Ontario International Airport Connector Project

ONTCONNECTOR

ATTACHMENT B
PUBLIC OUTREACH AND SUMMARY

March 2025

sbcta

Prepared for:

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

DEIR and EA Public Comment Period

Outreach Report

The project team drafted a PowerPoint presentation for the virtual public hearing that included the history of the project, alternatives studied, project details, and the findings of the environmental studies. Project team members were selected to present during the virtual public hearing and answer questions from participants.

The formal PowerPoint presentation was approximately 30 minutes, followed by a 30-minute question and answer session. Participants had the option to access the presentation in English or Spanish via Zoom on their computers or mobile devices or call in to designated phone numbers to participate in the presentation. A court reporter was made available to record official comments by participants in a breakout room.

All participants were muted upon entry to the virtual public hearing, and attendee cameras were disabled. At the conclusion of the presentation, participants were encouraged to submit questions via the chat feature. Questions were documented and shared with the project team to address verbally during the question-and-answer session.

The public hearing had 161 registered attendees. A total of 84 people, including project team members and staff, attended the public hearing. During the question-and-answer session, the project team fielded 23 questions. A total of eight public comments were recorded by the court reporter during the meeting.

Summary of outreach efforts

A comprehensive campaign was developed and implemented to promote the public comment period and virtual public hearing. These efforts included Constant Contact e-blasts, social media posts, geofencing and newspaper advertisements, a press release, and a direct mail piece.

Project Website

(Appendix B)

The layout of the project website was updated to reflect a modern design and share important information concisely. The webpage also included a link to an online form for people to submit public comments, as well as other ways to share feedback via email and USPS mail. The resources made available online at gosbcta.com/ONTConnector include:

Environmental Review Period

- Fact Sheet – English
- Fact Sheet – Spanish
- Recording of Public Hearing
- Public Hearing PowerPoint
- Notice of Availability of a Draft Environmental Impact Report and an Environmental Assessment and Notice of Virtual Public Meeting
- Draft Environmental Impact Report
- Environmental Assessment

Scoping Period

- Notice of Preparation of an Environmental Impact Report and Notice of Public Meeting
- 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)
- Los Angeles and San Bernardino Inter-County Transit and Rail Connection Study (2018)

Project Fact Sheet
(Appendix C)
A fact sheet was updated with new information, renderings and a map to reflect the current status of the proposed project. The fact sheet was available in both English and Spanish languages and posted on the project webpage.

Direct Mailer Postcard, Notice of Availability Letter, Project Map
(Appendix D)
A bilingual (English and Spanish) postcard, measuring 6 inches by 9 inches, was created and mailed on October 18, 2024, to residents and business owners within a quarter-mile radius of the proposed project limits. The postcard shared information about the public comment period and virtual public hearing.

A Notice of Availability (NOA) letter was also mailed to key stakeholders including elected officials and staff from municipal, county, regional, state and federal agencies; tribal groups; community organizations; resource groups; and transportation agencies.

Date	Item	Total Pieces Sent
10/18/24	Postcard	2,150
10/18/24	Notice of Availability letter	74

A new project map was created that better illustrated the proposed project's route between the cities of Rancho Cucamonga and Ontario. The map also displayed the proposed locations of the Maintenance and Storage Facility and vent shaft. The map was included in the postcard mailer, website and e-blasts.

Notice of Availability Advertisement, Public Repositories

(Appendix E)

A condensed version of the Notice of Availability letter was formatted into a newspaper advertisement sized 4.89 inches by 5.25 inches and placed in the SB Sun, Daily Bulletin and Press-Enterprise.

Publication Name	Circulation
SB Sun	3,669
Daily Bulletin	4,311
Press-Enterprise	9,936

The NOA advertisement and letter included a list of public places where people could review printed copies of the DEIR and EA. A list of those locations is below.

Location	Address
Law Library for San Bernardino County	8409 Utica Ave., Rancho Cucamonga, CA 91739
Rancho Cucamonga Public Library	12505 Cultural Center Drive Rancho Cucamonga, CA 91739
Ovitt Family Community Library	215 E. C Street Ontario, CA 91764
SBCTA Offices	1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410

Geotargeting Ads

(Appendix F)

Geotargeting allowed our team to reach people with a targeted ad through smartphones in real-time locations within a defined geographical boundary. Our team targeted a two-mile radius surrounding the length of the 4.2-mile project corridor with these ads. The method of using geographic targeting helped reach people that may live outside the project area but who may work, commute or visit the proposed project corridor.

Run Date	Topic	Impressions	Clicks
10/18-12/2/2024	Public Comment Period	83,767	1,051
10/18-11/13/2024	Virtual Public Hearing	83,980	762

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

E-blasts

(Appendix G)

An electronic database in Constant Contact created during the scoping phase was repurposed and updated throughout the environmental phase. People could sign up to receive e-blasts to learn more about the project and stay informed about the public comment period.

A total of seven e-blasts were sent between October 18 and December 2, 2024. A summary of each e-blast is listed below.

Date Sent	Title of Alert	Total Sent	Opened	Bounces	Open Rate	Click Rate
10/18/2024	ONT Connector	639	245	52	59.3%	18.9%
10/24/2024	ONT Connector E-blast #2	648	334	52	56%	20.1%
10/30/2024	ONT Connector Virtual Public Meeting Invite #1	652	314	51	52.2%	19.1%
11/5/2024	ONT Connector E-blast #3	655	331	58	62.3%	21.7%
11/15/2024	ONT Connector E-blast #4	808	384	57	51.1%	11.9%
11/26/2024	ONT Connector E-blast #5	811	327	57	43.4%	2.1%
12/2/2024	ONT Connector E-blast #6	810	320	48	42%	2.6%

Earned Media

(Appendix H)

SBCTA distributed a press release on October 18, 2024, announcing the opening of the DEIR and EA public comment period and inviting people to register for the virtual public hearing. The press release was sent to local and major Southern California media outlets, as well as industry trade publications. The press release generated coverage in 12 different print and online media outlets with a collective audience reach of more than 2.1 million and valued at more than $127,000.

Digital Outreach Toolkit

(Appendix I)

An electronic toolkit was created and emailed to the project's corridor cities of Rancho Cucamonga and Ontario, and partnering agencies Metrolink and Omnitrans. The toolkit provided public hearing materials that could be repurposed and shared on digital and social platforms. The cities and partners were asked to share information with their constituents including the date of the upcoming virtual public hearing and how to provide comments about the proposed project. The toolkit included text and graphics that could be used for website notices, social media posts, email notices and newsletter articles.

Social Media

(Appendix J)

A social media campaign was developed and implemented to promote the public comment period and attendance during the virtual public hearing. Posts were made to SBCTA's social platforms on Instagram, Facebook and X (formerly Twitter). To further drive engagement and awareness, two posts on the agency's Facebook page were boosted at a budget of $100 each.

Instagram

Date	Likes	Shares	Impressions
10/18/24	79	42	12,287
10/23/24	8	0	262
11/1/24	19	6	720
11/6/24	10	0	312
11/8/24	18	2	1,402
11/13/24	18	2	512
11/14/24	15	0	211
11/15/24	11	0	296
11/25/24	22	2	1,632
11/26/24	13	1	1,438
12/2/24	5	0	109
TOTAL	**218**	**55**	**19,072**

Facebook

Date	Impressions	Reactions	Clicks
10/18/24	10,333*	538	684
10/23/24	173	1	0
11/1/24	5,056*	220	271
11/6/24	207	0	1
11/8/24	245	4	5
11/13/24	161	0	1
11/14/24	63	1	0
11/15/24	159	1	2
11/25/24	70	1	1
11/26/24	139	1	2
12/2/24	128	0	2
TOTAL	**16,734**	**767**	**969**

* Boosted Post

X

Date	Repost	Likes	Views
10/18/24	2	2	432
10/23/24	7	4	4,100
11/1/24	1	0	96
TOTAL	**10**	**20**	**4,662**

***SBCTA Today* Video**

(Appendix K)

SBCTA produces a monthly video series, *SBCTA Today,* that highlights a different project or topic in each edition. The ONT Connector project was highlighted in the November 2024 edition of *SBCTA Today*. The video received a combined 1,987 views on Instagram, Facebook and YouTube.

Ontario International Airport In-person Outreach

(Appendix L)

SBCTA partnered with ONT to allow a bilingual outreach team behind security checkpoints with the purpose of informing and surveying passengers and airport employees about the ONT Connector project and the public comment period.

The outreach team spent four hours engaging with 50 airport visitors and employees at ONT's Terminal 2 and Terminal 4, many of whom were San Bernardino County residents. During these conversations, the outreach team provided information about the project and the public comment period. A bilingual team member was able to share information with Spanish speakers. The outreach team also asked participants if they would use the proposed underground shuttle system. QR codes linking to the project webpage and online comment form were printed and laminated on 8.5 inch by 11-inch papers and made available for people to scan.

Public Comments

(Appendix M)

The public comment period was open for 46 days, one day beyond the required 45-day period set by the California Environmental Quality Act. A total of 141 comments were received during the environmental review public comment period.

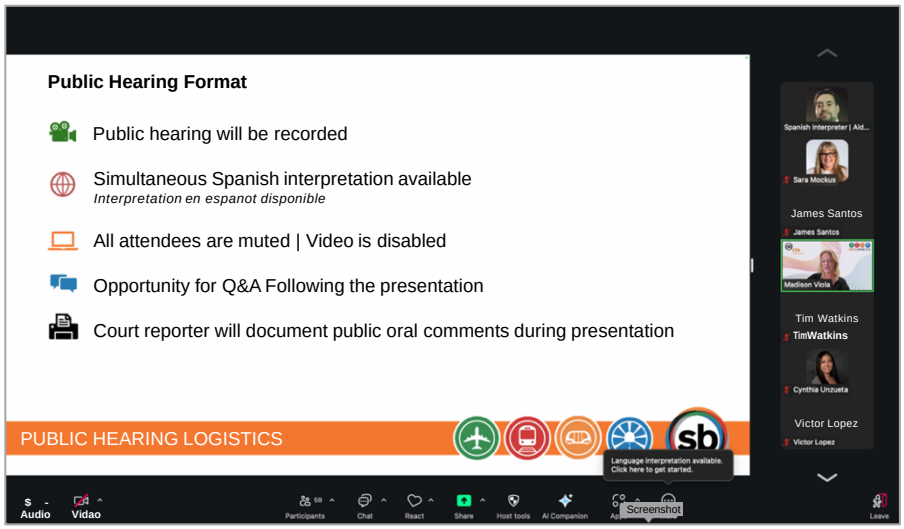
Public comments were received in the following ways: online form hosted on Survey123 by ArcGIS, emailed to ONTConnector@goSBCTA.com, mailed to SBCTA offices, and through a court reporter during the virtual public hearing.

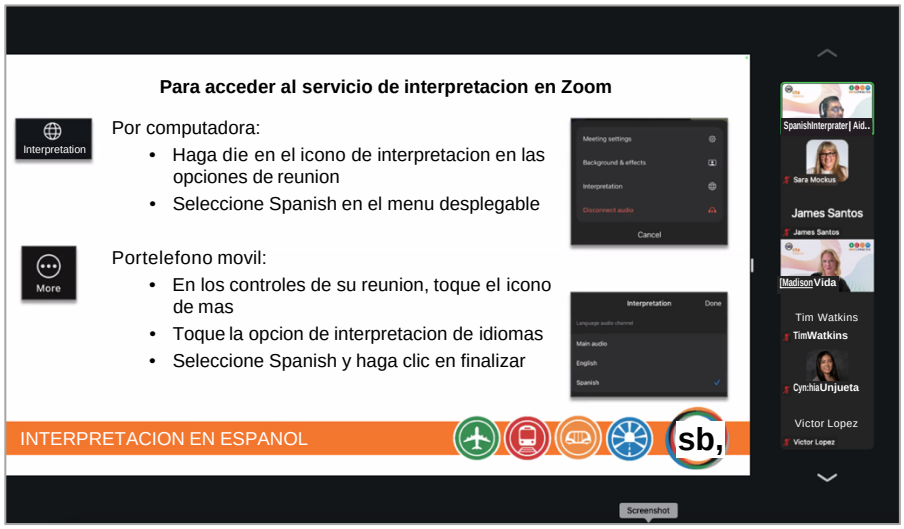
Online Form Submissions	Email	Virtual Public Hearing	USPS Mail
110	22	8	1

APPENDIX A:

Virtual Public Hearing

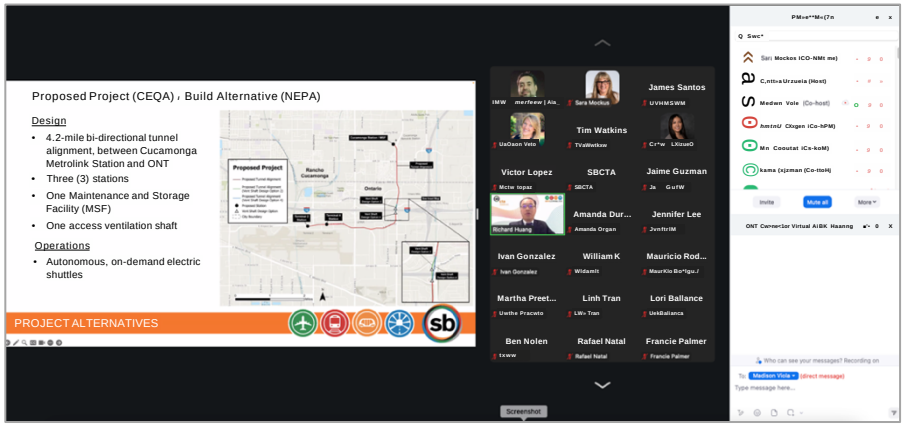
Virtual Public Hearing Screengrabs

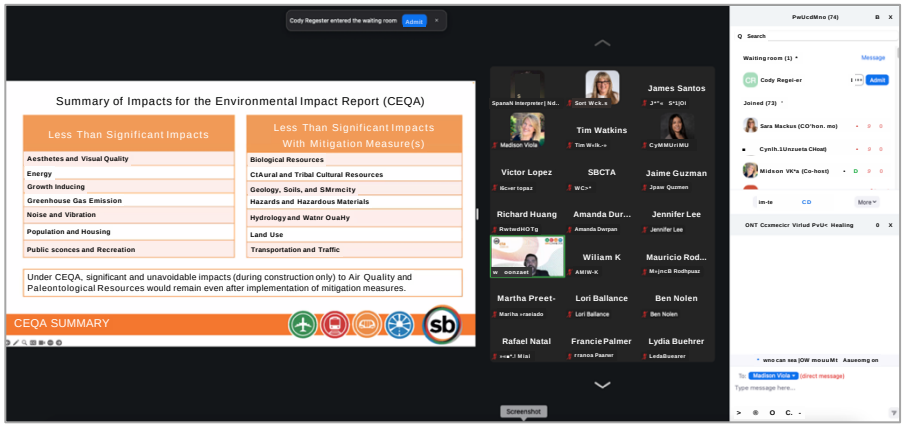




ONT Connector Project

DEIR and EA Public Comment Period Outreach Report



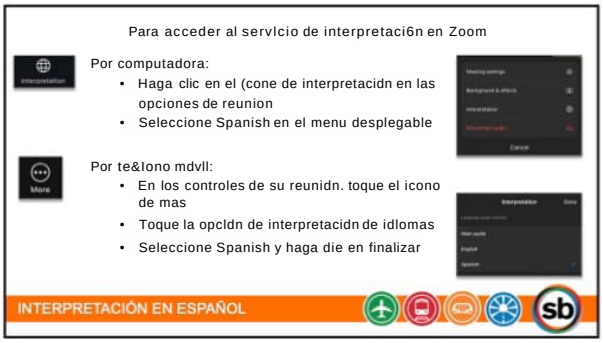


ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

Virtual Public Hearing Presentation

1



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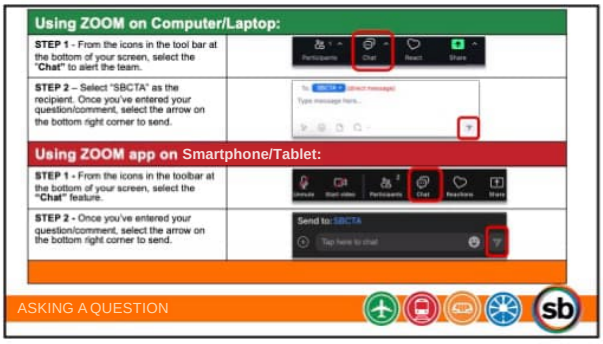

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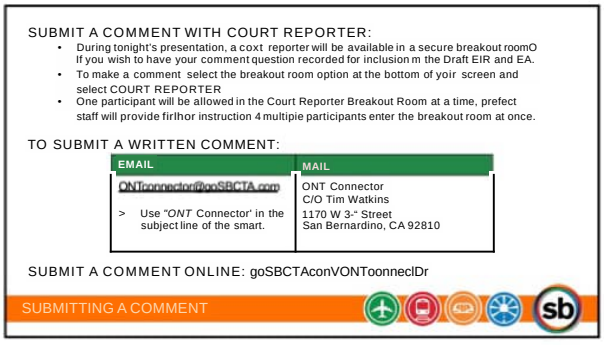

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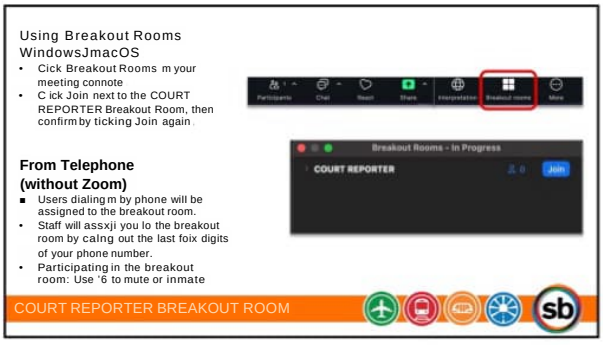

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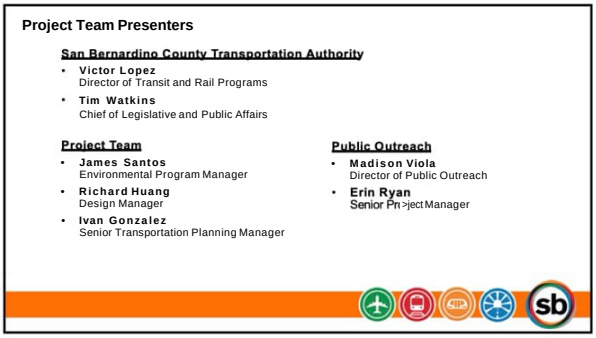
Welcome and Introductions

7


Project Team Presenters
San Bernardino County Transportation Authority
Victor Lopez
Director of Transit and Rail Programs
Tim Watkins
Chief of Legislative and Public Affairs
Project Team
James Santos
Environmental Program Manager
Richard Huang
Design Manager
Ivan Gonzalez
Senior Transportation Planning Manager
Public Outreach
Madison Viola
Director of Public Outreach
Erin Ryan
Senior Project Manager

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Public Hearing Agenda

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

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Project Overview

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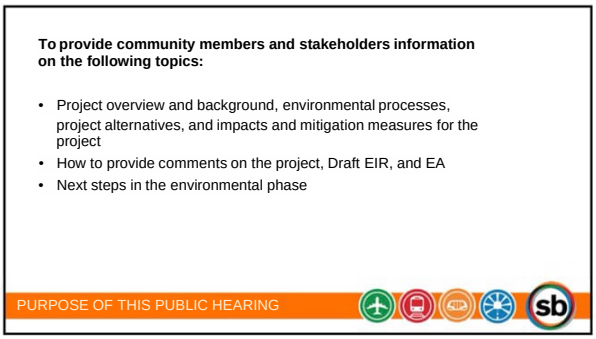
To provide community members and stakeholders information on the following topics:
Project overview and background, environmental processes, project alternatives, and impacts and mitigation measures for the project
How to provide comments on the project, Draft EIR, and EA
Next steps in the environmental phase
PURPOSE OF THIS PUBLIC HEARING

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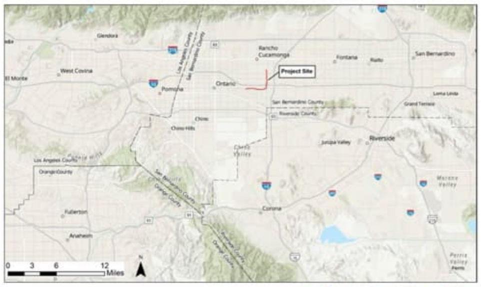

PROJECT LOCATION

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Why is the Project needed?

The Project will address the following existing challenges:

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

PROJECT OVERVIEW

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The Project aims to:

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

PROJECT OVERVIEW

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Project History

- 2008-2014
  - Strategic Planning Report for Metro Gold Line Foothill Extension (2008)
  - Ontario Airport Rail Access Study (2014) identified the need for a direct rail-to-airport connection to Ontario International Airport (ONT)
- 2018
  - SCAG Inter-County Transit and Rail Connectivity Study (2018) noted a conversion of Metrolink to hybrid rail service to ONT
  - SBCTA Hybrid Rail Planning Study (2018) reaffirmed preference for service to ONT would need to be provided via a connecting shuttle-style rail service
- 2022
  - Project Scoping (July 2022) initiated with the Notice of Preparation and solicited comments, and held a Public Meeting
- 2024
  - Draft EIR and EA Published (October 2024) Public Comment Period commenced, from October 18, 2024 to December 2, 2024 at 5 p.m.

PROJECT OVERVIEW

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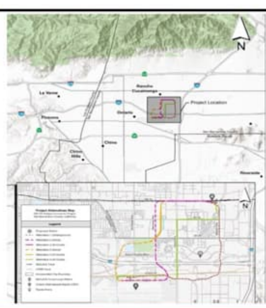

Alternatives Previously Considered

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

PROJECT OVERVIEW

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Why Were Some Alternatives Eliminated from Further Consideration?

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

Key Findings

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

PROJECT OVERVIEW

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CEQA and NEPA Environmental Processes

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What is CEQA?

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

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

CEQA AND NEPA PROCESSES

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What is NEPA?

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

CEQAAND NEPA PROCESSES

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Project Alternatives

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What is Included in the Draft EIR and EA

No Project (CEQA)/No Build (NEPA)

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

Proposed Project (CEQA)/Build Alternative (NEPA)

PROJECT ALTERNATIVES

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Proposed Project (CEQA) / Build Alternative (NEPA)

Design

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

Operations

- Autonomous, on-demand electric shuttles

PROJECT ALTERNATIVES

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Technical Terms / Glossary

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

PROJECT ALTERNATIVES

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PROJECT ALTERNATIVES - CONSTRUCTION

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PROJECT ALTERNATIVES - RENDERINGS

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Environmental Summary

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Summary of Impacts for the Environmental Impact Report (CEQA)

Less Than Significant Impacts	Less Than Significant Impacts With Mitigation Measure(s)
Aesthetics and Visual Quality	Biological Resources
Energy	Cultural and Tribal Cultural Resources
Growth Inducing	Geology, Soils, and Seismicity
Greenhouse Gas Emission	Hazards and Hazardous Materials
Noise and Vibration	Hydrology and Water Quality
Population and Housing	Land Use
Public services and Recreation	Transportation and Traffic

Under CEQA, significant and unavoidable impacts (during construction only) to Air Quality and Paleontological Resources would remain

CEQA SUMMARY

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Summary of Effects for the Environmental Assessment (NEPA)

No Adverse Effects	No Adverse Effects with Mitigation Measure(s)
Community and Socioeconomic Resources	Air Quality, Greenhouse Gas Emissions, and Energy
Economic and Fiscal Resources	Cultural Resources
Environmental Justice and Equity	Geology, Soils, Seismicity, and Paleontological Resources
Noise and Ground-Borne Vibration	Hazards and Hazardous Materials
Cumulative and Indirect Effects	Transportation and Traffic
	Water Quality, Water Resources, and Floodplain

NEPA SUMMARY

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Next Steps

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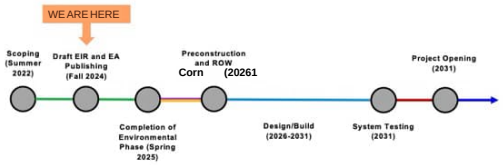
Milestone Schedule



* Note: Schcdile subject to change

NEXT STEPS

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How to Submit Comments

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Public Comment Period:

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

How to submit comments:

- At this public hearing
- Online: gosbcta.com/ONTconnector
- Email: ONTconnector@gosbcta.com
- By mail:
  ONT Connector
  C/O Tim Watkins, Chief of Legislative and Public Affairs
  San Bernardino County Transportation Authority
  1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410

How comments will be evaluated under CEQA and NEPA

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

HOW TO SUBMIT COMMENTS

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Formal Public Comments

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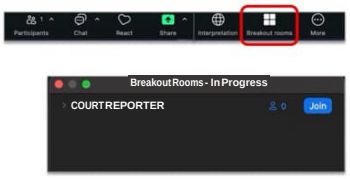
Using Breakout Rooms Windows/macOS

- Click Breakout Rooms in your meeting controls.
- Click **Join** next to the COURT REPORTER Breakout Room, then confirm by clicking Join again.



From Telephone (without Zoom)

- Users dialing in by phone will be assigned to the breakout room.
- Staff will assign you to the breakout room by calling out the last four digits of your phone number.
- Participating in the breakout room: Use *6 to mute or unmute

COURT REPORTER BREAKOUT ROOM

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Question and Answer Session

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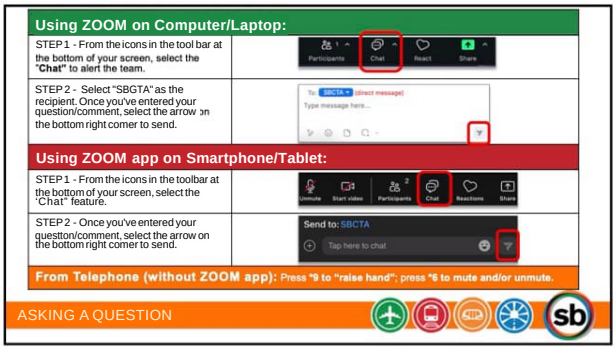
Using ZOOM on Computer/Laptop:
STEP 1 - From the icons in the tool bar at the bottom of your screen, select the "Chat" to alert the team.
STEP 2 - Select "SBGTA" as the recipient. Once you've entered your question/comment, select the arrow on the bottom right corner to send.
Using ZOOM app on Smartphone/Tablet:
STEP 1 - From the icons in the toolbar at the bottom of your screen, select the "Chat" feature.
STEP 2 - Once you've entered your question/comment, select the arrow on the bottom right corner to send.
Send to: SBCTA
Tap here to chat
From Telephone (without ZOOM app): Press *9 to "raise hand"; press *6 to mute and/or unmute.
ASKING A QUESTION

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Plan. Build. Move.
goSBCTA.com/ONTconnector
ONTconnector@gosbcta.com
877-55-SBCTA
@goSBCTA
THANK YOU
ONTCONNECTOR

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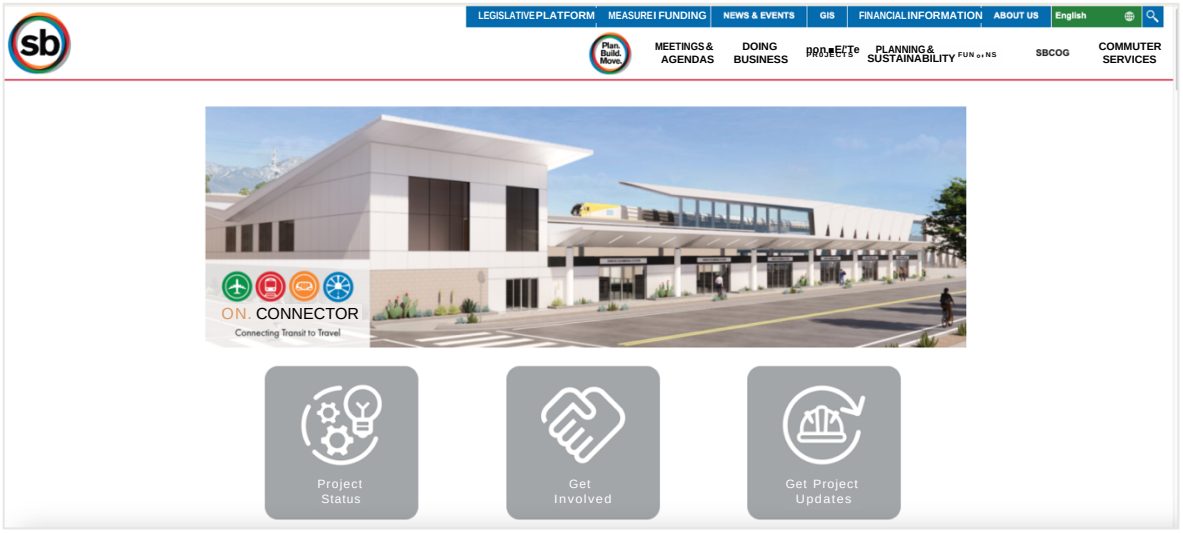
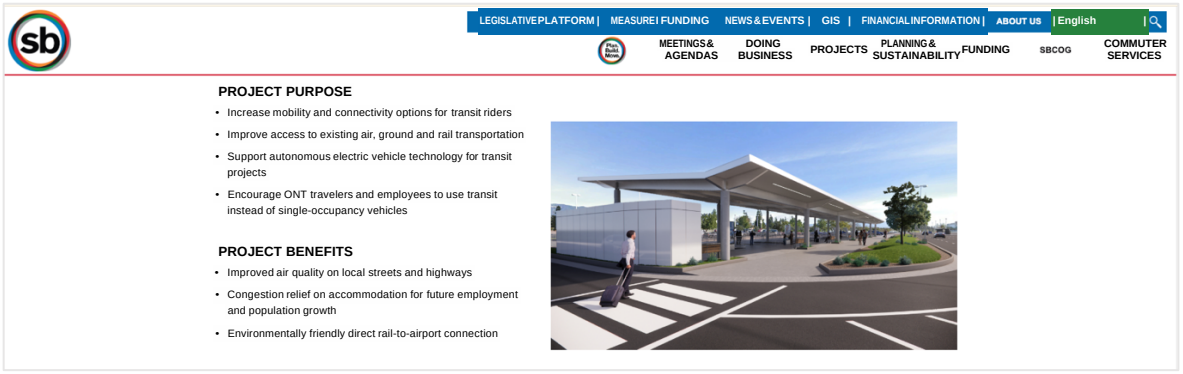
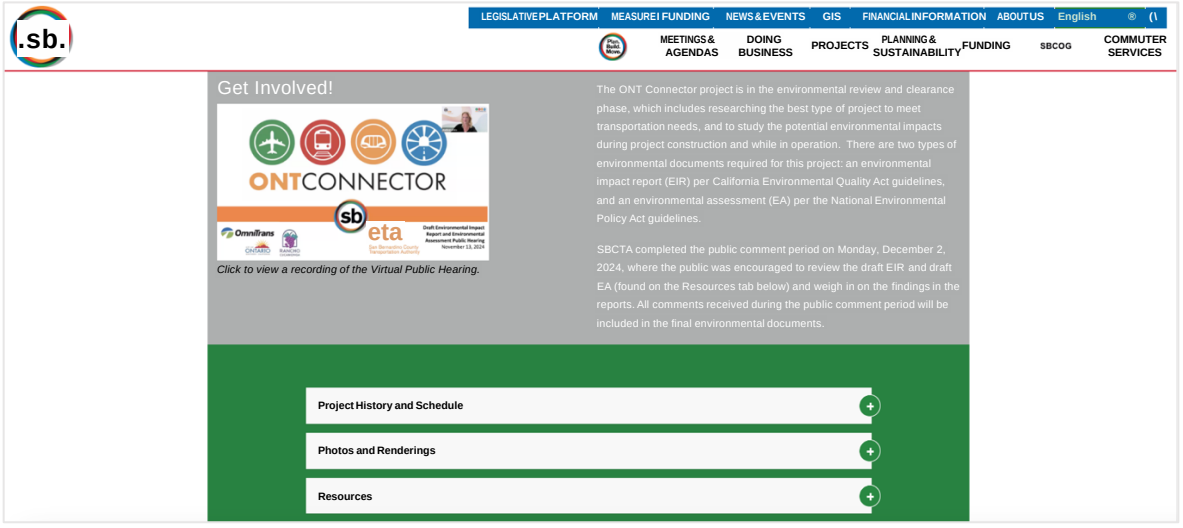
APPENDIX B:
Project Website







APPENDIX C:

Fact Sheet

English Fact Sheet

sbcta
San Bernardino County Transportation Authority

ONTCONNECTOR

Overview

SBCTA has partnered with Ontario International Airport (ONT) to develop forward-thinking transit solutions for current and future passengers while ensuring neighboring communities experience reduced congestion.

Located in the heart of San Bernardino Valley, ONT is the fastest growing commercial airport in the U.S. In 2023, ONT served more than 6.4 million passengers, an increase of 12 percent from the year prior. Passenger volume is anticipated to reach 30 million annual passengers by 2045.

This project will create a subsurface transit connection between the Rancho Cucamonga Metrolink Station and ONT terminals. The Rancho Cucamonga Metrolink Station is the closest to ONT on the San Bernardino Line and has consistently represented one of the higher number of boardings in the Metrolink system. The project, with an estimated cost of $538.5 million, would seamlessly integrate into the Rancho Cucamonga Metrolink Station, which will also serve as the terminus for the privately-funded Brightline West electrified high-speed rail connection between Las Vegas and Southern California, as well as the zero-emission West Valley Connector bus rapid transit service coming in 2026.

Operated and maintained by Omnitrans, the project will feature a bi-directional system where passengers traveling to and from ONT will be transported in autonomous, zero-emission vehicles on an “on-demand” basis and developed under the Federal Transit Administration (FTA) Fixed Guideway requirements.

The ONT Connector project is intended to reduce roadway congestion and greenhouse gas emissions, expand access options between Metrolink and ONT, and support autonomous electric vehicle technology.

ONTARIO INTERNATIONAL AIRPORT
CITY OF ONTARIO SOUTHERN CALIFORNIA
RANCHO CUCAMONGA

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Oct 2024

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ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

Frequently Asked Questions

WHAT ARE THE BENEFITS?

- Improved air quality
- Congestion relief on local streets and highways
- Accommodation for future employment and population growth
- Environmentally friendly direct rail-to-airport connection

WHAT IS THE PURPOSE?

- Increase mobility and connectivity options for transit riders and ONT employees
- Improve access to existing air, ground and rail transportation
- Support autonomous electric vehicle technology for transit projects
- Encourage air travelers and employees to use transit instead of single-occupancy vehicles to get to and from ONT

WHERE IS THE PROPOSED PROJECT?

The project is a 4.2 mile-long underground shuttle system that starts at the Rancho Cucamonga Metrolink Station and travels south under Milliken Avenue, crossing beneath 6th Street in the city of Rancho Cucamonga and 4th Street, I-10, and the Union Pacific Railroad (UPRR) in the city of Ontario, before traveling west beneath East Airport Drive to Terminals 2 and 4 parking lots at ONT.

HOW MANY STATIONS WILL THERE BE?

The project would include three passenger stations: one at the Rancho Cucamonga Metrolink Station and two at ONT in the Terminal 2 and Terminal 4 parking lots. The proposed Rancho Cucamonga Metrolink Station would be approximately 18,000 square feet and located above ground in the northwest corner of the existing parking lot. The two 10,000 square-foot stations proposed at ONT would also be located above ground within the existing parking lots across from Terminals 2 and 4. Travelers would access the airport terminal via existing pedestrian crossings.

HOW WILL THE SYSTEM WORK?

Autonomous electric shuttles would transport passengers through a subway-like connection approximately 70 feet underground. The underground shuttle system would include one lane in each direction, separated by a wall. The vehicles would be available via on-demand, self-service kiosks at each station. After departing a station, the shuttle would travel down a ramp to access the subway-like connection and emerge via a ramp at its destination station. In between passenger trips, the shuttle will return to its origin station for charging.

The shuttle service would operate daily from 4 a.m. to 11:30 p.m., including weekends and holidays.

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Spanish Fact Sheet

sbcta
San Bernardino County Transportation Authority

ONTCONNECTOR

sbcta
San Bernardino County Transportation Authority

ONTCONNECTOR

Vision general

La SBCTA se ha asociado con el Aeropuerto Internacional de Ontario (ONT) para desarrollar soluciones de transporte con una vision para el future para ios pasajeros de hoy y del future y garantizar que las comunidades vecinas experimenten una reduccion de la congestion de trafico.

Ubicado en el corazon del Valle de San Bernardino, ONT es el aeropuerto comercial de mas rapido crecimiento en los Estados Unidos. En 2023, ONT brindo servicio a mas de 6.4 millones de pasajeros, lo que representa un aumento del 12% respecto al ano anterior. Se espera que el volumen de pasajeros llegue a los 30 millones de pasajeros anuales para 2045.

Este proyecto creara una conexion de transporte publico subterraneo entre la Estacion Rancho Cucamonga de Metrolink y las terminales de ONT. La Estacion Rancho Cucamonga de Metrolink es la mas cercana a ONT en la Linea San Bernardino y ha representado consistentemente uno de los mayores numeros de abordajes en el sistema de Metrolink. El proyecto, con un costo estimado de $538.5 millones, se integraria a la perfeccion en la Estacion de Metrolink de Rancho Cucamonga, que tambien servira como terminal para la conexion ferroviaria de alta velocidad electrificada Brightline West, financiada con fondos privados, entre Las Vegas y el sur de California, asi como para el autobus de transito rapido West Valley Connector de cere emisiones que comenzana a brindar servicio en 2026.

Operado y mantenido por Omnitrans, el proyecto contara con un sistema en ambas direcciones donde los pasajeros que viajen haciay desde ONT seran transportados en vehiculos autonomos de cero emisiones “bajo demanda” y desarrollados bajo los requisitos de Fixed Guideway de la Administracion Federal de Transito (FTA, por sus siglas en ingles).

El proyecto del Connector de ONT tiene como objetivo reducir la congestion vial y las emisiones de gases de efecto invernadero, ampliar las opciones de acceso entre Metrolink y ONT, y apoyar la tecnologia de vehiculos electricos autonomos.

OmniTrans

ONTARIO INTERNATIONAL AIRPORT

CITY OF ONTARIO SOUTHERN CALIFORNIA

RANCHO CUCAMONGA

Octubre 2024

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Preguntas frecuentes

cCUÁLES SON LOS BENEFICIOS?

- Mejora de la calidad del aire
- Alivio de la congestion en calles y carreteras locales
- Cumplir con las necesidades del crecimiento de la poblacion y el empleo en el futuro
- Conexion directa ecologies entre el servicio ferroviario y el aeropuerto

cCUÁL ES EL PROPÓSITO?

- Aumentar las opciones de movilidad y conectividad para los pasajeros del transporte publico y los empleados de ONT
- Mejorar el acceso al transporte aereo, terrestre y ferroviario existente
- Apoyar la tecnologia de vehiculos electricos autonomos para proyectos de transporte publico
- Animar a los viajeros aereos y a los empleados a utilizar el transporte publico en lugar de los vehiculos de un solo pasajero para iry venir de ONT

6DÓNDE ESTÁ EL PROYECTO PROPUESTO?

El proyecto es un sistema de transporte subterraneo de 4.2 millas de largo que comienza en la estacion Rancho Cucamonga Metrolink y viaja hacia el sur por debajo de la avenida Milliken, cruzando por debajo de 6th Street en la ciudad de Rancho Cucamonga y 4th Street, la 1-10, y el Union Pacific Railroad (UPRR) en la ciudad de Ontario, antes de viajar hacia el oeste por debajo de East Airport Drive hasta los estacionamientos de las Terminales 2 y 4 en ONT.

cCUÁNTAS ESTACIONES HABRÁ?

El proyecto incluina tres estaciones de pasajeros: una en la Estacion Rancho Cucamonga de Metrolink y dos en ONT en los estacionamientos de la Terminal 2 y la Terminal 4. La Estacion Rancho Cucamonga de Metrolink propuesta tendna aproximadamente 18,000 pies cuadrados de tamaho y estaria ubicada sobre el nivel del suelo en la esquina noroeste del estacionamiento existente. Las dos estaciones de 10,000 pies cuadrados propuestas en ONT tambien estarfan ubicadas sobre el nivel del suelo dentro de los estacionamientos existentes frente a las Terminales 2 y 4. Los viajeros accedenan a la terminal del aeropuerto a traves de los cruces peatonales existentes.

iCÓMO FUNCIONARÁ EL SISTEMA?

Los transbordadores electricos autonomos transportanan pasajeros a traves de una conexion similar a la del metro aproximadamente 70 pies bajo tierra. El sistema de transporte subterraneo incluina un carril en cada direccion, separado por un muro. Los vehfculos estanan disponibles a traves de quioscos de autoservicio a pedido en cada estacion. Despues de salir de una estacion, el transbordador bajaria por una rampa para acceder a la conexion similar a la del metro y emergena a traves de una rampa en su estacion de destino. Entre los viajes de los pasajeros, el transporte de enlace regresara a su estacion de origen para cargarse.

El servicio de transporte de enlace funcionaria todos los dias de 4 a.m. a 11:30 p.m., incluidos los fines de semanay los dias feriados.

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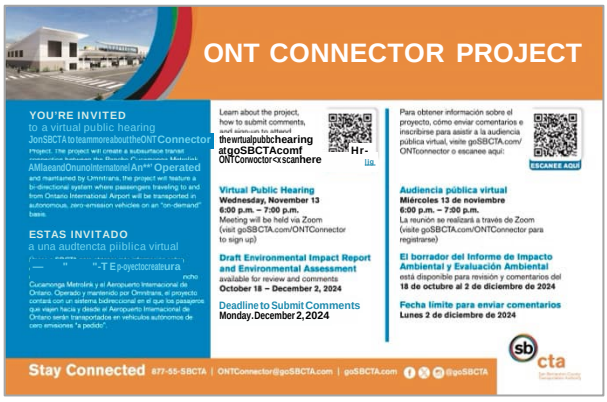
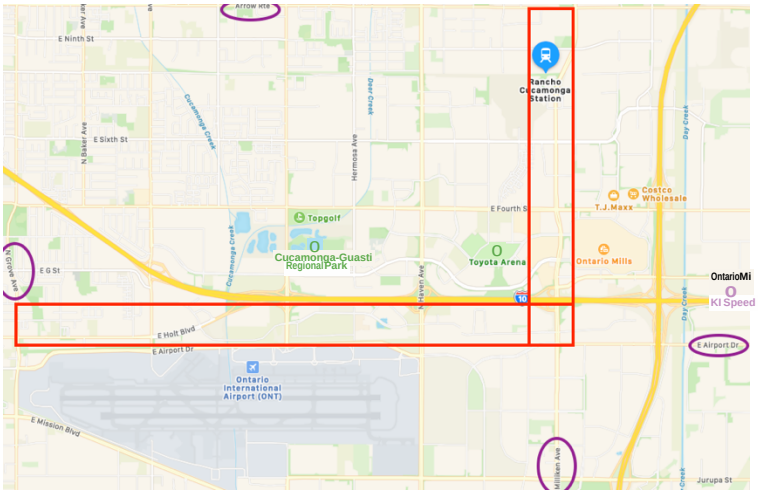
APPENDIX D:

Postcard Mailer, Postcard Distribution Radius, Project Map, Notice of Availability Distribution

Postcard Mailer



Postcard Distribution Radius



Project Map

Notice of Availability Distribution (sample stakeholder list)

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APPENDIX E:

Notice of Availability Advertisement and Letter

Notice of Availability Advertisement

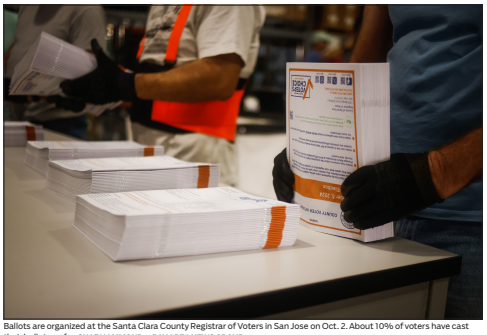
Southern California News Group | Inland Empire | Section A | Friday, October 25, 2024 7

2024 ELECTIONS

Early voting patterns emerging

Seniors and Republicans are leading the way

By Grant Stringer
GSTRINGER@BAYAREANEWSGROUP.COM



Ballots are organized at the Santa Clara County Registrar of Voters in San Jose on Oct. 2. About 10% of voters have cast their ballots so far. SHAE HAMMOND — BAY AREA NEWS GROUP

About 2.3 million Californians have voted so far, just 10% of the state's 22 million registered voters, with Republicans leading the way in the early bird game.

But although Republicans and senior citizens are voting early in the Nov. 5 election at a higher rate than Democrats and younger peers, that doesn't signal a political shift in deep blue California, said Paul Mitchell, vice president of Political Data Inc., a California-based progressive voter data analysis company.

"Does that mean young people are never going to turn in their ballots? No," Mitchell said.

In a state where Democrats enjoy a 2-1 advantage over Republicans in voter registration, 1.1 million Democrats and 709,000 Republicans had cast votes as of Tuesday morning.

In most Bay Area counties, about 10% of voters have cast their ballots, too. The outlier is Marin County, which reported a 15% turnout. Alameda County's 3% turnout by Tuesday morning likely reflects a county that's slow to update its figures, Mitchell said. Alameda County Registrar Tim Dupuis did not respond to an inquiry.

The election will have profound political consequences on the national, state and local levels. While heavily Democratic California is expected to produce an easy win for Vice President Kamala Harris in her bid for the presidency (and its important 54 Electoral College votes), a half-dozen House of Representatives districts in the state could decide which party controls Congress, and voters statewide will be deciding measures to toughen criminal penalties, fund schools and climate projects.

Political consultants are closely watching October's tallies for clues about who's voting early and what that might signal about voter motivation to turn out. With less than two weeks until Election Day, it remains to be seen if Democratic and Republican candidates can energize their supporters enough to get them to the polls in greater numbers than usual.

California, which introduced statewide vote-by-mail in 2020 during the COVID-19 pandemic, doesn't have a lot of history with that election format, and experts like Mitchell say that makes it hard to draw parallels in the state's voting patterns to this year's race.

Nationally, early voting by mail has been embraced by many states since the pandemic. Some 17 million people across the country already had cast a ballot as of Monday, and early voting now is underway in the seven swing states expected to decide the presidential race.

Pennsylvania, Michigan and Wisconsin are political battlegrounds between Harris and former Republican President Donald Trump, and experts generally agree that the race is a toss up.

Republicans, who four years ago criticized mail ballots as fraud-prone and, though no proof of widespread problems has surfaced, denied Trump's 2020 loss to President Joe Biden, have this year been working to persuade their voters to embrace it and vote early. There is evidence the strategy is working in some states, such as Arizona and Nevada.

Beyond the presidential race, California has six congressional districts that could decide control of the U.S. House of Representatives. These races could be settled by razor-thin margins. In the Central Valley's 13th Congressional District, for instance, Republican Rep. John Duarte eked out a victory two years ago by just 564 votes. This year, he's squaring off with the same opponent, former Democratic state Assembly member Adam Gray.

Locally, Oakland Mayor Sheng Thao and Alameda County District Attorney Pamela Price are fighting well-funded recall campaigns. And statewide, voters are set to consider a proposition that would enhance penalties for shoplifting and drug possession.

In the Bay Area, election officials are planning for the high turnout that's typical of a presidential election year. There's even the possibility that turnout will break records.

Statewide, almost 81% of registered voters cast ballots in 2020, the highest turnout since Jimmy Carter defeated Gerald Ford in 1976. In 2016, 75% of voters participated in California. Turnout tends to be much lower when the Oval Office isn't up for grabs. In 2022, about 51% of voters cast ballots.

The Santa Clara County registrar's office is expecting up to 85% turnout by county voters, spokesperson Steve Goltiao said. That's what the county experienced in 2020, he said. In Contra Costa County, election officials are planning for up to 90% of its 714,000 voters to cast ballots, said assistant registrar Helen Nolan.

Conventional wisdom is that Democratic candidates benefit from higher turnout. But Mike Madrid, a political consultant and a former spokesperson for California Republicans, doesn't think that's necessarily true. He pointed out that Republicans picked up a dozen seats in the House in 2020, when turnout was nearly record-breaking. However, Democrats still retained a narrow majority then.

"That idea... is really going to start being put to the test here," Madrid said.

Mitchell anticipates slightly lower turnout than 2020, at about 78% statewide. He says experts shouldn't draw comparisons with prior election years when searching for answers about turnout this year. In 2016, California had not yet implemented vote-by-mail statewide, in which every registered voter is mailed a ballot. The strategy increases participation in elections by making it more convenient to vote.

And Mitchell noted that the COVID-19 pandemic was ravaging the U.S. in November 2020. With about two weeks until Election Day, turnout that year was about double this year's. Mitchell says voters are busier now.

"People have to drive to work or drive to school or take their kid to soccer practice," he said. "You're not getting the same attention to these early ballots, but that doesn't mean they're not going to be voting."

The New York Times contributed to this report.

Notice of Availability of a Draft Environmental Impact Report and an Environmental Assessment and Notice of Virtual Public Meeting

DATE: Friday, October 18, 2024
TO: Interested Agencies, Organizations, and Members of the Public
PROJECT: Ontario International Airport Connector Project

The San Bernardino County Transportation Authority (SBCTA) has prepared a Draft Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) and the Federal Transit Administration (FTA) has prepared an Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) for the proposed Ontario International Airport Connector Project (proposed Project). The lead agency for CEQA is SBCTA and the lead agency for NEPA is the FTA. Responsible and trustee agencies include Ontario International Airport Authority (OIAA), Omnitrans, and the cities of Ontario and Rancho Cucamonga. The Draft EIR and EA have evaluated the potential for environmental adverse impacts resulting from the proposed Project and provide mitigation measures where required.

Project Description: SBCTA has proposed to construct a 4.2-mile tunnel to connect passengers between the Cucamonga Metrolink Station and ONT via proposed on-demand electric shuttles. The proposed Project would include three at-grade passenger stations. One station would be located in the northwest corner of the existing Cucamonga Metrolink Station parking lot. The proposed station would be constructed and integrated with an adjacent maintenance and storage facility. Two other proposed stations would be located within two existing parking lots at ONT Terminals 2 and 4. Two vent shaft locations are being considered west of Milliken Avenue on the north and south sides of I-10.

Virtual Public Meeting: SBCTA and FTA invite all interested members of the public to attend a virtual public meeting and provide oral and written comments on issues related to potential environmental impacts. A court reporter will be present to capture all comments made, and Spanish translation services will also be available. The virtual public meeting will be held on **November 13, 2024, starting at 6 pm and ending at 8 pm**. The link for this meeting is: bit.ly/ONTPublicHearing (please note link is case sensitive)

The Draft EIR and EA will be available for review at the following locations:
- Law Library for San Bernardino County, 8409 Utica Ave, Rancho Cucamonga, CA 91730
- Rancho Cucamonga Public Library, 12505 Cultural Center Dr, Rancho Cucamonga, CA 91739
- Ovitt Family Community Library, 215 E C St, Ontario, CA 91764
- SBCTA, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715
- Project Website: www.GoSBCTA.com/ONTconnector

Public Comments: A 46-day public comment period will commence on Friday, October 18, 2024, and will conclude at 5 p.m. on Monday, December 2, 2024. Written comments should be addressed to:

Tim Watkins
Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
Tel: (909) 884-8276 **Email:** ONTconnector@gosbcta.com

All comments received during the public comment period will be considered by SBCTA and FTA, and compiled in the Final EIR and final NEPA decision document. For additional information or to request the document in alternative formats, please contact Tim Watkins as listed above.

Notice of Availability Letter

(sb)cta

Notice of Availability of a Draft Environmental Impact Report and an Environmental Assessment and Notice of Virtual Public Meeting

DATE: Friday, October 18, 2024

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PROJECT: Ontario International Airport Connector Project

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The Draft EIR and EA have evaluated the potential for environmental adverse impacts resulting from the proposed Project and provide mitigation measures where required. The public is invited to attend a public meeting being held on November 13, 2024, as shown below, to provide comments on the content of the Draft EIR and EA.

Project Location: The proposed Project evaluated in the Draft EIR and EA involves the construction of a 4.2-mile tunnel (24-foot-inner-diameter bi-directional tunnel) between the Cucamonga Metrolink Station and Ontario International Airport (ONT) via Milliken Avenue and Airport Drive as shown in Figure 1.

Project Background: SBCTA and other agencies have assessed several transit concepts that could connect to ONT since 2008. In a 2014 study, the then-San Bernardino Associated Governments (SANBAG), now SBCTA, identified the need for a direct rail-to-airport connection to ONT to support its projected growth. In 2018, two studies identified a connecting shuttle-style rail service with a transfer to the Cucamonga Metrolink Station that would result in the fastest travel timesand support the project objectives.

Project Purpose and Need:

The purpose of the proposed Project is as follows:

- 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 need of the proposed Project is as follows:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules.
- Roadway congestion affecting trip reliability and causing traffic delays.
- High number of vehicle miles traveled (VMT) resulting from ONT travelers and lackof a direct transit connection.
- Increasing greenhouse gas (GHG) emissions within the communities surrounding ONT from vehicle travel to and from ONT.

Project Description: SBCTA has proposed to construct a 4.2-mile tunnel (24-foot-inner-diameter bi-directional tunnel), to connect passengers between the Cucamonga Metrolink Station and ONT via proposed on-demand electric shuttles. The proposed tunnel alignment would begin at the Cucamonga Metrolink Station, travel south underneath Milliken Avenue, and cross beneath 6th Street, 4th Street, 1-10, and the Union Pacific Railroad, before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT. The tunnel depth would be approximately 70 feet below the ground surface.

The proposed Project would include three passenger stations. One station would be located in the northwest corner of the existing Cucamonga Metrolink Station parking lot, which is owned by SBCTA and the City of Rancho Cucamonga and maintained by the City of Rancho Cucamonga. The proposed station would be an at-grade station plaza that would be constructed and integrated with an adjacent maintenance and storage facility with enclosed bays to store, clean, and maintain vehicles. The other two proposed stations would be located at-grade within two existing parking lots at ONT Terminals 2 and 4. A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two vent shaft locations are being considered west of Milliken Avenue on the north and south sides of 1-10 (Figure 1).

Potential Environmental Impacts: The Draft EIR and EA identified impacts/effects associated with the proposed Project for the following environmental topics: Air Quality Cumulative (CEQA only); Biological Resources (CEQA only), Cultural Resources and Tribal Cultural Resources (CEQA only); Geology, Soils, Seismicity, and Paleontological Resources (CEQA and NEPA); Hazards and Hazardous Materials (CEQA and NEPA); Land Use and Planning (CEQA only); Transportation and Traffic (CEQA and NEPA) and Hydrology, Water Quality, Water Resources, and Floodplain (CEQA and NEPA). Mitigation measures are identified where applicable. As described in the Draft EIR and EA, the proposed Project would result in less than significant impacts/no adverse effect with the implementation of mitigation measures, except for Air Quality cumulative and Paleontological Resources during construction (CEQA only). For Air Quality cumulative and Paleontological Resources, avoidance is not feasible during construction even with mitigation measures and the impact would remain significant and unavoidable.

Virtual Public Meeting: SBCTA and FTA invite all interested members of the public to attend a virtual public meeting and provide oral and written comments on issues related to potential environmental impacts. A court reporter will be present to capture all comments made, and Spanish translation services will also be available. The virtual public meeting will be held on November 13, 2024, starting at 6 pm and ending at 8 pm. The link for this meeting is: bit.ly/ONTPublicHearing (please note link is case sensitive)

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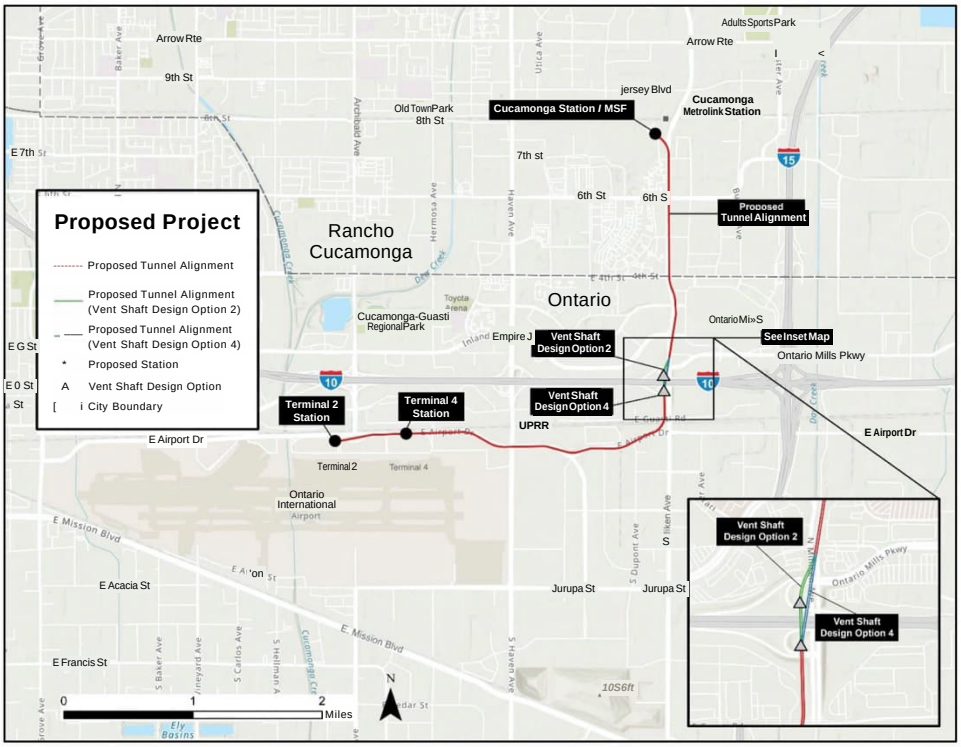
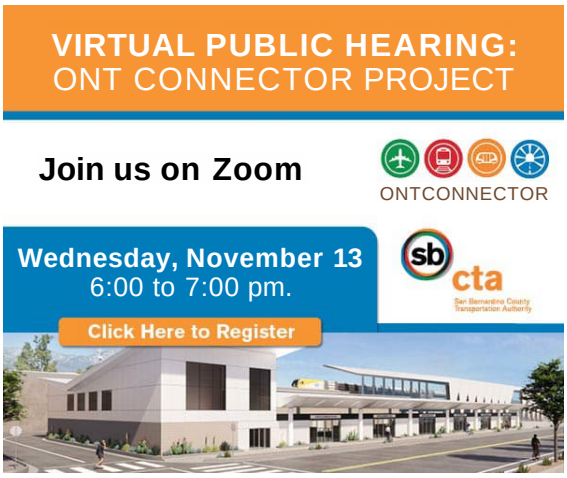
All comments received during the public comment period will be considered by SBCTA and FTA, and compiled in the Final EIR and Final EA.

For additional information or to request the document in alternative formats, please contact Tim Watkins as listed above.

Figure 1. Proposed Project

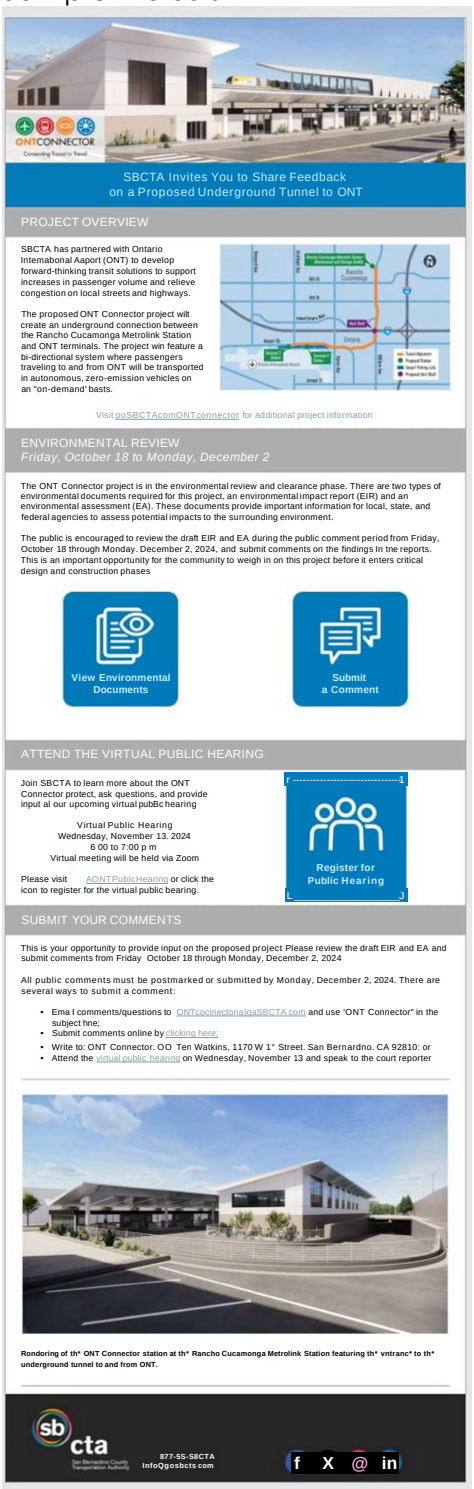


APPENDIX F:
Geotargeting Ads



APPENDIX G:
E-blasts

Sample E-blasts



SBCTA Invites You to Share Feedback
on a Proposed Underground Tunnel to ONT

PROJECT OVERVIEW

SBCTA has partnered with Ontario Intemabonal Aaport (ONT) to develop forward-thinking transit solutions to support increases in passenger volume and relieve congestion on local streets and highways.

The proposed ONT Connector project wilt create an underground connection between the Rancho Cucamonga Metrolink Station and ONT terminals. The project win feature a bi-directional system where passengers traveling to and from ONT will be transported in autonomous, zero-emission vehicles on an "on-demand' basts.

Visit poSBCTAcomONTconnector for additional project information

ENVIRONMENTAL REVIEW
Friday, October 18 to Monday, December 2

The ONT Connector project is in the environmental review and clearance phase. There are two types of environmental documents required for this project, an environmental impact report (EIR) and an environmental assessment (EA). These documents provide important information for local, state, and federal agencies to assess potential impacts to the surrounding environment.

The public is encouraged to review the draft EIR and EA during the public comment period from Friday, October 18 through Monday. December 2, 2024, and submit comments on the findings In tne reports. This is an important opportunity for the community to weigh in on this project before it enters critical design and construction phases

View Environmental Documents

Submit a Comment

ATTEND THE VIRTUAL PUBLIC HEARING

Join SBCTA to learn more about the ONT Connector protect, ask questions, and provide input al our upcoming virtual pubBc hearing

Virtual Public Hearing
Wednesday, November 13. 2024
6 00 to 7:00 p m
Virtual meeting will be held via Zoom

Please visit AONTPublcHearing or click the icon to register for the virtual public bearing.

Register for Public Hearing

SUBMIT YOUR COMMENTS

This is your opportunity to provide input on the proposed project Please review the draft EIR and EA and submit comments from Friday October 18 through Monday, December 2, 2024

All public comments must be postmarked or submitted by Monday, December 2, 2024. There are several ways to submit a comment:

- Ema I comments/questions to ONTcocinectona)gaSBCTA com and use 'ONT Connector" in the subject tne;
- Submit comments online by clicking here;
- Write to: ONT Connector. OO Ten Watkins, 1170 W 1" Street. San Bernardno. CA 92810: or
- Attend the virtual public heanng on Wednesday, November 13 and speak to the court reporter

Rondoring of th* ONT Connector station at th* Rancho Cucamonga Metrolink Station featuring th* vntranc* to th* underground tunnel to and from ONT.

877-5S-SBCTA
InfoQgosbcts com

SBCTA Invites You to Learn about the
ONT Connector Project and Provide Feedback on the
Environmental Documents

ONTCONNECTOR

VIRTUAL PUBLIC HEARING

Wednesday, November 13, 2024
6:00 - 7:00 p.m.

Via Zoom
Click here to register for the event

For more information, visit
goSBCTA.com/ONTConnector

San Bernardino County Tranapcrlabon Authority

PLAN. BUILD. MOVE,

APPENDIX H:

Earned Media Press Release, Metrics, Coverage

Press release

San Bernardino County Transportation Authority
1170 West Third Street, San Bernardino, CA 92410
909.884.8276 | info@gosbcta.com | gosbcta.com

media

Contact: Tim Watkins
Chief, Legislative and Public Affairs
909.884.8276 | Office
909.723.7720 | Mobile
twatkins@gosbcta.com

Public comment period opens for ONT Connector project

Virtual public hearing set for Nov. 13 at 6 p.m.

(RANCHO CUCAMONGA, CALIF., Oct. 18, 2024) - The San Bernardino County Transportation Authority (SBCTA) is seeking public feedback on environmental documents for the proposed ONT Connector project that would build a subway-like connection between the Rancho Cucamonga Metrolink Station and Ontario International Airport (ONT).

The 4.2-mile undergound shuttle system would be located under Milliken Avenue and East Airport Drive. The project includes the construction of three shuttle stations and an emergency access vent shaft. An 18,000 square-foot station and an adjacent maintenance facility are set to be built at the Rancho Cucamonga Metrolink Station in Rancho Cucamonga. Additionally, two 10,000 square-foot stations would be constructed at ONT, located across from terminals 2 and 4 in the city of Ontario.

Autonomous, zero-emission shuttles would transport passengers between the train station and airport and provide a much-needed rail to air connection for travelers and employees seeking an efficient alternative to driving to the airport.

As part of the required research and planning, studies have been conducted to assess the potential environmental impacts of the proposed project. Under the California Environmental Quality Act, a draft environmental impact report (DEIR) has been prepared. And under the National Environmental Policy Act, an environmental assessment (EA) has been prepared.

The documents are available for public review and comment between Oct. 18 and Dec. 2, 2024. All feedback must be received by Dec. 2, for consideration during the environmental phase. Visit goSBCTA.com/ONTConnector to view the DEIR and EA, or to find a list of locations with printed copies publicly available.

A virtual public hearing is scheduled for Wednesday, Nov. 13, at 6 p.m. This will be an opportunity to learn more about the project and the environmental studies, and to provide feedback. The public hearing will be held via Zoom and everyone interested in attending is encouraged to register at bit.lv/ONTPublicHearing. Spanish translation will be available.

Since 2008, SBCTA and other agencies have assessed several transit concepts that would connect to ONT. A 2018 Hybrid Rail Planning Study found that a shuttle-style service from the Rancho Cucamonga Metrolink Station would be needed to support the projected growth of ONT, which could reach 30 million annual passengers by 2045.

- More -

@goSBCTA

San Bernardino County Transportation Authority
1170 West Third Street, San Bernardino, CA 92410
909.884.8276 | info@gosbcta.com | gosbcta.com

Located in Rancho Cucamonga's new modern living and entertainment HART district, the Rancho Cucamonga Metrolink Station is poised to become the district's anchor and a critical intermodal hub with future construction of the Brightline West high-speed rail station, bus accommodations for the West Valley Connector bus rapid transit route, accessibility to Rancho Cucamonga's 6th Street Bicycle Track and the proposed ONT Connector shuttle station.

Learn more about ONT Connector at goSBCTA.com/ONTConnector.

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About SBCTA
The San Bernardino County Transportation Authority (SBCTA) Serves more than 2.1 million residents of San Bernardino County, SBCTA is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. SBCTA administers Measure I, the half-cent transportation sales tax approved by county voters in 1989, and supports freeway construction projects, regional and local road improvements, train and bus transportation, railroad crossings, call boxes, ridesharing, congestion management efforts, and long-term planning studies.

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

Press Release Media Coverage Metrics

News Date	News Headline	Outlet Name	Outlet City	Print Audience Reach	Desktop UVPM	Mobile UVPM	Total Audience Reach	Publicity Value
11/13/2024	Unproven Tunnel Idea Getting in the Way of Inland Empire Transit Solutions	Streetsblog LA	Los Angeles		101,183	29,199	130,382	$46.54
11/13/2024	Unproven Tunnel Idea Getting in the Way of Inland Empire Transit Solutions	Streetsblog LA	New York		215,398	68,188	283,586	$99.08
10/30/2024	Hearing set on underground shuttle from Rancho Cucamonga to Ontario airport	San Gabriel Valley Tribune	Monrovia	56,513	41,508	103,360	201,381	$9,856.91
10/30/2024	Hearing set on underground shuttle from Rancho Cucamonga to Ontario airport	Press-Enterprise	Riverside	46,276	124,529	273,894	444,699	$11,169.63
10/30/2024	Hearing seton underground shuttle from Rancho Cucamonga to Ontario airport	Redlands Daily Facts	Redlands	2,156	27,817	37,839	67,812	$912.39
10/30/2024	Hearing seton underground shuttle from Rancho Cucamonga to Ontario airport	Whittier Daily News	Whittier	14,367			14,367	$36,130.50
10/30/2024	Hearing set on underground shuttle from Rancho Cucamonga to Ontario airport	Pasadena Star News	Pasadena	24,880			24,880	$36,130.50
10/30/2024	Hearing seton underground shuttle from Rancho Cucamonga to Ontario airport	San Bernardino Sun	San Bernardino	24,275	52,659	171,672	248,606	$29,011.89
10/30/2024	Hearing seton underground shuttle from Rancho Cucamonga to Ontario airport	Inland Valley Daily Bulletin	Ontario	77,090	32,264	105,187	214,541	$3,379.89
10/21/2024	San Bernardino transit agency solicits input on underground shuttle project	Progressive Railroading			14,762	27,875	42,637	$11.88
10/21/2024	SBCTA seeking public comment on proposed ONT Connector project	Railway Track and Structures			6,598	55,322	61,920	$13.24
10/21/2024	Public can comment on ONT Connector	Fontana Herald-News	Fontana		5,363	64,505	69,868	$244.32
10/21/2024	Transit Briefs: SBCTA	Railway Age			37,054	226,565	263,619	$17.04
							2,068,298	$127,023.81

Coverage in Southern California News Group Papers (consolidated)

SAX (JABRIEL VALLEY TRIBUNE
THE PRESS-ENTERPRISE
Redlands Daily Fads
DAILY BULLETIN
THE SUN

Hearing set on underground shuttle from Rancho Cucamonga to Ontario airport

Residents can share thoughts on proposal's impacts during Nov. 13 session

An artist's rendering shows a station at Ontario International Airport where passengers would board shuttles that travel underground between the airport and the Rancho Cucamonga Metrolink Station. (Courtesy of San Bernardino County Transportation Authority)

By **ARIANNA CLAY** | aclay@scng.com
PUBLISHED: October 29, 2024 at 3:27 PM PST

Residents can share their opinions next month on a proposed 4.2-mile underground shuttle system that would carry passengers between a Rancho Cucamonga train station and the Ontario airport.

The $538.5 million project would create a tunnel between Rancho Cucamonga's Metrolink Station — a planned station for a high-speed train to Las Vegas — and Ontario International Airport.

The fuel-free shuttles would run below Milliken Avenue and East Airport Drive, aiming to reduce traffic congestion and improve accessibility to the airport.
Omnitrans, the San Bernardino Valley's public transportation agency, would operate the system, which would put riders on shuttles through a tunnel that's 70 feet below the surface.

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

1 of 4

An artist's rendering shows the ONT Connector station at the Rancho Cucamonga Metrolink Station. It would feature a maintenance and storage facility for the electric shuttles that would take riders in an underground tunnel to Ontario International Airport. (Courtesy of San Bernardino County Transportation Authority)

On Wednesday, Nov.13, at 6 p.m., the San Bernardino County Transportation Authority will host a virtual public hearing as it evaluates the project's potential environmental impacts, including on air quality, plants and animals.

"This will be an opportunity to learn more about the project and the environmental studies, and to provide feedback," an authority news release states.

To register for the hearing, click here.

The project was initially proposed by Elon Musk's company, The Boring Co. Negotiations with San Bernardino County Transportation Authority officials began in February 2021. However, after the Boring Co. made a business decision not to continue down that path, the deal was called off.

The authority is working to choose a contractor to build the project, spokesperson Tim Watkins said.

The project includes the construction of three shuttle stations, two of which would be at the airport, located across from Terminals 2 and 4. The third would be at the Rancho Cucamonga Metrolink Station.

This Metrolink station will be the depot for Brightline West, a high-speed rail line set to begin service in 2028 and run from Rancho Cucamonga to Las Vegas, with stops in Hesperia and Apple Valley.

The proposed ONT Connector project would offer an alternative for airport employees and travelers seeking a different option to driving to the airport, the release states.

The shuttles would be automatically controlled with no staff on board and would have self-service kiosks for check in.

After departing a station, shuttles would travel down a ramp to enter the tunnel and then travel up another ramp at the end of each ride to reach its destination.

Between trips, the electric shuttles would return to their starting point to recharge.

Shuttles would run daily from 4 a.m. to 11:30 p.m., including weekends and holidays.

The public can review environmental documents until Monday, Dec. 2.

Feedback must be received by Dec. 2 for consideration during the environmental phase, according to the authority.

Environmental documents can be viewed here.

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

APPENDIX I:

Digital Outreach Toolkit

SOCIAL MEDIA
factbook a-a Instagram

Foil for Public Ctxnmeni Period.
Image:

tecommend+d Ccpttcn.
Be ltxjrl oi the proc W fcgaSBCIA tfw.hH you to provide common on a propowd underground lunnol that 'would provide OIroniit ccnnochon Oot*woon the Cucomongo $?otion and Onlgno IntomaHomoi Arport Iho project, colod ONf Connector, wove h©Jp air pasMjngeo arrive at the arporf on lime and relievo congestion on local streets and highways. Theproject Isn the environmental review phase and your feedback is encouraged. Thedeadbne to submrt comments isNov. 29. Vnit gaSBCIA.com/ONIconnectaf for project nformatan and la submit a comment.

Post tor Virtual Public Hearing:
image:

tcccmmendcd Caption lw Image :
Have you legrstcred yet* Join flgaSBCtA for a vrluai pubic hearing on Wednesday. Nov. 13, at 6 p.m. to learn about the ONTComecta project and haw it will improve connecliv ty in Jiracrt your city/ orgaruolkMij. Toregister, visitibil.ty/ONTPubicMearng or go lo goS8ClA.com/ONrconnectof to kJam more.

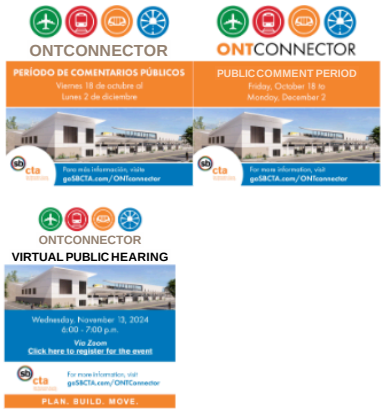
General Post:
Image.

■■commended Coptten:
jgaSBCfA's proposed ONT Conncc loi project wil offer autonomous jora-emtssian lfansparlalKjn between Onlana Inlemalicnai Arpofl and the Cucamonga Metroirk S°alian vkt an underground tunnel. Thisnnova've, on demand service wit enhance cannecIrvly for ONT passengers write relieving congcslon an nearby sticats and hignwciys. Visit g&SBCIA.tom/ONIeorinaeiOF to leon more!

K
Post Public CommerII Period
image:

■■commended Caption:
◀yaSBCIA invites you lo piavdc comments an pater."al envionmenlal impacts of lhe proposed ONT Connector project knkrig the Cucamonga Metolnk 5-1a1dnlo ONT Arport via underground tunnel Dead re lo subml comments is 11/29. Viul goSBCTA.eom/ONIeoivtediOI for more info.

EMAIL BLAST/NEWSLETTER/WEBSITE
Images.



Title: YOU'RE INVITED! Join SBCTA to learn more about the proposed ONT Connector prc ject during a virtual public hearing
Bo·ly: The San Bernardino County Transportation Authority (SBCTAJ wi host a virtual pu sllc hearing via Zoom on Nov. 13, at 6 p.m. to educate and inform the public about the ONT Connector project and how it will improve connectivity in the region.

The proposed project will build on underground tunnel connecting the Cucamonga Station and Ontario International Airport {ONT) terminals. Autonomous, zero-emission shuttles will transport passengers between Cucamonga Station and terminals 2 and 4 at ONT airport.

The project is currently in the environmental review phase and your input Is important. Between Oct. 15 and Nov. 29, 2024. two draft documents that report the potential

Post for Virtual Public Hearing:
Image:

Recommended Caption:
Join SgoSBCTA for a virtual public hearing on Nov. 13 at 6 p.m. to learn about the proposed ONT Connector project and how il will improve connectivity in (insert your cily/organizotion]. Toregister, visit bit.ly/ONTPublicHearing or go to goSBCTA.com/ONTconnector to learn more.

I

General Post
Image:

Recommended Caption:
©goSBCTA's proposed ONT Connector project will offer autonomous, zero-emission transportation between ONT Airport and the Cucamonga Metrolink Station via underground tunnel. Visit goSBCTA.com/ONTconnector to learn more!

APPENDIX J:
Social Media

Facebook posts

Instagram posts

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

X posts

APPENDIX K:

SBCTA Today Video

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

APPENDIX L:

Ontario International Airport In-Person Outreach

ONTCONNECTOR

COMMENT FORM

bitly

ONTCONNECTOR

WEBSITE

bitly

APPENDIX M:

Public Comments

Sample of Public Comment Tracking Log

sbcta — ONT Connector DEIR Public Comment Log

	Contact Date	Time	Title	First	Last	Address	City/State/Zip	Phone	Email	Comment Source	Comment
10	10/22/24	5:37 a.m.	*	Danilo	Braga	7664 Calle Talia	Highland. CA 92346		dan4obraga989gmail.com	Online Form	*Towhom may be reading this.I'm an avid traveler who has had the experience of riding many different pub c transit systems both within. and outside of the US. Thisincludes the Tesla tunnels at the Los Vegas Convention center. Does it look sci-fi and futuristic? Yesbs if practical? No..I understand the city wants to impress its visitors by being futuristic and cool but 1assure you, only the opposite wn happen.With a large number of passengers getting off the trains to catch a flight at ONT, there will be a large bne of people waiting for a "car" lo get to 1he airport. Not only is this more stressful for someone who may already be late, but also less efficient costs, and time-wise. A raJ service used by most other airports will take many more people at a fraction of the lime. Please reconsider this project as rail. As someone who grew up experiencing the best of the best. 1assure you, this is not progression, only regression.
11	10/22/24	11:04 a.m.	*	Transit	rider	125 Lynn way	Woodside. Ca 94062		greysquirreluk@gmail.com	Online Form	* 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 rai transit anyway.
12	10/23/24	8:11 p.m.	*	Nathaniel	Singer	600 W 9th Street. Apt 703			physic.OS-coolsllicioud.co m	Online Form	* Iwant to express support for tried and tested, high capacity, and easily interoperable transport modes such as bght rail or a DMU (such as used in arrow service).
13	10/23/24	8:17 p.m.	*	Kevin	Dedicatoria	5784 Fernwood Ct.			krdedicl@svsu.edu	Online Form	- 1oppose the ONT Connector being built. 1advocate 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 .1suggest spending it on longer service hours on Omnitrans. bus rapid transit, and Omnitrans' unconstrained plan (except the ONT Connector/Tunnel to ONT). 1also recommend the agency lo 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 Metrobnk. The A Une extension is also consistent with the Ontario Plan 2040. 1attached the a SCAG report from 2018 & image from the Ontario Plan 2040. Did the studies actually talk to employees at ONT? I work at the airport! Metrolink is impractical for me and bkely most employees. The ONT Connector won't make a difference.
14	10/23/24	8:28 p.m.	*	Justin	Bryant	845 S Magnolia Ave			ptct2098@gmai.com	Online Form	* I am strongly opposed to a car funnel. It is a waste of taxpayer dollars to subsidize private vehicles on the road. This tunnel should be a Metrolink, Arrow or LA Metro extension, not a wasteful car tunnel that moves a fraction of the people. It will create more pollution, more driving, and will only make connectivity at Ontario Airport worse. I strongly oppose this project and wi 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.
15	10/23/24	9:41 p.m.	*	Nathan	Machida	4302 EASTERN AVE N	Seattle, WA 98103		nhmachida@gmail.com	Online Form	- 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 bke a traditional automated train (bke Vancouver SkyTrain) or APM type train is more suitable for this facility than on-demand personal transit vehicles that con 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 con handle the general number of waiting passengers every 2-5 min is an excelent passenger experience and can be implemented with proven existing technology. Having it be a tunnel B smart.
16	10/24/24	8:16 a.m.	*	Jon	Gollihugh	5212 N Roxburgh Ave	Azuza. CA		crowncitySgmail-com	Online Form	- WhJel 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. 1live in Azusa and

VIRTUAL PUBLIC HEARING

SUMMARY

ONT CONNECTOR VIRTUAL PUBLIC HEARING

SUMMARY
Nov. 13, 2024, 6:00-7:00 p.m.

STAFF
San Bernardino County Transportation Authority (SBCTA)
Victor Lopez
Tim Watkins

Costin Public Outreach Group (CPOG)
Sara Mockus
Madison Viola
Erin Ryan
Cynthia Unzueta
Clare Bastian

HNTB
James Santos
Richard Huang
William Knoetgen

AECOM
Jaime Guzman
Ivan Gonzalez
Jennifer Lee

LSA
Amanda Durgen

Court Reporter
Monica (Mona) Andrade

Translator
Aldo Ruiz Rivero

REGISTERED ATTENDEES: 161

VIRTUAL PUBLIC HEARING PARTICIPANTS: 84

VIRTUAL PUBLIC HEARING SUMMARY

CPOG facilitated a virtual public hearing for SBCTA's ONT Connector project as part of the public review and comment period for the Draft Environmental Impact Report (DEIR) and Environmental Assessment (EA). Using the ZOOM meeting platform, CPOG used a breakout room for a court reporter to document public comments from attendees and utilized the translation feature with a Spanish language interpreter. CPOG managed the meeting logistics so that SBCTA and project consultants HNTB and AECOM could present information about the environmental review phase.

The public hearing included a moderated question and answer session where participants could utilize the chat feature on Zoom to receive clarification on the project and environmental process. A total of 23 questions were received during the meeting. The project team responded to questions and helped attendees learn where they can read more information in the DEIR and EA. A list of the submitted questions is included in this report. A total of seven public comments were recorded by the court reporter and will be included in the final environmental documents.

On Friday, November 15, 2024, a recording of the virtual public hearing was posted on the project webpage and shared in a Constant Contact eblast that was sent to those who signed up to receive updates and registered for the public hearing. The video link was also shared to SBCTA's Facebook account that same day.

QUESTIONS SUBMITTED BY ATTENDEES

1. The peak ridership is 100 people per hour according to the EIR. Is that correct? From Peter Kearns

2. Would you expand a bit on what the autonomous vehicle would look like? For example, approximate passenger capacity, if there is adequate storage for luggage, well it be essentially an electric car on tires, etc?

3. Do you have any data on current and projected future traffic between the airport and the bus station? From Aden Tessman

4. Why was the East Ontario Metrolink station on the Riverside line excluded from the connector project?

5. Has SBCTA considered any public transit options that would service more riders per hour? 100 seems very low for this region

6. Will the project be designed with the ability for future expansion, such as if an infill station could be added at a latter date at the airport, or extend the either end of the line?

7. Was the cost of the shuttle bus alternative studied? What is the projected ridership for the bus shuttle as opposed to this tunnel alternative?

8. What kind of redundancy will be available if the tunnels are blocked due a broken vehicle? Would other autonomous vehicles be able to drive around a stuck vehicle? Would be a bus bridge be established?

9. If the shuttle bus alternative has a similar ridership projection, and a lower cost, what is the benefit of the tunnel alternative?

10. Regarding the no-build alternative, why is the under construction West Valley Connector not included in the no-build? What is the baseline for comparison?

11. What is the projected capacity of the vehicles? How was this determined given the paucity of proven existing examples of the proposed technology?

12. Follow-up question: how does this compare to rail and shuttle alternatives and what frequencies were assumed for those calculations?

13. Is the alternatives analysis with the conventional rail alternatives part of this environmental document? If not, where can it be found?

14. In regards to the vehicle size, can you at least talk about the expected vehicle size? Are we expecting autonomous vehicles such as the DFW vehicles, or golf-cart-sized autonomous vehicles?

15. I heard that this tunnel is only a one way tunnel. I wanted to get clarification on whether or not it is a one tunnel to the airport or if it is a two way tunnel two and from the airport, From Tonya Lei

16. How were existing transit options incorporated into the analysis? From Adriana Rizzo

17. I was paroozing the EIR and the projected ridership for the opening year was about 500 per day. Is this correct? Am I reading the right source? Is it responsible to spend $500 million on construction for such low ridership?

18. What impact will this project have in wildlife & pollution in the environment?

19. Is there an idea of how the queuing process for rides on the autonomous vehicles will work? And how frequent rides would be?

20. Are there specific climate Reslience elements that will be included in the designs/ building of new structures? (mainly for Heat, High winds, flash flood)

21. What kind of questions are we supposed to ask? From Aden Tessman

22. How were existing transit options incorporated into the analysis?

23. Has any archaeological impact/resolution has been addressed for any possible discovery, From Rafael Natal

ONT Connector Project

DEIR and EA Public Comment Period Outreach Report

EXECUTIVE SUMMARY

The San Bernardino County Transportation Authority (SBCTA) held a public comment period for the ONT Connector project's Draft Environmental Impact Report (DEIR) and Environmental Assessment (EA) between October 18 and December 2, 2024.

The outreach team employed several methods to generate awareness about the opportunity for the public to weigh in on the environmental documents during the public comment period, as well as attend a virtual public hearing.

Methods included a redesigned webpage, press release, postcard mailer, social media posts, geofencing and newspaper advertisements, Constant Contact e-blasts, an *SBCTA Today* video and onsite outreach at Ontario International Airport (ONT).

Over the course of the public comment period, a total of 141 comments were received. The breakdown of how the comments were received is as follows: 110 online form submissions, 22 emails, eight public hearing comments, one letter sent by USPS mail.

The following summary provides details about the engagement strategies implemented to generate awareness and public involvement during the environmental public comment period. The corresponding appendix with supporting documents and visuals is denoted under each section header.

Virtual Public Hearing

(Appendix A)

On Wednesday, November 13, 2024, from 6:00 to 7:00 p.m., SBCTA hosted a virtual public hearing via Zoom for the ONT Connector project. The public hearing was held virtually to provide better accessibility and encourage more people to participate in the public process.

The goal of the public hearing was to provide information about the project and environmental studies, as well as to instruct the public about how to submit official comments and questions as part of the environmental review phase.

Once the virtual public hearing logistics were established, the team produced a 6-inch by 9-inch postcard to announce the virtual public hearing. The postcard was mailed to 2,150 residents, businesses and organizations within a quarter mile of the proposed project limits. A Notice of Availability letter that included the virtual public hearing details was mailed to 74 recipients including local, state, and federal agencies, elected officials and stakeholder groups.

Additionally, e-blasts, geofence and newspaper advertisements, social media posts and a press release were utilized to publicize the virtual public hearing and comment period.