Ontario International Airport Connector Project

ONTCONNECTOR

APPENDIX L
GROWTH-INDUCING IMPACTS TECHNICAL REPORT

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ACRONYMS AND ABBREVIATIONS

$	dollar
%	Percent
Airport RSA	Airport Station RSA Block Group
ADA	Americans with Disabilities Act
Caltrans	California Department of Transportation
CE	Community Economics
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
ED	Economic Development
EIR	Environmental Impact Report
EMP	Employment
FedEx	Federal Express
FTA	Federal Transit Administration
H	Housing
HH	Households
I-10	Interstate 10
I-15	Interstate 15
LC	Land Use & Community Character
LU	Land Use
MEP	mechanical, electrical, and plumbing
MSF	Maintenance and Storage Facility
NEPA	National Environmental Policy Act
O&M	operations and maintenance
OIAA	Ontario International Airport Authority
ONT	Ontario International Airport

ONT-IAC	Ontario International Airport – Inter Agency Collaborative
Project	SBCTA Ontario International Airport Connector Project
RC	Rancho Cucamonga
RC RSA	Cucamonga Station RSA Block Groups
ROW	right-of-way
RSA	resource study area
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SANBAG	San Bernardino Associated Governments
SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
TBM	tunnel boring machine
UPRR	Union Pacific Railroad
UPS	United Parcel Service
VMT	Vehicle Miles Traveled
Vent shaft	Ventilation shaft

1. INTRODUCTION

San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile-long transit service tunnel directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to the Ontario International Airport (ONT). The proposed SBCTA ONT Connector Project (Project) is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. The proposed Project is subject to federal and state environmental review requirements pursuant to National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). FTA is the lead agency for NEPA, while SBCTA is the lead agency under CEQA. Partner agencies include the Ontario International Airport Authority (OIAA), Omnitrans, the City of Ontario and the City of Rancho Cucamonga.

ONT is located approximately two miles east of downtown Ontario in San Bernardino County. The airport services more than 25 major cities via 10 commercial carriers. ONT is owned and operated under a joint powers agreement between the City of Ontario and San Bernardino County. OIAA provides overall direction, management, operations, and marketing for ONT. In 2014, the San Bernardino Associated Governments (SANBAG), now SBCTA, prepared the Ontario Airport Rail Access Study (SANBAG 2014), which identified the need for a direct rail-to-airport connection to ONT to support its projected growth. ONT is one of the fastest growing commercial airports, forecasted to serve 14 million annual passengers by 2045 (OIAA 2019).

The purpose of this technical report is to evaluate potential environmental impacts/effects of growth inducing that the proposed Project may have within the proposed Project area. This technical report describes existing setting, applicable regulatory settings, methodology, and potential impacts from construction and operation of the proposed Project and the No Project Alternative. The information contained in this technical report will be used to prepare the required environmental documents under CEQA.

2. PROJECT DESCRIPTION

2.1 PROJECT PURPOSE AND OBJECTIVES

The purpose of the proposed Project is to expand access options to ONT by providing a direct transportation connection from Cucamonga Metrolink Station to ONT. This new connection would increase mobility and connectivity for transit patrons, improve access to existing transportation services, provide a connection to future Brightline West service to/from ONT, and support the use of clean, emerging technology for transit opportunities between Cucamonga Metrolink Station and ONT. More specifically, the proposed Project's objectives are as follows:

- Expand access options to ONT by providing a convenient and direct connection between ONT and the Metrolink network, and other transportation services at the Cucamonga Station.
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT.
- Support autonomous electric vehicle technology usage for transit projects.

2.2 PROJECT NEED

The proposed Project need includes:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules. The lack of a direct transit connection between Cucamonga Metrolink Station and ONT creates mobility challenges for air passengers accessing ONT. In many cases, the lack of a last-mile connection between the Metrolink system and ONT forces airport passengers to use rideshare services or private single-occupancy vehicles, adding congestion to the local roads between the Cucamonga Metrolink Station and ONT. This congestion results in delays for the public to reach their destination, community services, and facilities.
- Roadway congestion affecting trip reliability and causing traffic delays. ONT travelers using rideshare services or private single-occupancy vehicles adds traffic volumes and increasing congestion on the local roads between Cucamonga Metrolink Station and ONT. Increases in future traffic volumes and roadway congestion affects trip reliability for travelers and commuters to and from ONT.
- Increasing vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection.
- Increased greenhouse gas emissions within communities surrounding ONT from single-occupancy vehicle travel to and from ONT.

2.3 ALTERNATIVES EVALUATED

2.3.1 No Project Alternative

CEQA requires that existing conditions and the proposed Project be evaluated against a No Project Alternative in an Environmental Impact Report (EIR). The No Project Alternative represents the Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus only constructing projects which are already funded and planned for in local and regional plans.

The No Project Alternative would result in no new direct electrically powered, on-demand fixed transit guideway connection from the Cucamonga Metrolink Station to ONT. Omnitrans currently operates a limited-service bus route to ONT, known as ONT Connect or Route 380, which would remain operational under the No Project Alternative. ONT Connect currently operates Monday through Sunday, with bidirectional (northbound and southbound) service frequencies ranging from 35-60 minutes. However, ONT Connect travels with general/mixed traffic on existing roadways. The No Project Alternative assumes that the existing roadway system near ONT (such as the Interstate 10 [I-10] and Interstate 15 [I-15]) will implement some planned expansion and improvement projects and undergo routine maintenance activities. The SBCTA and California Department of Transportation (Caltrans) propose to construct Express Lanes, including tolled facilities, in both directions of I-15. In addition, Caltrans is proposing to improve I-10 by constructing freeway lane(s) and other improvements through all or a portion of the 33-mile-long segment of I-10 from the Los Angeles/San Bernardino County line to Ford Street in San Bernardino County.

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report.

2.3.2 Proposed Project

The proposed Project includes a 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft (vent shaft) in the cities of Rancho Cucamonga and Ontario within San Bernardino County (see Figure 2-1). The proposed Project would include autonomous electric vehicles that would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. The following sections provide additional details on the proposed Project location and land uses, and on the proposed design, construction, and operation, as applicable, for these project elements.

2.3.2.1 Project Location

The proposed Project is located in the City of Rancho Cucamonga and in the City of Ontario within San Bernardino County. Figure 2-1 illustrates the proposed Project site's regional location and vicinity. The proposed Project alignment is a reversed L-shaped alignment consisting of the Cucamonga Metrolink Station, Milliken Avenue, East Airport Drive, and ONT. Figure 2-2 illustrates the proposed Project area.

Cucamonga Metrolink Station is located at 11208 Azusa Court in the City of Rancho Cucamonga and serves the Metrolink San Bernardino Line commuter rail. ONT is located at 1923 East Aviation in the City of Ontario and provides international airport service with over 10 different airline partners. Information related to the proposed Project Design is found in Section 2.3.2.3.

2.3.2.2 Existing Land Uses

The northwestern portion of the proposed Project alignment includes the Cucamonga Metrolink Station. There are 980 standard parking stalls and 24 Americans with Disabilities Act (ADA) compliant stalls at the Cucamonga Metrolink Station (Metrolink 2022).

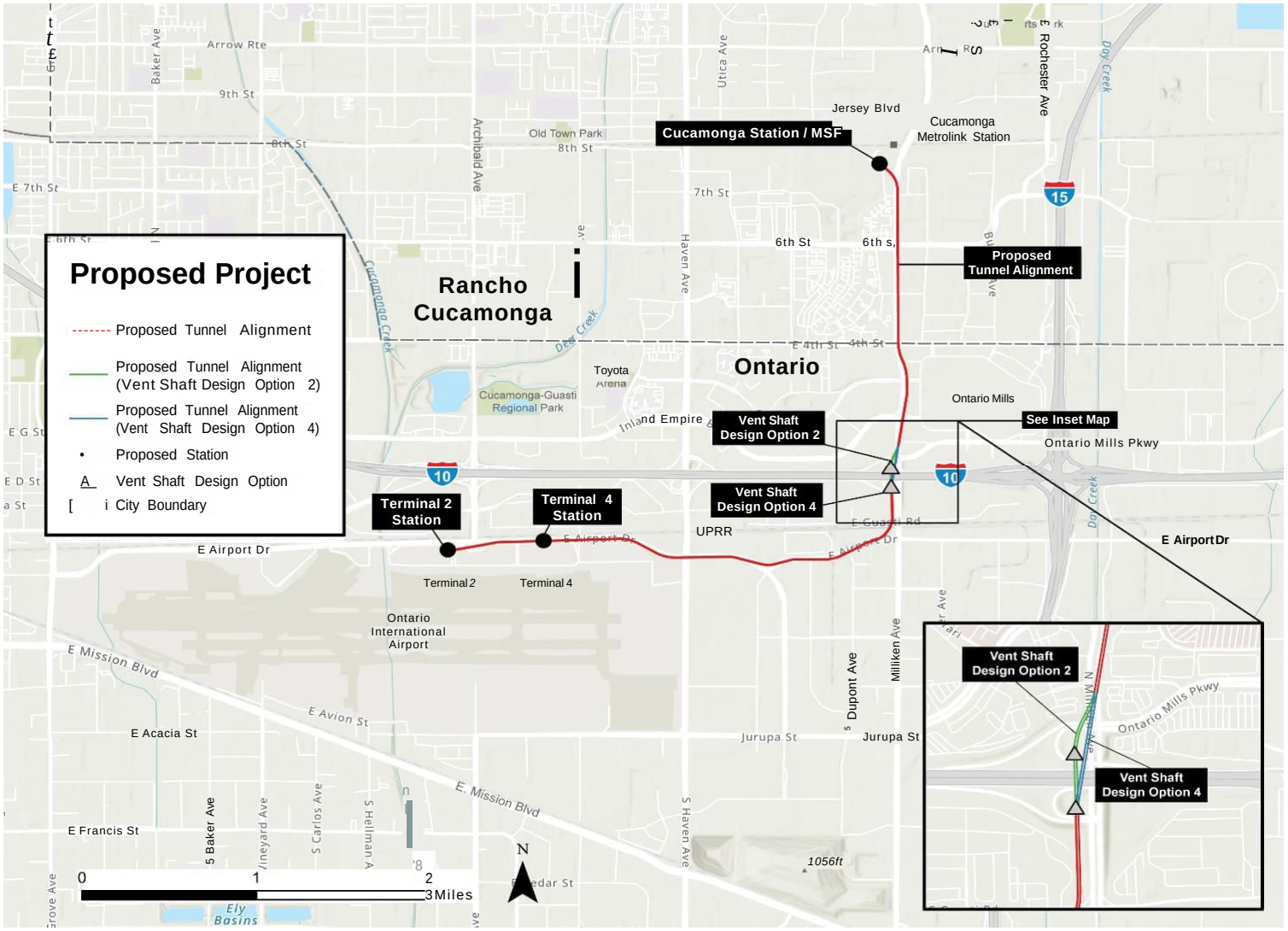
From the northwestern portion of the proposed Project site, the tunnel alignment travels under Milliken Avenue, which is a major north-south arterial roadway. Milliken Avenue consists of three travel lanes north of Inland Empire Boulevard and four travel lanes south of Inland Empire Boulevard. From Milliken Avenue, the alignment travels south crossing under the existing I-10. I-10 is an east-west cross-country highway and has six lanes in each direction at the proposed Project site. The alignment eventually connects to East Airport Drive, which is an east-west arterial roadway with three travel lanes in each direction.

The southwestern portion of the proposed Project tunnel alignment terminates at ONT. Parking Lots 2 through 5 are located on the northern side of ONT. Parking Lots 2, 3, and 4 are surface lots that provide general parking and are a short walk away from the terminals at ONT. Parking Lot 5 is a surface economy lot at which a shuttle service is available.

Figure 2-1: Regional Location Map

Source: AECOM 2024

Figure 2-2: Proposed Project Site



Source: AECOM 2024

2.3.2.2.1 Surrounding Land Uses

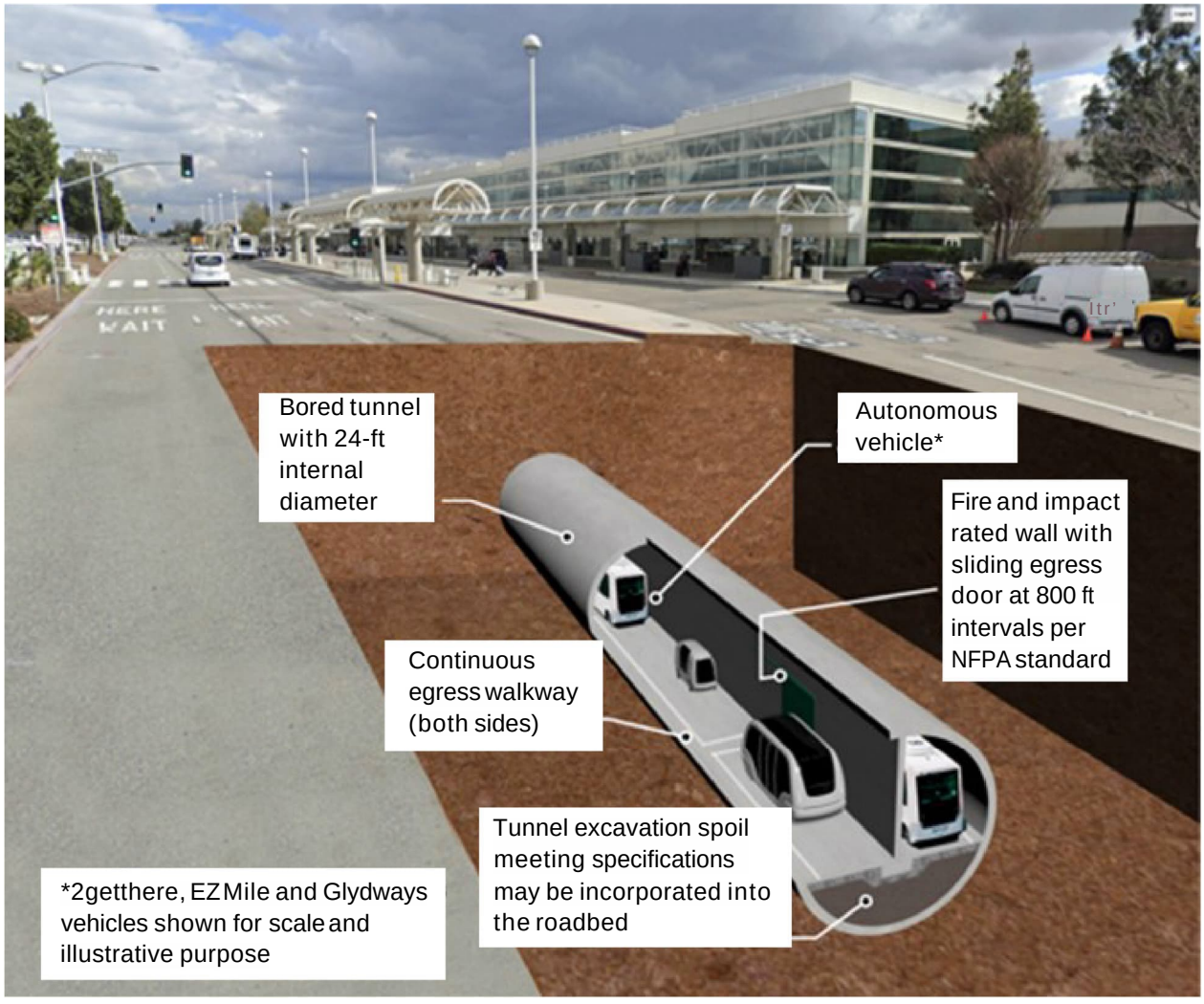
Development in the immediate vicinity of the proposed Project site includes a mix of industrial, commercial, manufacturing, transportation, office, multi-family residential, hotel, and airport related land uses. The proposed Project site's surrounding land uses are located within the City of Rancho Cucamonga and City of Ontario. Immediately adjacent uses include the following:

- North: Railroad tracks, industrial and manufacturing uses, trucking facilities, surface parking lots, Rancho Cucamonga Fire Station Number 174, and All Risk Training Center for the Rancho Cucamonga Fire Protection District.
- South: Industrial and manufacturing uses, along with trucking facilities, rental car facilities, parking lots, hotel uses, and other airport related uses. ONT includes two passenger terminals, general aviation facilities, air freight buildings, parking lots, and numerous airport and aircraft maintenance and support services.
- East: The eastern side of Milliken Avenue from 5th Street south to 4th Street consists primarily of hotel uses. Concentrated areas of commercial uses and restaurants are located along Milliken Avenue from 4th Street south to I-10, including Ontario Mills, which is a regional shopping mall complex. Hotel uses are also located adjacent to the Ontario Mills shopping mall.
- West: The western side of Milliken Avenue from approximately 7th Street south to 4th Street consists primarily of multi-family residential uses. Concentrated areas of large retail, commercial uses, restaurants, hotels, and the Toyota Arena are located along Milliken Avenue from 4th Street south to I-10.

2.3.2.3 Proposed Project Design

The proposed Project includes construction of transit facilities, including three at-grade passenger stations, one MSF, and one emergency access and vent shaft. The proposed alignment would run primarily within a 4.2-mile single underground tunnel (24-foot-inner-diameter bidirectional tunnel) alignment that begins at the Cucamonga Metrolink Station and travels south along Milliken Avenue and crosses beneath 6th Street and 4th Street, I-10, and the Union Pacific Railroad (UPRR), before traveling west beneath East Airport Drive to connect to Terminals 2 and 4 at ONT. A tunnel configuration has been identified as the proposed Project based on technical analysis, evaluation, and stakeholder input. Figure 2-3 depicts a typical transit tunnel section. Please see the Alternatives Considered Report for additional background on the development and refinement of the proposed Project design.

Figure 2-3: Typical Transit Tunnel Section View



Source: HNTB 2024

The three proposed at-grade stations would be constructed to serve Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. The MSF would be located adjacent to Cucamonga Metrolink Station and would support operations for the proposed Project by storing, maintaining, and cleaning autonomous electric transit vehicles, and it would also include employee facilities and parking. The access and vent shafts would be constructed to provide a means of emergency passenger egress and first responder access.

The proposed Project would include autonomous electric vehicles that would transport passengers on demand between Cucamonga Metrolink Station and ONT. The autonomous electric vehicles would run on rubber tires, and the vehicles are proposed to travel on a dedicated guideway within the proposed tunnel. The tunnel will include access ramps for the transit vehicles to grade and provide access to the three proposed at-grade stations for passenger boarding and alighting.

2.3.2.3.1 Stations

The proposed Project includes three passenger stations. One station would be located in the northwestern corner of the existing Cucamonga Metrolink Station parking lot, which is owned and maintained by the City of Rancho Cucamonga. The other two proposed stations would be located within two of the existing parking lots at ONT, specifically Parking Lot 2 and Parking Lot 4, which are located across from Terminals 2 and 4. These proposed stations would be located at-grade and would connect to their associated tunnel portals along Terminal Way at ONT. Stations are proposed to be one to two stories and up to approximately 40 feet in height. All three stations would be connected to the bored tunnel via a cut-and-cover structure and an at-grade guideway. The guideway would be enclosed by fencing, and the walls would be buffered with landscaping. A pedestrian walkway would be provided bordering the outside of the guideway. Figure 2-4 and Figure 2-5 illustrate the overview of the proposed station footprint.

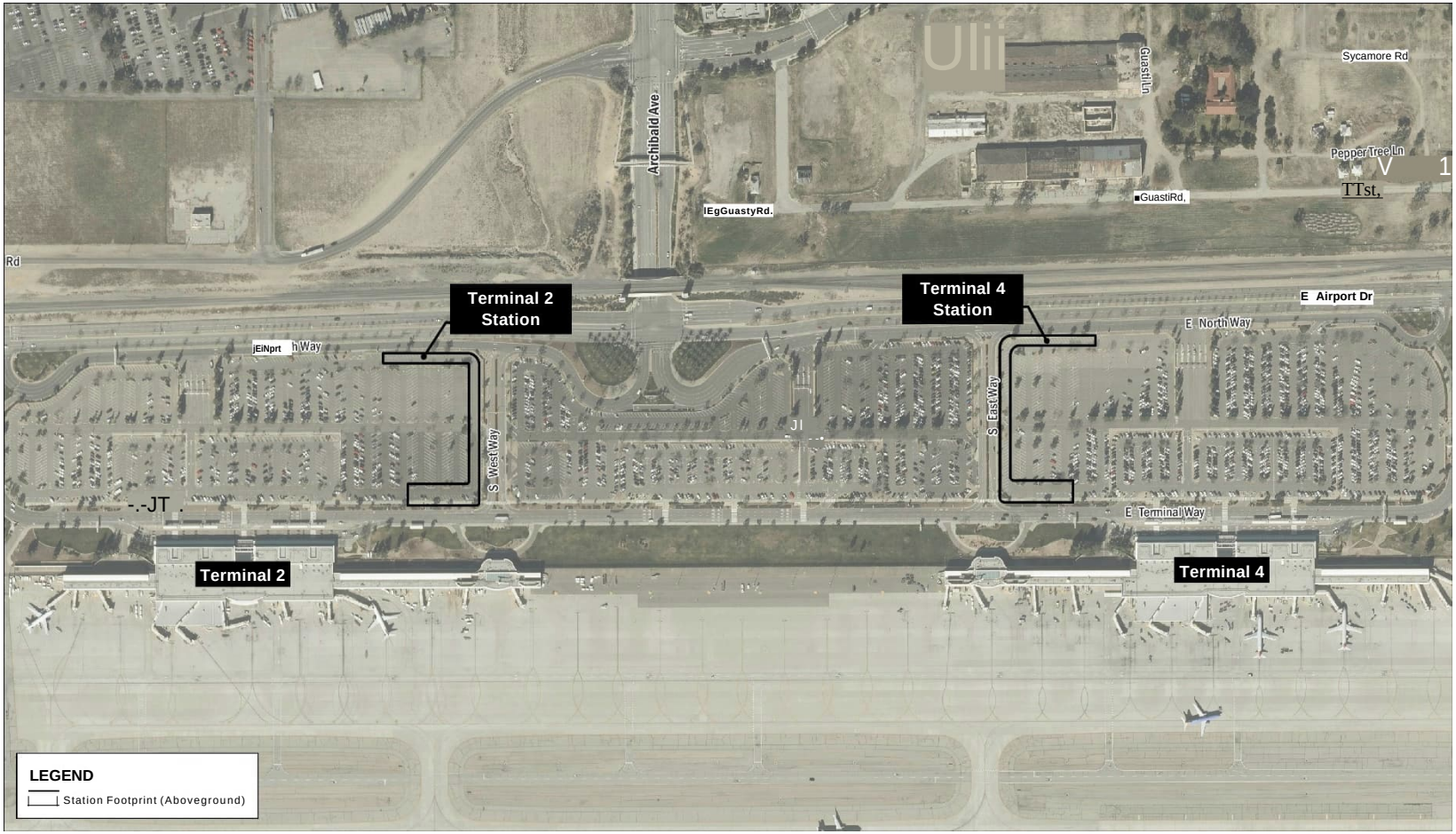
The proposed at-grade station Cucamonga Station would be approximately 8,000 square-feet and would be located at the northwest corner of the existing Cucamonga Metrolink Station parking lot. The existing Cucamonga Metrolink Station parking lot is owned and maintained by the City of Rancho Cucamonga. Approximately 180 parking stalls would be permanently removed from the existing Cucamonga Metrolink Station parking lot to accommodate the proposed Cucamonga Station. Two other stations, each approximately 10,000 square-feet, would be located at-grade within two of the existing parking lots at ONT Terminal 2 and Terminal 4. The Cucamonga Station also includes the proposed Project's MSF.

The two airport-serving stations would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be entirely located within the ONT right-of-way (ROW). Approximately 80 parking stalls would be permanently removed to accommodate the ONT Terminal 2 station, and approximately 115 spaces would be permanently removed to accommodate the ONT Terminal 4 station.

Figure 2-4: Cucamonga Station

Source: HNTB 2024

Figure 2-5: Ontario International Airport - Terminal 2 Station and Terminal 4 Station



Source: HNTB 2024

2.3.2.3.2 Maintenance and Storage Facility

The proposed Cucamonga Station would include an adjacent maintenance and storage facility with enclosed bays to store, clean, and maintain vehicles. The MSF would 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 would be provided at the existing parking lot owned by SBCTA, in the southeastern quadrant of the Milliken Avenue/Azusa Court intersection.

2.3.2.3.3 Description of Vent Shaft Design Options

A vent shaft would be constructed to provide a means of emergency passenger egress and first responder access to and from the tunnel. Two locations are being considered west of Milliken Avenue on the north and south sides of I-10, as shown in Figure 2-6. A final decision about the location of the vent shaft would be made after the completion of the CEQA and NEPA environmental processes, and consideration of operational needs, environmental impacts, and stakeholder coordination.

The location option on the north side of I-10 would be in the ROW for the westbound off-ramp and would provide surface ground access from the Milliken Avenue/I-10 westbound off ramp intersection or from the westbound off ramp right lane near the ramp termini or directly from Milliken Avenue. The location option on the south side of I-10 would be in the ROW for the eastbound on-ramp and would provide surface ground access from Milliken Avenue near the eastbound on-ramp.

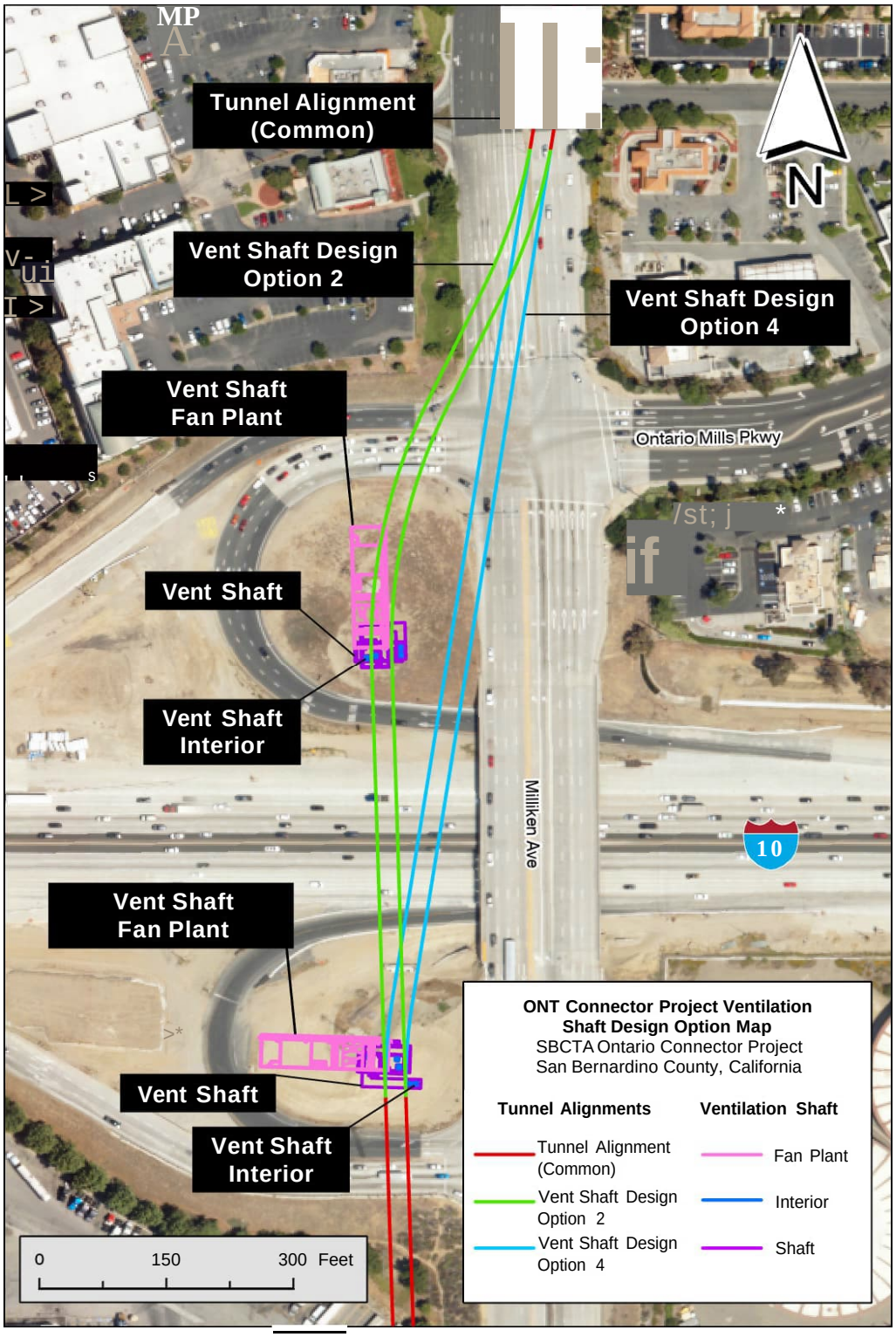
The vent shaft would consist of both underground and above ground structures. The underground shaft would extend to the tunnel level and the surface structures would consist of a one-(1) story structure above ground.

Access points would include underground, surface, and road access for emergencies to and from the tunnel. The proposed vent shaft would include associated electrical and ventilation equipment, and access would be controlled via a lock and key.

2.3.2.4 Proposed Operations

The proposed Project includes operation of autonomous electric vehicles to transport passengers to and from the proposed stations. The autonomous electric vehicles would be grouped and queued at their origin station and would depart toward the destination station once boarded with passengers. After the group of vehicles arrives at the destination station and passengers deboard, new passengers would board, and the group of vehicles would return to its origin station. If no new passengers are present, empty vehicles would be returned to the origin station to pick up new passengers. The proposed Project would provide a peak one-way passenger throughput of approximately a minimum of 100 per hour. Operations would be managed by Omnitrans, with on-demand service provided daily from 4:00 a.m. to 11:30 p.m., including weekends and holidays.

Figure 2-6: Vent Shaft Design Option 2 and Vent Shaft Design Option 4



Source: HNTB 2024

Fleet size and capacity of the vehicles will be up to the Operating System Provider and Design-Builder to determine to provide an initial operating system capable of transporting a minimum of 100 passengers per hour per direction and scalable to meet ridership demand. Based on the initial operating requirements and preliminary vehicle capacities, SBCTA is anticipating initial fleet sizes of between 7 and 60 vehicles to be required. Vehicles are rubber-tired electric autonomous vehicles.

2.3.2.5 Proposed Construction

This section describes the construction approach for the proposed Project. Overall construction of the proposed Project would last approximately 56 months, with project elements varying in their specific construction duration. Construction is projected to start in 2025 and is anticipated to be completed in 2031. The Construction Methods Technical Report provides additional details regarding the construction approach and process for the key project elements (stations, MSF, tunnel construction, and vent shaft) associated with the proposed Project (SBCTA 2024a).

2.3.2.5.1 Stations and Maintenance and Storage Facility Construction

A construction staging area would be required at each of the three proposed Project stations, which includes the MSF at Cucamonga Station, and at the vent shaft location. Construction staging areas would be used to store building materials and construction equipment, assemble the tunnel boring machine (TBM), temporarily store excavated materials, and serve as temporary field offices for the contractor. Heavy-duty, steel, track-out grates (i.e., rumble plates) would be staged at the entrance of the construction staging areas to capture dirt and soil debris from the wheels of trucks and construction equipment. Best management practices would minimize a public nuisance that can result from soil and mud tracks on the public roadway. For security purposes, construction staging areas would be equipped with fences, lighting, security cameras, and guards to prevent vandalism and theft.

Cut-and-cover sites would occur at each proposed station location. Cut-and-cover activities involve the excavation of a shallow underground guideway from the existing street surface. During the construction phase, the cut-and-cover sites at Cucamonga Metrolink Station and Terminal 2 at ONT would be used as the TBM launching and receiving pits. Ultimately, the station cut-and-cover sites would serve as the vehicle ramps for the proposed Project's operations where the underground guideway would transition to at-grade.

Following the mass excavation and grading, the stations would require the installation of the waterproof membrane around the station box. The construction sequence for the station structures would typically commence with construction of the foundation base slab, followed by installation of exterior walls any interior column elements, and pouring of the station roof. Once station structure work is complete, the station excavation would be backfilled, and the permanent roadway would be constructed. Decking removal and surface restoration would then occur. Stations are proposed to be 1 to 2 stories, up to approximately 40 feet in height.

Generally, stations would be built simultaneously with or following guideway construction. However, construction of the Cucamonga Station may need to occur after the completion of all excavation and in-tunnel work. Truck haul routes, described in Table 2-1, would be designated for each staging site to transport excavated material from the staging sites. Additional construction details for the proposed stations and MSF are described in Table 2-1 and in the Construction Methods Technical Report. Table 2-2 provides an overview of the typical sequencing for transit construction activities (SBCTA 2024a).

2.3.2.5.1.1 Construction Details for Cucamonga Station and Maintenance and Storage Facility

Construction at the proposed Cucamonga Station would require a mass excavation and the TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. Construction at the proposed Cucamonga Station would require approximately 3.2 acres. Approximately 170 parking stalls would be temporarily unavailable at the Cucamonga Metrolink Station parking lot. Construction at the Cucamonga Station would occur for up to 37 months. No road closures are anticipated for staging at the Cucamonga Station. Equipment needs would include the following: excavators, backhoes, a vertical conveyor system, a gantry crane, a crawler crane, concrete trucks, haul trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan grout plant, segment cars, and flatcars.

Additionally, construction would not interrupt Metrolink service at the Cucamonga Metrolink Station, as construction activities and staging would occur within the existing Cucamonga Station parking lot. SBCTA will coordinate construction at Cucamonga Station with SCRRA, prior to the start of construction and throughout the construction period, to maintain station access and to coordinate station parking, as needed.

The proposed Cucamonga Station includes a MSF to store, clean, and maintain vehicles. The MSF would 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. The MSF would be constructed adjacent to the Cucamonga Station and would include enclosed bays.

2.3.2.5.1.2 Construction Details for ONT Terminal 2 Station

Construction staging at the proposed ONT Terminal 2 station would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 2 parking lot. Construction at the ONT Terminal 2 Station would occur for up to 27 months. No road closures are anticipated for staging at the ONT Terminal 2 Station. Equipment needs would include the following: a piling rig, a gantry crane, a crawler crane, excavators, concrete trucks, muck trucks, a wheel loader, Foamplant, cooling towers, a tunnel fan, a grout plant, segment cares, and flatcars.

Table 2-1: Stations, Maintenance and Storage Facility Construction Details

Proposed	Construction Area	Duration	Haul Route
Cucamonga Station and MSF	Would require approximately 3.2 acres within the existing Cucamonga Metrolink Station parking lot. Approximately 170 parking stalls would be temporarily unavailable from the existing Metrolink parking lot.	Construction at the Cucamonga Station would occur for up to 37 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel north along Milliken Avenue, and turn right on Foothill Boulevard to access I-15. No road closures are anticipated for staging at the Cucamonga Station.
ONT Terminal 2 Station	Would require approximately 3.4 acres within the existing ONT Terminal 2 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 2 would occur for up to 27 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 2 Station.
ONT Terminal 4 Station	Would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable from the ONT parking lot.	Construction at ONT Terminal 4 would occur for up to 15 months.	Haul trucks are needed to support removal and transport of materials from the mass excavation for each construction site (for the stations and vent shaft) and from tunnel boring activities. Haul trucks would collect excavated material from the construction sites and transport it away from the sites, utilizing designated haul routes. Haul trucks would exit the staging area, travel east along Terminal Way, and turn left on Haven Avenue to access I-10. No road closures are anticipated for staging at the Terminal 4 Station.

Table 2-2: Typical Sequencing of Transit Construction Activities

At Grade or Underground	Activity	Typical Duration (Total Months)	Description
At Grade Construction Activities	Utility Relocation	7-14	Relocate utilities from temporary and permanent elements related to the construction and/or operation of the Project.
At Grade Construction Activities	Construction Staging Laydown Yard	3-6	Prepare existing lots to store construction equipment and materials, including the TBM, office space.
At Grade Construction Activities	Roadway	6-18	Reconfigure roadway, demolition of existing roadway installation of curb and gutter and other public ROW improvements.
At Grade Construction Activities	At-grade Guideway	6-18	Install asphalt and striping for guideway.
At Grade Construction Activities	Station Construction (overall)	24-48	Install mechanical, electrical, and plumbing (MEP), canopies, faregates, ticketing, finishes, stairs, and walkways.
At Grade Construction Activities	Parking	3-6	Restoring existing parking stalls temporarily unavailable due to construction, as applicable.
At Grade Construction Activities	MSF	8-12	Install MEP, fencing, enclosed bays, specialized washing equipment, and rebar installation, and concrete pours.
Underground Construction Activities	Utility Relocation	7-14	Relocate and hang underground utilities from temporary and permanent elements related to the construction and operation of the Project.
Underground Construction Activities	Open Cut and Cut and Cover Construction	18-24	Supports the construction of the TBM launching and receiving pit, and of the access ramps connecting the tunnel with the at-grade stations. Install soldier piles for beam and lag support of excavation and excavation. Cover excavation with temporary decking.
Underground Construction Activities	Bored Tunnel	16-24	Underground guideway construction.
Underground Construction Activities	Ventilation and Emergency Access Shaft	6-8	Install ventilation and emergency access shaft.
Underground Construction Activities	Underground Guideway	12-18	Install asphalt and striping for guideway.

2.3.2.5.1.3 Construction Details for ONT Terminal 4 Station

Construction Staging at the proposed ONT Terminal 4 station would require approximately 3.2 acres within the existing ONT Terminal 4 parking lot. Approximately 300 parking stalls would be temporarily unavailable at the ONT Terminal 4 parking lot. Construction at the ONT Terminal 4 Station would occur for up to 15 months. No road closures are anticipated for staging at the ONT Terminal 4 Station. Equipment needs would include the following: a piling rig, a crawler crane, concrete trucks, muck trucks, a compressor, a generator, a water treatment plant, a wheel wash, a wheel loader, backhoes, and excavators.

2.3.2.5.2 Tunnel Construction

The proposed Project will travel in a below grade tunnel configuration for most of its proposed alignment. A TBM will be utilized in the construction of the tunnel. TBM are typically used in the construction of infrastructure projects to build deep underground tunnels by boring, or excavating, through soil, rocks, and/or other subsurface materials. The TBM would be launched from the Cucamonga Metrolink Station to construct the tunnel. Additional details regarding the underground construction process for the proposed Project are included in the Construction Methods Technical Report (SBCTA 2024a).

The TBM would be launched from the invert of the Cucamonga Station and retrieved from the ONT Terminal 2 Station construction site. A large crane would be used to assemble and disassemble the TBM from the excavation and receiving pits. OIAA height limits at ONT and Rancho Cucamonga, 135 feet and 160 feet, respectively, would restrict crane heights. The TBM would operate six days a week, with maintenance occurring each Sunday. Construction of the entire tunnel would take approximately 22 months. Both ends of the tunnel would need to be constructed via direct excavation (cut and cover) to launch or retrieve the TBM. After mining is completed and TBM logistics are demobilized, both ends of the tunnel would be utilized to build the invert roadway, walkways, center wall and MEP systems, etc.

Vehicle ramps connecting to the tunnel would be constructed via direct excavation, as well. Equipment at the TBM launch site would include trucks, a crane, excavators, a grout plant, a compressor plant, a tunnel fan, and cooling towers. The launch area would also store tunnel construction materials (rail, pipe, ducts, etc.) and stockpile excavated material.

Truck haul routes at the proposed launch site at Cucamonga Station and the proposed retrieval site at ONT Terminal 2 Station are described in Table 2-1. The Construction Methods Technical Report includes additional details on the overall construction approach for the proposed tunnel (SBCTA 2024a).

2.3.2.5.3 Vent Shaft Construction

Two vent shaft design options with different access points are being considered for the proposed Project. Vent shaft design option 2 would be located west of Milliken Avenue on the westbound off-ramp of the I-10. Vent shaft design option 4 would be located west of Milliken Avenue on the eastbound on-ramp of the I-10. The vent shaft will consist of both underground and above ground structures. The underground

shaft will extend to the tunnel level and the surface structure will consist of a one-(1) story structure above ground. One vent shaft would be constructed along the tunnel alignment.

The vent shaft could be constructed before or after the construction of the tunnel and would be installed using a similar construction methodology to that of the tunnel and take approximately 6 months to complete. A drill rig would install up to 5 piles deep per day, each 70 feet deep. Piles would be drilled (i.e., no impact driving). The access shaft would then be excavated. The excavation would be supported by an internal bracing system. The vent shaft would require a construction staging area approximately 0.62-acres (27,000 square feet). Anticipated equipment at the location would include haul trucks, a drill rig, a crane, an excavator, a wheel loader, a compressor, and a ventilation fan. The staging area would include material storage, stockpiles of excavated material, water treatment, a workshop, a construction office, and an employee parking. Additional details regarding the construction process for the vent shaft are included in the Construction Methods Technical Report (SBCTA 2024a).

2.3.2.5.4 Utilities

Utility relocations are anticipated at the launch and retrieval locations at the Cucamonga Metrolink Station site, ONT, and ventilation/emergency access shaft. Multiple utilities would be relocated to allow for the construction of the access shaft, including: potential electric underground distribution cables owned and operated by Southern California Edison; landscape irrigation line owned and operated by the City of Ontario; and Caltrans fiber optic duct bank. In a future project phase, coordination with the existing utility service providers prior to utility relocation would be conducted to reduce potential impacts to utility service and minimize disruptions. Relocations of existing utilities would be coordinated with utility service providers and would be in previously disturbed areas or established ROW close to their existing locations and would stay within the evaluated Project footprint.

2.3.2.6 Proposed Project Easements

The proposed Project would require easements from 19 properties. This includes the need for 12 permanent subsurface easements, two permanent surface easements, and five parcel acquisitions for both subsurface and surface easements. Seven of the easements would be for the three stations and would total approximately 2 acres. SBCTA would require these easements for construction and/or operation of the proposed Project. There are two locations that are options for the location of the Vent Shaft, both belonging to Caltrans. This document evaluates the impacts for both options without selection of a preferred site. The decision of the preferred site will depend in part on the CEQA and NEPA processes, including any potential input from the public. The final decision as to which option is preferred may occur after the completion of the CEQA/NEPA process. Land uses for the parcels where these easements would be required include industrial, transportation facilities, utilities, and commercial. The owners of these parcels include SBCTA and City of Rancho Cucamonga (Cucamonga Metrolink Station west and east parking lots), OIAA, a utility service provider, and some private owners. No relocations of businesses and residences would be required to construct the proposed Project.

3. REGULATORY SETTING

3.1 REGIONAL

3.1.1 Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization that oversees regional planning efforts for the six-county region consisting of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's planning efforts focus on strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the region. Adopted on September 3, 2020, SCAG's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern (SCAG 2020a).

Connect SoCal projects growth in employment, population, and households at the regional, county, city, town, and neighborhood levels. These projections take into account economic and demographic trends, as well as feedback reflecting on-the-ground conditions from SCAG's jurisdictions. The impacts analysis uses these projections to establish the magnitude of impacts related to growth. The Connect SoCal 2020-2045 RTP/SCS (SCAG 2020a) goals that focus on communities and neighborhoods include the following:

- Align the plan investments and policies with improving regional economic development and competitiveness; and
- Encourage land use and growth patterns that facilitate transit and active transportation.
- Encourage regional economic prosperity and global competitiveness.
- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Increase person and goods movement and travel choices within the transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support healthy and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Leverage new transportation technologies and data-driven solutions that result in more efficient travel.

- Encourage development of diverse housing types in areas that are supported by multiple transportation options.

3.2 LOCAL

The allocation of growth is devised at the local government level by a combination of zoning and policy incentives set by the local jurisdictions, which include the City of Rancho Cucamonga, the City of Ontario, and San Bernardino County. Other plans and policies may also factor into the jurisdiction's land use planning, such as policies to promote transit-oriented development.

3.2.1 San Bernardino County General Plan

The San Bernardino General County Plan Land Use (LU), and Economic Development (ED) Elements set forth goals and policies related to growth (San Bernardino County 2020). The following goals and policies are applicable to the proposed Project:

GOAL LU-1	Fiscally Sustainable Growth: Growth and development that builds thriving communities and is fiscally sustainable.
POLICY LU-1.1	Growth. The County supports growth and development that is fiscally sustainable. The County accommodates growth in unincorporated areas where it benefits existing communities, provides region housing options for rural lifestyles, or supports the regional economy.
GOAL ED-3	Countywide Business and Employment Growth. The County supports the growth of new businesses, the improved profitability of existing businesses, and the increased number and quality of jobs in the county.
POLICY ED-3.6	Countywide Tourism. The County coordinates with a variety of partners to promote San Bernardino County as a regional, national, and international tourist destination and collaborate with tourism industry businesses to improve visitor experience.

3.2.2 City of Rancho Cucamonga General Plan

The City of Rancho Cucamonga's General Plan (City of Rancho Cucamonga 2021) establishes the goals, policies, and measures of success for the City as expressed by its people during the outreach process. The following policies contained with the Land Use & Community Character (LC) sections of the General Plan are relevant to the proposed Project as it relates to growth:

GOAL LC-3	Fiscally Sustainable. The City supports fiscally sound and sustainable City.

POLICY LC-3.1 Community Value. The City actively manages growth and investments in the community to maximize the value of new development, seeking value-per-acre outcomes of up to six times higher.

POLICY LC-3.5 Efficient Growth. The City manages growth in a manner that is fiscally sustainable, paced with the availability of infrastructure, and protects and/or enhances community value. The City discourages growth and development that will impact the City's ability to sustainably maintain infrastructure and services.

3.2.3 City of Ontario General Plan

The LU, Housing (H), and Community Economics (CE) Elements of the City of Ontario's General Plan (City of Ontario 2022) includes goals and policies that related to growth in Ontario. The following goals and polices are applicable to the proposed Project:

GOAL LU-1 Balance. The City anticipates experiencing extraordinary growth and seeks to have a community that has a spectrum of housing types and price ranges that match the jobs in the City and that makes it possible for people to live and work in Ontario and maintain a quality of life.

POLICY LU-1.1 Strategic Growth. The City concentrates growth in strategic locations that help create place and identity, maximizes available and planned infrastructure and fosters the development of transit, and supports the expansion of active and multimodal transportation networks throughout the City.

GOAL LU-4 Phased Growth. The City promotes development that provides short-term value only when the opportunity to achieve their "Vision" can be preserved.

GOAL H-1 Neighborhoods and Housing. The City supports stable neighborhoods of quality housing, ample community services and public facilities, well-maintained infrastructure, and public safety that foster a positive sense of identity.

POLICY H-1.1 Strategic Growth. The City concentrates growth in strategic locations that help create place and identity, maximizes available and planned infrastructure, and fosters the development of transit, and supports the expansion of active and multimodal transportation networks throughout the City.

GOAL CE-1 Complete Community. The City supports a complete community that provides for all providers for all incomes and stages of life.

POLICY CE-1.1 Job-Housing Balance. The City pursues improvements to the Inland Empire's balance between jobs and housing by promoting job growth that reduces the regional economy's reliance on out-commuting.

3.2.4 Ontario International Airport Inter Agency Collaborative

Ontario International Airport – Inter Agency Collaborative (ONT-IAC) implements the policies and criteria of the Ontario International Airport Land Use Compatibility Plan (ONT-IAC 2018). In terms of growth management, the inter-agency partnership fulfills state requirements to protect the ONT from encroachment of incompatible land uses. ONT-IAC is administered by the City of Ontario, with San Bernardino County and the City of Rancho Cucamonga represented in its membership.

4. METHODOLOGY

This section describes the methodology that would be applied to assess whether growth-inducing impacts are anticipated for the proposed Project.

4.1 RESOURCE STUDY AREA

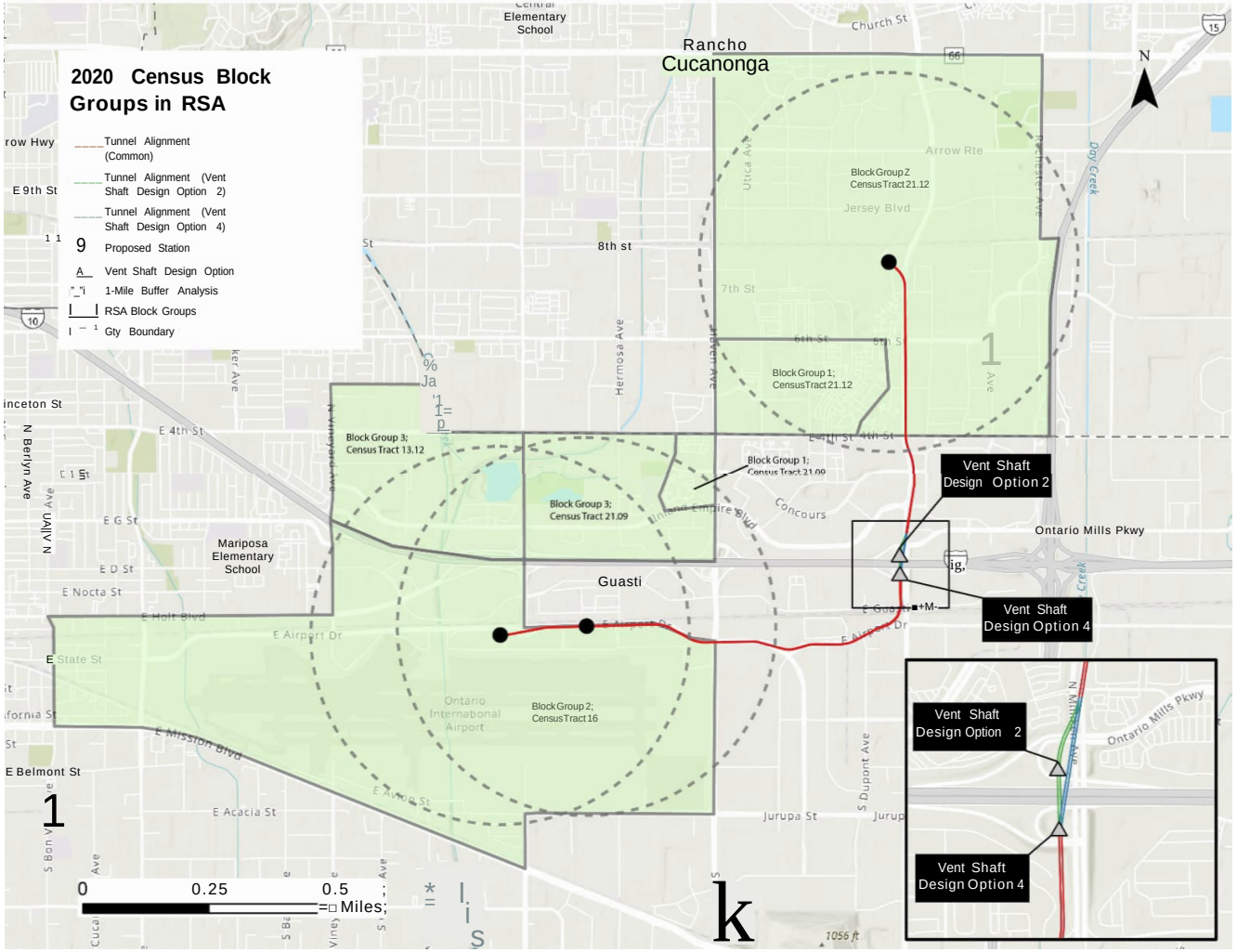
The proposed Project specific resource study area (RSA) is comprised of the census block groups within the Airport Station RSA Block Group (Airport RSA) and the Rancho Cucamonga (RC) Station RSA Block Group (RC RSA). The RSA for the proposed Project includes a one-mile buffer analysis radius from the Cucamonga Metrolink Station (RC RSA) and the ONT Terminal 2 and Terminal 4 (Airport RSA). The one mile has been captured using 2020 census block groups as shown in Figure 4-1. The Airport RSA encompasses four total block groups, and the RC RSA encompasses two total block groups. The RSA captures the walking distance surrounding the three proposed stations at the Cucamonga Metrolink Station, ONT Terminal 2, and ONT Terminal 4. The analysis of growth inducement is focused primarily within the RSA, with some references to the anticipated growth in the San Bernardino County region.

4.2 RELATED RESOURCE CHAPTERS

While SCAG does not have the ultimate ability to determine where growth would occur because it does not have land use authority, it does work with each of the local jurisdictions to develop a growth forecast and accompanying land use allocation that reflect each of their individual planning efforts and community priorities based on the general plans from each jurisdiction. The growth-inducement analysis incorporates the findings of the *Community Impacts Assessment Technical Report* (SBCTA 2024b), the *Transportation Technical Report* (SBCTA 2024c), and the *Economic and Fiscal Impact Report* (SBCTA 2024d) to compare the job and population changes associated with the proposed Project with the SCAG projections for growth.

Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing either directly or indirectly beyond planned growth. If the job and population changes comparison identifies areas with a greater than expected magnitude of job and/or population growth, the growth-inducement analysis evaluates whether the divergence is significant by assessing whether the location or magnitude of the growth would result in additional housing beyond planned growth, strain community and public service providers' ability to serve these locations, or would otherwise degrade the environment in some manner. As a transit infrastructure project, the proposed Project is not anticipated to directly foster growth because no housing would be constructed as part of the proposed Project. The analysis focuses on whether the proposed would be consistent with SCAG and jurisdictional forecasted growth by providing improved transit service and reliability through the region. As an illustrative example, even if a particular jurisdiction were to experience greater than expected growth, the impact would only be significant from a public services perspective if local schools, police, and fire stations, or other public facilities did not have the capacity to absorb the growth.

Figure 4-1: Census Block Groups in Resource Study Area



Source: AECOM 2024

4.3 EVALUATION OF IMPACTS UNDER CEQA

Growth inducement is not an environmental impact directly but may reasonably be anticipated to lead to environmental impacts. CEQA requires the analysis of a project's potential to induce growth. Section 15126.2(e) of the *2024 State CEQA Guidelines* requires that environmental documents "…discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment…" Included in this definition are projects that would remove obstacles to population growth. The CEQA guidance does not specify thresholds for what constitutes a significant impact. For the purpose of this technical report, impacts are considered significant if they directly or indirectly lead to actions which have unanticipated demand for housing, community and public services, or additional infrastructure. Such demands can arise if the induced growth occurs in locations for which it has not been planned, or is of a magnitude that exceeds planned capacities, or otherwise leads to a degradation of environmental quality such as increased noise, water, or air quality.

4.3.1 CEQA Significance Thresholds

The proposed Project would have a significant impact related to growth inducement if it is expected to foster economic or population growth in the RSA that exceeds planned capacities or is reasonably foreseen to diminish environmental quality.

5. EXISTING CONDITIONS

5.1 HISTORIC GROWTH DRIVERS

Economic growth in the RSA is driven by the proximity to the economic centers such as the ONT, Toyota Arena, Ontario Convention Center, commercial, industrial, and retail businesses within the area. Chaffey College is located in the City of Rancho Cucamonga, and the Claremont colleges are located in nearby Claremont, California. The RSA also has a comparative housing affordability relative to other parts of Southern California.

The logistics industry anchors the RSA economy. ONT is a growing hub for air freight and the two major Ports (Port of Los Angeles and Port of Long Beach) are located approximately 50 miles west of the RSA. These economic hubs create reliable demand for industrial and warehouse space within the RSA. In addition to the air freight service, ONT continues to add flights and destinations for air passengers. ONT is served by 12 airlines operating services to 33 non-stop destinations including international services to Taipei, San Salvador in El Salvador and Guadalajara and Mexico City in Mexico (OIAA, 2022b). Nearby proximity to the convention center makes the area attractive for fly-in/fly-out business meetings and trade shows.

The area's affordability of housing also plays a role in its projected growth. Housing in San Bernardino County is relatively affordable compared with other areas in Southern California. As of June 2022, the median price of 477,000 dollars ($) for a single-family homes is significantly more affordable than in Los Angeles County ($895,000), Orange County ($1,164,000), Riverside County ($590,000), or San Diego County ($904,000) (SCAG, 2022).

5.2 POPULATION AND HOUSEHOLDS

Since 1990, City of Ontario experienced growth of 48 percent (%) and City of Rancho Cucamonga experience growth of approximately 71 % (US Census 2020) as shown in Table 5-1. Meanwhile, the population of California grew overall by roughly 33%. The population growth indicates that the historically higher growth areas in the region are inside of the proposed Project area and San Bernardino County. The Airport RSA located in City of Ontario encompassed a population of 8,767 (4.4%) and 3,083 households in 2020, accounting for a diminutive portion of the city of Ontario as a whole. The RC RSA located in the City of Rancho Cucamonga had a population of 3,754 (2.2%) in 2020. Total of 1,604 households represent a small portion of city of Rancho Cucamonga as a whole. Whereas population growth was once driven by fertility rates, it is now driven by net migration, resulting in a high foreign-born population. Migration into the SCAG region comes largely from outside of the United States, primarily Asia, followed by Latin America. In San Bernardino County, the out-migrants have higher college education rates than in-migrants in comparison to the trends in Los Angeles County and Orange County.

Table 5-1: Population Growth

Jurisdiction	Population 1990	% Change	Population 2000	% Change	Population 2010	% Change	Population 2020
City of Ontario	133,179	18.6	158,007	3.7	163,924	20.5	197,600
City of Rancho Cucamonga	101,409	26.0	127,743	29.4	165,269	5.2	173,900

Source: U.S. Census Bureau (1990, 2000, 2010, 2020). California Decennial Census

5.2.1 Employment

Businesses located in the RSA take advantage of the proximity to ONT. ONT is within a tourism cluster that includes the Toyota Arena; Ontario Convention Center; as well as hotels, industrial, commercial and retail businesses. Major employers in the City of Rancho Cucamonga include Amphastar Pharmaceutical Company, Southern California Edison, and Mercury Casualty Insurance. At ONT, Federal Express (FedEx) and United Parcel Service (UPS) operate regional freight hubs, and 12 airlines service air passengers. Among the domestic airline carriers, Southwest accounts for about 40% of the flights from ONT. In 2020, the Airport RSA maintained 4,584 employees in proximity to ONT, and the RC Station RSA maintained 2,187 employees in proximity to the Cucamonga Metrolink Station (U.S. Census, 2020). Overall, the RSA does not account for a significant portion of employment within the City of Ontario and City of Rancho Cucamonga in 2020.

5.3 FUTURE GROWTH

Regional growth predictions from SCAG estimate population growth to be stronger in the City of Ontario than in Rancho Cucamonga, at approximately 15.5% growth in 2020 and approximately 4.0% growth in 2020 (SCAG, 2020), respectively. Household and employment projections for 2030 follow similar patterns. Table 5-2 identifies the future population growth, Table 5-3 identifies the future household growth, and Table 5-4 identifies the future employment growth for the City of Ontario and City of Rancho Cucamonga. The City of Rancho Cucamonga is approaching built out and further population growth is limited. Future growth will require consideration of building at a higher density and providing more affordable housing, which in turn would reduce the cost of growth as more households are made affordable in the City of Rancho Cucamonga and nearby locations within the County.

Table 5-2: Future Growth, Population

RTP/SCS Final Growth Forecast by Jurisdiction									
City Name	Population 2016	% Change	Population 2020	% Change	Population 2030	% Change	Population 2035	% Change	Population 2045
City of Ontario	172,249	11.51%	192,072	15.48%	221,806	6.40%	236,012	14.00%	269,050
City of Rancho Cucamonga	176,503	1.43%	179,028	3.96%	186,120	2.71%	191,165	5.28%	201,255

Source: SCAG 2020. Note that SCAG 2020 RTP/SCS utilizes 2019 data, thus 2020 estimates are derived from forecasts.

Table 5-3: Future Growth, Households (HH)

RTP/SCS Final Growth Forecast by Jurisdiction									
City Name	HH 2016	% Change	HH 2020	% Change	HH 2030	% Change	HH 2035	% Change	HH 2045
City of Ontario	46,001	12.70%	51,841	16.90%	60,602	6.91%	64,787	15.02%	74,521
City of Rancho Cucamonga	56,764	2.35%	58,096	5.73%	61,426	2.71%	63,091	5.28%	66,421

Source: SCAG 2020. Note that SCAG 2020 RTP/SCS utilizes 2019 data, thus 2020 estimates are derived from forecasts.

Table 5-4: Future Growth, Employment (EMP)

RTP/SCS Final Growth Forecast by Jurisdiction									
City Name	EMP 2016	% Chg	EMP 2020	% Chg	EMP 2030	% Chg	EMP 2035	% Chg	EMP 2045
City of Ontario	113,859	9.41%	124,571	15.36%	143,699	5.86%	152,116	11.32%	169,331
City of Rancho Cucamonga	88,314	2.63%	90,634	6.40%	96,434	3.01%	99,334	5.84%	105,135

Source: SCAG 2020. Note that SCAG 2020 RTP/SCS utilizes 2019 data, thus 2020 estimates are derived from forecasts.

6. IMPACT EVALUATION

6.1 NO PROJECT ALTERNATIVE

CEQA requires that existing conditions and the proposed Project be evaluated against a No Project Alternative in an EIR. The No Project Alternative represents the Project area if the proposed Project is not constructed, and additional municipal projects would still be developed in the area. The No Project Alternative is used for comparison purposes to assess the relative benefits and impacts of constructing a new transit project versus only constructing projects which are already funded and planned for in local and regional plans.

The intent of the No Project Alternative is to preserve existing service levels. There would be no opportunities to induce development in the project area. As a result, the No Project Alternative would not result in a significant impact under CEQA with regard to growth inducement. The No Project Alternative does not have the potential to support jobs and income in the region, either directly or indirectly, through capital and operations and maintenance (O&M) expenditures. Because no construction expenditures are associated with the No Project Alternative, no construction jobs or additional infrastructure (i.e., housing, roads, and utilities) would be required. Therefore, the No Project Alternative would maintain the status quo for transit in the Project area and would not directly or indirectly induce growth. The proposed Project would have no impact under CEQA.

A detailed list of the planned projects included in the No Project Alternative is found in the Cumulative Impacts Technical Report.

6.2 PROPOSED PROJECT

The proposed Project is not designed to induce growth; rather, the intent of the proposed Project is to improve transit service levels to help accommodate the forecasted growth in both the region and the airport and meet future demand for transit. The proposed Project would provide new opportunities for transit-oriented developments and compliance with federal guidance for transportation investments. However, the proposed Project improvements are accounted for by current plans and projections within the proposed Project area and therefore would not induce unplanned substantial development or development. The proposed Project does not have the potential to substantially support jobs and income in the region, either directly or indirectly, through capital and O&M expenditures, as the jobs to be created by the proposed Project represents a small percentage of the total employment in the region and the state. It would not remove a barrier to growth or induce growth beyond that already planned for the proposed Project area.

6.2.1.1 Operations and Maintenance

Implementation of the proposed Project would create jobs and earnings as a result of ongoing O&M expenditures. The expansion of transit service represents an expansion of economic activity in the Counties and State of California and, thus, generates recurring net economic impacts (long-term).

The estimate of full-time employees and associated earnings projected for the proposed Project are shown in Table 6-1 and Table 6-2, respectively. This analysis uses Direct Effect Multipliers to generate estimates of the employment and earnings impacts attributable to O&M activities. The multipliers applied are for the industries labeled transit and ground passenger transportation, retail, utilities, and insurance. The increased transit employment would result in positive economic impact to San Bernardino County and State of California, both through the direct hiring to fill transit jobs and indirectly as these transit workers spend their earnings, thus creating additional consumer demand and jobs to meet that demand.

Table 6-1: Net Employment Impacts from Operations and Maintenance Activities

Industry	Direct Effect Multiplier	San Bernardino County	State of California
Transit and Ground Passenger Transportation	Multiplier	15.9872	27.2954
Transit and Ground Passenger Transportation	Additional Employment	543	928
Retail	Multiplier	9.7424	14.9568
Retail	Additional Employment	5	8
Utilities	Multiplier	2.1226	4.4011
Utilities	Additional Employment	3	6
Insurance	Multiplier	3.4816	7.6744
Insurance	Additional Employment	13	29

Source: SBCTA 2024e

For San Bernardino County, the proposed Project would generate additional employment of 564 jobs, of which 543 jobs are due to employment in Transit and Ground Passenger Transportation sector. Additional earnings generated from the proposed Project would amount to $14 million, of which $12 million is derived from O&M activities income in the Transit and Ground Passenger Transportation sector.

Table 6-2: Net Earnings Impacts from Operations and Maintenance Activities, (Millions 2020 $)

Industry	Direct Effect Multiplier	San Bernardino County	State of California
Transit and Ground Passenger Transportation	Multiplier	0.3483	0.7204
Transit and Ground Passenger Transportation	Additional Earnings	$12	$24
Retail	Multiplier	0.387	0.6466
Retail	Additional Earnings	$1	$2
Utilities	Multiplier	0.1778	0.3452
Utilities	Additional Earnings	$0.23	$0.44
Insurance	Multiplier	0.2462	0.5193
Insurance	Additional Earnings	$1	$2

Source: SBCTA 2024d

For the State of California, the proposed Project would generate an additional 970 employment, of which 928 are due to employment in Transit and Ground Passenger Transportation sector. Additional earnings generated from the proposed Project would amount to approximately $29 million, with $24 million from the Transit and Ground Passenger Transportation sector. Overall, 564 total additional employment in the County and 970 total jobs in the State are not a significant percentage of the total employment and, thus, would not induce significant growth.

6.2.1.2 Travel Time Savings

The proposed Project reduces the necessity of auto trips, thus removing cars from the road and decreasing traffic caused by congestion. The operation of transit vehicles in the tunnel would avoid traffic on the highways (i.e. I-10, I-15, State Route-60) and local streets. This avoidance creates time savings for both drivers and transit users and would also result in emissions reductions.

6.2.1.3 Economic Development

While development would not be induced, there are opportunities where the proposed Project could serve as a catalyst for economic revitalization and growth in areas where growth has already occurred.

6.2.1.4 Land Use

The opportunities for economic revitalization and growth are consistent with (not in addition to) the applicable land use plans, policies, and regulations of agencies with jurisdiction over the proposed Project area. While this alternative would not create any new land uses, some land uses would be converted or encourage higher density transit-oriented development districts, but not in ways that are inconsistent with current land use plans or incompatible with the surrounding areas. The connection to the Metrolink station

would encourage land uses that are not auto dependent and not as likely to induce auto trips, which is also consistent with regional and local environmental goals.

6.2.1.5 Growth-Inducing

The proposed Project offers mobility improvements, particularly for passengers and staff of the airport, but is not a significant generator of new jobs or development (beyond that planned for the proposed Project area). Therefore, the proposed Project would result in a less than significant impact.

7. MITIGATION MEASURES AND IMPACTS AFTER MITIGATION

7.1 MITIGATION MEASURES FOR GROWTH INDUCING IMAPACTS

7.1.1 No Project Alternative

No mitigation measures are required for the No Project Alternative.

7.1.2 Proposed Project

No mitigation measures are required for the proposed Project.

7.2 CEQA SIGNIFICANCE CONCLUSION

The proposed Project would have a significant impact related to growth inducement if it is expected to foster economic or population growth in the Resource Study Area that exceeds planned capacities or is reasonably foreseen to diminish environmental quality.

7.2.1 No Project Alternative

The No Project Alternative would not significantly impact the communities in the proposed Project area. The No Project Alternative would not result in any significant direct or indirect growth-inducing impacts.

7.2.2 Proposed Project

The proposed Project would not result in any significant direct or indirect growth-inducing impacts. Overall, the proposed Project would have long-term benefits for the communities it traverses and would further goals and policies for revitalization and investment within the proposed Project area. The proposed Project's operation would have long-term mobility benefits for the communities in terms of travel time and cost savings; however, these benefits would not be great enough to induce development beyond the development opportunities associated with the land use plans, policies, and regulations of agencies with jurisdiction over the proposed Project area. As a result, the proposed Project would result in a less than significant impact under CEQA with regard to growth inducement.

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