Ontario International Airport Connector Project

ONTCONNECTOR

ATTACHMENT A
PUBLIC COMMENT AND RESPONSES
Part B

March 2025

sbcta

Prepared for:

San Bernardino County Transportation Authority
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MASTER RESPONSE

MASTER RESPONSE 1 — ALTERNATIVES

The EA evaluated two alternatives: a No Build Alternative, which describes future transportation facilities and services if the Project were not built, and a Build Alternative. Prior to starting the NEPA process, the San Bernardino County Transportation Authority (SBCTA) and other public agencies investigated several transit alternatives that could connect to Ontario International Airport (ONT). These alternatives were evaluated, screened, and refined in four planning studies conducted beginning in 2008. Based on these planning studies, technical analysis, cost considerations, environmental impacts, and defined criteria and public input, previous alternatives have been considered but eliminated from further consideration as part of this Project. The four planning studies are the following:

1) *2008 Strategic Planning Report for Metro Gold Line Foothill Extension to Los Angeles (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 Section 1.2 (Background) of the Environmental Assessment (EA) and further discussed in detail in Section 2.4 (Alternatives Considered But Eliminated From Consideration). Table 2-6 in Section 2.4 provides a comparison of the alternatives considered. Additional background information on alternatives previously considered is available in Appendix C of the EA.

The four planning studies considered a total of 83 initial alternatives and conducted a focused evaluation of 13 alternatives. Table 2-5 in Section 2.4 provides an overview of the previous studies.

The *2008 Strategic Planning Report for Metro Gold Line Foothill Extension* initially considered 13 alternatives and eliminated 10 from further consideration due to a variety of factors such as environmental constraints, right-of-way (ROW) acquisition, local traffic impacts, low-density corridors, limited local travel demand, minimal accessibility, and long travel times. Three alternative alignments were carried forward to 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 light rail transit (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, San Bernardino Associated Governments (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 and that a tunnel connection would provide the preferred fixed-guideway solution to meet long-term project objectives at significantly reduced costs compared to the rail/guideway alternatives. 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 Build Alternative as part of the EA phase. Alternative 1 best aligns with the Build Alternative'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, Interstate 10 (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 DMUs
- 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: Sections 401, 404, and 1602 permits required

In addition to less environmental consequences, Alternative 1's estimated capital cost of $538 million is substantially lower than Alternatives 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 2-6 in Section 2.4 provides a comparison of the alternatives considered. 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, Ontario International Airport Authority, Federal Aviation Administration, and California Department of Transportation (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 Build Alternative analyzed in the EA.

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

As described in Chapter 1, the Build Alternative 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, vehicle miles travelled (VMT) resulting from ONT travelers and lack of a direct transit connection, and the increasing greenhouse gas (GHG) and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT.

Chapter 2, Description of Alternatives, provides a detailed description of the Build Alternative. As described in Section 2.2.1, Proposed Design, the Build Alternative 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 Build Alternative 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 Build Alternative would include the ability to accommodate higher peak-hour capacities in the future.

In addition, Section 2.2.2, Operations, provides the description of the operation of the autonomous vehicles. As discussed in the Description of Alternatives, 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 July 3, 2024 SBCTA Board of Directors meeting, 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 Request for Qualifications (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 the time of the preparation of the environmental document and subsequent public review, the vehicle type, operating system and technology has not been determined.

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not determined.

AGENCY RESPONSE TO COMMENTS

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

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

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.

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 the County of San Bernardino. 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.

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 leady agency San Bernardino 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 (MM) 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 Environmental Impact Report (EIR). SBCTA has determined that the revision to MM-BIO-2 would further reduce impacts from what was identified in the Draft EIR. The edit to MM-BIO-2 does not change the findings and NEPA determination in the EA.

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 CNDDB. 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. 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.

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 greenhouse gas (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 Federal Aviation Administration (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 Build Alternative 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

It is acknowledged that commenter has provided a letter from the City of Rancho Cucamonga regarding the EA for the proposed project.

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. SBCTA will be involved in the final design review of Brightline West to ensure compatibility with the ONT Connector Project.

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 of the ONT Connector Project. It is acknowledged that the City of Rancho Cucamonga staff has been and will continue to be involved in the development of project design plans. SBCTA has been meeting with the City of Rancho Cucamonga on a monthly basis to coordinate the project, including the location of the maintenance and storage facility, with the last meeting held on January 2025. SBCTA will continue to schedule recurring monthly meetings with the City of Rancho Cucamonga when the project progresses to the next phase.

On March 5, 2025, SBCTA's Board of Directors unanimously approved the CEQA Final Environmental Impact Report (EIR) prepared for the ONT Connector Project. SBCTA's Board of Directors includes a representative from City of Rancho Cucamonga (L. Dennis Michael, Mayor), who approved the Final EIR with the current MSF location. The Rancho Cucamonga Board member expressed further coordination with Rancho Cucamonga to continue in the next phase to develop final design plans, accommodate other planned projects in the area and other project elements.

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.

Having the MSF in Ontario was considered during early design charrettes but the concept was eliminated from consideration for the following reasons:

- Building the MSF at grade would generate unacceptable parking loss: 300-400 permanent parking stalls and 600 temporary stalls, in addition to what is already required for building the stations.
- Building the MSF underground was considered but added significant cost, in addition to requiring more than 600 temporary parking stalls. Additionally, an underground MSF in the ONT station area conflicted with the airport's long-term layout plan and utility plans.

- Building the MSF in nearby airport parcels was ruled out because it conflicts with the airport's long-term development plan. Additionally, the presence of the desert-loving fly requires a two-year survey period that would push the project schedule back by another two years.
- Lastly, other parcels near the airport were considered but ruled out due to the need to offset the tunnel alignment, which would introduce additional ROW risks and increase costs by extending the alignment.

SBCTA has been coordinating with the City of Rancho Cucamonga on the Build Alternative and will continue to coordinate and involve 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-2 (Summary of Environmental Effect) provides a summary of the mitigation measures implemented for the Build Alternative. Specifically, MM HWQ-2 is a mitigation measure that addresses potential flood hazard impact. Section 3.11 (Water Quality, Water Resources and Floodplain) discusses the impact of flooding for the Build Alternative. As discussed in Section 3.11.2.2.2 (Floodplains), the Build Alternative includes a small strip of Federal Emergency Management Agency (FEMA) designated 100-year floodplain. The Build Alternative enters a designated FEMA Hazard Zone only in the City of Ontario within San Bernardino County. The Build Alternative is not located within a designated FEMA Hazard Zone in the City of Rancho Cucamonga.

The City of Rancho Cucamonga, as well as the City of Ontario and San Bernardino County, will continue to be included in the project design review processes and phases. 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 Build Alternative.

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

Burrowing owls are not a federally protected species; therefore, the EA did not incorporate mitigation measures to address this species. The comment does not result in revisions to the findings and NEPA determination in the EA.

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.

SBCTA has been meeting with the City of Rancho Cucamonga on a monthly basis to coordinate the project, including the location of the maintenance and storage facility, with the last meeting held on January 2025. SBCTA will continue to schedule recurring monthly meetings with the City of Rancho Cucamonga when the project progresses to the next phase.

On March 5, 2025, SBCTA's board unanimously approved the CEQA Final Environmental Impact Report (EIR) prepared for the ONT Connector Project. As part of SBCTA's board, a representative

from City of Rancho Cucamonga approved the Final EIR with the current MSF location. The Rancho Cucamonga Board member expressed further coordination with Rancho Cucamonga to continue in the next phase to develop final design plans, accommodate other planned projects in the area and other project elements.

Section 3.12 (Cumulative and Indirect Effects) provides a discussion of the cumulative effects for the Build Alternative, including Brightline West and resort development north of 6th Street. Table 3.12-1 (Related Projects List) identifies the cumulative 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.

Construction of the Build Alternative would be managed by SBCTA. The construction of the Build Alternative is projected to start as early as 2025 and be completed in 2031. Construction activities would shift along the corridor to minimize the duration of overall construction activities at any one point in time. Construction effects associated with the Build Alternative are provided in Chapter 3 of the EA for all the environmental topics, and potential effects to community, socioeconomic, and land use are discussed in Section 3.3 of the EA, "Community and Socioeconomic Resources." Construction activities would cause temporary disruptions to nearby communities from dust and pollutant emissions, noise, and general worker activities in the construction area and from traffic disruptions on nearby roads. These effects would be minimized with standard construction practices and mitigation measures described for other resources, such as dust and traffic control. Standard construction best management practice includes public outreach to nearby residences and businesses on potential temporary roadway or lane closures.

Mitigation measures were identified to reduce and avoid potential adverse effects due to the Build Alternative. These include MM-AQ-1, Implement Basic Construction Emission Control Practices, and MM-TRA-1, Ensure Adequate Access to Transit, Roadway, Parking, Bicycle, and Pedestrian Facilities During Construction. SBCTA and or its contractor will be responsible for implementing the measures to avoid and/or minimize adverse effects prior to and during construction of the Build Alternative. Implementation of these measures would ensure effects are not adverse. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 the request of City of Rancho Cucamonga, MM-TRA-1 has been revised to require SBCTA to provide an opportunity for responsible agencies to review and comment on the Transportation Management Plan. The update to the mitigation measure is found in Attachment C to the Finding of No Significant Impact (FONSI).

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

Effects resulting from construction activities including haul routes are provided for all the environmental topics in Chapter 3 of the EA. More specifically, implementation of MM-TRA-1 identified in Section 3.10, Transportation and Traffic, of the EA would require the Build Alternative to have designated routes for project haul trucks primarily utilizing the Interstate 10 corridor. These routes will be consistent with land use and mobility plans and situated to minimize noise, vibration, and other possible impacts. There could be the potential for the haul route to utilize Interstate 15 (I-15), but it would be during off-peak hours and SBCTA would coordinate with the cities to ensure minimal disruptions. In addition, MM-TRA-1 would require the Build Alternative to include measures to maintain customer and delivery access to all operating businesses near construction work areas.

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 Build Alternative would be required to comply with existing regulations including National Fire Protection Association (NFPA) standards that are applicable to the Build Alternative. 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. 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. With implementation of MM-TRA-1 identified in Section 3.10, Transportation and Traffic, of the EA, the Build Alternative would be required to coordinate with first responders and emergency service providers to minimize impacts on emergency response.

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 Build Alternative. Section 3.10, Transportation and Traffic, of the EA discusses the transportation and traffic effects. Temporary and permanent parking loss is provided in Section 3.10.2.2, Build Alternative. Discussion of parking effects as a result of concurrent construction of Brightline West is provided in Section 3.12.2.10 of the EA.

Parking analysis is included in the Appendix Q— Transportation Technical Report of the EIR. As shown in Table 8-6 (Cucamonga Metrolink Station Parking Analysis During Project Construction), the Cucamonga Metrolink Station has an existing capacity of 980 parking stalls. The Build Alternative is estimated to result in the temporary loss of 170 spaces during project construction, leaving 810 parking stalls for transit users to park at the station during construction. Table 8-13 (Cucamonga Metrolink Station Parking Analysis During Project Operation – Design Year [2051]) shows the Build Alternative is estimated to result in the permanent loss of 180 parking stalls during project operation. Approximately 180 parking stalls would be permanently removed from the existing Cucamonga Metrolink Station parking lot to accommodate the proposed Cucamonga Station with 800 parking stalls remaining unused. During the design phase, SBCTA and the design-build contractor will work with applicable stakeholder agencies on the final details of the location of the parking stalls that would be temporarily and permanently lost.

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.

The parking count dates are reflective of two weekday and two weekend data collections during June 2024. Metrolink issues quarterly fact sheets detailing ridership on each system line. As reflected in the data gathered from Metrolink on their quarterly fact sheets, there has been a

gradual increase in ridership on the San Bernardino Line since the pandemic, and ridership numbers have been increasing from July 1, 2023 to June 30, 2024.[1] The Quarter 4 2023-2024 (April 1, 2024 – June 30, 2024) fact sheet presented the ridership on the San Bernardino Line, on which the Cucamonga Metrolink Station is located, and included an average weekday ridership of 6,305 and a total weekend ridership of 73,062.[2] Given that Metrolink ridership on the San Bernardino Line increased each quarter during 2023-2024 and that counts were taken during Quarter 4 (the highest ridership), a time when some students were on summer break and others were in summer session, the parking count surveys taken during June 2024 would reflect typical average ridership.Therefore, the parking counts taken for the Build Alternative 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

As discussed in Section 6.1.2.1 of the Energy Technical Report prepared for the project, the TBM would use 10 kWh per linear foot of the planned 22,500-foot tunnel, thus requiring 225,000 kWh for the entire Build Alternative. Construction of the entire tunnel would take approximately 14 months. Throughout the construction process, the Build Alternative would use approximately 225,000 kWh of electricity. As reported by the California Energy Commission, approximately 16,767,235,877 kWh were consumed in San Bernardino County in 2021. Therefore, construction of the Build Alternative would increase the annual electricity consumption in San Bernardino County by less than 0.01%. As such, Build Alternative construction would have no effect on local, regional, and State electricity production.

Additionally, the Build Alternative requires the services of SCE, which SBCTA is in consultation with, for the electricity required to operate the tunnel boring machine. If the Build Alternative is

[1] Metrolink. 2024. Fact Sheet & Numbers. Available: https://metrolinktrains.com/about/agency/facts--numbers/. Accessed: March 6, 2025.
[2] Metrolink. 2024. Fact Sheet Q4. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q4-fy2024.pdf. Accessed: February 17, 2025.

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

As discussed in Section 6.1.2.2 of the Energy Technical Report prepared for the Build Alternative, operational energy consumption for the Build Alternative would primarily be from the MSF operations, shuttle station operations, and electric shuttle charging. Electrical consumption for shuttle station operations was estimated from design parameters supplied by the design engineers at 15 Kilowatt hours (kWh) per year per square foot. Each station is approximately 10,000 square feet, thus total electrical consumption for shuttle station operations would be 450,000 kWh per year. Electrical consumption for electric shuttle charging was estimated at 2.5 kWh per mile from design parameters supplied by the design engineers. Proposed plans for the Build Alternative indicate each shuttle would average 50 miles per day and there would be up to 80 shuttles operating. Thus, assuming 20 hours per day and 365 days per year, total electrical consumption for electric shuttle charging would be 73,584,000 kWh per year. Uses on the Build Alternative site would demand a total of 74,129,377 kWh of electricity per year. Based on electricity consumption obtained from the California Energy Commission (CEC), approximately 16,180,811,158 kWh were consumed in San Bernardino County in 2021. Therefore, operation of the Build Alternative would not significantly increase the annual electricity consumption in San Bernardino County. Furthermore, compliance with applicable Title 24 standards would ensure that operational Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 Build Alternative requires the services of Southern California Edison, which SBCTA is in consultation with to supply electricity for the tunnel boring machine. The TBM is not anticipated to require additional infrastructure for power supply. If the Build Alternative 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.

Energy requirements for the use of the TBM during construction of the Build Alternative were analyzed in Section 3.2.2.3 of the EA. Construction of the Build Alternative would increase the annual electricity consumption in San Bernardino County by less than 0.01%. The Build Alternative would comply with California Air Resources Board regulations, California Code of Regulations Title 13, Section 2449, and California Department of Resources Recycling and Recovery Sustainable (Green) Building Program regulations related to energy efficiency. Compliance with existing regulations and equipment specifications would ensure that construction-related emissions associated with the Build Alternative would not exceed the SCAQMD project threshold.

GHGs were analyzed in Section 3.2.2.2 of the EA pursuant to interim guidance issued under Executive Order 13990. Pursuant to Executive Order 14148, this analysis is no longer required for NEPA purposes. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

No adverse noise and vibrations effects would result during construction and operation of the Build Alternative. Section 3.9.2 of the EA describes the potential effects to Noise and Groundborne Vibration due to the Build Alternative. Below ground activities (tunnel-boring activities) would be up to 70 feet underground, and audible air-borne noise from tunnel-boring activities is not anticipated. As the TBM would be underground, the noise generated by the machine is reduced; however, the TBM would generate groundborne vibrations, which can be transmitted through structures. While some ground-borne noise and vibration could be perceptible at the surface, the analysis indicated that the resulting levels would be well below Federal Transportation Authority (FTA) established impact thresholds for annoyance and potential damage and would likely be imperceptible to people at the surface level. Based on noise modeling for the Build Alternative, noise levels during construction activities are expected to range from 55.4 decibels A (dBA) (generally equivalent to heavy traffic at 300 feet (60 dBA)) to 71.0 dBA (generally equivalent to a gas lawnmower at 100 feet [70 dBA]), which are considered acceptable, especially during daytime hours. These noise levels would generally blend in with existing noise in the developed areas. Daytime construction activities would adhere to the City of Rancho Cucamonga and City of Ontario noise ordinance regulations to minimize the potential for construction noise to disrupt daily activities or cause health concerns at nearby sensitive receptor locations.

No adverse effects are anticipated during construction and operations. The Build Alternative would generate minimal construction noise and vibrations effects, and mitigation measures would not be required. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

Appendix E of the EIR, Community Impact Assessment Technical Report, discusses the emergency services available around the Build Alternative site. Rancho Cucamonga Fire Protection District currently provides local fire services within the City of Rancho Cucamonga, and San Bernardino County Sheriff's Department (SBCSD) provides services for the City of Rancho Cucamonga. Ontario Fire Department provides local fire services within the City of Ontario, and City of Ontario Police Department provides police services. During operation, the Build Alternative would also be managed by Omnitrans, which 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. As such, calls for emergency services from the Build Alternative during operation would be adequately accommodated by the existing fire protection and police facilities.

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

The comment is in reference to the technical report for the Draft EIR, a CEQA document. The energy analysis is based on the Build Alternative, and it is unclear what estimates were "previously discussed" with the City. The reference error has been revised in the EIR appendix. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

A parking analysis is included in Appendix Q, Transportation, of the EIR. The Build Alternative would result in no adverse effect 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. 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.

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 E (Construction Methods Technical Report) of the EA has been revised to provide clarification of the haul route. Although there could be the potential for the haul route to utilize the I-15 corridor, as required by MM-TRA-1, the Build Alternative would primarily utilize the I-10 corridor. Table 4-1 on Page 4-2 of Appendix E of the EA identifies the haul route for I-15 as well as an alternative route accessing 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

The location of the proposed Cucamonga Station is shown in Appendix D of the EA. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 dates for the parking count data collection accounts for two weekdays and two weekends during June 2024. Metrolink issues quarterly fact sheets detailing ridership on each system line. As reflected in the data gathered from Metrolink on their quarterly fact sheets, there has been a gradual increase in ridership on the San Bernardino line since the pandemic, and ridership numbers have been increasing from July 1, 2023 to June 30, 2024.[3] The Quarter 4 (April 1, 2024 – June 30, 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.[4] Given that Metrolink ridership on the San Bernardino Line increased each quarter during 2023 - 2024 and that counts were taken during Quarter 4 (the highest ridership), a time when some students were on summer break and others were in summer session, the parking count surveys taken during June 2024 would reflect typical average ridership.

Parking analysis is included in the Appendix Q— Transportation Technical Report of the EIR. The Build Alternative is estimated to result in the temporary loss of 170 spaces at the Cucamonga Metrolink Station western parking lot during project construction and permanent loss of 180 spaces during project operation. SBCTA and the design-build contractor will work with applicable stakeholder agencies on the final details of the location of the parking stalls that would be temporarily and permanently lost during the design phase. 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.

[3] Metrolink. 2024. Fact Sheet & Numbers. Available: https://metrolinktrains.com/about/agency/facts--numbers/. Accessed: March 6, 2025.
[4] Metrolink. 2024. Fact Sheet Q4. Available: https://metrolinktrains.com/globalassets/about/agency/facts-and-numbers/fact_sheet_q4-fy2024.pdf. Accessed: February 17, 2025.

Section 3.10, Transportation and Traffic, of the EA discusses the transportation and traffic effects. Temporary and permanent parking loss is provided in Section 3.10.2.2, Build Alternative. Discussion of parking effects as a result of concurrent construction of Brightline West is also provided in Section 3.12.2.10 of the EA. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

Effects resulting from construction activities, including haul routes, are provided for all the environmental topics in Chapter 3 of the EA. More specifically, implementation of MM-TRA-1 identified in Section 3.10, Transportation and Traffic, of the EA would require the Build Alternative to have designated routes for project haul trucks primarily utilizing the I-10 corridor. These routes will be consistent with land use and mobility plans and would be situated to minimize noise, vibration, and other possible impacts. There could be the potential for the haul route utilizing the I-15 but it would be during off-peak hours, and SBCTA would coordinate with the cities to ensure minimal disruptions. In addition, MM-TRA-1 would require the Build Alternative to include measures to maintain customer and delivery access to all operating businesses near construction work areas. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 cumulative impacts analysis was based on past, present, and reasonably foreseeable future actions related to the project regardless of what agency (federal or nonfederal) or person undertaking such other actions. The project list compiled for this analysis includes 36 land use and transportation projects in the surrounding area (including the City of Ontario, the City of Rancho Cucamonga, and San Bernardino County) that are currently planned, proposed, in review, approved, under construction, and completed. Brightline West project as a whole is considered for the cumulative impact analysis. The commenter indicates the description of The Resort (project no. 21 in Table 3.12-1 of the EA) is incorrectly depicted. The current description for The Resort is consistent with the City's New Developments website[5]; however, the website indicates that building permits have been issued and it does not specify that the project is under construction. It has been determined that the current description would not change the findings or NEPA determination in the EA. The summary column within Table 3.12-1 in Section 3.12, Cumulative and Indirect Effects, of the EA identifies the Brightline West project with a station being constructed adjacent or connected to the Rancho Cucamonga Metrolink Station. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

Cumulative energy impacts are discussed in Section 3.12.2.1 of the EA. The Build Alternative requires the services of Southern California Edison, which SBCTA is in consultation with for the electricity for the tunnel boring machine. 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

[5] City of Rancho Cucamonga. N.d. New Developments. Available: https://experience.arcgis.com/experience/c5c60c497b8044239431aeedf16097ba/page/Page/#data_s=id%3AdataSource_add_from_url_entry-NewDevelopmentsPublic_948%3A7. Accessed: February 18, 2025.

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

Cumulative effects to transportation and traffic are discussed in Section 3.12.2.10 of the EA. Implementation of MM-TRA-1 would minimize traffic effects during construction of the Build Alternative. Therefore, when combined with other foreseeable actions that may have overlapping construction periods, the Build Alternative would contribute to cumulative traffic effects during construction, but the cumulative effect would not be adverse.

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

The project list compiled for this analysis includes 36 land use and transportation projects in the surrounding area (including the City of Ontario, the City of Rancho Cucamonga, and San Bernardino County) that are currently planned, proposed, in review, approved, under construction, and completed.

The City of Rancho Cucamonga's planned Advanced Traffic Management Center 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.[6] The primary goal of this project is to deploy new intelligent transportation system (ITS) communication infrastructure to support the management of the city's transportation network, implement optimized coordination timing plans to achieve optimal traffic flow, and improve safety for all road users, including vehicles, buses, bicycles and pedestrians. The planned project involves equipment installation and is not a project that would change the conclusions of the cumulative effects 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

[6] 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.*

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

It is acknowledged that the commenter is excited for the potential for public transit options the Build Alternative may provide and appreciates the opportunity to comment on the Draft EA.

ORGANIZATION RESPONSE TO COMMENTS

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

It is acknowledged that the commentor has submitted a letter on behalf of the Center for Community Action and Environmental Justice for the project discussing concerns with the Build Alternative.

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

As discussed in Section 2.4 of the EA, Alternatives Considered but Eliminated from Consideration, and Appendix C, Alternatives Considered, several transit alternatives that could connect to ONT have been evaluated, screened, and refined since 2008. These included light-rail, bus, shuttles, and train alternatives that were evaluated in previous studies such as the Strategic Planning Report for Metro Gold Line Foothill Extension (Metro Gold Line Foothill Extension Construction Authority

2008), Ontario Airport Rail Access Study (SANBAG 2014), Inter-County Transit and Rail Connectivity Study (SCAG 2018), and the Hybrid Rail Service Planning Study (San Bernardino County Transportation Authority 2018). In 2020, alternative recommendations from the planning studies resulted in the further evaluation of previously identified alternatives and the tunnel alternative. In 2023, SBCTA identified the tunnel alternative and three potential build alternatives from previous planning studies for further evaluation to determine the reasonableness and feasibility of the alternatives to meet the purpose and need. 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, a tunnel system was recommended to be studied as the Build Alternative as part of the Environmental Analysis phase, as it best aligns with the Build Alternative's purpose, needs, and goals to provide the highest benefits. Additionally, the cost estimate has been prepared by experienced construction professionals and is based on similarly designed projects of a comparable scale.

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

As discussed in Section 2.4 of the EA, Alternatives Considered but Eliminated from Consideration, Alternative 1 (Tunnel to ONT via Milliken Avenue and Airport Drive) would have an estimated capital cost of $538 million, which is substantially lower than Alternative 2 (Rancho Cucamonga to ONT via Hermosa/Turner Rail Alignment), between $976 million and $1.2 billion and Alternative 3 (Rancho Cucamonga to ONT via Deer Creek Rail Alignment), between $989 million and $1.2 billion, and Alternative 1 has a lower risk of cost increase. Additional information on estimated cost is available in Appendix C of the EA.

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

It is acknowledged that the commenter is concerned with funding, travel cost for the public, and cost of the proposed project.

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

As described in the Purpose and Need section of Chapter 1 of the EA, the Build Alternative would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station. The Build Alternative 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. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA. 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

Commenter's image detailing alternative system capacities outlined in 2019 Ontario Airport Rail Access Study Report is acknowledged and included in 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

The commenter's letter on behalf of IE Urbanists, stating the opposition to the Build Alternative, is acknowledged 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

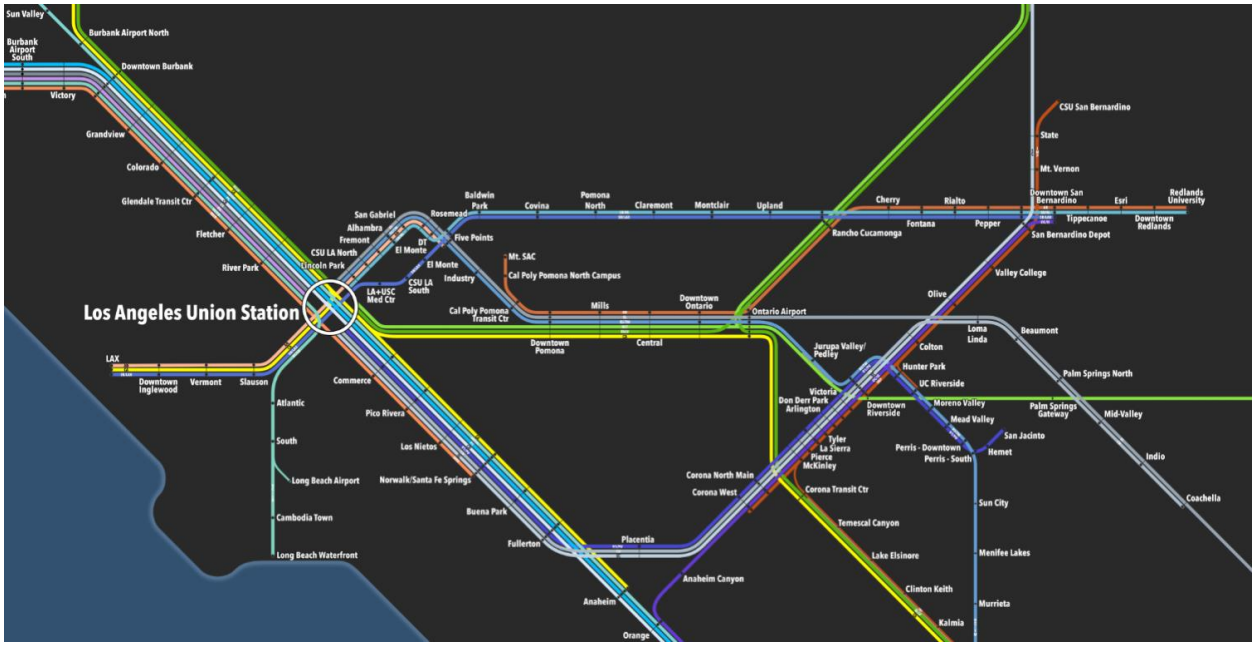
The Strategic Planning Study Report for Metro Gold Line Extension to the Ontario International Airport (2008), Advanced Regional Rail Integrated Vision – East (ARRIVE) Study (2014), Ontario Rail Access Study (2014), Hybrid Rail Service Planning Study (2018), and SCAG Los Angeles and San Bernardino Inter-County 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 Sections 3.2, Air Quality, Greenhouse Gas Emissions, and Energy, and 3.10, Transportation and Traffic, of the EA, once operational, the Build Alternative 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 Build Alternative 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 provided as part of the comment has been noted. The video presented both near-term and far-term transit connectivity opportunities and alternatives to the Build Alternative for ONT. It proposed 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.

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

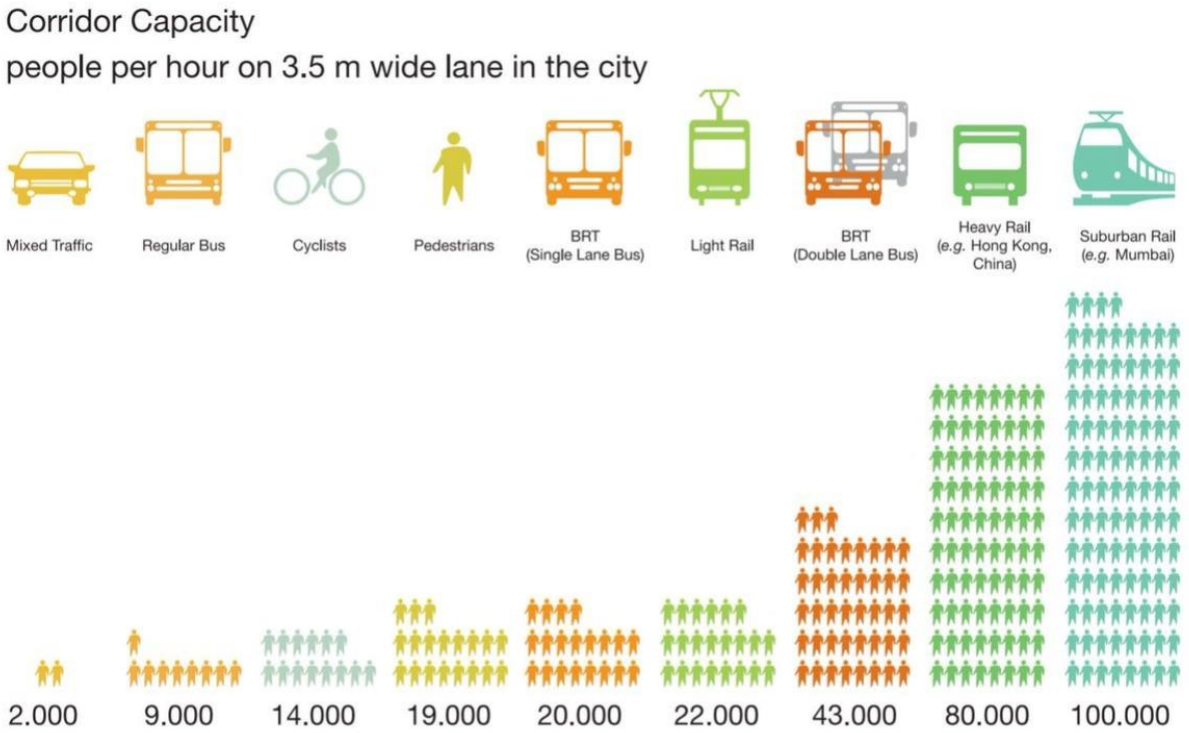
Comment O-2-6

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?



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).

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.

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.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

The commenter’s opinion on autonomous vehicles is noted. The commenter’s request to conduct a review of performance data from other existing projects is not a requirement under NEPA. The

purpose of an EA is to provide an environmental evaluation of the Build Alternative. Chapter 1 provides the purpose and need identified for the Build Alternative. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency

telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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 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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term. The comment does not result in revisions to the findings and NEPA determination in the EA.

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, refer to Appendix C (Alternatives Considered) which provides further discussion of the rail alternatives considered but withdrawn from further consideration.

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 EA for the Build Alternative to prepare analysis and evaluate other projects. Please refer to the environmental impact statements 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 Build Alternative is intended to be scalable to adjust to changes in future ridership demand. The Build Alternative would utilize autonomous vehicles. Once operational, the Build Alternative 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 Build Alternative t 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 Appendix C: Alternatives Considered, the rail alternative includes more transportation and traffic impacts compared to the Build Alternative. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, discusses the potential air quality and emissions impacts of the construction and operation of the Build Alternative. 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 Resources, and Section 3.7, Geology, Soils, Seismicity, and Paleontological Resources, of the EA discuss potential impacts to archaeological and paleontological resources from the Build Alternative, respectively. Construction activities associated with the Build Alternative are not expected to disturb or expose intact archaeological resources. MM-CUL-1 would avoid or minimize adverse effects 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)). Section 106 requires FTA to notify State Historic Preservation Officers (SHPO) and the consulting parties within 48 hours, and the requirements of 36 CFR 800.13 will be followed. As noted in the EA, the Build Alternative would result in no adverse effects to archaeological resources. The comment does not result in revisions to the findings and NEPA determination in the EA.

As discussed in the EA, 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 ventilation shaft (vent shaft) and the relocation of affected utilities could disturb or damage fossil resources. In addition, use of the tunnel boring machine would likely prevent the discovery of fossil resources, and some may be damaged during tunnel construction. Mitigation Measures would be implemented to avoid and/or minimize adverse effects prior to and during construction of the Build Alternative. With implementation of MM-PAL-1 through MM-PAL-4 and given the vertical and horizontal extent of the affected geologic unit where tunneling would occur, the intensity of potential effects on paleontological resources would not be adverse.

As discussed in Section 2.2.3, Construction Approach, utility relocations are not anticipated for the construction of the proposed tunnel, except at the launch and retrieval locations at either the Cucamonga Metrolink Station site or ONT. Utility relocations would be required for construction of

the ventilation/emergency access shaft. Coordination with the existing utility service providers prior to utility relocation would be conducted in future project phases to reduce potential impacts to utility service and to minimize disruptions. Relocations would be in previously disturbed areas or established ROW close to their existing locations and would stay within the Build Alternative area.

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 O-2-7 regarding existing bus service. Commenter's opposition to the Build Alternative 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.

INDIVIDUALS (I) –(Online Submissions/Email)

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 Build Alternative 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 Build Alternative has been noted for the record. European flights operating out of the airport are the responsibility of the Ontario International Airport Authority (OIAA) and are not included in the scope of this 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

It is acknowledged that the commenter is a proponent for alternative transportation and local metro rail within the Inland empire. 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.

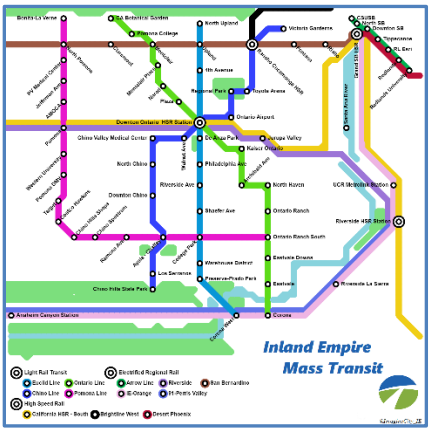
I also do mean an actual train. Please DO NOT build a tesla car in firetrap tunnel! Electric trains are built in all advance countries and even now developing countries! Our region cannot fall behind developing countries in Latin America, Asia, and Africa.

Response to Comment I-3-2

As discussed in Section 2.4, Alternatives Considered but Eliminated from Consideration, and Appendix C, Alternatives Considered, of the EA, train alternatives were evaluated in previous studies, such as the Strategic Planning Report for Metro Gold Line Foothill Extension (Metro Gold Line Foothill Extension Construction Authority 2008), Ontario Airport Rail Access Study (SANBAG 2014), Inter-County Transit and Rail Connectivity Study (SCAG 2018), and the Hybrid Rail Service Planning Study (San Bernardino County Transportation Authority 2018). These alternatives were previously considered but eliminated from further consideration due to potential at-grade conflicts, including reductions in roadway capacity; impacts to intersection(s) with poor level-of-service (LOS); right-of-way acquisition requirements; impacts to communities and neighborhoods; and impacts to flood control facilities. 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources. The Build Alternative 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. In addition, a fire-rated internal separation wall would be installed for emergency egress, in accordance with NFPA standards 101 and 130. Additionally, as discussed in Section 2.2, Build Alternative, of the EA, a vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel in the event of an emergency underground. Access points would include underground, surface, and road access to and from the tunnel.

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 Build Alternative is provided in Section 3.12, Cumulative and Indirect Effects, of the EA.

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

It is acknowledged that the commenter has a preference for rail between ONT and the Metrolink network. 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative.

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

Providing additional station locations suggested by the commenter is out of scope for the Build Alternative. Refer to Master Response 2 and Chapter 1 of the EA for a discussion of the purpose of the Build Alternative.

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

The Build Alternative 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 vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection, and the increasing greenhouse gas (GHG) and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT. As discussed in Section 3.2, Air Quality, Greenhouse Gas Emissions, and Energy, of the EA, the Build Alternative 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. Additionally, as discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion compared to the No Build Alternative.

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 Build Alternative 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

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 Build Alternative 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

It is acknowledged that the commenter does not approve of autonomous vehicles due to the Las Vegas system and believes a subway/underground train would be more efficient. 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 Build Alternative 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

The commenter provided no comment for the record but requested to be added to the distribution list for the Build Alternative.

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 Build Alternative has been noted for the record. It is acknowledged that the commenter believes public transit such as trains, bus rapid transit, or shuttles provide a better alternative. 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 Build Alternative 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 Build Alternative 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

It is acknowledged that the commenter prefers light or heavy rail connection as compared to the Build Alternative. 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 Build Alternative has been noted for the record. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the Build Alternative 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 Build Alternative would utilize an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience and meets current capacity requirements. 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.

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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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

As discussed in Section 3.2, Air Quality, Greenhouse Gas Emissions, and Energy, of the EA, construction of the Build Alternative would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and 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. Once construction is completed, the Build Alternative under the operational condition would have a net air quality benefit, as reduced VMT (as shown in Table 3.2-4 of the EA) results in reduced combustion emissions.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT (see Table 3.2-4 of the EA) and reduce congestion compared to the No Build Alternative.

The commenter's opposition to the Build Alternative 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 to the Build Alternative 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 Build Alternative has been noted for the record. Chapter 1 of the EA discusses the purpose and need for the Build Alternative. 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

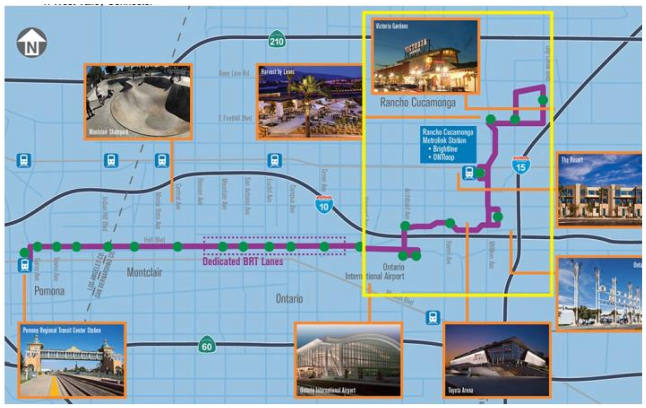
To whom it may concern, Thank you so much for bringing us more public transit in San Bernardino County. Public Transportation is our future to solve traffic congestion and help the environment, especially Rancho Cucamonga Metrolink Station will be the future station of Brightline West. But I think we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

The Brightline West project is not part of the Build Alternative, and the Brightline West project has conducted its own environmental review**.** Refer to Master Response 1 for discussion of the Alternative development process or the Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a SSMP will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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 Build Alternative would also 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.

The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative 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 Build Alternative 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

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 Build Alternative 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

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative would have a net air quality benefit, as reduced VMT results in reduced combustion emissions. This would also decrease emissions long-term. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 Build Alternative has been noted for the record.

The EA addresses responses to emergencies, including natural disasters such as earthquakes and fires, in the following ways:

As discussed in Section 2.2, Build Alternative, of the EA, a vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel in the event of an emergency underground. Access points would include underground, surface, and road access to and from the tunnel. As discussed in Section 3.7, Geology, Soils, Seismicity, and Paleontological Resources, implementation of MM-GEO-1, which requires compliance with current California Build Code Requirements, will be implemented to ensure that the Build Alternative would address effects related to seismic-related ground failure (i.e., earthquakes). Therefore, the Build Alternative would not have significant adverse effects to Geology, Soils, Seismicity, and Paleontological Resources.

As discussed in Section 3.11, Water Quality, Water Resources, and Floodplain, of the EA, MM-HWQ-3: Emergency Operations Plan requires SBCTA to prepare an Emergency Operations Plan with provisions for evacuation of all people within the Project area if there is a failure of the nearby San Antonio dam. Therefore, the Build Alternative would not have significant adverse effects to Water

Quality, Water Resources, and Floodplains. The comment does not result in revisions to the findings and NEPA determination in the EA.

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 of the Build Alternative is noted for the record.

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 Build Alternative 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. The commenter notes that the A Line extension is consistent with The Ontario Plan 2040, but it should be noted that the Build Alternative is also consistent with that Plan and is depicted as the Ontario Airport Loop on the image.

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

As discussed in the Executive Summary of the EA, public outreach for the Build Alternative included notifying 70 key stakeholders, including municipal, county, regional, state and federal agencies; community organizations; municipal, state, and federal elected officials; resource groups; and transportation agencies. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings. These methods included mailing bilingual notices, electronic distribution (e-blasts), social media posts (@goSBCTA Facebook, Instagram, and Twitter accounts), and newspaper advertisements. A virtual public scoping meeting was held on Wednesday, July 20, 2022. The Draft EA was distributed to affected agencies, surrounding cities, interested parties and the general public for a 46-day review. 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 Build Alternative and the public comment period for the Draft EA. 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 B (Public Outreach Summary) for the summary of the public outreach efforts for the Build Alternative.

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

It is acknowledged that the commenter has sent a letter on behalf of IE Urbanists to convey their opposition to the Build Alternative.

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

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 the corresponding responses to comments O-2-1 through 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.

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

As discussed in Chapter 2, the overall construction of the Build Alternative 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.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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 1, Purpose and Need, the Build Alternative 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 Build Alternative 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 Build Alternative 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.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security

cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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 Build Alternative would also 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.

As described in Section 2, Description of Alternatives, 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 Build Alternative 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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative has been noted for the record. Master Response 2 for a discussion of the autonomous vehicle. Although the Build Alternative 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 Build Alternative 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.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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-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 Build Alternative 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. The suggested location 100 feet from the sensitive receptors would trigger new potentially adverse effects and environmental concerns that would require additional analysis to evaluate the full impact, including but not limited to:

- Section 3.1, Air Quality, Greenhouse Gas Emissions, and Energy, discusses potential effects of the Build Alternative, including air borne particles during construction activities, and odor near the sensitive receptors. If the Build Alternative was located 100 feet from residential uses, it would need to be re-evaluated due to the potentially adverse effects to air quality and greenhouse gas emissions. The potential effects are reduced for the Build Alternative near the existing sensitive receptors due to the location of the underground features.
- Section 3.3, Community and Socioeconomic Resources, discusses potential effects of the Build Alternative, including land use, aesthetics and visual quality, and safety and security. If the Build Alternative was located above grade, potential effects to nearby residential uses and sensitive receptors would need to be re-evaluated due to the potential adverse effects to these topics. The potential effects are reduced for the Build Alternative near the existing sensitive receptors due to the location of the underground features.
- Section 3.8, Hazards and Hazardous Materials, discusses the effects of hazards and hazardous materials for the Build Alternative. If the Build Alternative was above grade, any residential uses located 100 feet from the Build Alternative would need to be re-evaluated due to the potential adverse effects from hazards and hazardous materials during construction. The hazards and

hazardous materials effects are reduced for the Build Alternative near the existing sensitive receptors due to the location of the underground features.

- Section 3.9, Noise and Ground-borne Vibration, discusses the potential construction and operational effects of noise and ground-borne vibration due to the Build Alternative. If the Build Alternative was above grade, any residential uses located 100 feet would need to be re-evaluated due to the potential adverse effects of noise and ground-borne vibration. The potential effects are reduced for the Build Alternative near the existing sensitive receptors due to the location of the underground features.
- Section 3.10, Transportation and Traffic, discusses the potential effects to transportation and traffic for the Build Alternative. If the Build Alternative was above grade, any residential uses and sensitive receptors would need to be re-evaluated due to the potential significant impact resulting for transportation and traffic. The transportation and traffic effects are reduced for the Build Alternative near the existing sensitive receptors due to the location of the underground features.

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 Build Alternative 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

The commenter's opposition to the Build Alternative 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-42 BLUE HERNANDEZ

Comment I-42-1

Stop being [redacted] 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 Build Alternative 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 Build Alternative has been noted for the record. Updates to the Build Alternative will continue to be provided on the website: https://www.gosbcta.com/ontconnector/. In addition, the project website includes a portal where interested parties may request to receive updates as the Build Alternative 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 Build Alternative 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 Build Alternative has been noted for the record. Chapter 2 of the EA discusses the purpose and need identified for the Build Alternative.

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 Build Alternative has been noted for the record. The purpose and need of the Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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

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 Build Alternative has been noted for the record. As described in Chapter 1, the Build Alternative was developed due to a lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules. In addition, the Build Alternative would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station.

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 Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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-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

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. The comment does not result in revisions to the findings and NEPA determination in the EA.

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

It is acknowledged that the commenter finds a tunnel 70 feet below ground excessive.

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the

vehicle type and maker have not been determined. The Build Alternative would be designed to transport passengers that utilize 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 Build Alternative 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 Build Alternative 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-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.

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

The commenter's opposition to the Build Alternative 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-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 Build Alternative 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative 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

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 Build Alternative 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 Build Alternative 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 provided as part of the comment has been noted. The video presented both near-term and far-term transit connectivity opportunities and alternatives to the Build Alternative for ONT. It proposed 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.

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 Build Alternative 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 Build Alternative 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 provided as part of the comment has been noted. The video presented both near-term and far-term transit connectivity opportunities and alternatives to the Build Alternative for ONT. It proposed 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.

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 Build Alternative 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative would have PM_{10}, $PM_{2.5}$, NOx, and VOC emissions as well as fugitive dust, which would be temporary and 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. Once construction is completed, the Build Alternative under the operational condition would have a net air quality benefit, as reduced vehicle miles traveled (VMT) results in reduced combustion emissions.

Section 3.11 of the EA, Water Quality, Water Resources, and Floodplain, discusses the potential effects of the Build Alternative on the surrounding environment. While construction activities would involve ground-disturbing and other activities that could discharge sediment and pollutants into surface runoff, which could enter nearby storm drain systems and the Cucamonga Creek and degrade water quality, most activities would take place in previously developed areas, with some activities on paved surfaces with no soil disturbance. Implementation of a stormwater pollution prevention plan with appropriate best management practices and compliance with the California Construction Stormwater General Permit would reduce the potential for water quality impacts and would control stormwater runoff exiting the work area to ensure compliance with Section 402 of the Clean Water Act. The use of hazardous materials in the work area would also be managed in accordance with applicable regulations, and slurry used for the tunnel boring machine operation would be disposed of in a manner that does not allow it to enter the storm drain system or nearby surface waters. Although groundwater is not expected to be encountered during excavation activities, some water may be encountered in trenches or holes dug as part of the work. These activities would require proper disposal and, if necessary, treatment of water removed from excavated areas in accordance with the State Water Resources Control Board Construction General Permit, as listed in Table 2-4, Required Approvals and Permits, in Chapter 2. Deeper excavations, such as for the tunnel and soldier piles for the vent shaft, would be below the expected groundwater aquifer, but would cross through it. These structures would not alter groundwater flow conditions. Groundwater recharge in the local area would also be similar to current conditions based on the existing developed nature of the area. With implementation of MM-HWQ-1, which requires obtaining a construction dewatering permit, and MM-GEO-3, which requires temporary shoring and permanent dewatering, the Build Alternative would not adversely affect groundwater.

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 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, provides discussion of the proposed energy consumption during construction and operation of the Build Alternative.

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

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 Build Alternative has been noted for the record. As described in Chapter 1, the Build Alternative 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 Build Alternative 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 greenhouse gas (GHG) and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT.

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

As described in Chapter 2, the Build Alternative would utilize an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience and meets current capacity requirements. At Project opening, the transit service would provide a peak one-way passenger throughput of approximately 100 per hour, and the fleet size and type of vehicles would be scalable to adjust to meet changes in future ridership demand.. 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

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 Build Alternative 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 Build Alternative 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

The commenter's preference for high-capacity transit modes is acknowledged. 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 Build Alternative 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

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 commenter's opinions on the design of the Build Alternative and locations of the stations is acknowledged. As described in Chapter 1, the Build Alternative 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 Build Alternative 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 vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection, and the increasing greenhouse gas (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 Build Alternative 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

As described in Chapter 1, the Build Alternative 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 Build Alternative 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 vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection, and the increasing greenhouse gas (GHG) and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT.

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

As discussed in Section 3.10 of the EA, Transportation and Traffic, construction of the Build Alternative would result in temporary traffic increases in and around the Build Alternative area, as workers drive to the work area, materials would be transported to staging and work areas, and haul trucks would remove materials from the work area. Construction of the Build Alternative may result in temporary lane closures, reduction in level of service, and increased VMT. These temporary increases would be periodic throughout the work week, with no effects on days when work is not conducted. MM-TRA-1 would ensure adequate access to transit, roadway, parking, bicycle, and pedestrian facilities during construction by preparing a Transportation Management Plan to facilitate the flow of traffic and transit service.

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

Section 3.9 of the EA, Noise and Ground-Borne Vibration, discusses the potential effects of noise and vibration due to the Build Alternative. Construction activities would generate varying levels of noise from construction equipment, the tunnel boring machine, haul trucks, and daily activities, which could be noticeable in nearby areas depending on the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Below ground activities (tunnel-boring activities) would be approximately 70 feet underground, and audible air-borne noise from tunnel-boring activities is not anticipated. No adverse effects from construction noise are anticipated due to the Build Alternative.

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 Build Alternative 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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a SSMP will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative 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 Build Alternative 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 Build Alternative 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.

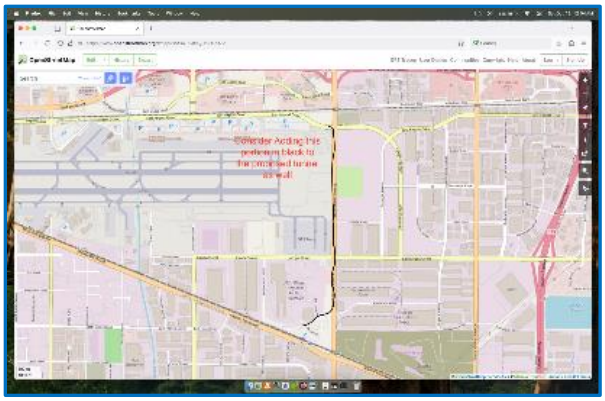
Response to Comment I-81-1

The commenter’s support of the Build Alternative 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 Build Alternative 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 Build Alternative 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

It is acknowledged that the commenter supports a fixed guideway transit system.

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 provided as part of the comment has been noted. The video presented both near-term and far-term transit connectivity opportunities and alternatives to the Build Alternative for ONT. It proposed 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.

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

The Build Alternative 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. As described in Chapter 1, the purpose of the Build Alternative 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.

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 to the Build Alternative 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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary

Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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

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

It is acknowledged that the commenter does not agree with the proposed budget or tunnel design of the Build Alternative.

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.

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

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT (see Table 3.2-4 of the EA) and reduce congestion compared to the No Build Alternative.

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

The Environmental Assessment was released for public and agency review on October 18, 2024. The 46-day public review period ended on December 2, 2024. Once comments on the EA are received, responses to those comments and any additional relevant project information are prepared and compiled, and FTA will prepare a decision document (Finding of No Significant Impact [FONSI]).

SBCTA also prepared a Draft EIR and will prepare a Final EIR including edits to the Draft EIR and responses to public and agency comments. When the EIR process is completed, the documents will be used by the final decision-makers (SBCTA Board of Directors) to assess the environmental impacts of the Build Alternative in order to consider certification of the Final EIR. This is anticipated to occur in Spring 2025.

Updates to the Build Alternative will continue to be provided and updated on the Project website: https://www.gosbcta.com/ontconnector/. Additionally, there is an option to receive project updates as the Build Alternative 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 1, the purpose of the Build Alternative 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 2 for the discussion of fleet size and capacity of the autonomous vehicle 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-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 Build Alternative 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 to the Build Alternative 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 Build Alternative 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 Build Alternative 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.

Additionally, as described in Chapter 2, the Build Alternative would utilize an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience and meets current capacity requirements. At Project opening, the transit service would provide a peak one-way passenger throughput of approximately 100 per hour, and the fleet size and type of vehicles would be scalable to adjust to meet changes in future ridership demand.

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 Build Alternative 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 Build Alternative 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

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

The Build Alternative would also 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-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

Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the Build Alternative 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-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 Build Alternative has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the Build Alternative 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 Build Alternative has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative has been noted for the record.

Comment I-104-2

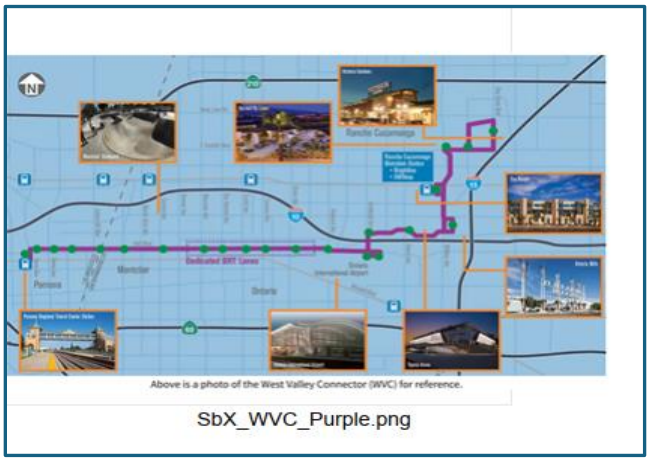
Omnitrans is already building the SbX West Valley Connector BRT, which serves the same area and plans to serve both ONT and the Rancho Cucamonga Metrolink station. However, the WVC has a very limited length of bus-only lanes. Increasing the length of the bus lanes along the WVC - particularly along the 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 Build Alternative 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, and 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 1, Purpose and Need, the Build Alternative 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.

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

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 Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA. 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

It is acknowledged that the commenter does not agree with the proposed budget of the Build Alternative. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative 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.

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

As discussed in Section 3.10 of the EA, Transportation and Traffic, construction of the Build Alternative would result in temporary traffic increases in and around the Build Alternative area as workers drive to the work area, materials would be transported to staging and work areas, and haul trucks would remove materials from the work area. Construction of the Build Alternative may result in temporary lane closures, reduction in level of service, and increased VMT. These temporary increases would be periodic throughout the work week, with no effects on days when work is not conducted. MM-TRA-1 would ensure adequate access to transit, roadway, parking, bicycle, and pedestrian facilities during construction by preparing a Transportation Management Plan to facilitate the flow of traffic and transit service.

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 Build Alternative 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 Build Alternative has been noted for the record.

The Build Alternative would comply with the Americans with Disabilities Act (ADA) of 1990. This 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.

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 commenter's opposition to the Build Alternative has been noted for the record. As described in Chapter 1, the Build Alternative 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 greenhouse gas and

air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT.

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. 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 1 of the EA discusses the purpose and need for the Build Alternative. Section 3.10, Transportation and Traffic, provides discussion of the existing transportation and traffic and the potential effects associated with the Build Alternative.

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

The commenter's opposition to the Build Alternative has been noted for the record. Chapter 1 of the EA discusses the purpose and need for the Build Alternative.

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 Build Alternative 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 Build Alternative has been noted for the record. Refer to Master Response 2 for a discussion of the autonomous vehicle. Although the Build Alternative 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 commenter's support of a connection between Rancho Cucamonga Station and ONT is acknowledged.

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 Build Alternative 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.

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.

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are

refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary

Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the Build Alternative 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-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 Build Alternative 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 Build Alternative 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 Build Alternative has been noted for the record. As described in Chapter 2, the Build Alternative would utilize an on-demand, autonomous transit network of vehicles that maximizes air traveler convenience and meets current capacity requirements. At Project opening, the transit service would provide a peak one-way passenger throughput of approximately 100 per hour, and the fleet size and type of vehicles would be scalable to adjust to meet changes in future ridership demand. 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 Build Alternative has been noted for the record. Refer to Master Response 2 for the discussion of the autonomous vehicle. Although the Build Alternative 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 Build Alternative 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 Build Alternative 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 Build Alternative 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

As discussed in Section 3.2 of the EA, Air Quality, Greenhouse Gas Emissions, and Energy, construction of the Build Alternative 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.

As discussed in Section 3.10 of the EA, Traffic and Transportation, the Build Alternative 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 Build Alternative would reduce the overall regional VMT and reduce congestion. Once operational, the

Build Alternative 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-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

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 Build Alternative would be a transit system that utilizes autonomous vehicles, the vehicle type and maker have not been determined.

Potential impacts to safety and traffic are discussed in Section 3.3, Community and Socioeconomic Resources, and Section 3.10, Transportation and Traffic. As a standard practice, a Safety and Security Management Plan will be developed to identify construction and worker safety standards, worker safety and health plans, fire/life safety programs, construction on-site security plans, and emergency response and evacuation procedures to maintain the safety of all construction workers and the public. As a design feature and consistent with existing conditions, closed-circuit television cameras would be placed at the stations monitored by Omnitrans. As the station designs are refined, other safety and security equipment may include a combination of the following: security cameras, light fixtures, a public announcement system, and emergency telephones. Safety elements for accessing stations may also include transition walkways, blue-light emergency telephones, limited entry and exit points, and provisions for persons with disabilities. Compliance with existing health and design requirements and the Safety and Security Management Plan would ensure that the Build Alternative does not create new safety and security concerns.

MM-TRA-1 would also minimize impacts on emergency response by requiring the preparation of a Transportation Management Plan to facilitate the flow of traffic and transit service in and around construction zones.

The Build Alternative would also 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-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

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 the corresponding responses to comments I-124-1 through 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

It is acknowledged that the commenter prefers electric passenger rail alternatives. 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 Build Alternative 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.

INDIVIDUALS (IL) – (Letters)

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

It is acknowledged that the commenter does not agree with the proposed cost of the Build Alternative.

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 1, Purpose and Need, of the EA provides the purpose and need identified for the Build Alternative. 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, Description of Alternatives, of the EA provides the details of the Build Alternative. 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, Description of Alternatives, of the EA provides the details of the Build Alternative. 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.

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 Build Alternative 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 Build Alternative 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 commenter states the estimated project cost is likely underestimated. The cost estimate has been prepared based on similarly designed projects of a comparable scale. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative 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 under NEPA. The purpose of an EA is to provide an environmental evaluation of the Build Alternative. Chapter 1, Purpose and Need, provides the purpose and need identified for the Build Alternative.

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

It is acknowledged that the commenter prefers higher-capacity transit options. 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 writer 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 Build Alternative 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 Build Alternative is provided in Chapter 1, Purpose and Need. The Build Alternative 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, and 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, Description of Alternatives, 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 Build Alternative 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

Table 3.2-4, San Bernardino County-wide Net Change in Operational VMT, of the EA identifies that during Opening Year (2031) the Build Alternative would result in an annual VMT reduction of 21,773 miles. During the Design Year (2051), the Build Alternative would result in an annual VMT reduction of 45,234 miles. The commenter does not elaborate on what questions they have about the VMT analysis.

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 Build Alternative 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

The commenter's preference for a rail extension is acknowledged. 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

Section 3.12, Cumulative and Indirect Effects, of the EA provides a discussion of the cumulative effects for the Build Alternative, including the West Valley Connector Project. Table 3.12-1, Related Projects List, identifies the cumulative projects. The West Valley Connector is identified as project number 1 and was considered in the cumulative analysis in Section 3.12.

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

The analysis presented in Chapter 3 of the EA is based on existing conditions. As noted by the commenter, the existing condition includes ONT Connect or Route 380, which Omnitrans currently operates as a limited-service bus route to ONT and would continue to operate. As discussed in Response VC-4-1, the West Valley Connector was considered in the cumulative effects analysis in Section 3.12 of the EA.

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 Build Alternative 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 Build Alternative 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-6-4

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-6-5

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-6-5

The commenter's opposition to the Build Alternative 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 Build Alternative 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

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

Appendix E of the EIR, Community Impact Assessment Technical Report, discusses the emergency services available around the Build Alternative site. City of Rancho Cucamonga and San Bernardino County Sheriff's Department (SBCSD) provides services for the City of Rancho Cucamonga. City of Ontario Police Department provides police services. During operation, the Build Alternative would also be managed by Omnitrans, which 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 jurisdictions have appropriate and unimpeded access to the system in the event of an incident. As such, calls for emergency services from the Build Alternative during operation would be adequately accommodated by the existing local emergency services and police facilities.

VC-8 WAYNE WATSOM

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

It is acknowledged that the commenter does not agree with the use of public funds and need for the proposed Project. As described in the Purpose and Need section of Chapter 1 of the EA, the Build Alternative would expand access options to ONT by providing a convenient and direct transit connection between ONT and the Cucamonga Metrolink Station. The Build Alternative 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. The Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding.

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, Description of Alternatives, 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 Build Alternative 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 Build Alternative would be funded through local, state, and federal funds and grants, as stated in Section 2.2.5, Preliminary Cost Estimate and Funding. The alternatives considered and their estimated costs are discussed in greater detail in Appendix C of the EA.

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 Build Alternative has been noted for the record.