

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2022070039

Project Title: Ontario International Airport (ONT) Connector Project

Lead Agency: San Bernardino County Transportation Authority (SBCTA)

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Project Location: City of Rancho Cucamonga and City of Ontario San Bernardino County
City *County*

Project Description (Proposed actions, location, and/or consequences).

The proposed Project is located in the City of Rancho Cucamonga and the City of Ontario within San Bernardino County. The proposed Project site is a reversed L shaped project site consisting of Cucamonga Metrolink Station, Milliken Avenue, East Airport Drive, and ONT. The proposed Project would construct an underground 4.2-mile-long single tunnel (24-foot inner diameter, bidirectional tunnel) to provide a direct connection between Cucamonga Metrolink Station and ONT. The proposed Project includes the following components: 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft (vent shaft). The proposed Project would include the operation of autonomous electric vehicles that would transport passengers to and from the stations, providing direct access from Cucamonga Metrolink Station to ONT.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Less than significant impacts with the implementation of mitigation measures: Air Quality (during operation, MM-AQ-1); Biological Resources (MM-BIO-1, MM-BIO-2, MM-BIO-3); Cultural Resources (during construction, MM-CLT-1 and CLT-2); Geology, Soils, Seismicity, and Paleontological Resources (MM-GEO-1 through MM-GEO-6); Hazards and Hazardous Materials (MM-HAZ-1 and MM-HAZ-2); Hydrology and Water Quality (MM-HWQ-1, MM-HWQ-2 and MM-HWQ-3); Land Use and Planning (MM-TRA-1); Transportation and Traffic (MM-TRA-1); Tribal Cultural Resources (MM-TCR-1).

Avoidance is not feasible during construction even with mitigation measures and the impact would remain significant and unavoidable for the following:

Air Quality - Cumulative—MM-AQ-1 would be implemented during construction to address potential impacts for particulate matter with diameter of 10 microns or less (PM10) and particulate matter with diameter of 2.5 microns or less (PM2.5) fugitive emissions and implement dust control measures to reduce impacts. However, the construction of the proposed Project would include PM10 and PM2.5 emissions, and development of the cumulative projects would, in combination with the proposed Project, exceed the same significance thresholds. Therefore, the proposed Project's contribution would be cumulatively considerable, and the cumulative impact would be significant and unavoidable.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Paleontological Resources - Project Specific and Cumulative—Although implementation of MM-PAL-1, MM PAL 2, MM-PAL-3 and MM-PAL-4 may allow for some recovery of small fossils and some fossil material, if safe access to spoils is available, the tunnel boring machine (TBM) used to excavate the tunnel prevents access to the rock face, and produces fragmented material, which precludes the recovery of larger fossils, and limits the amount of contextual information that may be collected for scientific purposes. Additionally, because the locations of potential paleontological resources are unknown, movement of the Project to avoid paleontologically sensitive geologic units, and thus avoid impacts on paleontological resources, is not feasible and the impact must occur for enhancement to take place. Therefore, impacts to scientifically significant, non-renewable paleontological resources during boring of the tunnel would remain significant and unavoidable.

Provide a list of the responsible or trustee agencies for the project.

Federal Transit Administration
Federal Aviation Administration
Ontario International Airport Authority
Santa Ana Regional Water Quality Control Board, Region 8
State Water Resources Control Board
California Department of Transportation, Region 8
State Historic Preservation Officer
South Coast Air Quality Management District
Omnitrans
San Bernardino County
City of Rancho Cucamonga
City of Ontario