to use public transportation to quickly travel between our home and Ontario Airport without car. But after reading the Draft EIR, I do not support the ONT Connector using car shuttles as the mode of transportation to carry riders from Ontario Airport to the Rancho Cucamonga Metrolink/Brightline stations.

Response to Comment I-5-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-5-2

First, I'm worried that if one of these autonomous cars stalls or has an accident, it will cause big delays. The Draft EIR says the unground path is a 24-foot inner diameter bidirectional tunnel (12 ft for each direction). Since the average space for a 1 car lane is 12 ft, that means there's only enough space for 1 car to travel in each direction. Which means if something like trash or an obstacle blocks the path of the autonomous cars, they would not have anywhere to go and will be stalled at their spot (and blocking traffic behind them). Also electric vehicles use lithium batteries, and if something happens that causes them to be engulf in flames, it will be extremely difficult to put them out (to the point where firefighters just let the car burn). Battery fire chemicals can cause environmental damage to the underground tunnel, the soil, and the groundwater. And a potential fire will block the underground tunnel from being used until the fire is out and damaged vehicle(s) are removed (which can take many, many days).

Response to Comment I-5-2

The proposed Project would be designed and constructed in compliance with local, State, and federal regulations regarding safety and security and emergency protocols and response, including NFPA standards. Utilities within the tunnel would include drainage, electrical, and fire/life safety, including a fire-rated internal separation wall for emergency egress, in accordance with NFPA standards 101 and 130. Ventilation would provide tenable air within the tunnels in the event of a fire by controlling the air flow within separate ventilation zones, which would be controlled by the SBCTA system. The system would permit passengers to egress to the nearest cross passageway (upstream of the fire) by providing a smoke-free path while the smoke is removed.

Emergency walkways and egress and access would be provided. During an emergency, evacuation would be performed on egress walkways. The egress walkway would permit passengers to exit a tube

affected by a fire or smoke incident and enter the other tube. Fire-rated doors at the cross passages would separate the tubes. Emergency exits would be designed in accordance with NFPA 130 as well as NFPA 101, Life Safety Code. Emergency exits would also provide tunnel access for emergency responders.

Comment I-5-3

The Draft EIR mentions the ridership per hour is expected to be a shockingly low 100 riders per an hour for each direction. For reference, 1 LA Metro train can hold more than 100 people (about 150 people) and their frequency is an average of every 8-10 minutes. Even the planned West Valley Connector Bus Rapid project will be able to carry more riders per an hour between Rancho Cucamonga Metrolink Station, Ontario Mills, & the Airport than the proposed autonomous cars (and for much cheaper too). And I read SBTCA has already studied rail alternatives and found the amount of passengers per an hour for a light rail alternative comes to 2,808-4,860 riders (page: 5-9). This right away tells me as the ONT Connector project currently stands, SBTCA is not serious in its mission to provide a public transportation alternative for airport riders/employees to use if only 100 people per a direction can head to/leave from the airport. I can only imagine how rush hours will look like as people are hurrying to get to an autonomous car on time, only to have a long queue line and having to wait a long time (maybe up to an hour) just to ride in a car. Not to mention the delays it will take for passengers to load/unload their luggage and if a disability passenger needs help getting on/off the autonomous car. As a result, the 100 riders per an hour can easily drop to even a lower amount.

Response to Comment I-5-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-5-4

Therefore I strongly advise ONT Connector to change its mode of transportation from autonomous cars to trains. Building an underground train instead (that's also underground grade separated) will prevent accidents and is a much more reliable form of public transportation than cars (which still cause traffic jams and accidents with each other). And with the ability to transport more riders in higher frequencies, rail will be a reliable alternative to getting to the airport without using a car. ONT Connector should have gone with one of the rail alternatives discussed in page 5-2 (I especially liked the Goldline extension to Ontario Airport rail idea).

Response to Comment I-5-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Master Response 2 discusses the operation and the dedicated guideway for the proposed Project.

Comment I-5-5

Lastly, I recommend you also add a proposed station stop at either Concurs St/Milliken Ave. Ave or at Inland Empire Dr/Milliken Ave. That way, riders can more easily access events at the Toyota Arena, access the Ontario Mills mall, and the nearby hotels within a 0.5 mile distance. This will also greatly improve other businesses in and around these locations (so that the ONT Connector won't just be limited to just airport riders). A successful transit project doesn't solely rely on just 1 group of riders (airport riders/employees) in order to be successful. This project has more chance of having a higher ridership if it diversifies it's ridership by giving people more reasons to use this public transportation (other than just 2 locations). It is unfortunate that there are currently no bus routes that take riders from Metrolink station to Ontario Mall/Toyota Sports arena, and to the Airport all in a 1-seat ride.

Response to Comment I-5-5

Additional station locations suggested by the commenter are out of scope for the proposed Project. Refer to Master Response 2 and Chapter 2, Project Description, of the Draft EIR for a discussion of the purpose of the proposed Project.

Comment I-5-6

And it’s a shame, because I do want this project to be successful, and I want me and my family to go to Ontario Airport without having to drive, and to visit the Ontario Mills Mall as well. But it appears that this will not a reliable public transportation project that will make a noticeable difference in reducing traffic congestion and getting people to ride instead of drive. Again, if you want to actually support reducing greenhouse gas emissions and support a public transportation people will really use, my best advise is to use a train (maybe even an autonomous one) as the mode of transportation through the underground tunnel. Thank you for your time in reading my comment. Sincerely, Faraz Aqil.

Response to Comment I-5-6

Commenter’s opposition to the proposed Project is noted for the record. The proposed Project under the operational condition would have a net air quality benefit, as reduced VMT would result in reduced combustion emissions and decreased GHG and air pollutant emissions. Air quality and GHG emission impacts for the proposed Project are discussed in Section 3.2 (Air Quality) and Section 3.7, (Greenhouse Gas Emissions). Refer to Master Response 1 for discussion of the Alternative

development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-6 JEFFREY AUDETT

Comment I-6-1

The capacity and utility of this project is laughable. The problem with these Tesla tunnels is that there is nothing that it can do in a way that is superior to a fixed guide way people mover.

Response to Comment I-6-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-6-2

On the other hand, supporting and connecting the A line to the Brightline West Rancho Cucamonga station and/or Ontario Airport would provide a 1 seat ride from most places in the San Gabriel Valley to Ontario Airport, making the airport a more desirable destination for passengers and therefore airlines, as well as to support feeding passengers along the future High Speed Rail corridors using Ontario as their airport of choice for longer distance travel. This project should be changed/ended in favor an LA Metro A line extension to Ontario Airport to make Ontario the intermodal hub of the IE in the future.

Response to Comment I-6-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-7 ANTHONY AVIGUETERO

Comment I-7-1

This is concerning the "autonomous vehicle tunnels." They are a massive waste of money and a boondoggle. This is to ask for an A Line extension, a DMU shuttle that can later be converted to an Arrow extension, or both.

Response to Comment I-7-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-8 BRIAN AYALA

Comment I-8-1

I believe that making a tunnel for an autonomous vehicle loop is misguided. The Las Vegas convention center already has such a system and encounters traffic and back ups regularly. If the county is willing to expand public access to Ontario airport, the most efficient method would be rail. A subway/underground train would transport more passengers more efficiently without the same restrictions of an autonomous vehicle loop. Please take into consideration that you can always add more rail services but adding more autonomous vehicles such as Las Vegas would only create traffic.

Response to Comment I-8-1

The comment has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-9 GLORIA BARROSO

Comment I-9-1

No comment provided.

Response to Comment I-9-1

Commenter provided no comment for the proposed Project or the Draft EIR. Commenter to be added to the distribution list for the proposed Project.

I-10 JACK BARTLETT

Comment I-10-1

I frequent ontario airport because I have family in the Inland Empire and prefer to use it instead of LAX or even Burbank. I would love to take public transit to the airport that is rapid and reliable. An Elon Musk style tunnel "gadgetbahn" that is not proven is not the solution. Safe, reliable, frequent, and time tested public transit such as trains, bus rapid transit, or frequent all day shuttles are the solution. The Boring Company is not even relevant anymore. Lets not fall to Musk's grift.

Response to Comment I-10-1

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-11 CAMERON BARTOSIEWICZ

Comment I-11-1

This is a ridiculous proposal, exorbitantly expensive, and not at all practical. The airport would be better served by some form of rail service, with connections to regional transportation options.

Response to Comment I-11-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-12 MICHAEL BEGANY

Comment I-12-1

The autonomous car tunnel proposal for this project is a poor choice for this project. I would much rather prefer a light or heavy rail connection to the greater rail network.

Response to Comment I-12-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-13 DANILO BRAGA

Comment I-13-1

To whom may be reading this, I'm an avid traveler who has had the experience of riding many different public transit systems both within, and outside of the US. This includes the Tesla tunnels at the Las Vegas Convention center. Does it look sci-fi and futuristic? Yes! Is it practical? No. I understand the city wants to impress its visitors by being futuristic and cool but I assure you, only the opposite will happen.

Response to Comment I-13-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-13-2

With a large number of passengers getting off the trains to catch a flight at ONT, there will be a large line of people waiting for a "car" to get to the airport. Not only is this more stressful for someone who may already be late, but also less efficient costs, and time-wise. A rail service used by most other airports will take many more people at a fraction of the time. Please reconsider this project as rail. As someone who grew up experiencing the best of the best, I assure you, this is not progression, only regression.

Response to Comment I-13-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Additionally, the proposed Project would utilize an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience and meets current capacity requirements.

I-14 DANILO BRAGA

Comment I-14-1

Cars belong on the road, not underground. If the plan is to have vehicles shuttle passengers back and forth, then it would be much cheaper and more reliable to go with busses in dedicated lanes instead. Please see my attached text file for the rest of my comment.

Response to Comment I-14-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-14-2

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff,

I would like to add my comment to the DEIR as I heavily oppose the connector project as proposed.

As someone who frequently travels to Las Vegas, I have personally seen the "autonomous vehicle in a tunnel" in operation and it was incredibly slow. Considering the convention center Tesla tunnels

would only receive a fraction of ridership as one plane's number of passengers, and still has lines, is sign enough that this would not work for our County.

Furthermore, as we will be receiving even more passengers from Brightline addition, this project will become overwhelmed before its able to complete its first year.

Response to Comment I-14-2

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-14-3

Long term, we need underground light rail. Imagine if San Bernardino, Loma Linda, and Redlands residents could hop on a FLIRT train that would have stops in the ARROW corridor, then turns in to an express train to ONT. Is it possible? It certainly won't be with this current proposal. Until trains are more convenient than cars, people will always choose cars. This extra connection plus hailing an autonomous tunnel taxi will only add delays to a trip to ONT. This project as currently proposed is an environmental sabotage job. Cars are and will always be less efficient than electric rail Thank you.

Response to Comment I-14-3

The commenter's opposition to the proposed Project has been noted for the record**.** Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-15 VICTOR BRAGA

Comment I-15-1

Hello, I have experience using the boring tunnel in Las Vegas as I often go to convention centers at NAB. While the system works and is very capable, I do not believe this is the appropriate approach to transport passengers between rancho and ONT. the reason why is because autonomous passenger vehicles cannot handle high capacity well. An average jet carries over 200 people, with larger capacity planes that can land at ONT, like an A380, can carry over 500. A plane of about 350 people would take 88 vehicles to transport all these passengers. Add luggage and cargo and it would delay everyone significantly. In my opinion, the best transport would be a metro rail as other world airports have done and has proven to work.

Response to Comment I-15-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-16 KYLE BROWN

Comment I-16-1

I am writing to express my opposition to the proposed autonomous vehicle tunnels, which I believe are an inefficient use of public funds. Given the significant costs and limited benefits of this project, these resources could be better allocated to extend the A Line or to establish a Diesel Multiple Unit (DMU) shuttle system that could later be adapted for Arrow service. An A Line extension would provide immediate, practical benefits to residents by enhancing connectivity and reducing traffic congestion. A DMU shuttle, which could eventually evolve into an Arrow extension, would similarly support a sustainable, future-proof transit solution for our community. Please consider prioritizing these alternatives over the proposed tunnels, which I believe are a financial risk with little tangible public benefit. Thank you for your consideration.

Response to Comment I-16-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-17 JUSTIN BRYANT

Comment I-17-1

I am strongly opposed to a car tunnel. It is a waste of taxpayer dollars to subsidize private vehicles on the road. This tunnel should be a Metrolink, Arrorw or LA Metro extension, not a wasteful car tunnel that moves a fraction of the people.

Response to Comment I-17-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-17-2

It will create more pollution more driving and will only make connectivity at Ontario Airport worse. I strongly oppose this project and will gather my community to stand firmly opposed to this sad, wasteful project. Please use the funds elsewhere and stop wasting time on a boondoggle that serves no purpose but to make our lives worse.

Response to Comment I-17-2

Section 3.2 (Air Quality) provides discussion of the potential impacts to air quality associated with the proposed Project. As discussed in Section 3.2, the proposed Project's operational activities would result in a net air quality benefit. The proposed Project advances the Air Quality Management Plan's goals of encouraging alternative modes of transit and reducing emissions by decreasing VMT and vehicle idling time associated with passenger vehicles. The usage of autonomous electric vehicle technology also supports goals to reduce mobile source emissions.

As discussed in Section 3.14 (Transportation and Traffic) of the Draft EIR, the proposed Project would improve connectivity between Cucamonga Metrolink Station to and from ONT. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion compared to the No Project Alternative.

Commenter's opposition to the proposed Project has been noted for the record.

I-18 JESSE BUDLONG

Comment I-18-1

This is an absolutely terrible and unproven idea. Even Elon Musk himself abandoned it. Please just build an actual rail connection! That's all people want. Please don't waste $500,000,000.00 idea.

Response to Comment I-18-1

The commenter's opposition of the proposed Project has been noted for the record.

Comment I-18-2

https://cal.streetsblog.org/2024/11/13/unproven-tunnel-idea-getting-in-the-way-of-inland-empire-transit-solutions

Response to Comment I-18-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-19 JUSTIN ANDREW CAMARENA

Comment I-19-1

Expand LRT A LINE. This will be low ridership otherwise… metrolink does not run often, what's the point?

Response to Comment I-19-1

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle

I-20 KEVIN CHU

Comment I-20-1

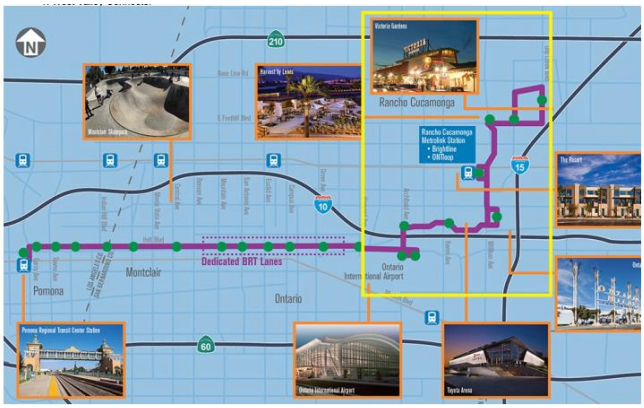
To whom it may concern, Thank you so much for bringing us more public transit in San Bernardino County. Public Transportation is our future to solve traffic congestion and help the environment, especially Rancho Cucamonga Metrolink Station will be the future station of Brightline West. But I think we should reallocate the budget for this ONT Connector to other improvement projects.

Response to Comment I-20-1

The commenter's support for public transit but opposition to the proposed Project has been noted for the record.

Comment I-20-2

The reasons are follows:



The one that within the yellow box can totally replace this ONT Connector Project. The budget could be used to improve the connection between the terminals and the bus stops like sidewalks, signals, bus stop environments. The budget could also be used to purchase electric buses and charging stations, since EVs are the future. And grade separation on San Antonio Ave and Campus Ave. Both of them will have a stop for West Valley Connector.

Response to Comment I-20-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-20-3

2. Brightline West Brightline West is a high speed rail that is currently being built between Las Vegas and Rancho Cucamonga. If underground tunnel is allowed to be used to connect Rancho Cucamonga Station and Ontario Airport, then Instead of us building it, we should communicate with them if they have a plan to expand to the Ontario International Airport in the future. So we could save the budget. In conclusion, ONT connector is not necessary. We would like to see more public transportation, but we don't need this connector. With this budget, you could use it to improve public transit in a different way. Thank you so much for your time. Kevin Chu, A Ontario Resident

Response to Comment I-20-3

Comment has been noted. The Brightline West project is not part of the proposed Project, and the Brightline West project would have conducted its own environmental review. Refer to Master Response 1 for discussion of the Alternative development process or the proposed Project and the discussion of the Alternatives considered but withdrawn from further consideration.

I-21 WESLEY CHUANG

Comment I-21-1

As a resident of SoCal, I strongly oppose the ONT Connector project. What is your vision for the future of transit in San Bernardino County? Does that vision include Teslas shuttling people around in claustrophobic underground tunnels? Or world-class fast, frequent, reliable, proven electrified passenger rail? Choose wisely.

Response to Comment I-21-1

The commenter’s opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a

discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-22 JONATHAN CHUE

Comment I-22-1

I'd like to express my strong opposition to the project as proposed. I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit.

Response to Comment I-22-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-22-2

The project's peak throughput of 100 passengers/hr is inadequate compared to the project's own required capacity of 300/hr and the 20,000-100,000/hr achievable by BRT, light rail, or heavy rail, failing to address future demand. The Boring Company's Las Vegas Loop, a similar model, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety concerns during construction and operation. - The $490+ mill estimate for this project is likely understated, given LA Metro light rail costs at similar lengths ranging from $1-7 bill.

Response to Comment I-22-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation

Management Plan that would include coordination with first responders and emergency service providers to minimize impacts on emergency response.

The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-22-3

This project will increase VMT and emissions during construction and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail.

Response to Comment I-22-3

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7 (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

The proposed Project would result in a less than significant impact to transportation and traffic As included in Section 3.14 (Transportation and Traffic) the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-22-4

SBCTA should pursue real rail alternatives, as recommended in prior studies.

Response to Comment I-22-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-23 YEHUDIT COUTIN

Comment I-23-1

Please reject the Musk/Tesla proposal. A light rail for the public (like it is around the world) is the right answer

Response to Comment I-23-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-24 AARON COYOCA

Comment I-24-1

Having an autonomous car tunnel is a severely insufficient use of tunnel space, thusly being an inefficient use of money. Each car will fit, at most, 8 people and will run into capacity problems. Please instead consider extending light rail service from San Bernardino and from Metro A Line, none of which would require expensive tunneling.

Response to Comment I-24-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-25 BRANDON CRAWFORD

Comment I-25-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Brandon Crawford, and I am a resident of Murrieta and Los Angeles, an ONT airport passenger, and a Metrolink rider. I would like to comment on the DEIR and express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model

will not meet our region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-25-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-25-2

Key concerns about the ONT Connector's Build Alternative that must be addressed in the EIR: Limited Capacity: The project's peak throughput of 100 passengers per hour is inadequate compared to the project's own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT, light rail, or heavy rail, failing to address future demand at ONT and the Rancho Cucamonga/Brightline Station.

Response to Comment I-25-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-25-3

Safety & Emergency Concerns: The Boring Company's Las Vegas Loop, a similar model that is privately operated, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and EMS concerns during construction and in operation.

Response to Comment I-25-3

The proposed Project would have a less than significant impact to emergency services. Section 3.13, (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with first responders and emergency service providers to minimize impacts on emergency response.

Comment I-25-4

Costs & Funding Risks: The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion. Address funding instability and sources, given that the project is severely uncompetitive, receiving $0 from the most recent round of California TIRCP grants.

Response to Comment I-25-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-25-5

Redundant Shuttle Service: This project will duplicate above-ground ONT Connect shuttle service and West Valley Connector BRT without enhancing capacity. Is this project even necessary?

Response to Comment I-25-5

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and

from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment I-25-6

Environmental Impacts: This project will increase VMT and emissions during construction and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail due to limited service capacity for mode shift. Provide an honest analysis of the proposed project vs rail alternatives with regards to VMT, congestion, and emissions.

Response to Comment I-25-6

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7 (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

The proposed Project would result in a less than significant impact to transportation and traffic. As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-25-7

SBCTA should pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT would be more competitive for state and federal transit funding and better suited for future demand. I ask the board to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative that fails to provide the transit service

our region deserves. Sincerely, Brandon Crawford Murrieta/Los Angeles, CA Riverside & Los Angeles Counties

Response to Comment I-25-7

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-26 BRUCE CULP

Comment I-26-1

This is a horrible idea. What happens if a disaster hits, such as an earthquake or fire, or an accident underground? All transportation stops immediately until repairs are performed, which could take months. It's way too expensive. A simple, inexpensive fleet of electric buses going down multi-lane Milliken Ave would make much more sense. If an earthquake, accident or fire occurs, transportation can continue immediately. It's cheap, it's clean, and it also reduces traffic congestion.

Response to Comment I-26-1

The commenter's opposition to the proposed Project has been noted for the record.

The proposed Project would have a less than significant impact to geology soils and seismicity. Section 3.6 (Geology, Soils, Seismicity and Paleontology) provides discussion of the potential impacts with earthquakes associated with the proposed Project. The proposed Project would have a less than significant impact to fire services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to fire services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plan or emergency evacuation plan. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plan or emergency evacuation plan associated with the proposed Project. The proposed Project would have a less than significant impact to emergency access. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-27 CATHERINE CURTIS

Comment I-27-1

We are very excited about and supportive of the prospect of continuing connections from the Montclair transit center on to Ontario Airport. This would provide a way to get - by one sort of train or another - between Union Station in downtown LA and Ontario Airport, providing lots of great transportion options for those of us living between these two fantastic destinations. Considerations for this connection must include the need for longer-term parking at gold line and metrolink stations,

especially in the eastern LA and western SB county area, so people can drive and take the train to Ontairo Airport or Union Station (where they can already continue on via other ground transport to LAX). Also, if Claremont and our surrounding sister foothill cities wish to really be transit-friendly we must plan ahead for the “last mile” issue, either with parking at train stations or with well-publicized alternatives (Uber and ???) to get from home to trains. I’m heading out on a flight next week and would love to NOT have to prevail upon family to give me a lift to and from ONT. We could get people used to the idea - and start building ridership even before the train connects to ONT - by offering regular shuttle/bus service between the Montclair Transit Center and Ontario airport. Looking forward to updates! Catherine Curtis & Diana Miller

Response to Comment I-27-1

The commenter’s support for the proposed Project is noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. To provide further clarification of the previous alternatives considered but withdrawn from further consideration, an Alternatives Considered Report has been added to the Draft EIR as Appendix T (Alternatives Considered). Appendix T is included in the Final EIR as Appendix D (Appendix T [Alternatives Considered]) which provides further discussion of the Montclair station.

I-28 KEVIN DEDICATORIA

Comment I-28-1

I oppose the ONT Connector being built. I advocate for SBCTA to reinvest that money on investments and expansions for local transit and Metrolink. Omnitrans service is limited and infrequent at Ontario International Airport and the entire Pomona "West" Valley. I suggest spending it on longer service hours on Omnitrans, bus rapid transit, and Omnitrans' unconstrained plan (except the ONT Connector/Tunnel to ONT). I also recommend the agency to reconsider extending the Metro A/Gold Line to Ontario International Airport. The light rail service has longer service hours than Metrolink and can serve more people in the San Gabriel and Pomona Valleys than Metrolink. The A Line extension is also consistent with the Ontario Plan 2040. I attached the a SCAG report from 2018 & image from the Ontario Plan 2040.

Response to Comment I-28-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-28-2

Did the studies actually talk to employees at ONT? I work at the airport! Metrolink is impractical for me and likely most employees. The ONT Connector won't make a difference.

Response to Comment I-28-2

Chapter 1, Introduction, discusses the public outreach and the scoping process as part of the environmental review process. SBCTA filed a Notice of Preparation (NOP) with the California Office of Planning and Research on July 5, 2022, indicating that an EIR would be prepared for this proposed Project. A public notification was circulated to the public for a public review period of 30 days, beginning on July 5, 2022, and ending on August 5, 2022. A virtual public scoping meeting was held on July 20, 2022. This Draft EIR was distributed to affected agencies, surrounding cities, interested parties and the general public for a 46-day review period in accordance with Section 15087 of the CEQA Guidelines. The CEQA environmental process is inclusive of the employees at ONT. In addition, a public outreach effort was conducted at ONT on November 14, 2024. SBCTA partnered with ONT to allow outreach team members behind security checkpoints to inform and survey passengers and airport employees about the proposed Project and the public comment period for the Draft EIR. The outreach team engaged with 50 members of the public at Terminal 2 and Terminal 4 of ONT, including airport employees and passengers, many of whom were San Bernardino County residents. During these conversations, the outreach team provided information about the project, the public comment period and asked participants if they would use the proposed underground shuttle system. Refer to Appendix A (Public Outreach Summary) for the summary of the public outreach efforts for the proposed Project.

The comment has been noted for the record.

Comment I-28-3

Response to Comment I-28-3

The image attached to the commenter's letter is Figure M-03 from The Ontario Plan and displays existing and proposed public transit corridors in the City of Ontario. Refer to Master Response 1 for

discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-29 BRIANNA EGAN

Comment I-29-1

Dear Tim Watkins, FTA, ONT Connector Staff, and SBCTA Staff and Board Members, On behalf of IE Urbanists, a coalition of San Bernardino and Riverside County residents advocating for transportation improvements in the Inland Empire, Californians for Electric Rail (CER), which advocates for rail electrification around the state, and The Transit Coalition, which supports transit projects in Southern California and nationwide, we write to express our strong opposition to the Ontario International Airport (ONT) Connector project as proposed.

Response to Comment I-29-1

Commenter's opposition to the proposed Project has been noted for the record.

Comment I-29-2

We urge the board to reject the Build Alternative which relies on an unproven and low-capacity model of "autonomous, zero-emission vehicles on an 'on-demand' basis." We urge you to provide a fair analysis and consideration of rail alternatives, which is what this corridor and region deserves.

Response to Comment I-29-2

Commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-29-3

Please read our full letter in the File Upload, where we outline our deep concerns with the DEIR and provide technical input and recommendations.

Response to Comment I-29-3

The attachment provided is the letter from Inland Empire Urbanists, Californians for Electric Rail, and The Transit Coalition. The responses to comments to this letter are provided in Organizations. Refer to comment letter O-2, and Response to Comment O-2-1 through Response to Comment O-2-16.

Comment I-29-4

IMAGE UPLOAD:

SouthernCalifornia-Rail-Map.png

Response to Comment I-29-4

The Commenter provided an image of the Southern California Hybrid, Regional and Intercity Rail Map. Comment has been noted.

I-30 THOMAS ERICKSON

Comment I-30-1

Hello, I was reviewing the upcoming projects for SBCTA, and noticed an inconsistency in the planned projects. The ONT Connector autonomous vehicle project is meant to run from the Rancho Cucamonga Metrolink station to the Ontario Airport, and open at an indefinite point in the future.

Response to Comment I-30-1

Opening year of the proposed Project is identified on page 2-4 of the Draft EIR. The construction timeframe for the proposed Project is included on page 2-15 of the Draft EIR. The overall construction

of the proposed Project would occur year-round and last approximately 4.5 years, 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 Draft EIR evaluates the proposed Project with an opening year of late 2031.

Comment I-30-2

The West Valley BRT is funded and under construction, and will open in 2026. What is the justification for constructing a $538.5 million dollar tunnel underneath an existing transit corridor instead of allocating the money to accelerating Phase 2 of the BRT, or increase service on the corridor? Thank you, Thomas Erickson

Response to Comment I-30-2

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in the San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

As described in Chapter 2, Project Description, the proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT. The proposed Project was developed due to a lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules, the existing roadway congestion affecting trip reliability and causing traffic delays, the high number of VMT resulting from ONT travelers and lack of a direct transit connection, and the increasing GHG and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT. It will complement the West Valley Connector Project and provide direct transfer from ONT to the Cucamonga Metrolink Station by offering an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-31 MAHA FATHALI

Comment I-31-1

I'd like to express my strong opposition to the ONT Connector project as proposed. As a proponent of effective and fiscally-responsible public transit, I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit between ONT and Metrolink/ Future Brightline West Station.

Response to Comment I-31-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-31-2

Key concerns about the ONT Connector's Build Alternative that must be addressed: limited capacity, safety & emergency concerns, costs & funding risks, and redundant shuttle service.

Response to Comment I-31-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic), provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

As described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-31-3

SBCTA should pursue real rail alternatives, as recommended in prior studies. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT would be more competitive for funding. I ask the board to prioritize high-capacity, reliable rail solutions to meet long-term transportation needs, and reject the low-capacity, high-risk, unreliable model that fails to provide the transit service our region deserves.

Response to Comment I-31-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-32 EMMETT FLORENCE

Comment I-32-1

Say no to grifter Elon Musk's “autonomous vehicle tunnels” boondoggle! We need real public transit like an A Line extension. Tunnels for Teslas would be wasteful, inefficient, and dangerous. Trains and busses move people better than cars. The infrastructure we invest in for the future should reflect this.

Response to Comment I-32-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-33 DAVID FLORES

Comment I-33-1

I'm writing to express my complete indignation at the proposal to use "autonomous vehicle tunnels" for the connector project.

Response to Comment I-33-1

The commenter's opposition to the type of mode used for the proposed Project has been noted for the record.

Comment I-33-2

Ontario is my first choice airport for travel and I would MUCH rather we make our existing passenger rail infrastructure more resilient and efficient by perhaps extending the A line east to reach the airport or extend the Metrolink Arrow west to it, as the existing service is grossly underutilized.

Response to Comment I-33-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-33-3

People are tired of public welfare projects being sold out to the best interest of profit and coporations, from warehouses to car manufacturers like Tesla. The infrastructure of the region is the laughing stock of the world, despite California alone being among the world's largest economies We deserve better.

Response to Comment I-33-3

The commenter's opposition to the proposed Project has been noted for the record. See Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-34 WILLIAM FRANKENFELD

Comment I-34-1

My name is William, and I am a resident of Long Beach, an ONT airport passenger, and a Metrolink rider. I am opposed to the Ontario International Airport (ONT) Connector project as proposed. I am concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-34-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-34-2

The project's peak throughput of 100 passengers per hour is inadequate compared to the project's own required capacity of 300. The Boring Company's Las Vegas Loop has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and EMS concerns during construction and in operation.

Response to Comment I-34-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13, (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with first responders and emergency service providers to minimize impacts on emergency response.

Comment I-34-3

The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion.

Response to Comment I-34-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been

prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-34-4

SBCTA should pursue rail alternatives, such as a hybrid DMU line connecting the future Brightline Rancho Cucamonga Station to ONT William Frankenfeld LA County

Response to Comment I-34-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-35 JON GOLLIHUGH

Comment I-35-1

While I think this is a great idea it should be expanded to have a station at the Toyota center and the new baseball stadium being built in the Ontario Ranch area south of the airport. I live in Azusa and work in San Bernardino, ONT is my preferred airport. Also many times myself and my wife use the Metrolink station in RC to reach the area. As this part of the IE is planned to grow in the next decade having opportunities to move around the area to the various entertainment venues using autonomous transportation will be a huge benefit to people inside and outside of the immediate area.

Response to Comment I-35-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-36 GIOVANNI GITSAI GONG

Comment I-36-1

Building autonomous vehicle tunnels is a waste of money and it's not a serious transit solution.

Response to Comment I-36-1

The commenter’s opposition to the proposed Project has been noted for the record.

Comment I-36-2

Build instead an A line extension or DMU extension for Arrow or both instead of building tunnels for cars. The Vegas Loop isn't something that should be replicated and trains are better in every damn way.

Response to Comment I-36-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-37 ANDREW GRAVES

Comment I-37-1

Hello SBCTA, I'm writing to you today to urge AGAINST the adoption of a system based on a system of "Autonomous electric shuttles" using a system similar to the Vegas Loop operated by Tesla.

Response to Comment I-37-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-37-2

This project requires expensive tunneling to deliver, which would not be an issue if SBCTA planned on offering high frequency. However, the technology they are opting to use does NOT scale well (DEIR says 100 per hour) and has been proven in the Vegas Loop to be extremely ineffective for handling large influxes of people (i.e. after an airplane deboarding).

Response to Comment I-37-2

Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-37-3

The board needs to reject this waste of taxpayer money and commit to building an effective link between ONT Airport and the rest of the transportation network for the IE and SOCAL that the region deserves. We need to commit to a more efficient and bulletproof implementation, such as a Metrolink extension (Riverside Line/SB Line extension) or another rail based alternative. I urge you to make the smart decision for our region. Thanks,

Response to Comment I-37-3

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-38 ERIK GRISWOLD

Comment I-38-1

Dear SBCTA,

I am submitting this comment on December 2nd, 2024.

I am sorry that the SBCTA was lured into the idea of building tunnels that were supposed to be cheaper than they turn out to be when experienced and realistic contractors get involved. It has been admitted by the original proposers that hyperloop or loop or whatever the proposed name was to be is not just boring, but also intended to divert attention away from proven technology.

While they may not be as "Sexy" as an untested tunnel that, unfortunately, the Las Vegas Convention Center fell for, there are cheaper alternatives to anything thought up by lucky, opportunistic egoists who grew up with a silver spoon in their mouths assisted by a racially segregated society based on odd interpretations of Calvinism.

Look at your 380 van ridership numbers now and its relatively low cost, consider BRT or even rail transit that could also connect to the LRT line you are building into San Bernardino County from Los Angeles County.

Even a cable-drawn People-Mover, such as the one that links Oakland Airport to the Coliseum BART station, would be cheaper and safer than deep-bore tunnels in the exurban terrain of Rancho Cucamonga/Ontario.

Use your heads, and put the idea of using sewer tunnels to transport airport customers into the SBCTA office recycle bin.

-Erik Griswold, frequent user of both ONT airport as well as the Omnitrans 380 ONT Connector Van, on which I am always the only passenger. Claremont, CA 91711

Response to Comment I-38-1

The Commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. In addition, Section 3.14 (Transportation and Traffic) provides discussion and evaluation of ridership associated with the proposed Project.

I-39 BRYAN GUO

Comment I-39-1

I believe that using “autonomous vehicle tunnels” as connectors to ONT are a massive waste of both time and money and quite frankly, also downright worse in utility compared to other options. I would instead like ask for an A Line extension, a DMU shuttle that can later be converted to an Arrow extension, or both.

Response to Comment I-39-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-40 JULIAN HANES

Comment I-40-1

I understand that elevated lines are unpopular because of visual impacts, but I seriously question the need for the line to be 100% underground. This line is blessed with alignment through low-density areas, industrial areas, and wide boulevards with medians — all of these are ideal conditions for the choice of elevated rail over heavy rail.

Response to Comment I-40-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-40-2

I have struggle to see any downsides to an elevated alignment. For instance, an elevated line were placed in the median of Milliken road, it would be 100 feet from the closest residence — don’t you think that Milliken road itself, with its fast traffic and semi trucks, is far more of a blight to these residences than an elevated rail line could ever be? Would an elevated line really be such a big downgrade to the neighborhood? Choosing underground over elevated would mean spending hundreds of millions more. SB county has a need for increased bus frequency after COVID and bus lanes to deal with rising traffic— the money is much better spent there.

Response to Comment I-40-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

As identified in CEQA Section 15125, "The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected." Locating a project near residential uses that are already impacted with heavy traffic impacts, as suggested by the commenter, could result in a potential significant impact. The Draft EIR report as a whole evaluates the various environmental topics and the location of various sensitive receptors to the proposed Project during construction and operation activities.

Per CEQA Section 15126.6. (Consideration and Discussion of Alternative to the Proposed) "(2) Alternative locations. (A) Key question. The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR." The suggested location 100 feet from the sensitive receptors would trigger new potentially significant impacts and environmental concerns that require additional analysis to evaluate the full impact. The environmental topics of potential significant impacts could include but would not be limited to the following:

- Section 3.1 (Aesthetic and Visual Quality), discusses the impact of aesthetics and visual quality for the proposed Project. If the proposed Project were above grade, any residential uses located 100 feet from the proposed project would need to be re-evaluated due to the potential significant impact resulting for aesthetics and visual quality. The aesthetics and visual quality impacts are reduced for the proposed Project near the existing sensitive receptors due to the location of the underground feature of the proposed Project.

- Section 3.2 (Air Quality), discusses the impact of Air quality for the proposed Project, including air borne particles during construction activities, and odor near the sensitive receptors. If the proposed Project were located 100 feet from residential uses, the proposed project would need to be re-evaluated due to the potential significant impact resulting for air quality. The air quality impacts are reduced for the proposed Project near the existing sensitive receptors due to the location of the underground feature of the proposed Project.

- Section 3.8 (Hazards and Hazardous Materials), discusses the impact of hazards and hazardous materials for the proposed Project. If the proposed Project were above grade, any residential uses located 100 feet from the proposed project would need to be re-evaluated due to the potential significant impact resulting for hazards and hazardous materials during construction. The hazards and hazardous materials impacts are reduced for the proposed Project near the existing sensitive receptors due to the location of the underground feature of the proposed Project.

- Section 3.11 (Noise and Vibration), discusses the impact of noise and vibration for the proposed Project. If the proposed Project were above grade, any residential uses located 100 feet from the proposed project would need to be re-evaluated due to the potential significant impact resulting

for noise and vibration. The noise and vibration impacts are reduced for the proposed Project near the existing sensitive receptors due to the location of the underground feature of the proposed Project.

- Section 3.14 (Transportation and Traffic), discusses the impact of transportation and traffic for the proposed Project. If the proposed Project were above grade, any residential uses located 100 feet from the proposed project would need to be re-evaluated due to the potential significant impact resulting for transportation and traffic. The transportation and traffic impacts are reduced for the proposed Project near the existing sensitive receptors due to the location of the underground feature of the proposed Project.

I-41 JACK HAWLEY

Comment I-41-1

My name is Jack, and I am a resident of Glendale, but was previously a San Bernardino resident. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit.

Response to Comment I-41-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-41-2

The top concern about the ONT Connector's Build Alternative that must be addressed is the limited capacity. The project's peak throughput of 100 passengers per hour is inadequate compared to the project's own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT, light rail, or heavy rail, failing to address future demand at ONT and the Rancho Cucamonga/Brightline Station.

Response to Comment I-41-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-41-3

I ask the board to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative that fails to provide the transit service our region deserves. and reject the low-capacity,

high-risk, unreliable model in the Build Alternative that fails to provide the transit service our region deserves.

Response to Comment I-41-3

Comment Noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-42 BLUE HERNANDEZ

Comment I-42-1

Stop being --------- and build up public transportation. I live in Rancho Cucamonga. It should not take 3 hours to take the Metrolink from here to Glendale or Irvine. Get your heads out of your ass and build something useful. I want to know who I need to vote out of office so real work can be done.

Response to Comment I-42-1

The commenter's opposition to the proposed Project has been noted for the record.

I-43 RAY HERNANDEZ

Comment I-43-1

Please keep me posted. I reside here in Ontario and use the Airport often for business and leisure travel I also travel work work in Pasadena and through LA County this will benefit our growing area so much to ease already congestion that we are seeing throughout the day.

Response to Comment I-43-1

The commenter's support for the proposed Project has been noted for the record. Updates to the proposed Project will continue to be provided and updated on the Project website: https://www.gosbcta.com/ontconnector/. In addition, there is a sign up available to receive project updates as the proposed Project progresses.

I-44 MICHAEL HIDAYAT

Comment I-44-1

The autonomous vehicle tunnel is a massive waste of money. An A Line extension and/or a DMU shuttle to the Rancho Cucamonga station that could later be converted to an Arrow extension would better serve the goals of this project and be a better use of funds.

Response to Comment I-44-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-45 LAWRENCE HODGE

Comment I-45-1

To put it bluntly, the proposed incorporation of autonomous electric vehicles within in the tunnels for passenger transport is dumb. This is nothing more than a rehashing of the plan brough forth by The Boring Company a few years prior, just without their involvement.

Response to Comment I-45-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-45-2

This idea would be better if it was light, electric rail; a small subway system. Not only would it make sense considering that it's connecting the Rancho Metrolink/Brightline station, it would also make sense as far as extending the Metro Gold Line Connector further into the county. Simply having autonomous vehicles ferry people in tunnels below ground doesn't make sense. Simply make the system a small light rail or don't do it at all.

Response to Comment I-45-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-46 MARTIN S. HOECKER-MARTINEZ

Comment I-46-1

This proposal is duplicative and wasteful. SBCTA should prioritize decreasing travel times for the West Valley Connector (WVC), in particular by increasing the amount of dedicated bus lanes. SBCTA has better high capacity plan options than Connect ONT. For example the Ontario Airport Rail Access Study (2014) and the Hybrid Rail Study (2018) for a spur from the San Bernardino Line to the Ontario Airport or plans to extend the LA Metro A line A to the Ontario airport. The duplication of the WVC and other SBCTA plans notwithstanding, the proposed vehicle types for this fully grade separated guideway are woefully inefficient. Other existing autonomous fixed guideway systems have much higher passenger capacities and throughputs which might justify the expense of a Rancho Cucamonga to Ontario Airport tunnel (e.g Sky Train in Vancouver BC, Skyline in Honolulu) I hope you redirect SBCTA's efforts to any of the better options available to you, Respectfully Martín Hoecker-Martínez.

Response to Comment I-46-1

The commenter's opposition to the proposed Project has been noted for the record. The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in the San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-47 ERIN HOOPS

Comment I-47-1

I oppose a "subway-like bi-directional system where passengers traveling to and from ONT will be transported in autonomous, zero-emission vehicles on an 'on-demand' basis." This is a huge waste of money and time. This project did not fully consider using a train - a proven technology that serves this purpose well all over the world.

Response to Comment I-47-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-48 MARK R. JOHNSTON

Comment I-48-1

Giant waste of money. No one is going to ride Express West to Rancho to transfer to this service to go to Ontario Airport. They can just fly out of Vegas.

Response to Comment I-48-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-48-2

Very few people will ride Metrolink to Rancho to catch this service either- the volume of riders on Metrolink and the passenger counts at Ontario Airport do not warrant the money to be spent on this. The money for this should be spent on double tracking the Metrolink line to facilitate very frequent service on the LA-SB line to allow Express West riders to make short quick connections both east & west. Using Musks technology is also a waste- not been proven practical. You would be better building a people mover or small monorail connecting Rancho train station> the Mills> Ontario area> ONT rental car center and then into the terminals itself.

Response to Comment I-48-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-48-3

Please, please don't speed our limited tax money and transportation money on this folly.

Response to Comment I-48-3

The commenter's opposition to the proposed Project has been noted for the record.

I-49 ZACHARY JONES

Comment I-49-1

As a user of public transit and the Ontario airport I believe that a direct train connection is the best option. Extending Metro light rail or Metrolink's arrow would provide greater capacity for future growth. Trains would also have a much lower enviornmental impact than busses on tires

Response to Comment I-49-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-50 REHAN KHAN

Comment I-50-1

Hello! I hope you're well! I am taking time out of my day to urge you to abandon these "autonomous vehicle tunnels" and instead move for an A Line extension or a DMU shuttle that could later be converted to an Arrow extension OR both. The "autonomous vehicle tunnels" seem to be a waste of money.

Response to Comment I-50-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-51 KEVIN KIVIKOSKI

Comment I-51-1

I have questions about the on demand autonomous battery operated vehicles. Is this kind of system operational anywhere in the world? How successful are they? Would it be cheaper to use traditional driverless subway cars, that run on a third rail or overhead catenary, with regular service?

Response to Comment I-51-1

Comment has been noted for the record. The EIR is an information document for the proposed Project as defined in Chapter 2, Project Description. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-52 DANIEL KOSTER

Comment I-52-1

The ONT connection already provides this service. We need to prioritize spending on increased Metrolink service and not this costly project.

Response to Comment I-52-1

The commenter's opposition to the proposed Project has been noted for the record.

I-53 MICHAEL KUSABA

Comment I-53-1

Please DO NOT consider an autonomous vehicle tunnel project. These are a waste of valuable time and money. There are many other tried and true solutions such as heavy/light rail instead. Using heavy/light rail offers familiarity on all aspects of this project not limited to previous project management experience, systems maintenance, and pre-existing suppliers in the United States.

Response to Comment I-53-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-54 ROM LACUESTA

Comment I-54-1

I'm in favor of this connector, it would benefit commuters connecting to ONT from Metrolink station. Less missed flights because of a dedicated connector. Please build this

Response to Comment I-54-1

The commenter's support of the proposed Project has been noted for the record.

I-55 MATTHEW LASHBROOK

Comment I-55-1

This project should be heavy rail or at minimum light rail. As the last resort, it could be a people mover. This project should not have on demand cars in a tunnel. It is a terrible idea. There are tested solutions. That many airports have all over the world and are available to copy. all of these solutions work very well. There is no reason to reinvent the wheel. As someone who frequently flies out of Ontario airport and pays hundreds of dollars to Uber. I want real practical rail solutions to get to the airport. High capacity rail is the only answer.

Response to Comment I-55-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-56 RYAN LEE

Comment I-56-1

Would an on-ground people mover (similar to LAX) be far cheaper? Would a below-ground people mover be cheaper? The *idea* of the project is great; linking ONT to the RC Metrolink (and soon-to-be Brightline) station. But the autonomous EVs seems like the project is trying to be too "cute" "tech-savy" instead of useful. An on-ground people mover might be cheaper and more useful. A below-ground people mover might be far cheaper.

Response to Comment I-56-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-57 RYAN LEIFIELD

Comment I-57-1

Hi, my name is Ryan Leifield. I'm an Ontario Airport passenger and Metrolink rider. I strongly oppose the ONT connector and feel that it's totally the wrong direction for San Bernardino to go. We should be thinking of mass transit for the public to create car-less regional connectivity for as many people as possible.

Response to Comment I-57-1

The commenter’s opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-58 DONALD LEONG

Comment I-58-1

I disagree with the findings found in the Draft EIR. Based on the Draft EIR, the Metro Gold (A) line extension via Cucamonga Creek was cited as infeasible because it "impacts water drainage" and "only serves travelers from the west". However, people could take Metrolink or Omnitrans from the east and connect to the A line extension.

Response to Comment I-58-1

The Draft EIR did not evaluate the environmental impacts associated with Metro Gold line extension via Cucamonga Creek. The Draft EIR is an evaluation of the proposed Project as described in Chapter 2, Project Description. Chapter 5, Alternatives, of the Draft EIR provides an overview of all the previous planning studies that include the Metro Gold line extension via Cucamonga Creek. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-58-2

As for the proposed autonomous vehicle system, I find it excessive that the tunnel is 70 feet below the ground, given that the majority of the line runs through industrial areas and warehouses.

Response to Comment I-58-2

Comment has been noted for the record.

Comment I-58-3

The vehicles themselves also provide poor capacity; they can only transport 100 people per hour in small pods which provides a cramped experience especially for people with luggage having to cram inside the tiny vehicle.

Response to Comment I-58-3

Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined. The proposed Project would be designed to transport passengers that utilizes the airport for travel. Passenger luggage space would be taken into consideration during the vehicle selection process.

Comment I-58-4

A rubber tire train system, DMU, or LRT could provide more room for people and their luggage. I strongly urge the SBCTA to reconsider their proposal as it clearly does not meet the needs of ONT users as well as other suggested alternatives.

Response to Comment I-58-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-59 NICHOLAS LEONG

Comment I-59-1

The proposal as it stands currently with autonomous rubber tire pods is not beneficial to us at all, as it only serves limited areas and does not integrate well with the rest of the public transportation system.

Response to Comment I-59-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-59-2

I would instead like to see a Metro LRT extension to ONT (A line) via Rancho Cucamonga and/or upgrading the under construction SBX purple line to have bus lanes and signal pre emption (along airport grounds and/or the ENTIRE route) to the airport.

Response to Comment I-59-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-60 JEFFREY LEWIS

Comment I-60-1

I'd like to express my concern about the ONT Connector project. I feel that more traditional approaches such as light/heavy rail or bus rapid transit are proven and reliable. There are too many unknowns about the proposed underground solution, including basic questions such as capacity, design, and even the ability to load/unload luggage that weren't able to be answered during the meeting I attended. At a minimum, a dedicated bus way that could later be upgraded to rail (and thus do away with a transfer) would be much more convenient, especially when factoring in hauling luggage. I urge you to select proven technologies such as BRT or light/heavy rail.

Response to Comment I-60-1

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-61 JONAH LINDER

Comment I-61-1

Dear SBCTA, I highly encourage you to look to extended the A line, and a DMU shuttle that can later be converted to an Arrow extension. "Autonomous vehicle tunnels" are unproven, untested, dangerous and expensive endeavors. SoCal isn't the guinea pig for this tech, no one agreed to it.

Response to Comment I-61-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The commenter's opposition to the proposed Project has been noted for the record.

I-62 DANIEL RYAN LUCERO

Comment I-62-1

With the money that would be use for a tunnel I would like to suggest to put that towards extending the Metro A Line from Montclair to Rancho then down to ONT- this would create a direct rout between future high speed rail and ONT, and would connect the foothill communities with a one seat ride to both high speed rail and ONT

Response to Comment I-62-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-63 BYRON LUTZ

Comment I-63-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Byron Lutz. I'm a resident of Los Angeles and I work (and seasonally live) in Angelus Oaks. I would like to comment on the DEIR and express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-63-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-63-2

Key concerns about the ONT Connector's Build Alternative that must be addressed in the EIR: Limited Capacity: The project's peak throughput of 100 passengers per hour is inadequate compared to the project's own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT, light rail, or heavy rail, failing to address future demand at ONT and the Rancho Cucamonga/Brightline Station. 100 passengers per hour is comically low capacity for a connector to a growing airport. That's only slightly above the capacity of single articulated bus.

Response to Comment I-63-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-63-3

Safety & Emergency Concerns: The Boring Company's Las Vegas Loop, a similar model that is privately operated, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and EMS concerns during construction and in operation.

Response to Comment I-63-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation

Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

Comment I-63-4

Costs & Funding Risks: The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion. Address funding instability and sources, given that the project is severely uncompetitive, receiving $0 from the most recent round of California TIRCP grants.

Response to Comment I-63-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-63-5

Redundant Shuttle Service: This project will duplicate above-ground ONT Connect shuttle service and West Valley Connector BRT without enhancing capacity. Is this project even necessary?

Response to Comment I-63-5

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit

connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment I-63-6

Environmental Impacts: This project will increase VMT and emissions during construction and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail due to limited service capacity for mode shift. Provide an honest analysis of the proposed project vs rail alternatives with regards to VMT, congestion, and emissions.

Response to Comment I-63-6

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7 (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

The proposed Project would result in a less than significant impact for transportation and traffic. As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-63-7

SBCTA should pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT would be more competitive for state and federal transit funding and better suited for future demand. I ask the board to prioritize high-capacity, reliable rail

solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative that fails to provide the transit service our region deserves. This Elon Musk tunnel solution is more of a joke and a scam than a real transit solution. Look at the tunnel in Las Vegas that still doesn't have autonomous driving, even though Musk has been promising it's only a few months or years away for the last decade. Sincerely, Byron Lutz Los Angeles (Los Angeles County) and Angelus Oaks (San Bernardino County)

Response to Comment I-63-7

Comment Noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined**.**

I-64 NATHAN MACHIDA

Comment I-64-1

Please consider that since there will be surges of passengers using the facility when either a regional/intercity train arrives in RC or during peak arrival times at ONT that a high capacity vehicle type like a traditional automated train (like Vancouver SkyTrain) or APM type train is more suitable for this facility than on-demand personal transit vehicles that can only transport one party at a time. The latter would result in boarding queues forming at either end of the new line, which add minutes to the journey, which will deter people from using transit instead of a personal vehicle. Making passengers wait for more than one vehicle is not a good experience. Running a more traditional automated train that can handle the general number of waiting passengers every 2-5 min is an excellent passenger experience and can be implemented with proven existing technology. Having it be a tunnel is smart.

Response to Comment I-64-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-65 ALEJANDRO MARINO

Comment I-65-1

Please ditch this tunnel and autonomous crap

Response to Comment I-65-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-65-2

and extend the Metro A Line to ONT Airport. This is a good place to start: https://www.youtube.com/watch?v=Jrv6LSZab5Y&t=1406s

Response to Comment I-65-2

The YouTube video forwarded covered a wide range of information and included comparisons made to the proposed Project. The video presents both near-term and far-term transit connectivity opportunities and alternatives to the proposed Project for Ontario International Airport (ONT). It proposes a Diesel Multiple Unit (DMU) hybrid rail train as a more efficient alternative to the autonomous vehicle tunnel connector suggested under the Project for connecting ONT to the Rancho Cucamonga Metrolink station. According to the video, the DMU train would offer higher capacity and better luggage accommodation compared to the autonomous vehicles. The DMU train would operate along the creek right-of-way as a grade-separated hybrid rail shuttle. According to the video, this route could potentially be more cost-effective than the tunnel connection proposed under the Project, as it follows a shorter, above-ground alignment. The video also mentions prioritizing a connection between ONT and LA Metro's A-Line before the Rancho Cucamonga Metrolink connection. According to the video, integrating ONT with LA Metro's system would significantly expand its catchment area, funneling more LA County travelers—who are expected to outnumber San Bernardino County users—into the airport, driving greater economic growth.

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-66 TED MARSDEN

Comment I-66-1

ONT transportation plans for "passengers traveling to and from ONT will be transported in autonomous, zero-emission vehicles on an 'on-demand' basis" is a boondoggle and inefficient way to meet SoCal's future transportation needs. We need high capacity, efficient, reliable train technology to get people to and from the region's best potential for airport growth. With upcoming attention and developments coming to our region, from the Olympics to Brightline West and more, a solid solution that is a Metrolink Riverside Line Extension West to ONT and Brightline West/Metrolink San Bernardino Line Extension South to ONT. Forget the "Tesla Tunnels" and demonstrate that ONT is an airport meant for the future by connecting it to our region's already robust transit network. Build trains to the aiport.

Response to Comment I-66-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-66-2

Here is a link to a video that looks at the problem in depth and, I think, provides some exciting and future-focused solutions. https://www.youtube.com/watch?v=Jrv6LSZab5Y&; Thank you.

Response to Comment I-66-2

The YouTube video forwarded covered a wide range of information and included comparisons made to the proposed Project. The video presents both near-term and far-term transit connectivity opportunities and alternatives to the proposed Project for Ontario International Airport (ONT). It proposes a Diesel Multiple Unit (DMU) hybrid rail train as a more efficient alternative to the autonomous vehicle tunnel connector suggested under the Project for connecting ONT to the Rancho Cucamonga Metrolink station. According to the video, the DMU train would offer higher capacity and better luggage accommodation compared to the autonomous vehicles. The DMU train would operate along the creek ROW as a grade-separated hybrid rail shuttle. According to the video, this route could potentially be more cost-effective than the tunnel connection proposed under the Project, as it follows a shorter, above-ground alignment. The video also mentions prioritizing a connection between ONT and LA Metro's A-Line before the Rancho Cucamonga Metrolink connection. According to the video, integrating ONT with LA Metro's system would significantly expand its catchment area, funneling more LA County travelers—who are expected to outnumber San Bernardino County users—into the airport, driving greater economic growth.

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-67 THOMAS MATLOCK

Comment I-67-1

this would be a huge waste of taxpayer dollars. Unfortunately, the decision makers do not concern themselves with this kind of waste. There is no rational way to justify such a project.

Response to Comment I-67-1

The commenter's opposition to the proposed Project has been noted for the record.

I-68 AARON MCCAIN

Comment I-68-1

I do not support the use of autonomous electric road vehicles for ONT Connector.

Response to Comment I-68-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-68-2

They produce pollutants from tire and brake wear, which contributes to the region's terrible air and water quality. It will wash into our rivers and oceans, harming local wildlife and groundwater.

Response to Comment I-68-2

Section 3.2 (Air Quality) provides discussion of the potential impacts to air quality associated with the proposed Project. Comment has been noted for the record. As discussed in Section 3.2, the proposed Project's operational activities would result in a net air quality benefit. The proposed Project advances the Air Quality Management Plan's goals of encouraging alternative modes of transit and reducing emissions by decreasing VMT and vehicle idling time associated with passenger vehicles. The usage of autonomous electric vehicle technology also supports goals to reduce mobile source emissions. Section 3.3 (Biological Resources) provides discussion of the potential impacts to biological resources, including wildlife associated with the proposed Project. Section 3.9 (Hydrology and Water Quality) provides discussion of the potential impacts to runoff, groundwater and water quality associated with the proposed Project.

Comment I-68-3

Steel-wheeled light rail trains would produce less particulate matter per rider and avoid the harmful chemical compounds that come from rubber tires.

Response to Comment I-68-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-68-4

They also use less energy than rubber tires. The proposed vehicles are not the most enery efficient. Battery production has large negative environmental impact. Every time a battery is charged, energy is lost. The losses increase over the lifetime of the battery.

Response to Comment I-68-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Section 3.5 (Energy) provides discussion of the potential impacts to energy associated with the proposed Project. Comment noted for the record.

Comment I-68-5

The vehicles should be powered by overhead catenary. It would provide consistent power supply with no losses in performance or efficiency over time. It would also eliminate charging time, reducing vehicle down time and the number of vehicles needed. Please reconsider the plan for this project. Thank you.

Response to Comment I-68-5

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-69 MIKE MCCARTHY

Comment I-69-1

Dear Chair Marquest, SBCTA Board Members, and Project Staff, My name is Mike McCarthy and I am a resident of Riverside. I am a regular user of ONT airport. Than you for the opportunity to provide comment on the proposed ONT Connector project. As a resident of Riverside, there is currently limited public transit accessibility to ONT, despite multiple nearby Metrolink stations and bus routes. As I write this letter on a Saturday afternoon, google tells me the trip to ONT via bus will take 3.5 hours to go 23.1 miles door-to-door. There are occasional routes that will only take 2.2 hours via transit, but those are only during morning commute hours. This is not competitive with driving. As the primary passenger airport for the Inland Valley region, ONT needs to be accessible via transit to reduce VMT from both business and pleasure travelers. I oppose the ONT Connector project because it is a last mile transit project (4.2 miles) that uses significant public funding to build a low capacity, experimental transit option that does not expand or extend the existing woeful transit options in the region.

Response to Comment I-69-1

The commenter's opposition to the proposed Project has been noted for the record. Section 3.14 (Transportation and Traffic) provides discussion of VMT and traffic associated with the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-69-2

A capacity of 100 passengers per hour for approximately 19 hours a day will have a maximum throughput of under 2,000 passengers daily. A light-rail line can move 20,000 passengers per hour, which would serve both the airport passengers as a link to regional commuter-rail and buses, and as a potential connector between the Rancho Cucamonga and Ontario-East Metrolink stations to provide a north-south connection along the 15 corridor.

Response to Comment I-69-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-69-3

SBCTA and partner agencies have studied transit connection options for the ONT airport and adjacent Metrolink stations[1]. Multiple options were investigated for transit and rail options connectivity, including Metro Gold Line extensions to ONT, Metrolink commuter rail realignments, and bus-rapid transit. Each of these alternatives would be better integrated as extensions to light-rail, commuter rail, or bus-rapid transit and better suited for long-term infrastructure spending to improve connectivity in the region. ONT is a major destination that is well suited to be a transit stop on either commuter rail and/or light-rail. It is extremely important to use public funding to connect to ONT in a way that expands and is compatible with existing capacity and modes of transit. [Footnote[1]: https://www.gosbcta.com/wp-content/uploads/2022/03/Los-Angeles-and-San-Bernardino-Inter-County-Transit-and-Rail-Connection-Study-2018.pdf]

Response to Comment I-69-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-69-4

The ONT connector is not compatible, scalable, or cost-competitive. Long-term operation of a low capacity transit option for a single destination is a poor and non-scalable choice for public funding with no long-term benefits from connecting to the Rancho Cucamonga Brightline HSR spot, nor any buildout of capacity for the long-term California HSR phase 2 Los Angeles to San Diego route. Please look to spend public funding wisely to improve and connect our existing transit network in the most effective way rather than experimenting with our tax dollars on techbro vaporware transit. Sincerely, Mike McCarthy

Response to Comment I-69-4

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-70 MICHAEL MCLEOD

Comment I-70-1

Build it! We need real transit options to ONT. If we take lessons learned from LAX, it's infinitely cheaper to do transit projects today than when they're desperately needed.

Response to Comment I-70-1

The commenter's support for the proposed project has been noted for the record.

I-71 MASAKI MENDOZA

Comment I-71-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff,

My name is Masaki Mendoza, and I am a resident of Jurupa Valley, an ONT airport passenger, a Metrolink rider, and am currently studying math, economics, and urban planning at UC San Diego. I would like to comment on the DEIR and express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-71-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-71-2

The proposed project with the ONT Connector as an underground Tesla Tunnel is woefully inadequate to serve the transportation needs of future Ontario Airport passengers and the environmental challenges we must tackle as we seek to reduce our environmental impact. As ONT is projected to handle as many as 36 million annual passengers by mid-century, we must invest in high-capacity transit modes that will efficiently and sustainably handle this volume of people. With a projected peak hour capacity of a paltry 100 people per hour as projected in the DEIR, the Tesla Tunnels concept of the ONT Connector should be flatly rejected.

Response to Comment I-71-2

Comment noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. See Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment I-71-3

It is astonishing that this project is still under consideration when we know that a high-quality, high-capacity transit solution exists through rail-based mass transit. We should invest in projects such as Metrolink expansions and frequency upgrades or light rail projects such as an LA Metro A Line extension to Ontario Airport or a brand new light rail line connecting the Inland Empire to this vital airport. As a young person who wishes to see his community grow sustainably, I urge you to reject the ONT Connector in its current form and instead pursue true transit solutions that the Inland Empire deserves. Sincerely, Masaki Mendoza Resident of Jurupa Valley, Riverside County

Response to Comment I-71-3

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-72 BRENT MERIDETH

Comment I-72-1

Providing a non-car link to the airport is long overdue. But, the proposed system seems designed to prevent people from using it. Will a project succeed if those who use mass transit or walk must walk further than those who drive? In the Ontario connector project, this is the case at both the RC end and the Ontario end. A successful system must go to the airport, not the airport parking lot. Likewise, the collector must be at the train, not the train parking lot. This is especially true since the users are flying, so they'll have luggage, and sometimes lots of it. There's already an underground pedestrian tunnel at the RC station. Connecting to that existing infrastructure would likely be more efficient for the traveler. Lyft and Uber will get them closer to the train and the ticket counter with only slightly less convenience.

Response to Comment I-72-1

The comment has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the purpose and objectives identified for the proposed Project. As described in Chapter 2, Project Description, the proposed Project would expand access options to ONT by providing a convenient and

direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT. The proposed Project was developed due to a lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules, the existing roadway congestion affecting trip reliability and causing traffic delays, the high number of VMT resulting from ONT travelers and lack of a direct transit connection, and the increasing GHG and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-73 BRENT MERIDETH

Comment I-73-1

The Connector will travel essentially through Ontario Mills and, as far as I can tell, there will be no way for shoppers or employees to exit at this hub? It seems like a lost opportunity, especially if the strength of this underground pod option is that they have on-call pod flexibility. Is a tunnel really the best way to quickly get people from point A to point B? If the primary goal is increased traveler speed, I'd think an overhead tramway or overhead rail would be as fast. Speed cannot be the highest scoring metric if the start and finish of the line are located in parking lots. If it's about cost, tunneling is very expensive. A quick google search says tunneling is $250M to $1B per mile while an elevated track is $100M to $300M per mile. A cable tramway is a fraction of either cost at around $50M per mile, and using a detached cable system, it can move quickly. Or extend Brightline through the airport and terminate at the new Ontario Metrolink station west of the airport.

Response to Comment I-73-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Initial alternatives proposed in the scoping process were screened to determine if they met the Project purpose and need to "provide a convenient, reliable, and cost-effective transit service connecting ONT with the regional rail system for air travelers and airport employees." Service to other areas was not considered as part of the scope of this Project.

I-74 BRENT MERIDETH

Comment I-74-1

Don't forget the other, closer Metrolink line serving areas south of the airport. The Riverside Metrolink line includes the East Ontario Metrolink station, which is located in a population desert at least a mile

from the nearest home. It is much closer to the airport than the RC station is. This is a good opportunity to move that station to the west end of the airport near where people live, and the Ontario Amtrak station, and away from warehouses, and extend the Ontario Connector to it so Riverside and Jurupa Valley residents can use it too.

Response to Comment I-74-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-75 ERNEST FELIX MESA

Comment I-75-1

THIS SEEMS LIKE A HUGE WASTE OF TAXPAYERS MONEY, AND IF IT DOES NOT PAY FOR ITSELF THEN WE WILL HAVE TO PAY FOR IT. I WATCH THE LARGE SBX BUSES IN SAN BERNARDINO AND NEVER SEE MORE THEN A FEW PEOPLE ON ANY OF THEM. THE COUNTY SPENT MILLIONS ON THESE SPECIAL BUSES AND ON THERE OWN LANES. I THINK THE TAXPAYERS WERE LEFT PAYING FOR THIS AND THEY WILL WITH A UNWANTED AND NEEDED TUNNEL.

Response to Comment I-75-1

The commenter's opposition to the proposed Project has been noted for the record.

I-76 HE MUNOZ

Comment I-76-1

In an effort to continue the reduction of poor air quality that plagues the city of Ontario for decades, it is imperative that the city of Ontario and Rancho Cucamonga expand & prepare its public transportation services.

Response to Comment I-76-1

Comment has been noted for the record. Impacts to air quality associated with the proposed Project are discussed in Section 3.2 (Air Quality) of the Draft EIR.

Comment I-76-2

By being proactive, all areas of the cities can be connected to this project with buses/trolleys and light rail lines at major intersections within the area. This should reduce the influx of traffic congestion for Ontarians

Response to Comment I-76-2

Comment Noted.

I-77 MATTHEW MUNSON

Comment I-77-1

How will the traffic be impacted due to construction? will it be a cluster**** like the BRT situation on Holt? Or will it be more subdued? I have to deal with an extra 5 minutes extra on my commute each way due to construction already.

Response to Comment I-77-1

The proposed Project would have a less than significant impact to transportation and traffic for the proposed Project. Section 3.14 (Transportation and Traffic) provides further discussion of construction-related traffic impacts related to the proposed Project. The proposed Project's construction would involve temporary lane closures and reduced travel lanes, altering vehicular circulation. These impacts would be confined to adjacent streets and intersections only during the construction period of the proposed Project. However, implementing best management practices such as alternative travel routes, wayfinding, and signage would ensure safe and efficient traffic flow in and around temporary construction zones. In addition, mitigation measure MM-TRA-1 would reduce the impact to transportation and traffic during construction of the proposed Project.

Comment I-77-2

Will there be noise issues for those who work above ground when they are drilling?

Response to Comment I-77-2

The proposed Project would have a less than significant impact to noise and vibration for the proposed Project. Section 3.11 (Noise and Vibration) discusses potential noise-related impacts from the proposed Project. Aboveground construction activities will primarily occur during daytime hours, with noise levels expected to remain below noise standards set by FTA for construction activities. Underground tunnel-boring activities, occurring up to 70 feet below ground, are not anticipated to generate audible airborne noise.

I-78 MATTHEW MURPHY

Comment I-78-1

I work and ride public transit every week in Rancho Cucamonga and think that this tunnel is a pricy spectacle- if the county wants to seriously scale the airport, it's surrounding transit should be appropriately scaled as well. There is plenty of existing rail infrastructure near this airport that only needs relatively short connections in order to be activated at scale to best serve the area. With the Brightline station just a few years out, the SBCTA should consider an extension of the Arrow service from Redlands, whereupon the track diverges at the Rancho metrolink/brightline station down Milliken to the Airport, and perhaps on to the LA/Alhambra subdivisions. If the SBCTA is willing to

spend so much money on a frivolous project such as these car tunnels, which will serve only a fraction of customers as a rail link will (and without the potential of intermediate stations). At the very least, it is better off expanding the existing bus shuttle service with dedicated bus lanes.

Response to Comment I-78-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-79 ALLEN N.

Comment I-79-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Allen, and I am a resident of LA, an ONT airport passenger, and a Metrolink rider. I would like to comment on the DEIR and express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet our region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-79-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-79-2

Key concerns about the ONT Connector's Build Alternative that must be addressed in the EIR: Limited Capacity: The project's peak throughput of 100 passengers per hour is inadequate compared to the project's own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT, light rail, or heavy rail, failing to address future demand at ONT and the Rancho Cucamonga/Brightline Station.

Response to Comment I-79-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-79-3

Safety & Emergency Concerns: The Boring Company's Las Vegas Loop, a similar model that is privately operated, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and EMS concerns during construction and in operation.

Response to Comment I-79-3

Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13, (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

Comment I-79-4

Costs & Funding Risks: The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion. Address funding instability and sources, given that the project is severely uncompetitive, receiving $0 from the most recent round of California TIRCP grants.

Response to Comment I-79-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-79-5

Redundant Shuttle Service: This project will duplicate above-ground ONT Connect shuttle service and West Valley Connector BRT without enhancing capacity. Is this project even necessary?

Response to Comment I-79-5

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment I-79-6

Environmental Impacts: This project will increase VMT and emissions during construction and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail due to limited service capacity for mode shift. Provide an honest analysis of the proposed project vs rail alternatives with regards to VMT, congestion, and emissions.

Response to Comment I-79-6

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7 (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

The proposed Project would result in a less than significant impact for transportation and traffic. As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-79-7

SBCTA should pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT would be more competitive for state and federal transit funding and better suited for future demand. I ask the board to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative that fails to provide the transit service our region deserves. "Tesla Tunnels" are not public transportation. They are a gimmick. Sincerely, Allen LA

Response to Comment I-79-7

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-80 ALLEN NATIAN

Comment I-80-1

The "autonomous vehicle tunnels" are a massive waste of money and a boondoggle

Response to Comment I-80-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-80-2

and should be an A Line extension, a DMU shuttle that can later be converted to an Arrow extension, or both instead.

Response to Comment I-80-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-81 JAVIER NAVARRO

Comment I-81-1

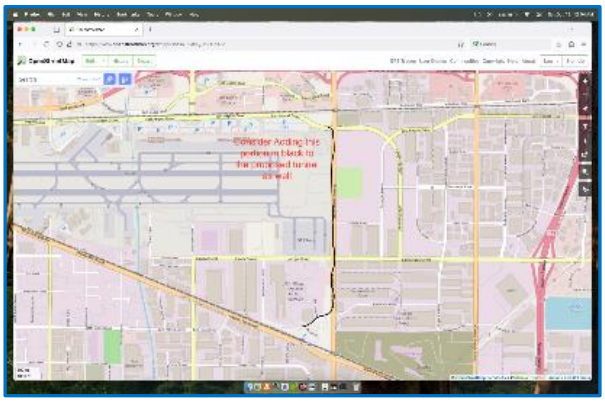
I was looking at the document and I think it is fine and fully support the planned tunnel.

Response to Comment I-81-1

The comment has been noted for the record.

Comment I-81-2

However, I think there should be a consideration of a planned extension towards the Metrolink east ontario station as well. One of the biggest problems in the region, is that there isn't enough north south connectivity using public transit. By extending the tunnel south to the Riverside line, it would give people coming from Riverside an alternative to get to the airport. Right now if a person were living near downtown Riverside, and would want to get to the airport, their only option is via passenger vehicle. This would give them an alternative to the purgatory that is known as the I-15 between the 60 and the 10 freeway.



Response to Comment I-81-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-82 HAROUT NAZARIAN

Comment I-82-1

This project is a terrible idea. Instead of focusing time and resources on coming up with rail solutions that would work for Ontario and for the entire county, we are following an untested and frankly ridiculous concept into oblivion. We need fast and reliable rail connections that will better integrate Ontario into the wider Metro/Metrolink/Amtrak system that could also serve to promote connections to the future Brightline station heading east.

Response to Comment I-82-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-83 TYLER NEFLAS

Comment I-83-1

I am excited for the prospect of the ONT Connector project providing connectivity from Rancho Cucamonga Metrolink to the airport, but I do not think using self driving cars is a worthwhile use of the time, money, and land needed for this project.

Response to Comment I-83-1

The commenter's support for the proposed Project but opposition to the autonomous vehicle mode of transportation has been noted for the record.

Comment I-83-2

Autonomous vehicle tunnels would be better served for use by rail that could connect to other existing services in the region to compliment the network available to users who are choosing not to use a car in the first place. The Metro A line just received funding to extend to Montclair, so a further extension to Rancho and down to ONT brings in riders from the West who would have a shorter trip to ONT vs LAX. Another option is extending Metrolink Arrow service from the SB in the east to Rancho and down to ONT. Having both options pulls in more folks to ONT from across SoCal, and is a much more robust and impactful choice than what is planned.

Response to Comment I-83-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-84 JOSHUA NEGIN

Comment I-84-1

I am delighted that Ontario Airport is considering fixed guideway transit to allow people to access the airport via rail.

Response to Comment I-84-1

The comment has been noted for the record.

Comment I-84-2

However, I feel the idea to use autonomous car shuttles would be a far less ideal option than if a conventional automated people mover was used, such as the system under construction for LAX or which is already connects Oakland Airport to BART. Although headways are fixed, headways and capacity are also much more consistent. The Autonomous vehicles being proposed appear to be very low capacity; in a sudden high demand situation, the system may become saturated, especially at stations, leading to delays, as was demonstrated with the Musk Tunnel at the convention center in Las Vegas. I also support the proposals outlined by the YouTuber Nandert in his video on transit for Ontario Airport (https://youtu.be/Jrv6LSZab5Y?si=7514EtSj915iTsK5), and feel his ideas should be considered.

Response to Comment I-84-2

The YouTube video forwarded covered a wide range of information and included comparisons made to the proposed Project. The video presents both near-term and far-term transit connectivity opportunities and alternatives to the proposed Project for Ontario International Airport (ONT). It proposes a Diesel Multiple Unit (DMU) hybrid rail train as a more efficient alternative to the autonomous vehicle tunnel connector suggested under the Project for connecting ONT to the Rancho Cucamonga Metrolink station. According to the video, the DMU train would offer higher capacity and better luggage accommodation compared to the autonomous vehicles. The DMU train would operate along the creek ROW as a grade-separated hybrid rail shuttle. According to the video, this route could potentially be more cost-effective than the tunnel connection proposed under the Project, as it follows a shorter, above-ground alignment. The video also mentions prioritizing a connection between ONT and LA Metro's A-Line before the Rancho Cucamonga Metrolink connection. According to the video, integrating ONT with LA Metro's system would significantly expand its catchment area, funneling more LA County travelers—who are expected to outnumber San Bernardino County users—into the airport, driving greater economic growth.

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-85 ALIX NGUYEN

Comment I-85-1

Couple questions, food for thoughts:- How does this fit with the West valley connector? Seeing the alignment it seems to overlap with parts of it while it could complement it. Any potential for stops in high density areas like Ontario Mills or Victoria gardens area? Current alignment only stops at ONT while it'd benefit the community to provide other access points. Technology: the autonomous vehicles approaches has proven not as appropriate as light rail or people movers (ex the tunnels under Las Vegas). What are SBCTA plans for this so we don't create an expensive amd isolated infrastructure, but instead something that scales, is future proof, and fits with the other rail projects (ex the Foothill extension to Claremont).

Response to Comment I-85-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The comment has been noted for the record.

I-86 NORA NICKOLOV

Comment I-86-1

Autonomous vehicle tunnels are a massive waste of money and not a good idea. Instead, an A line extension and/or a DMU (Diesel Multiple Unit) shuttle that can be converted to an Arrow extension in the future would be much better projects to pursue. Having good public transit connections to Ontario airport would increase ridership, make Ontario airport a more popular destination, and help both travelers and locals move around.

Response to Comment I-86-1

The commenter’s opposition of the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-87 AARON NOELL

Comment I-87-1

Key concerns about the ONT Connector’s Build Alternative that must be addressed in the EIR: Limited Capacity: The project’s peak throughput of 100 passengers per hour is inadequate compared to the project’s own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT, light rail, or heavy rail.

Response to Comment I-87-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-87-2

Costs & Funding Risks: The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion.

Response to Comment I-87-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-87-3

SBCTA should pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT. I ask the board to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative.

Response to Comment I-87-3

Comment noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-88 LAVIE OHANA

Comment I-88-1

The ONT Connector project is significantly inadequate for the proposed budget of $538.5 million and extensive tunneling required.

Response to Comment I-88-1

The comment has been noted.

Comment I-88-2

The distributed autonomous electric vehicle system is only capable of moving 100 people per direction per hour - only a couple percent of the 17,000 passengers ONT sees on a daily basis - entirely disregarding peak periods. This level of capacity would be easily met by a frequent bus line. ONT still should have a proper airport connector - but a useful connector must be capable of significant peak volume. Most airport connectors are automated people movers capable of over a thousand passengers per direction per hour - a service convenient and fast enough to capture demand that a backed-up automated EV system would not. SBcta should heavily reconsider the proposed Project and whether the capacity is representative of a half-billion-dollar budget. Far more has been - and can be done with far less.

Response to Comment I-88-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. In addition, Section 3.14 (Transportation and Traffic) provides discussion and evaluation of ridership associated with the proposed Project.

I-89 CARLOS OROZCO

Comment I-89-1

I think its a good idea, but the construction Cost is too high, burdensome and construction REDTAPE/process will not be practical, plus most people will continue to use conventional transportation like, cars, UBER, Shuttle buses or public transportation... The project will cause more traffic and congestion in and around the affected area!

Response to Comment I-89-1

Comment noted for the record. Refer to Master Response 1 for the discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Section 3.14 (Transportation and Traffic) provides discussion and evaluation of transportation and traffic impacts during construction and operation of the proposed Project.

I-90 HECTOR PAEZ

Comment I-90-1

This system needs to be trains or people mover type system. Autonomous vehicles will be too low capacity for surges that will result from the Brightline, Metrolink, and BRT traffic. If built as proposed the system will be unable to meet future demand and rob the catchment area of ONT airport of a truly modern, world class amenity, especially considering the future expansion plans of ONT.

Response to Comment I-90-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-91 TORI PAINE

Comment I-91-1

Good Afternoon, I was hoping you could clear up a few questions I have regarding the Ontario International Airport Connector Project. I was wondering what the current status of this project is? I found the website for the project, which has a ton of great information, but I was unable to find a date for when you would be deciding on the build or no build alternatives? Do you have a date for when that decision would be made? Any information would be appreciated! Thank you for your time! Kind Regards, Tori Paine

Response to Comment I-91-1

An Environmental Impact Report is prepared pursuant to CEQA in two stages. In the first stage, a Draft EIR is prepared and distributed for public and agency review. Once comments on the Draft EIR are received, responses to those comments and any additional relevant project information are prepared and compiled in a Final EIR (FEIR). The 46-day public review period for the proposed Project Draft EIR began on October 18, 2024 and ended on December 2, 2024. The next phase of the proposed Project would be to prepare the Final EIR. When the EIR process is completed, the documents will be used by the final decision-makers (SBCTA Board of Directors) to weigh the environmental impacts against a proposed project in order to make an informed decision. This is anticipated to occur in Spring 2025.

Updates to the proposed Project will continue to be provided and updated on the proposed Project website: https://www.gosbcta.com/ontconnector/. In addition, there is a sign up available to receive project updates as the proposed Project progresses.

I-92 JANKI PATEL

Comment I-92-1

This alignment shall incorporate stops where people would go, including Ontario mills and Toyota Arena. This could lead to a reduction of VMT, as the alignment can serve more uses in locations that have seasonal as well as sustained demand throughout the day and year. It would have a much higher utilization than train station to airport.

Response to Comment I-92-1

As described in Chapter 2, Project Description, the purpose of the proposed Project is to expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station. Initial alternatives proposed in the scoping process were screened to determine if they met the Project purpose and need to "provide a convenient, reliable, and cost-effective transit service connecting ONT with the regional rail system for air travelers and airport employees." Service to other areas was not considered as part of the scope of this Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. In addition, Section 3.14 (Transportation and Traffic) provides discussion and evaluation of VMT associated with the proposed Project. The proposed Project would have a less than significant impact to transportation and traffic for the proposed Project.

I-93 TYLER PETERS

Comment I-93-1

I don't think an autonomous vehicle solution is the best solution. It is an inefficient way to move large amounts of people. It would be better if it was a train or people mover of some kind. And more efficient as well.

Response to Comment I-93-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-94 JOHN PIERRE

Comment I-94-1

"autonomous vehicle tunnels" are a massive waste of money.

Response to Comment I-94-1

The commenter's opposition of the proposed Project has been noted for the record.

Comment I-94-2

An A Line extension, or a DMU shuttle that can later be converted to an Arrow extension, or both would be better suited for this project. Especially since the "autonomous vehicle tunnels" received ZERO DOLLARS in state funding. Thank you for you time.

Response to Comment I-94-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-95 MOB REIGEN

Comment I-95-1

Autonomous vehicle tunnels are an unproven technology, while being a huge waste of time and money in such a low density area. It would be much better to use proven technology for a high capacity connection to the airport, like funding for an A Line extension, or some other rail connection, perhaps an extension of the Arrow service.

Response to Comment I-95-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-96 JAKE ROSEN

Comment I-96-1

There is no reason this infrastructure should be underground, given that surface streets here are under capacity and that public transit dollars are extremely scarce. Additionally, the proposed capacity of this new system is extremely low and does not justify this level of investment. Please consider at grade or elevated track instead.

Response to Comment I-96-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-97 ORIANA RUELAS

Comment I-97-1

This is a project that pains me to hear is even being considered. Instead of valuing our communities and giving them a better way of getting around, like a rail connection, this project would reflect a poor choice in priorities. Working-class communities want better public transport systems like rail lines and trains. I would love to see an option to take a fully operational train to the Ontario airport to limit the car traffic in the area. There are better things to spend money on and this ONT Connector a Project shouldn't be one, let alone an option.

Response to Comment I-97-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-98 NATHAN SCHILLING

Comment I-98-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, Hello my name is Nathan from El Segundo, and I use ONT and the metro system fairly regularly. I would like to express my strong opposition to the ONT airport connector as currently envisioned, because of issues with limited capacity and safety.

Response to Comment I-98-1

The commenter’s opposition to the proposed Project has been noted for the record.

Comment I-98-2

The draft EIR says the tunnels will have 100x less capacity than light or heavy rail. This means it will take more time and people will have to wait longer to get to Rancho Cucamonga.

Response to Comment I-98-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle**.**

Comment I-98-3

With safety, previous projects (like the Las Vegas tunnels the Boring Co. created) have shown flagrant disregard for worker and driver safety.

Response to Comment I-98-3

Comment has been noted. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed project would have a less than significant impact to safety. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services for the proposed Project and would have a less than significant impact. Section 3.8 (Hazards and Hazardous Materials) provides discussion of the potential impacts to emergency response plan or emergency evacuation plan associated for the proposed Project and would have a less than significant impact. Section 3.14

(Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project and with implementation of MM-TRA-1 would have a less than significant impact.

Comment I-98-4

In summary, the Tesla Tunnels are slow, unproven technology that will take more time and money to build than currently estimated. Let's prioritize transit solutions we know work, like busses, light rail, and heavy rail, that have the added capacity for growth we all want to see at ONT airport. Sincerely, Nathan Schilling

Response to Comment I-98-4

Comment has been noted for the record. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-99 CALEB SCHIMKE

Comment I-99-1

Please reject the ONT connector. It is an inefficient and dangerous proposal that is detached from the needs of myself and our communities and serves mainly to pet one rich man's ego. We should instead be pursuing expansions to our mass transit systems in manners that have been continuously safe, efficient, and accessible for decades.

Response to Comment I-99-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-100 ZACK SCRIVEN

Comment I-100-1

I think the autonomous vehicle tunnel from ONT to Rancho Cucamonga metro link station is a GREAT idea. I’m a California native and transit enthusiast. Most opposed are probably just not liking Elon musks politics, but the benefits could be great! Especially with bright line west coming to Rancho we

need a direct connection with the air port. The Boring company has proved its viability in Vegas and is now expanding! Please continue with this visionary project! 🙏

Response to Comment I-100-1

The commenter's support of the proposed Project has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-101 NATHANIEL SINGER

Comment I-101-1

I want to express support for tried and tested, high capacity, and easily interoperable transport modes such as light rail or a DMU (such as used in arrow service).

Response to Comment I-101-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-102 JUSTIN SKODA

Comment I-102-1

Explore TOD opportunities around stations. Explore conventional or autonomous bus with dedicated transit lanes. Tunneling is going to be expensive and the Las Vegas tunnels have very low throughput and low operational speeds. Terminal stations should be as close as possible to terminal footprints to reduce walk distances and improve ridership. Don't rely only on speculative unproven technology for the summary of all contemplated options. Advance at least one proven technology in the alternatives.

Response to Comment I-102-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-103 MIKA SMITH

Comment I-103-1

I do not support the "autonomous vehicle tunnels". I think they are a massive waste of money.

Response to Comment I-103-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-103-2

I instead would like to ask for an A Line extension, a DMU shuttle that can later be converted to an Arrow extension, or both.

Response to Comment I-103-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-104 THOMAS SMITH

Comment I-104-1

I would seriously consider flying out of ONT airport if it had better transit connections. As a result, I like the idea of better connecting ONT to the nearby Metrolink lines, but I don't think a proprietary, uncommon, expensive system like the proposed ONT Connector is a good idea.

Response to Comment I-104-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-104-2

Omnitrans is already building the SbX West Valley Connector BRT, which serves the same area and plans to serve both ONT and the Rancho Cucamonga Metrolink station. However, the WVC has a very limited length of bus-only lanes. Increasing the length of the bus lanes along the WVC - particularly along the section between ONT and Rancho Cucamonga Metrolink - would be a great improvement to the project. Increased bus frequencies, traffic priority, amenities, or even a dedicated bus route (akin to the Orange Line in Los Angeles) would also be good improvements. I think these improvements to the SbX WVC line would be a much better idea than the proposed ONT Connector project, and thus I oppose the ONT Connector.

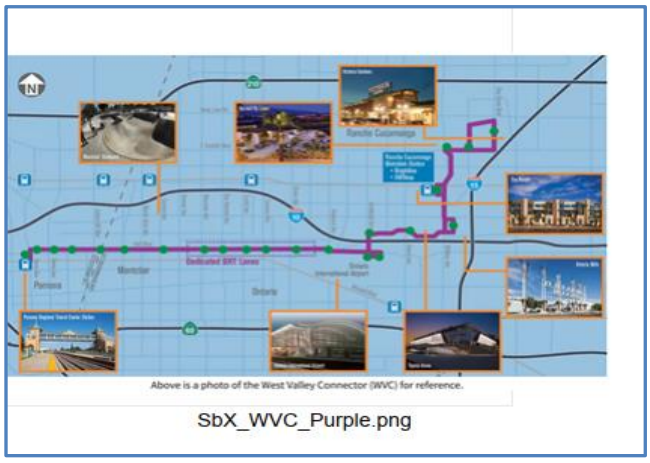
Response to Comment I-104-2

The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in the San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley

Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

As described in Chapter 2, Project Description, the proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station. It will complement the West Valley Connector Project and provide direct transfer from ONT to the Cucamonga Metrolink Station by offering an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-104-3



SbX_WVC_Purple.png

Response to Comment I-104-3

The commenter provided a figure depicting the West Valley Connector as published on the SBCTA project website. The comment has been noted for the record.

I-105 FRANCIS SNYDER

Comment I-105-1

Why are we still pursuing Autonomous Vehicle Tunnels instead of prioritizing mass transit? Do you know what hundreds of self driving cars driving in a row sounds like to me? A worse train. Mass Transit is more efficient in almost every way, and has the potentially to build out existing infrastructure to better service surrounding communities.

Response to Comment I-105-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-105-2

One suggestion would be to extend the Metro A line in lieu of these ridiculously expensive tunnels. We don't need new technology to help us efficiently move large amounts of people from place to place. We know how to do that already. We just need that common sense to put modern mass transit into practice.

Response to Comment I-105-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-106 MANU SRIDHARAN

Comment I-106-1

If it's about cost, tunneling is very expensive. A quick google search says tunneling is $250M to $1B per mile while an elevated track is $100M to $300M per mile. A cable tramway is a fraction of either cost at around $50M per mile, and using a detached cable system, it can move quickly. Or extend Brightline through the airport and terminate at the new Ontario Metrolink station west of the airport.

Response to Comment I-106-1

The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding). Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-107 NICOLAS SUNBACK

Comment I-107-1

SBCTA should focus on connecting Ontario International Airport with high-capacity bus, Metrolink, and/or Metro A Line access. I lived in Pomona Valley and regularly used Ontario as a college student, but had no options to get to/from the airport besides Super Shuttle.

Response to Comment I-107-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-107-2

1. I do not believe SBCTA's proposed tunnel project will "only" cost $500 million. There are no existing, completed projects I am aware of to compare the proposal to. 2. There are vastly more cost-effective ways to get people in and out of the airport. Spending $500 million (definitely will be more after delays and cost overruns) to move a couple hundred vehicles an hour using unproven technology is an outrageous waste of money. 3. As an alternative, run FlyAway-style bus service to Ontario from the terminus of the A Line, UC Riverside, and other regional destinations. 4. Use $500m to speed up and improve frequency on the San Bernardino and Riverside Metrolink lines. This will attract airport passengers from LA and OC.

Response to Comment I-107-2

The comment has been noted for the record. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-108 SIERRA SWEARINGEN

Comment I-108-1

I'm very disappointed there was no rail alternative for this study. Autonomous electric vehicles are not the most efficient option and are a waste of money with unproven technology, high maintenance costs, and low capacity. ONT connect should be built as an electric rail transport system that could be connected to other rail transportation nearby. An extension of either the Metro A line or DMU train Arrow extension should be considered for the ONT project. One of the above rail options needs to be considered due to rail's far superior operating efficiency, capacity, scalability, and connectivity to surrounding regions via transit. Electric rail environmental impact per rider is much lower than EVs.

Response to Comment I-108-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-108-2

I do not support any alternative with autonomous electric road vehicles due to their higher pollution from tire and brake wear, wasted energy costs from battery losses, and cost of vehicle down time for charging. These options also do not scale to serve capacity increases at ONT airport.

Response to Comment I-108-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of the autonomous vehicle.

Section 3.2 (Air Quality) provides discussion of the potential impacts to air quality associated with the proposed Project. As discussed in Section 3.2, the proposed Project's operational activities would result in a net air quality benefit. The proposed Project advances the Air Quality Management Plan's goals of encouraging alternative modes of transit and reducing emissions by decreasing VMT and vehicle idling time associated with passenger vehicles. The usage of autonomous electric vehicle technology also supports goals to reduce mobile source emissions. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-109 IVAN TABARES

Comment I-109-1

If this 4 mile project is to commence, how will traffic in the construction area be affected?

Response to Comment I-109-1

The proposed Project would have a less than significant impact to transportation and traffic. Section 3.14 (Transportation and Traffic) provides further discussion of construction-related traffic impacts related to the proposed Project. The proposed Project's construction would involve temporary lane closures and reduced travel lanes, altering vehicular circulation. These impacts would be confined to adjacent streets and intersections only during the construction period of the proposed Project. However, implementing best management practices such as alternative travel routes, wayfinding, and signage would ensure safe and efficient traffic flow in and around temporary construction zones. In addition, mitigation measure MM-TRA-1 would reduce the impact to transportation and traffic during construction of the proposed Project

I-110 AIDEN TABRIZI

Comment I-110-1

Please abandon the Autonomous Vehicle Tunnel project as it is a huge waste of efficiency and money.

Response to Comment I-110-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-110-2

I would advocate for an A-Line extension instead.

Response to Comment I-110-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-111 ROLDAN TEROY

Comment I-111-1

I support the Ontario CONNECTOR PROJECT, especially because it will interface with Metrolink. It will make going to and from Ontario International Airport much more convenient. As a disabled person, I hope there will be accommodations for wheelchairs.

Response to Comment I-111-1

The commenter's support for the proposed Project has been noted for the record. The Americans with Disabilities Act (ADA) of 1990 includes requirements pertaining to transportation infrastructure. The Department of Justice's revised regulations for Titles II and III of the ADA, known as the 2010 ADA Standards for Accessible Designs, set minimum requirements for newly designed and constructed or altered state and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities. These standards apply to accessible walking routes, curb ramps, and other facilities. The proposed Project would comply with ADA standards for Accessible Designs and would be in compliance with ADA requirements.

I-112 ADEN TESSMAN

Comment I-112-1

To whom it may concern,

I'm a Rancho Cucamonga Resident that works in Ontario and I regularly use the ONT airport. When I heard about the ONT Connector project, I was initially extremely excited. However, the more I've read up on the environmental review documents (ERD), the more discouraged I've become. I don't think the ERDs provide sufficient evidence of a congestion issue to justify the massive $538.5 million price tag.

Response to Comment I-112-1

The Draft EIR is intended to serve as an informational document to provide decision-makers and the public with information that enables them to consider the environmental consequences of the proposed Project. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. The proposed Project would have a less than significant impact to transportation and traffic. Section 3.14 (Transportation and Traffic) provides discussion of transportation and traffic impacts associated with the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-112-2

The ERDs claim that the tunnel system will be able to service a minimum of 100 passengers per hour in both directions which seems ridiculous on its face considering the construction cost. Additionally, the projected 2051 ridership (design ridership) is a paltry 523 persons per day according to Table 4-4 in Appendix Q (Transportation Technical Report). On this scale, it's hard to believe a potential rail system or even a simple shuttle service that runs at regular intervals isn't the obvious and more realistic solution.

Response to Comment I-112-2

Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle**.**

Comment I-112-3

Regarding the congestion problem between the Metrolink station in Rancho and ONT, I'm not convinced that there is one. I take Milliken Ave. in the northbound direction every day over the potential future tunnel and I've never thought of it as congested. It's simply not an issue. Brightline West has the potential to have a real impact on the Inland Empire, but I don't think the construction of Brightline West will increase traffic from the Metrolink station terminus and ONT. The entire reason someone would want to take Brightline west is to get to the high desert and Las Vegas while avoiding the airport.

Response to Comment I-112-3

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. The proposed Project would have a less than significant impact to transportation and traffic. Section 3.14 (Transportation and Traffic) provides discussion of transportation and traffic impacts associated with the proposed Project. In addition, refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-112-4

Constructing a 4-mile tunnel for $538,500,000 to solve a minor congestion “problem” is the urban planning equivalent of solving dandruff with decapitation. Squandering of public funds at this scale has the potential to be a national embarrassment. This project should be abandoned. Thank you, Aden Tessman, P.E., M.S.

Response to Comment I-112-4

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Commenter’s opposition to the proposed Project has been noted for the record.

I-113 GEORGE Z TONG

Comment I-113-1

The current proposed ONT connector project using autonomous vehicle tunnels are a massive waste of money which would be better used to fund a metro A line extension to the airport which would serve current riders.

Response to Comment I-113-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-114 LUIS TORRES

Comment I-114-1

Absolutely SBCTA should not move forward with the "Tesla tunnels" proposal which would just serve to be an entire waste of money with no benefits and only detriments. All the other "Tesla tunnels" built were useless (see the Vegas Convention Center laughingstock).

Response to Comment I-114-1

The commenter’s opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined

Comment I-114-2

SBCTA would be better served by connecting ONT to the Foothill Gold Line extension. This would provide easy connection to Metrolink through Metro as well as many bus lines at Union Station in LA

and the Montclair Transit Center. The A Line as it is now known would also have the ability to connect to Las Vegas using the Brightline station planned for Rancho Cucamonga. As a long time resident of San Bernardino County and a long time rider of Metrolink, it would be best for the County and the region to abandon the tunnels idea to better serve ONT with actual good connections to transit.

Response to Comment I-114-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-115 SALVADOR TORRES

Comment I-115-1

Make it rail/subway

Response to Comment I-115-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-116 SALVADOR TORRES

Comment I-116-1

Convert the project to rail.

Response to Comment I-116-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-117 LUCAS DRUMONDE VOORHEIS

Comment I-117-1

As a professional transportation planner and traffic engineer, and a resident of the Inland Empire (Claremont, technically LA County, but still very nearby), I support the connection between the Rancho Cucamonga Station and the Ontario Airport.

Response to Comment I-117-1

The comment has been noted for the record.

Comment I-117-2

However, I believe the mode choice selected is unwise. If the county plans to build an underground transit connection between these two important destinations, an extension of the A-Line between

Montclair, the Ontario Airport, and the Rancho Cucamonga Station would serve this purpose better. Even a fixed-route bus service could perform this connection effectively, at significantly lower cost than tunneling with the proposed alternative, or with an A-Line extension. I oppose this proposal both as a local resident and as a professional.

Response to Comment I-117-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-118 GEO VR

Comment I-118-1

Heyy, I think a train track is not so good. I think a monorail track is better. The monorails in Disneyland and Disney World are good examples. A train track can fall get off its track really easily. It can get slippery, maybe something on the track, or earthquake. Rancho Cucamonga and Ontario airport are not so far away from each other. I think a bus shuttle would be fine. Also, maybe a monorail to a casino is better. Also maybe a monorail to Barstow and Las Vegas would be better too.

Response to Comment I-118-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-119 MICHAEL WANG

Comment I-119-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Michael Wang I am an ONT airport passenger and a Metrolink rider. I would like to comment on the DEIR and express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet the region's needs for reliable, scalable, and safe transit between ONT and Rancho Cucamonga Metrolink/Future Brightline West Station.

Response to Comment I-119-1

The commenter’s opposition to the proposed Project has been noted for the record.

Comment I-119-2

Key concerns about the ONT Connector’s Build Alternative that must be addressed in the EIR: Limited Capacity: The project’s peak throughput of 100 passengers per hour is inadequate compared to the project’s own required capacity of 300 per hour and the 20,000-100,000 per hour achievable by BRT,

light rail, or heavy rail, failing to address future demand at ONT and the Rancho Cucamonga/Brightline Station.

Response to Comment I-119-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-119-3

Safety & Emergency Concerns: The Boring Company's Las Vegas Loop, a similar model that is privately operated, has been plagued by traffic, slowdowns, confusion among drivers, and serious safety and EMS concerns during construction and in operation.

Response to Comment I-119-3

Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

Comment I-119-4

Costs & Funding Risks: The $490+ million estimate for this project is likely understated, given LA Metro light rail costs at similar project lengths ranging from $1-7 billion. Address funding instability and sources, given that the project is severely uncompetitive, receiving $0 from the most recent round of California TIRCP grants.

Response to Comment I-119-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment I-119-5

Redundant Shuttle Service: This project will duplicate above-ground ONT Connect shuttle service and West Valley Connector BRT without enhancing capacity. Is this project even necessary?

Response to Comment I-119-5

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment I-119-6

Environmental Impacts: This project will increase VMT and emissions during construction and will be ineffective in reducing long-term congestion, air pollution, or greenhouse gas compared to rail due to

limited service capacity for mode shift. Provide an honest analysis of the proposed project vs rail alternatives with regards to VMT, congestion, and emissions.

Response to Comment I-119-6

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7, (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term. The proposed Project would result in a less than significant impact.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-119-7

SBCTA should pursue real rail alternatives, as recommended in prior studies in 2008, 2014, and 2018. Options such as a Metrolink Riverside Line extension West to ONT and a Brightline West/Metrolink San Bernardino Line extension South to ONT would be more competitive for state and federal transit funding and better suited for future demand. I ask the board to prioritize high-capacity, reliable rail solutions to meet San Bernardino County's long-term transportation needs, and reject the low-capacity, high-risk, unreliable model in the Build Alternative that fails to provide the transit service the region deserves. Sincerely, Michael Wang

Response to Comment I-119-7

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-120 ROBERT WHITTON

Comment I-120-1

You should rail options. The underground zero emission cars have proven to not be as efficient in the Las Vegas Loop example. They do not carry as many passengers and there are a whole host of problems that are associated with that versus a rail option. This doesn't make much sense.

Response to Comment I-120-1

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-121 BENJAMIN WITT

Comment I-121-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Ben Witt and I am a resident of Los Angeles, an ONT airport passenger, and a Metrolink rider. I would like to express my strong opposition to the Ontario International Airport (ONT) Connector project as proposed. As a proponent of effective and fiscally-responsible public transit in San Bernardino County, I am deeply concerned that the proposed model will not meet our region's needs. It's honestly wild to me that we would consider a proposal from Boring Company that has a peak throughput of 100 passengers/hours whereas BRT, light or heavy rail can move 20-100K passengers per hour. Why on earth are we still considering this?

Response to Comment I-121-1

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

I-122 ANONYMOUS

Comment I-122-1

I don't want Tesla tunnels paid for by my tax dollars creating traffic underground. Brightline West and LA metro have already set you up to use rail to your advantage. Start building out the San Bernardino county metro system now before you have to deal with the headache LA is going through trying to keep up with traffic. The Inland Empire is not small cute towns anymore and it's time to stop

pretending they are, the population has grown and won't stop soon, a robust regular transportation system is needed, not underground freeways.

Response to Comment I-122-1

The commenter's opposition to the proposed Project has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-123 CONCERNED CITIZEN

Comment I-123-1

SBCTA should consider an inclusive and integrated transit system to connect to the airport. A good transit connection is badly needed. A Tesla tunnel is not the answer. For one, Tesla does not support the project. Second, limiting the tunnel to Telslas is exclusionary, inequitable, and will not be integrated with the local rail or Metrolink system. If you are going to bore a tunnel, please put a public train there, or at least a BRT. Thank you.

Response to Comment I-123-1

The commenter's opposition to the proposed Project has been noted for the record. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

I-124 GRAY

Comment I-124-1

Dear Chair Marquez, SBCTA Board Members, and ONT Connector Project Staff, My name is Gray. I'm a resident of Moreno Valley, an ONT airport passenger, and a frequent Metrolink rider. I'd like to comment on the proposed ONT connector and express my strong disapproval of this project. I'm concerned that the proposed model is neither effective nor fiscally responsible, and that it won't adequately meet the transit needs of passengers of the ONT airport, or the residents of San Bernardino County in general.

Response to Comment I-124-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment I-124-2

My most severe concerns are: - Limited capacity - The proposed project can support up to 100 passengers per hour. This isn't enough; the project itself requires a capacity of 300 passengers per hour. The alternative mode of transit, that is, light rail and/or heavy rail, can support 20,000 to 100,000 passengers per hour.

Response to Comment I-124-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment I-124-3

Environmental impacts - The proposed project will increase vehicle miles traveled and won't be effective in reducing carbon emissions in general compared to rail because of its limited capacity and lack of density. San Bernardino County already is known for its bad air quality, please don't make it any worse.

Response to Comment I-124-3

Section 3.2 (Air Quality) provides discussion of air pollution impacts associated with the proposed Project. As discussed in Section 3.2 (Air Quality) construction of the proposed Project would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and would only last for the duration of construction. To avoid or minimize effects during construction, MM-AQ-1 would be implemented. MM-AQ-1 includes basic emission control practices and dust control measures to minimize potential effects from pollutant emissions during construction.

The proposed Project would have a less than significant impact to GHG emissions. Section 3.7 (Greenhouse Gas Emissions) provides discussion of GHG emission impacts associated with the proposed Project.

As included in Section 3.14 (Transportation and Traffic), the proposed Project would provide a connection from Cucamonga Metrolink Station to and from ONT, which would be a transportation improvement. Improvements to first/last-mile access encourage mode shift from automobiles to other modes, such as transit and non-motorized travel. As such, the proposed Project would reduce the overall regional VMT and reduce congestion. Once operational, the proposed Project would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term. The proposed Project would result in a less than significant impact.

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment I-124-4

Safety - It's a thin, underground tunnel which is packed with cars. How will emergency services get to where they need to go in this tunnel? It's unsafe.

Response to Comment I-124-4

The proposed Project would have a less than significant impact to emergency services. Section 3.13 (Public Services and Recreation) provides discussion of the potential impacts to emergency services with the proposed Project. The proposed Project would have a less than significant impact to emergency response plans or emergency evacuation plans. Section 3.8 (Hazards and Hazardous Materials) also provides discussion of the potential impacts to emergency response plans or emergency evacuation plans associated with the proposed Project. In addition, implementation of MM-HAZ-2 would ensure that proposed development would provide adequate access for emergency vehicles during construction activities.

The proposed Project would have a less than significant impact to emergency access with implementation of MM-TRA-1. Section 3.14 (Transportation and Traffic) provides discussion of the potential impacts to emergency access associated with the proposed Project. In addition, implementation of MM-TRA-1 would require the proposed Project to prepare a Transportation Management Plan that would include coordination with the first responders and emergency service providers to minimize impacts on emergency response.

Comment I-124-5

SBCTA should pursue realistic, viable rail alternatives, which are all more environmentally friendly, more efficient, and more safe than the proposed ONT connector. I ask the board to pursue more feasible alternatives. Sincerely, Gray, Moreno Valley, Riverside County

Response to Comment I-124-5

Comment Noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-125 GRAY

Comment I-125-1

Comment letter I-125 is a duplicate of Comment letter I-124.

Response to Comment I-125-1

Comment letter I-125 is a duplicate of Comment letter I-124. Refer to comment letter I-124, and Response to CommentI-124-1 through Response to Comment I-124-5.

I-126 TRANSIT ADVOCATE

Comment I-126-1

We need modern, fast, frequent, fully elevated and electrified passenger rail everywhere! We need to copy what Europe and Japan are doing. Ignore the NIMBY suburbanites and build the rail transit anyway.

Response to Comment I-126-1

Comment noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

I-127 XAVIER

Comment I-127-1

The current “autonomous vehicle tunnel” may be one of the largest mistake at ONT which can be avoided. The current “autonomous vehicle tunnel” may be one of the largest mistake at ONT which can be avoided. Why settle for a low capacity vehicle when the whole point of making the right of way underground is to help with moving more people? It’s going around the whole point of making the tunnel and frankly a waste of taxpayers dollar; how is luggage going to fit inside that car that i’ve seen in the renderings? What about family’s who wants to travel together? The autonomous vehicle tunnel is simply a piece of technology that is not needed in many situations, including this one, because there is already technology, a train, that would solve all of these issues. I am imploring you to consider the A Line extension. Yes, it is Los Angeles county but it would allow the LARGEST economic driver to reach employees and people who don’t want to travel to LAX with a direct connection! If not that, a DMU shuttle would do wonders or even better, both! Please do not use the autonomous vehicle tunnel.

Response to Comment I-127-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

3.2.5 INDIVIDUAL — LETTER

IL-1 CHARLES DEEMER

Comment IL-1-1

Dear Sir: I only recently became aware of the Ontario International Airport Connector Project. So, with a final route already being decided on & nearly all of the various reports prepared, I fully expect that my comments on a very much lower cost idea for this project to be pretty much ignored. After all, it

really would be quite embarrassing for someone from the general public to come up with an obvious & simple plan to connect the Racho Cucamonga Metrolink station with the Ontario International Airport.

Response to Comment IL-1-1

Comment noted for the record.

Comment IL-1-2

Reading about the history of this plan, it's apparent that with the building (finally) of a dedicated fast passenger train between Las Vegas & Los Angeles (Southern California) there is a claimed greater, more immediate need for this connection. However, **realistically just how many people/day** will actually be willing to ride a train (either Metrolink or the fast train from Las Vegas) & then transfer to a people-mover cabin to got to the Ontario International Airport that will travel several miles underground.

Response to Comment IL-1-2

Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project. Section 3.14 (Transportation and Traffic) provides discussion and evaluation of ridership associated with the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment IL-1-3

In view of the fact, that the current Riverside Metrolink line tracks run just North of the Ontario International Airport property the ***logical & sensible*** project to build, at probably less than 1/10th of the construction cost, would be to build a spur line from Riverside Line tracks onto the Airport property. The West-side entrance being East of Deer creek on the West end of the Airport & the East-side entrance far enough East of the single boarding platform to match the entrance on the West-side in grade & turning radius. Only ONE platform is really needed as it should be built roughly equi-distant from the 2 terminals. Access from the train platform would be by an enclosed walkway with moving sidewalks installed to both the departing (security control) & arriving (luggage carousels) entrances to the Airport terminals.

Regardless of whether the train boarding platform(s) are built at-grade or elevated they should be designed with boarding planned for both the North & South sides for both East & West bound trains. Although it would probably save money (for now) only one set of tracks should be built at first. The second set can be built once trains are averaging 70-80% full every 8-10 minutes on holiday travel days.

Response to Comment IL-1-3

Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment IL-1-4

Another way that'll save money on start-up would be for the Operator to purchase several of the new Arrow Service trains rather than the full Metrolink train sets. The trains can be strung together as ridership rises. The purchase price is much lower & operation cost should also be lower to some degree. Also, with most all of the passengers carrying some luggage having single deck boarding it should run faster.

Response to Comment IL-1-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle**.**

Comment IL-1-5

The immediate building of the platform at the Airport is only the first phase of this project. While building the second track within Ontario International Airport is another phase It's not the only other one. A third phase to this project would be to build a spur adjacent to Deer Creek from the spur-line link North to connect with the current freight line that runs parallel to Archibald Avenue East of the Rancho Cucamonga Metrolink station. Once completed, you could then run loops starting from San Bernardino/Redlands both West bound through Rancho Cucamonga or through Riverside with the trains continuing in the same direction they're headed. Those trains running first through Riverside would continue on & looping North back through Rancho Cucamonga to San Bernardino/Redlands & vice-versa for the trains coming from the San Bernardino Line.

The reason for running trains in a loop both ways is to attract some people who would transfer trains from both the Inland Empire-Orange County & the 91/Perris Valley Lines. This would help to increase Ontario International Airport's attractiveness to some inland Southern California residents. If over time, Metrolink was carrying 10% of the passengers at Ontario International Airport at full fares (which people flying should do) this new service could be quite profitable for Metrolink. Otherwise, I suspect that Omnitrans will end up stuck with another loser that'll force it to cut back a&/or cancel more bus service in San Bernardino County. Respectfully submitted, Charles Michel Deemer

Response to Comment IL-1-5

Chapter 2, Project Description, of the Draft EIR provides the details of the proposed Project. Section 3.14 (Transportation and Traffic) provides discussion and evaluation of ridership associated with the proposed Project. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

3.2.6 VERBAL COMMENTS

VC-1 JAMES ALBERT

Comment VC-1-1

Okay. Hi. Yes, this is James Albert speaking in support of expanding this connecter project to include the east Ontario Metrolink station, which is located less than three miles away from Ontario airport on the Riverside Metrolink line.

Okay. Yes, I just think it's essential that this project included as part of its plan just because of the rising population in Western Riverside and, you know, we have only a few international airports in the Inland Empire. From my knowledge it's San Bernardino, Ontario and Palm Springs. So, I think it's critical to the objectives of this plan to incorporate those communities as part of this plan to reduce vehicle miles traveled into -- into this plan especially in these communities that have limited access to alternative modes of transportation. Thank you so much**.**

Response to Comment VC-1-1

The commenter’s support for the proposed Project has been noted for the record.

VC-2 JOAQUIN DOMINGO

Comment VC-2-1

Okay. As a frequent user of Ontario airport and as a Metrolink rider, I am deeply concerned with the Ontario airport connecter project.

The proposed project fails to meet projective ridership, which would provide only 100 riders per hour and this limitation should be fully analyzed in the EIR. The EIR should also compare this to high capacity transit options, such as light or heavy rail.

Response to Comment VC-2-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment VC-2-2

The project has also failed to receive any funding from California's most recent transit and intercity rail capital program. Additionally, the $490 million estimate is likely understated. LA Metro's light-rail cost and similar links range from 1 to $7 billion.

Response to Comment VC-2-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment VC-2-3

The Las Vegas Loop, a similar technology to the proposed Ontario connecter, lacks significant information on operational data. An EIR should review performance data to the Las Vegas Loop addressing how these findings would serve San Bernardino and its residence.

Response to Comment VC-2-3

Refer to Master Response 2 for a discussion of operations and the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The Draft EIR provides an environmental analysis of the proposed Project pursuant to CEQA. The commenter’s request to conduct a review of performance data from other existing projects are not a requirement of CEQA. The purpose of an EIR is to provide an environmental evaluation of the proposed Project. Chapter 2, Project Description, provides the purpose and objectives identified for the proposed Project.

Comment VC-2-4

Ontario airport is poised to become a major airport in the greater LA region. The Ontario connecter denies Ontario airport of this feature, providing low ridership, high-risk technology and a lack of funding. SBCTA should seriously reconsider real rail alternatives, such as a Metrolink Riverside Line extension or an extension of the LA Metro A Line Alternative -- alternatives which have high ridership capacity and prepare Ontario airport for future riders.

I humbly ask the board to prior – prioritize high capacity to make the future of San Bernardino's residents. Thank you.

Response to Comment VC-2-4

Comment Noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

VC-3 BRIANNA EGAN

Comment VC-3-1

Okay. And I do plan to also submit, like, a formal letter, but just wanted to ensure that my participation was registered in this meeting today.

So my name is Briana Egan. I'm a resident of Loma Linda. And I am a rider of SBCTA transit and advocate in the region for public transportation. I just wanted to register that I oppose the ONT Connecter Project as proposed with the current model as proposed, the autonomous vehicles on and on-demand basis like in an underground connecter.

I do feel that this model really underestimates the transit need in the region. It only looks -- it has a limited scope of connecting onto the airport with Rancho Cucamonga station just with, you know, those confines without actually looking broader of the overall transit need and potential for the region.

Response to Comment VC-3-1

Commenter's opposition to the proposed Project has been noted for the record.

Comment VC-3-2

And I do feel that the SBCTA should really seriously consider and heavily, you know, reconsider and evaluate rail options between these two locations, especially given Bright Line West coming into Rancho Cucamonga. So to speak more about that I think if we -- if we take a step back and think more about, like, Metrolink extensions between Cucamonga station and Ontario airport, we could extend the Metrolink San Bernardino Line south to the airport. We could extend the Riverside Line west to the airport and create like a "Y." And in doing so you can greatly expand the connections between San Bernardino County and Riverside County, as well as Los Angeles County and Las Vegas. So I think it's really important that we -- that we consider that.

Response to Comment VC-3-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment VC-3-3

And I do have concerns about the model itself of the ONT Connecter. The documents, the drop DIR itself describes the peak one-way passenger throughput of approximately 100 people per hour. This is just so low, especially given the travel projections at both destinations and the fact that, like, bus rapid transit, light rail and heavy rail have peak capacity of, like, 20,000 to 100,000 passengers per hour. That's really what we should be aiming for with this project.

Response to Comment VC-3-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment VC-3-4

And so, yeah, I do believe that, like, it's, you know, not too late for SBCTA to -- to realize, like, the -- I guess, the challenges associated with this model, not to mention like the price cost going way out of control to, like, half-a-billion dollars

Response to Comment VC-3-4

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment VC-3-5

and the fact that this will duplicate existing ONT Connect Shuttle Service and the West Valley Connector BRT without providing, like, substantially better service.

Response to Comment VC-3-5

The purpose and need of the proposed Project is provided in Chapter 2, Project Description. The proposed Project would provide a direct connection between the Cucamonga Metrolink Station and ONT. The West Valley Connector project is a Bus Rapid Transit project that would provide connectivity to the growing high-capacity transit network in San Bernardino Valley. The West Valley Connector traverses the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga and includes 21 stations located along a 19-mile corridor. The West Valley Connector project would also upgrade a portion of existing Route 61 which runs along Holt Boulevard. While both the West Valley Connector and the ONT Connector projects are complementary transit projects, the purpose of the West Valley Connector is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County. The purpose of the ONT Connector project is to provide a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

Also, as described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

Comment VC-3-6

And so, yeah, I think I -- like, I question, kind of, the -- the VMT reductions that this project says that it will provide,

Response to Comment VC-3-6

Section 3.14 (Transportation and Traffic) and Appendix Q (Transportation Technical Report) discuss VMT impacts associated with the proposed Project.

Comment VC-3-7

as well as I don't understand why the rail studies that have been studied in the past in, like, 2008, 2014 and 2018 were kind of rejected in favor of this, like, Tesla tunnel model.

Response to Comment VC-3-7

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment VC-3-8

So, yeah, in summary those are my thoughts. I really think that this region deserves much higher capacity rail connections instead of this project. I feel like it is misguided. I think that a rail extension would be much more competitive for, like, state and federal transit funding and would actually meet the demand at both of these locations. So I wanted to provide those comments tonight.

All right. Thank you. Okay. I'm going to go ahead and leave the room. And thank you for being here and listening to the public.

Response to Comment VC-3-8

Comment noted. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

VC-4 HENRY FUNG

Comment VC-4-1

So my name is Henry Fung. Some questions regarding this document. Regarding the no-build alternative, why is the under construction West Valley Connector not included in the no-build alternative?

Response to Comment VC-4-1

CEQA requires that existing conditions and the Project Alternatives be evaluated against a No Project Alternative in an 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. A detailed list of related projects is found in Section 3.18 (Cumulative Impacts) of this Draft EIR, which includes West Valley Connector as project number 1. 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.

Comment VC-4-2

The West Valley Connector is a project that is currently being built and served in the exact same purpose as the Ontario Connector in that it connects to the Rancho Cucamonga Metrolink station and Ontario airport. It could be used as the baseline for comparison, not the existing condition which does not include the ONT Connector and only includes the ONT Connector tunnel bus, Line 380, which is not synchronized with Metrolink service.

Response to Comment VC-4-2

Per CEQA 15125 (Environmental Setting), *"An EIR must include a description of the physical environmental conditions in the vicinity of the project. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant."* The No Project Alternative represents the Project area if the proposed Project is not constructed, and other planned projects would still be developed in the area. Refer to Response VC-4-1.

Comment VC-4-3

Secondly, is the alternative analysis with the conventional rail alternative part of this environmental document. In the presentation there was a Harvey Ball -- there was a Harvey Ball guidance or record

comparison of the alternative. It is not in the environmental document. The rail -- the conventional rail alternatives were listed as an alternative -- alternatives consider -- alternatives considered but not forwarded for further consideration.

I disagree with that. Those conventional rail alternatives could be studied because conventional rail technology is a very mature technology. This proposed tunnel is using novel technology that has concerns. For example, evacuation is a concern with narrow -- narrow or thin tunnels compared to either traditional subway board tunnels which are -- accommodate trains or, of course, with a conventional rail service which is mature technology.

And, also, there is -- so -- so we also should be considering the tunnel bus alternative as well as a alternative. The requires that you have alternative under consideration that are logical and fully developed and this environmental report does not fully develop any alternative other than no-build and build. And one additional alternative, either a tunnel bus or conventional rail should have been developed as a full alternative in the environmental impact report. Thank you. That's my comment.

Response to Comment VC-4-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

VC-5 PETER KEARNS

Comment VC-5-1

Hi, my name is Peter Kearns. I am a frequent transit user in the Southern California area. I use Metrolink, Metro, all of the train lines. I also follow projects pretty closely.

This project stands out to me due to the outrageously low ridership. I am going to quote Page 2-15 from the EIR document, 2.3.2.8. "The proposed project would provide a peak one-way passenger throughput of approximately 100 per hour," end quote. That is 100 people per hour.

That is a shockingly low number for a project of this budget and this size. I cannot help but advocate for the no-build option as all other transit options have been turned down by this board. This would be an outrageous misuse of funds shown by the fact that this project has also been turned down for federal funding. This project has no legs. Please do not do this. Terrible thing. It almost feels like a joke. But, yeah, so I can't help but advocate for the no-build option. Please, please do not build this tunnel. That's it. Thank you.

Response to Comment VC-5-1

The commenter’s opposition to the proposed Project has been noted for the record. Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the

Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

VC-6 BART REED

Comment VC-6-1

We're ready to go. I am the executive director of the Southern California based transit coalition. We're a national nonprofit that deals with transportation advocacy, land use planning, its movement and mobility. In our role, we find this project, especially the options that are currently selected which is a -- a car tunnel to be objectionable.

Response to Comment VC-6-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment VC-6-2

The EIR service can carry 100 people per hour. That is basically carpooling, you know. 10 cars that -- 20 cars that boarding -- can fit four people per car. It's not a good idea.

Response to Comment VC-6-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle.

Comment VC-6-3

What needs to be done is the project needs to be rejected as selected and either a Metrolink extension or a light rail extension needs to be provided to the airport and through the airport so it connects in both directions: One from the Metrolink San Bernardino Line side and find somewhere to go useful to bring more connectivity from the airport from the eastern sides.

Transportation by mass transit, meaning trains, should be able to carry a hundred to 300 people per -- per train or better. The tunnel is not a good use of public funds and it just needs to -- it's not proper in terms of any urban planning of public transit -- transit conclusions. It's just politically driven based upon a poor concept by a billionaire entrepreneur who doesn't like transit so it's a tunnel.

But the problem is San Bernardino County, bad choices are being made. San Bernardino County is choosing activities like hydrogen trains rather than 3 electric trains. Electric is used in the rest of the country. Electric is used to get the Gold Line or the Metro A Line to Montclair/Claremont and that's the type of selection that should be used to extend it to the airport. That would be the proper transit. Another alternative would be branching or a deviation of Metrolink to get to the airport to connect to the eventual Rancho Cucamonga Brightline coming to the region.

So, essentially, what we want to recommend that the tunnel be rejected, the concept of putting vehicles in the tunnel be rejected and further review should bring into, A, the light-rail line into the airport or Metrolink's heavy rail line. And that would be the proper way to go. And it would be a better use of public funds.

Response to Comment VC-6-3

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

Comment VC-6-4

I understand the State of California has already rejected grant applications for this tunnel. And anybody in the world of transit knows that that's a waste of time. So I recommend a no-go on this concept.

Response to Comment VC-6-4

The commenter's opposition of the proposed Project has been noted for the record.

VC-7 DIEGO TAMAYO

Comment VC-7-1

Awesome. Thank you. I would like to give my comment in opposition to the Ontario connecter project. There were multiple alternatives that were studied, including passenger rail, were rejected in favor of an autonomous vehicle model that has not seen success in Las Vegas.

Response to Comment VC-7-1

The commenter's opposition to the proposed Project has been noted for the record.

Comment VC-7-2

There have been features of safety codes. There have been instances of trespassing. There have been instances of vehicles encountering traffic in these tunnels not meeting expectations of passenger mobility, inefficiency while robbing Las Vegas residents of having the potential for an effective transportation system like the hyper loop because Elon Musk sell -- sold them short. Sold them short. That is what happened there.

I do not wish to see the Inland Empire have the same phenomenon. Residents of Ontario deserve better. As a Claremont student myself, I would go to the airport on passenger rail. We need and deserve better. This autonomous vehicle transportation mobility method is not the way to go and this alternative needs to be scrapped and reconsidered, especially tax payer dollars are going towards a project that would initially have been privately funded by Elon Musk's Boring Company. Thank you.

Response to Comment VC-7-2

Comment noted. Refer to Master Response 2 for the discussion of fleet size and capacity of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The proposed Project would have a less than significant impact to police and emergency services. Section 3.13 (Public Services and Recreation) and Appendix E (Community Impact Assessment Technical Report) of the Draft EIR, provides an analysis of public services for the proposed Project. Police emergency responders to serve the proposed Project have been identified in the Draft EIR within the existing setting. With implementation of MM-HAZ-2 and MM-TRA-1, the proposed Project would be required to coordinate with the emergency service providers. As discussed in Section 3.13.6.1.2.2, during operation the proposed Project would be managed by Omnitrans. Omnitrans has its own Safety and Security Management Plan (SSPM) that outlines coordination between Omnitrans and emergency services to protect the patrons that utilize Omnitrans services. The Omnitrans SSMP defines activities, management controls, and monitoring processes that ensure that its patrons are adequately protected, and local emergency services have appropriate and unimpeded access to the system in the event of an incident.

VC-8 WAYNE WATSON

Comment VC-8-1

So I am a resident of Loma Linda in the Inland Empire. I use the Ontario airport and Metrolink. I'm very concerned that this is not a responsible use of public funds. This seems like a project with very low ridership.

Response to Comment VC-8-1

Comment noted. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the proposed Project would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Comment VC-8-2

That's also very, very expensive. I think that $500 million seems quite underestimated for how expensive this project would actually be. And it seems that there are already bus routes that are planned that would cover the same route. That seems like a much more cost effective and still environmentally friendly solution.

I'm also concerned this seems like a untested idea. I don't see a lot of examples cited in the report of other public works projects that have used a similar model of a tunnel and autonomous vehicles. I

think it would be fine if we were in the private sector and we had private funds to use for this, but for tax payer money this doesn't seem like a good use.

Response to Comment VC-8-2

Refer to Master Response 1 for discussion of the Alternative development process and the discussion of the Alternatives considered but withdrawn from further consideration.

As described in Chapter 2, Project Description, Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would continue to operate. However, the existing bus system is limited to bi-directional (northbound and southbound) service frequencies ranging from 35-60 minutes and travels with general/mixed traffic on existing roadways. The proposed Project would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station, reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT, and support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The proposed Project would be funded through local, state, and federal funds and grants, as stated in Section 2.3.2.11 (Preliminary Cost Estimate and Funding).

Comment VC-8-3

I see on Page 63 of the environmental report that there's already a planned West Valley Connector that's going to be opening in 2028 which is ahead of the proposed opening of this route. And the West Valley Connecter, according to this document, I think, would be forecasting 8200 daily passengers which is quite a bit higher than a hundred per hour that the report is estimating of the autonomous vehicles. But I would strongly -- strongly urge the SBCTA to reconsider this project. I -- I do not support it. Thank you.

Response to Comment VC-8-3

The commenter’s opposition to the proposed Project has been noted for the record.

4 MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 21081.6 of the California Public Resources Code (PRC) requires that, upon certification of an EIR, a Lead Agency must adopt a "reporting or monitoring program for the changes made to the project of conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment." As stated in Section 21081.6, the reporting or monitoring program must be designed to ensure compliance during project implementation. Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting and identifies that a public agency may delegate reporting or monitoring responsibilities to another public agency or private entity, but the Lead Agency remains responsible for ensuring that implementation of the mitigation measure occurs. As Lead Agency for the Project, SBCTA is responsible for administering and implementing the MMRP.

4.2 PURPOSE

The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Final EIR are implemented, effectively reducing or avoiding significant adverse environmental impacts resulting from Project implementation. The MMRP for the ONT Connector Project is presented in tabular format, designed to ensure compliance with all mitigation measures identified in the Final EIR. Each mitigation measure presented in the table is categorized by environmental topic and mitigation number assigned in the Final EIR. The table identifies the following components for each mitigation measure:

- Timeframe for Implementation: Timing for implementation to occur;
- Responsible Party for Implementing Mitigation: The agency/agencies responsible for overseeing the implementation of mitigation and the entity accountable for the action; and
- Action to Comply: The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.

4.3 MITIGATION MEASURES

Table 4-1 constitutes the MMRP for the Project.

Table 4-1. Project Mitigation Monitoring and Reporting Program

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Air Quality	**MM-AQ-1** Implement Basic Construction Emission Control Practices. The following construction measures to limit and reduce air emissions from the construction sites will be implemented: A. Control fugitive dust as required by District Rule 403 and enforced by District staff. B. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. C. All haul trucks transporting soil, sand, or other loose material off site shall be covered. D. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. E. Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. F. Limit vehicle speeds on unpaved roads to 15 miles per hour. G. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading, unless seeding or soil binders are used. H. Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Provide clear signage that posts this requirement for workers at the entrances to the site. I. Provide current certificate(s) of compliance for the California Air Resources Board's In-Use Off-Road Diesel Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. J. Maintained all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition prior to operation.	During Construction	SBCTA Construction Contractor	Implement Basic Construction Emission Control Practices
Biological Resources	**MM-BIO-1** Nesting habitat for protected or sensitive avian species: 1. Vegetation removal and construction shall occur between September 1 and January 31 whenever feasible. 2. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 3 days and no more than 7 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Wildlife protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the Lead Agency SBCTA, as well as the California Department of Fish and Wildlife and the United States Fish and Wildlife Service. If an active nest of a Migratory Bird Treaty Act protected species is identified onsite (per established thresholds) the qualified biologist will establish the appropriate exclusionary buffer based on the species and the no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with California Department of Fish and Wildlife and/or United States Fish and Wildlife Service, if applicable. 3. Completion of the nesting cycle shall be determined by qualified ornithologist or biologist.	Pre-Construction and During Construction	SBCTA Construction Contractor	Implement Nesting Surveys for Protected or Sensitive Avian Species

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Biological Resources	**MM-BIO-2** Burrowing Owl Nesting Habitat: 1. Prior to construction activity, focused protocol survey (four field visits) during burrowing owl breeding and non-breeding season and pre-construction surveys shall be conducted for burrowing owls where suitable habitat is present within the construction areas. Pre-construction surveys shall be conducted no less than 14 days prior to commencement of construction activities and surveys shall be conducted in accordance with California Department of Fish and Wildlife burrowing owl survey protocol. 2. If no occupied burrows are found in the survey area, a letter report documenting survey methods and findings shall be submitted to the lead agency, the San Bernardino County Transportation Authority, as well as the California Department of Fish and Wildlife for review and approval, and no further mitigation is necessary. 3. If occupied burrows are found, and if Project activities, including burrow exclusion and closure, may impact burrowing owl, the Project Proponent shall begin early coordination with California Department of Fish and Wildlife for appropriate California Endangered Species Act authorization (i.e., Incidental Take Permit (ITP) under Fish and Game Code section 2081) prior to commencement of Project activities. Any plans for relocation, eviction, or translocation shall be provided to California Department of Fish and Wildlife for review and approval, prior to implementation, and shall describe, at a minimum, project activities and equipment, proposed avoidance/buffers and seasonal restrictions, temporary and permanent impacts, monitoring methods and objectives, relocation, eviction, and/or translocation specifics, and minimization and compensatory mitigation actions. Compensatory mitigation will be fulfilled by one or more of the following options, in coordination with and approval of California Department of Fish and Wildlife: 1) Permittee-responsible mitigation land acquisition or 2) Conservation or Mitigation Bank credits (if available). If burrowing owl occupancy is confirmed, the Designated Biologist shall provide to California Department of Fish and Wildlife a geographic information system (GIS) or keyhole markup language (KMZ) map of burrowing owl burrow complex(es) and atypical burrows (e.g. culverts, buckled concrete, etc.) The map shall be at a scale of 1:24,000 or finer to show details and shall show locations of all burrowing owl sightings and labeled if sightings were potential burrows, occupied burrows, satellite burrows, areas of concentrated burrows, and burrowing owl sign. Locations documented by use of global positioning system (GPS) coordinates must be collected in North American Datum of 1983 (NAD83) datum. The map shall include an outline of the Project Area. The map shall include a title, north arrow, scale bar, and legend.	Pre-Construction and During Construction	SBCTA Construction Contractor	Implement Suitable Habitat Surveys for Burrowing Owls
Biological Resources	**MM-BIO-3** Bat Nesting Habitat 1. During the bat maternity season (April 1–August 31), a qualified biologist shall perform a nighttime acoustic and emergence survey at the Union Pacific Railroad (UPRR) bridge over Milliken Avenue to conclusively determine whether a maternity colony is present and identify any bat species present. This survey shall be performed at least one full calendar year before the start of construction to allow adequate time for mitigation planning if a maternity colony is found. If a maternity colony is found at the UPRR bridge over Milliken Avenue, a California Department of Fish and Wildlife approved bat biologist will coordinate with the project team and California Department of Fish and Wildlife to determine appropriate species-specific minimization measures because different species respond differently to various construction activities. Upon approval by California Department of Fish and Wildlife, the species-specific minimization measures shall be implemented and developed in consultation with California Department of Fish and Wildlife. 2. To the greatest extent feasible, tree trimming/removal activities shall be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to nonvolant (flightless) young that may roost in trees within the study area. This period also coincides with the bird nesting season of March 15–September 15. 3. If night work (i.e., between dusk and dawn) is anticipated within 100 feet of structures where bat roosting is confirmed, night lighting shall be used only in areas of active work and focused on the direct area(s) of work and away from any roost features to the greatest extent practicable	Pre-Construction and During Construction	SBCTA Construction Contractor	Implement Nighttime Acoustic and Emergency Survey Surveys for Bat Nesting Habitat

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Cultural Resources	**MM-CLT-1** During project construction, limited archaeological monitoring (periodic spot-checks) of excavation activities between the east and west ends of East Terminal Way shall be conducted by a Registered Archaeologist/Registered Professional Archaeologist. In the event previously undocumented archaeological resources are identified during earthmoving activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease until the nature and significance of the find can be assessed by the consulting tribes and/or by a Registered Archaeologist/Registered Professional Archaeologist meeting Secretary of Interior standards. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the appropriate Native American tribal groups shall be contacted regarding any pre-contact and/or historic era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to appropriate Native American tribal groups for review and comment. The archaeologist shall monitor the remainder of the Project and implement the Plan accordingly.	During Construction	SBCTA Construction Contractor	Archaeological Monitoring During Excavation Activities
Cultural Resources	**MM-CLT-2** If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project. No further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California PRC Section 5097.98. The County Coroner shall be notified of the find immediately. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. With the permission of the landowner or his/her authorized representative, the Most Likely Descendant may inspect the site of the discovery. The Most Likely Descendant shall complete the inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.	During Construction	SBCTA Construction Contractor	Cease Construction Activities if Human Remains or Funerary Objects are Encountered
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-1** San Bernardino County Transportation Authority shall demonstrate to the City of Rancho Cucamonga and the City of Ontario that the design of the Project complies with all applicable provisions of the California Building Code with respect to seismic design for Zone 4. Compliance would include the following: • The use of California Building Code Seismic Zone 4 Standards as the minimum seismic-resistant design for all proposed facilities. • Additional seismic-resistant earthwork and construction design criteria (i.e., for the construction of the tunnel approximately up to 70 feet underground and etc.), based on the site-specific recommendations of a California Certified Engineering Geologist in cooperation with the Project's California-registered geotechnical and structural engineers. • An engineering analysis that demonstrates satisfactory performance of alluvium or fill where either forms part or all of the support. • An analysis of soil conditions and appropriate remediation (compaction, removal/replacement, etc.) prior to using any expansive soils for foundation support.	Pre- Construction and During Construction	SBCTA Construction Contractor	Follow Design Guidelines
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-2** Where excavations are made for the construction of the 4.2-mile tunnel approximately up to 70 feet underground, the construction contractor shall either shore excavation walls, with shoring designed to withstand additional loads, or flatten or "lay back" the excavation walls to a shallower gradient. Excavation spoils shall not be placed immediately adjacent to excavation walls unless the excavation is shored to support the added load.	During Construction	SBCTA Construction Contractor	Follow Design Guidelines
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-3** A California-licensed Civil Engineer (Geotechnical) shall prepare and submit to San Bernardino County Transportation Authority a detailed soils and geotechnical analysis. This evaluation may require subsurface exploration.	Pre-Construction	SBCTA Construction Contractor	Prepare and Implement a Soils and Geotechnical Analysis

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-4** A registered soil professional shall submit to and have approval by San Bernardino County Transportation Authority a site-specific evaluation of unstable soil conditions, including recommendations for ground preparation and earthwork activities specific to the site and in conformance to City of Rancho Cucamonga and City of Ontario Building Codes.	Pre-Construction	SBCTA Construction Contractor	Prepare and Implement a Site-Specific Evaluation of Unstable Soil Conditions
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-5** The proposed Project shall comply with the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the Project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.	Pre-Construction and During Construction	SBCTA Construction Contractor	Follow Design Guidelines
Geology, Soils, Seismicity, and Paleontological Resources	**MM-GEO-6** San Bernardino County Transportation Authority shall demonstrate that the design of the proposed Project complies with all applicable provisions of the City of Rancho Cucamonga and City of Ontario's Building Codes.	Pre-Construction and During Construction	SBCTA Construction Contractor	Follow Design Guidelines
Geology, Soils, Seismicity, and Paleontological Resources	**MM-PAL-1** Engage a qualified paleontological resources specialist. Prior to construction (any ground-disturbing activities), the contractor shall designate a qualified Paleontological Resources Specialist for the Project (approved by San Bernardino County Transportation Authority). The Paleontological Resources Specialist will be responsible for developing a detailed Paleontological Resources Impact Mitigation Plan as well as implementing the Paleontological Resources Impact Mitigation Plan, including development and delivery of Worker Environmental Awareness Program training, evaluation and treatment of finds, if any, and preparation of a final paleontological mitigation report, per the Paleontological Resources Impact Mitigation Plan. Paleontological Resources Monitors will be selected by the Paleontological Resources Specialist based on their qualifications, and the scope and nature of their monitoring will be determined and directed by the Paleontological Resources Specialist based on the Paleontological Resources Impact Mitigation Plan. The Paleontological Resources Specialist will document, evaluate, and assess any discoveries, as needed.	Pre-Construction and During Construction	SBCTA Construction Contractor	Engage a Qualified Paleontological Resources Specialist

Geology, Soils, Seismicity, and Paleontological Resources	**MM-PAL-2** Prepare and implement a Paleontological Resources Impact Mitigation Plan. The Paleontological Resources Impact Mitigation Plan would be consistent with the Society of Vertebrate Paleontology. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources, the Society of Vertebrate Paleontology Conditions of Receivership for Paleontological Salvage Collections, and relevant guidance from Chapter 8 of the current California Department of Transportation (Caltrans) Standard Environmental Reference. As such, the Paleontological Resources Impact Mitigation Plan would provide for at least the following:
	• Implementation of the Paleontological Resources Impact Mitigation Plan by qualified personnel, including the following positions:
	  ○ Paleontological Resources Specialist – The paleontological resources specialist will be required to meet or exceed Principal Paleontologist qualifications per Chapter 8 of the current Caltrans Standard Environmental Reference.
	  ○ Paleontological Resources Monitors – The Paleontological Resources Monitors would be required to meet or exceed Paleontological Monitor qualifications per Chapter 8 of the current Caltrans Standard Environmental Reference.
	• Requirements for paleontological monitoring by qualified Paleontological Resources Monitors of all ground-disturbing activities known to affect, or potentially affect, paleontologically sensitive geologic units. Based on more detailed information on the methods, equipment, and procedures involved in ground disturbance, including the Tunnel Boring Machine, available at the time of preparation, the Paleontological Resources Monitors would provide details of the corresponding levels of paleontological monitoring. The Paleontological Resources Monitors would allow for monitoring frequency in any given location to be increased or decreased as appropriate based on the Paleontological
		Pre-Construction and During Construction	SBCTA
			
			Construction Contractor
				Prepare and Implement the Paleontological Resources Impact Mitigation Plan

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
	Resources Specialist's professional judgment in consideration of actual site conditions, geologic units encountered, and fossil discoveries made. • Provisions for the content development and delivery of paleontological resources Worker Environmental Awareness Program training. • Provisions for in-progress documentation of monitoring (and, if applicable, salvage/recovery operations) via "daily logs" or a similar approved means. • Provisions for a "stop work, evaluate, and treat appropriately" response in the event of a known or potential paleontological discovery, including finds in highly sensitive geologic units as well as finds, if any, in geologic units identified as less sensitive, or non-sensitive, for paleontological resources. • Provisions for sampling and recovery of unearthed fossils consistent with Society of Vertebrate Paleontology Standard Procedures and the Society of Vertebrate Paleontology Conditions of Receivership. Recovery procedures would provide for recovery of both macrofossils and microfossils. • Provisions for acquiring a repository agreement from an approved regional repository for curation, care, and storage of recovered materials, consistent with the Society of Vertebrate Paleontology Conditions of Receivership. If more than one repository institution is designated, separate repository agreements must be provided. • Provisions for preparation of a final monitoring and mitigation report that meets the requirements of the Caltrans Standard Environmental Reference Chapter 8 provisions for the Paleontological Monitoring Report and Paleontological Stewardship Summary. • Provisions for the preparation, identification, analysis, and curation of fossil specimens and data recovered, consistent with the Society of Vertebrate Paleontology Conditions of Receivership and any specific requirements of the designated repository institution(s).			
Geology, Soils, Seismicity, and Paleontological Resources	**MM-PAL-3** Provide Worker Environmental Awareness Program Training for Paleontological Resources. Prior to groundbreaking within the Project, the contractor would provide paleontological resources Worker Environmental Awareness Program training delivered by the Paleontological Resources Specialist. All management and supervisory personnel and construction workers involved with ground-disturbing activities would be required to take this training before beginning work on the Project. Refresher training would also be made available to management and supervisory personnel and workers as needed, based on the judgment of the Paleontological Resources Specialist. At a minimum, paleontological resources Worker Environmental Awareness Program training would include information on: • The coordination between construction staff and paleontological staff; • The construction and paleontological staff roles and responsibilities in implementing the Paleontological Resources Impact Mitigation Plan; • The possibility of encountering fossils during construction; • The types of fossils that may be seen and how to recognize them; and • The proper procedures in the event fossils are encountered, including the requirement to halt work in the vicinity of the find and procedures for notifying responsible parties in the event of a find. Training materials and formats may include, but are not necessarily limited to, in-person training, prerecorded videos, posters, and informational brochures that provide contacts and summarize procedures in the event paleontological resources are encountered. Worker Environmental Awareness Program training contents would be subject to review and approval by San Bernardino County Transportation Authority. Paleontological resources Worker Environmental	Pre-Construction and During Construction	SBCTA Construction Contractor	Prepare and Implement the Worker Environmental Awareness Program

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
	Awareness Program training may be provided concurrently with cultural resources Worker Environmental Awareness Program training. Upon completion of any Worker Environmental Awareness Program training, the contractor would require workers to sign a form stating that they attended the training and understand and would comply with the information presented. Verification of paleontological resources Worker Environmental Awareness Program training will be provided to San Bernardino County Transportation Authority by the contractor.			
Geology, Soils, Seismicity, and Paleontological Resources	**MM-PAL-4** Requires to halt construction, evaluate, and treat if Paleontological Resources are found. Consistent with the Paleontological Resources Impact Mitigation Plan, if fossil materials are discovered during construction, regardless of the individual making the discovery, all activity within 50 feet of the discovery would halt and the find would be protected from further disturbance. If the discovery is made by someone other than the Paleontological Resources Specialist or Paleontological Resources Monitors, the person who made the discovery would immediately notify construction supervisory personnel, who would in turn notify the Paleontological Resources Specialist. Notification to the paleontological resources specialist would take place promptly (prior to the close of work the same day as the find), and the paleontological resources specialist would evaluate the find and prescribe appropriate treatment as soon as feasible. Work may continue on other portions of the Project while evaluation (and, if needed, treatment) takes place, as long as the find can be adequately protected in the judgment of the paleontological resources specialist. If the Paleontological Resources Specialist determines that treatment (i.e., recovery and documentation of unearthed fossil[s]) is warranted, such treatment, and any required reporting, would proceed consistent with the Paleontological Resources Impact Mitigation Plan. The contractor would be responsible for ensuring prompt and accurate implementation, subject to verification by San Bernardino County Transportation Authority. The stop work requirement does not apply to drilling or boring since these operations typically cannot be suspended in mid-course. However, if finds are made during drilling or boring, the same notification and other follow-up requirements would apply. The paleontological resources specialist would coordinate with construction supervisory and drilling/boring staff regarding the handling of recovered fossils. The requirements of this mitigation measure would be detailed in the Paleontological Resources Impact Mitigation Plan and presented as part of the paleontological resources Worker Environmental Awareness Program training.	During Construction	SBCTA Construction Contractor	Notify Paleontological Resources Specialist if Fossil Materials are Discovered During Construction
Hazards and Hazardous Materials	**MM-HAZ-1** In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., City of Ontario Fire Department, City of Rancho Cucamonga Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.	During Construction	SBCTA Construction Contractor	Prepare and Implement a Risk Management Plan

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Hazards and Hazardous Materials	**MM-HAZ-2** To ensure adequate access for emergency vehicles when construction activities would result in temporary lane or roadway closures, the developer shall consult with the City Police Departments and Fire Departments to disclose temporary lane or roadway closures and alternative travel routes. The developer shall be required to keep a minimum of one lane in each direction free from encumbrances at all times on perimeter streets accessing the Project site. At any time only a single lane is available, the developer shall provide a temporary traffic signal, signal carriers (i.e., flagpersons), or other appropriate traffic controls to allow travel in both directions. If construction activities require the complete closure of a roadway segment, the developer shall coordinate with the Police Departments and Fire Departments to designate proper detour routes and signage indicating alternative routes.	Pre-Construction and During Construction	SBCTA	Ensure Adequate Access for Emergency Vehicles
Hazards and Hazardous Materials	**MM-HWQ-1** If temporary construction dewatering on the project site is required, San Bernardino County Transportation Authority shall obtain a dewatering permit prior to the issuance of a grading permit. Ponded water in excavations shall be tested prior to discharge to the storm drain system. If installation of foundation piles has the potential to intercept groundwater and the water would be discharged to the excavation floor, groundwater testing to a minimum depth of 50 feet, or as otherwise determined by the City of Ontario or City of Rancho Cucamonga, shall be conducted to the satisfaction of the Water Resources Protection Program staff. If contaminated groundwater is determined to be present, treatment and discharge of the contaminated groundwater shall be conducted in compliance with applicable regulatory requirements including the Santa Ana Regional Water Quality Control Board standards.	During Construction	SBCTA Construction Contractor	Prepare and Implement a Risk Management Plan
Hydrology and Water Quality	**MM-HWQ-1** If temporary construction dewatering on the project site is required, San Bernardino County Transportation Authority shall obtain a dewatering permit prior to the issuance of a grading permit. Ponded water in excavations shall be tested prior to discharge to the storm drain system. If installation of foundation piles has the potential to intercept groundwater and the water would be discharged to the excavation floor, groundwater testing to a minimum depth of 50 feet, or as otherwise determined by the City of Ontario or City of Rancho Cucamonga, shall be conducted to the satisfaction of the Water Resources Protection Program staff. If contaminated groundwater is determined to be present, treatment and discharge of the contaminated groundwater shall be conducted in compliance with applicable regulatory requirements including the Santa Ana Regional Water Quality Control Board standards.	Pre-Construction and During Construction	SBCTA Construction Contractor	Compliance with Applicable Water Permits and Santa Ana Regional Water Quality Control Board Standards
Hydrology and Water Quality	**MM-HWQ-2** San Bernardino County Transportation Authority shall submit the Project design plans to the City of Ontario Building Department and the San Bernardino County Building Department to obtain approval that the design, construction, and operation meets all safety standards for the portion of the project within the Federal Emergency Management Agency designated 100-year floodplain.	Pre-Construction	SBCTA	Follow Design Guidelines
Hydrology and Water Quality	**MM-HWQ-3** San Bernardino County Transportation Authority shall prepare an Emergency Operations Plan. The Emergency Operations Plan shall include provisions for an evacuation action plan to respond to a notification of San Antonio Dam failure. The evacuation plan in the Emergency Operations Plan shall include action plans to evacuate all the people within the project area during a San Antonio Dam failure.	Pre-Construction	SBCTA	Prepare and Implement an Emergency Operations Plan

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
Land Use and Planning	**MM-TRA-1** San Bernardino County Transportation Authority and the contractor shall prepare a Transportation Management Plan as needed to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures: • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible. • Designated routes for project haul trucks primarily utilize the Interstate 10 corridor. These routes shall be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas. • Develop and implement an outreach program and public awareness campaign in coordination with the California Department of Transportation, the City of Rancho Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures. • Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction. • Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades. • Coordinate with first responders and emergency service providers to minimize impacts on emergency response. • Maintain customer and delivery access to all operating businesses near construction work areas. • The Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and Vehicle Miles Travelled on the regional transportation network. • The Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site. • The Transportation Management Plan shall be provided to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment.	Construction	SBCTA Construction Contractor	Prepare a Transportation Management Plan
Transportation and Traffic	**MM-TRA-1** San Bernardino County Transportation Authority and the contractor shall prepare a Transportation Management Plan as needed to facilitate the flow of traffic and transit service in and around construction zones. The Transportation Management Plan shall include, at minimum, the following measures: • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during off-peak hours, and, where feasible, maintain two-way traffic circulation along affected roadways during peak hours. Avoid the closure of two major adjacent streets where feasible. • Designated routes for project haul trucks primarily utilize the Interstate 10 corridor. These routes shall be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas. • Develop and implement an outreach program and public awareness campaign in coordination with the California Department of Transportation, the City of Rancho Cucamonga, the City of Ontario and the San Bernardino County to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures.	Construction	SBCTA Construction Contractor	Prepare a Transportation Management Plan

Environmental Resource	Mitigation Measures	Timeframe for Implementation	Responsible Party	Action to Comply
	• Provide wayfinding signage, lighting, and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction. • Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian barricades. • Coordinate with first responders and emergency service providers to minimize impacts on emergency response. • Maintain customer and delivery access to all operating businesses near construction work areas. • The Project contractor shall encourage construction workers to participate in vanpool and carpool opportunities to reduce congestion and Vehicle Miles Travelled on the regional transportation network. • The Project contractor shall be encouraged to hire local construction workers who would have lower commute distance to the construction site. • The Transportation Management Plan shall be provided to the City of Rancho Cucamonga, the City of Ontario, San Bernardino County, and the Ontario International Airport Authority for review and comment.			
TRIBAL CULTURAL RESOURCES				
Tribal Cultural Resources	**MM-TCR-1** Areas found during construction to contain significant tribal cultural resources shall be examined by a qualified consulting archaeologist or historian for appropriate protection and preservation. If evidence of potential tribal cultural resources is observed, construction near the resources shall cease, the appropriate Native American tribal groups shall be consulted, and, in coordination with the appropriate Native American tribal groups, a qualified archaeologist or historian shall determine whether the resource uncovered during construction is a tribal cultural resource as defined under PRC Section 21074. The appropriate Native American tribal groups shall be contacted in the event of any pre-contact and/or historic-era cultural resources discovered during project implementation; and will be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with the appropriate Native American tribal groups, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents the appropriate Native American tribal groups for the remainder of the project's construction activities, should the appropriate Native American tribal groups elect to place a monitor on-site. Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to San Bernardino County Transportation Authority for dissemination to the appropriate Native American tribal groups. San Bernardino County Transportation Authority shall, in good faith, consult with the appropriate Native American tribal groups.	During Construction	SBCTA Construction Contractor	Coordinate with YSMN and Qualified Archaeologist to Determine Tribal Cultural Resource Significance

5 LIST OF PREPARER'S

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