Ontario International Airport Connector Project

ONTCONNECTOR

APPENDIX K

ENVIRONMENTAL JUSTICE TECHNICAL REPORT

October 2024

Prepared by:

sbeta

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

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ACS	American Community Survey
ADA	Americans with Disabilities Act
ALUCP	Airport Land Use Compatibility Plan
ATMP	Active Transportation Master Plan
BMPs	Best Management Practices
Bureau	Bureau of Environmental Justice
CCTV	Closed-circuit television
CEQ	Council on Environmental Quality
CIP	Capital Improvement Program
Connect SoCal	2020 Regional Transportation Plan/Sustainable Communities Strategy
dBA	A-weight decibels
DHHS	Department of Health and Human Services
e-blasts	Electronic Distribution
EJ	Environmental Justice
EO	Executive Order
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GPS	Global Positioning System
I-15	Interstate 15
k-8	Kindergarten through 8th Grade
LEP	Limited English Proficiency
LSTs	Localized significance threshold
MEP	Mechanical, Electrical and Plumbing
MM	Mitigation measure
MPO	Metropolitan Planning Organization
MSF	Maintenance and Storage Facility
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
NEPA	National Environmental Policy Act
ONT	Ontario International Airport
PM	Particulate Matter
PM_{10}	Particulate Matter with diameter of 10 microns or less
$PM_{2.5}$	Particulate Matter with diameter of 2.5 microns or less
ROW	Right-of-Way
RSA	Resource Study Area
RTP	Regional Transportation Plan
RTSs	Regional Thresholds of Significance
SB	Senate Bill

SBCTA	San Bernardino County Transportation Authority
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SUSMP	Standard Urban Stormwater Mitigation Plan
TAC	Toxic Air Contaminant
TBM	Tunnel Boring Machine
TMP	Transportation Management Plan
U.S.	United States
U.S.C.	United States Code
U.S. HHS	United States Department of Health and Human Services
U.S. DOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

1 INTRODUCTION

San Bernardino County Transportation Authority (SBCTA) is proposing the Ontario International Airport (ONT) Connector Project in the City of Ontario and the City of Rancho Cucamonga. The purpose of this technical report is to describe environmental justice communities, applicable regulations, methodology for the analysis, and potential impacts from construction and operation of the Build Alternative and the No Build Alternative. The information contained in this technical report will be used to support the environmental review process.

1.1 NO BUILD ALTERNATIVE

The No Build Alternative would not result in a new direct electrically powered, on-demand fixed transit guideway connection from the Cucamonga Metrolink Station to ONT. Existing roads, highways, and transit services, such as Omnitrans' limited-service bus route to ONT, known as ONT Connect or Route 380, would be the primary transportation options for access to ONT. Some highway improvements may be undertaken by other agencies as part of separate planned projects, which would take place with either the No Build or Build Alternative associated with this project.

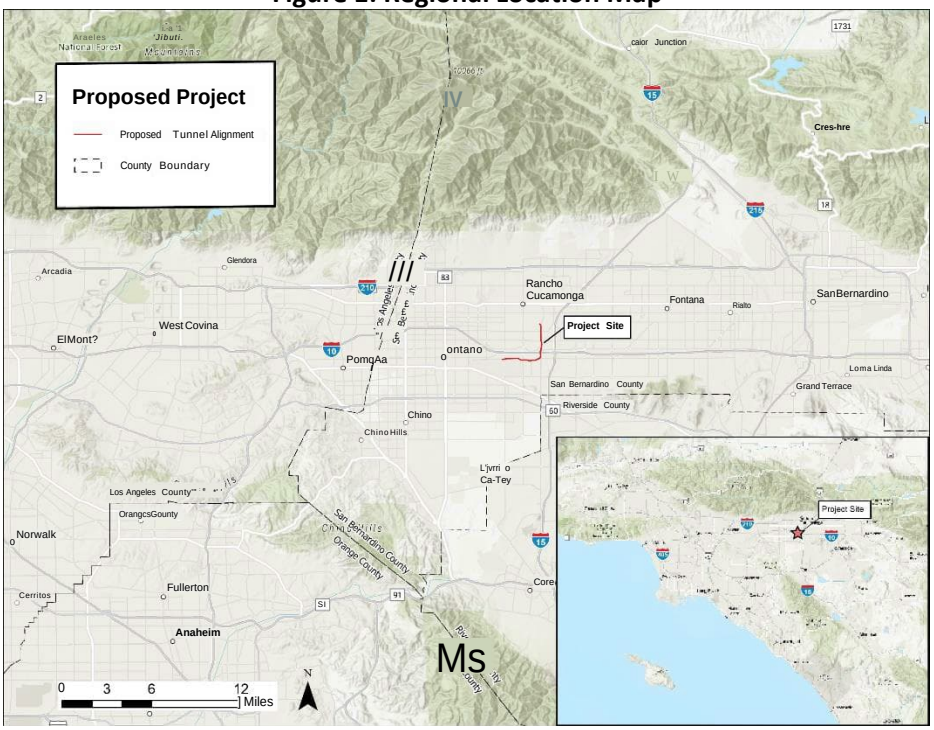
1.2 BUILD ALTERNATIVE

The Build Alternative includes a 4.2-mile tunnel alignment, three passenger stations, a maintenance and storage facility (MSF), and an access and ventilation shaft in the cities of Rancho Cucamonga and Ontario within the County of San Bernardino (see Figure 1). The Build Alternative 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 Build Alternative 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.

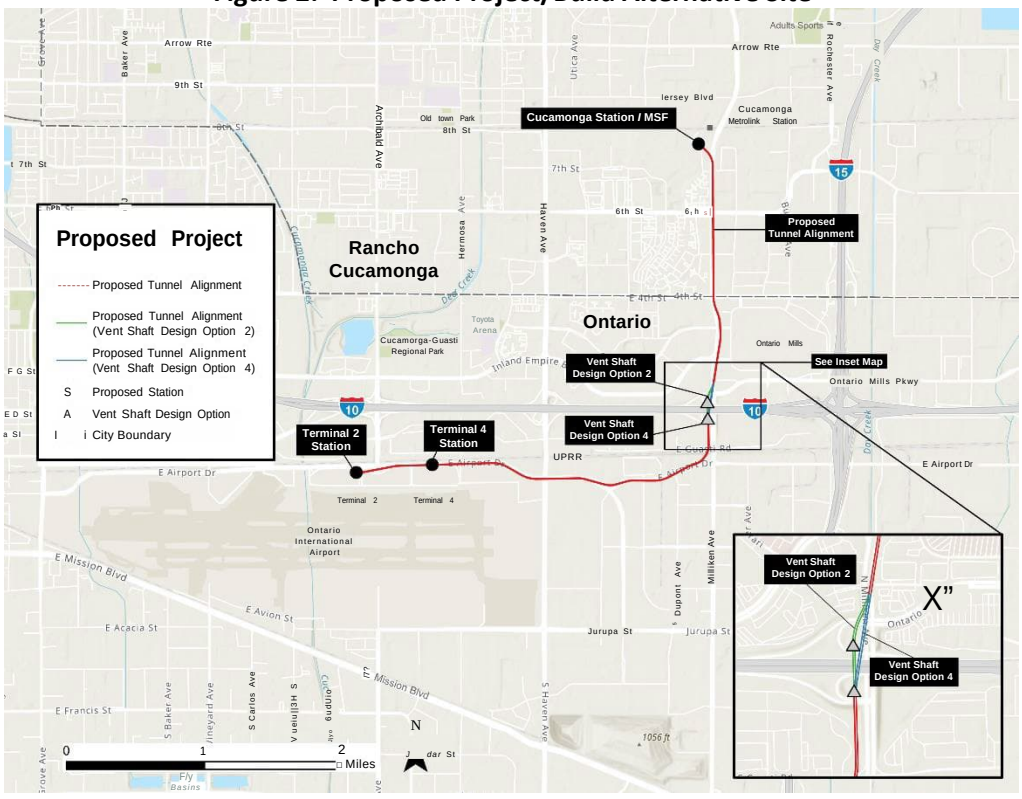
Overall construction of the Build Alternative would last approximately 56 months, with project elements varying in their specific construction duration (see Table 1). Construction is projected to start in 2025 and is anticipated to be completed in 2031. Although no property acquisitions would be required for the Build Alternative, surface and subsurface easements would be needed for the stations and tunnel, with some temporary easements for construction access and staging.

Figure 1: Regional Location Map



Source: AECOM 2024

Figure 2: Proposed Project/Build Alternative Site



Source: AECOM 2024

Table 1: Typical Sequencing of Transit Construction Activities

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

2 REGULATORY SETTING

Federal agencies must consider environmental justice in their activities under the National Environmental Policy Act (NEPA). In addition, a project must comply with one or more federal regulations concerning Environmental Justice if (1) the project involves land under the jurisdiction of a federal agency, (2) a federal agency has oversight on the project, and/or (3) a permit, a license, authorization, or funding from a federal agency is required to complete the project. The Council on Environmental Quality (CEQ) has oversight of the Federal government's compliance with NEPA, and all Executive Orders (EO) relating to Environmental Justice (CEQ 1997). Because this Project is under the oversight of federal agencies and is federally funded, the following federal regulations applies to this project.

2.1 FEDERAL

2.1.1 Executive Order (EO) 12898

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed on February 11, 1994, calls on federal agencies to identify and address any disproportionately high and adverse human health or environmental effects of federal programs, policies, and activities on minority and low-income populations to the greatest extent practicable and permitted by law. The Order directs federal actions, including transportation projects, to use existing law to avoid discrimination based on race, color, or national origin and to avoid disproportionally high and adverse human health or environmental effects on minority and low-income populations. These are often referred to as environmental justice (EJ) populations. Low income is defined based on the U.S. Department of Health and Human Services (U.S. HHS) poverty guidelines. For 2024, this is $31,200 for a family of four (U.S. HHS 2024).

2.1.2 Executive Order (EO) 14096

Revitalizing Our Nation's Commitment to Environmental Justice for All, or EO 14096, was signed on April 21, 2023. EO 14096 on environmental justice does not rescind EO 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (described above) but works as a supplement to EO 12898 to support EJ, to build upon EO 12898, EO 14096 provides clear guidance to federal agencies to better engage with the community and execute cumulative impacts analysis for environmental burdens. EO 14096 also establishes an Office of Environmental Justice within the White House Council on Environmental Quality to bolster interagency coordination. The Order maintains the same non-discriminatory framework as EO 12898. Further, EO 14096 is currently implemented through the U.S. Department of Transportation (U.S. DOT) Order 5610.2C. This implementation will continue until further guidance is provided regarding the implementation of the new EO 14096 on environmental justice.

2.1.3 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964, United States Code (U.S.C.) 2000d *et seq*., and agency implementing regulations, prohibit recipients of federal financial assistance from taking actions that discriminate on the basis of race, sex, color, national origin, or religion. If an agency is aware that a recipient of federal funds may be taking action that is causing a racially discriminatory impact, the agency should consider using Title VI as a means to prevent or eliminate that discrimination. SBCTA's commitment to upholding the mandates of Title VI is demonstrated by its Title VI notice (SBCTA 2019).

2.1.4 Federal Transit Administration Circular 4703.1

Environmental Justice Policy Guidance for Federal Transportation Administration (FTA) Recipients (Circular), went into effect on August 15, 2012. The purpose of the Circular is to assist FTA funding recipients, such as Omnitrans, in fulfilling the intent of EO 12898. The general environmental justice principles embedded in EO 12898 and the Circular can be summarized as:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participations by all potentially affected communities in the transportation decision-making process; and
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

2.1.5 U.S. Department of Transportation Order 5610.2C

The U.S. DOT Order 5610.2C updates environmental procedures of U.S. DOT in response to EO 12898. U.S. DOT's Environmental Justice Strategy (USDOT 2021) ensures that no population, duet to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decision, programs, and policies made, implemented and enforces at the Federal, State, local or tribal level.

2.2 STATE

2.2.1 Senate Bill (SB) 1000

In order to help protect community health and well-being, on February 22, 2018, Attorney General Becerra established the Bureau of Environmental Justice (Bureau) and, on April 28, 2021, Attorney General Bonta announced the expansion of the Bureau. Today, the Bureau is composed of twelve attorneys who are solely focused on fighting environmental injustices throughout the State of California and giving a voice to frontline communities who are all too often under-resourced and overburdened.

2.2.2 California Government Code Section 11135

No person in the State of California shall, on the basis of sex, race, color, religion, ancestry, national origin, ethnic group identification, age, mental disability, physical disability, medical condition, genetic information, marital status, or sexual orientation, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state.

2.3 REGIONAL AND LOCAL

2.3.1 Southern California Association of Government 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Government (SCAG)'s 2020 Regional Transportation Plan (RTP) /Sustainable Communities Strategy (SCS) (Connect SoCal) is designed to create region-wide benefits that are distributed equitably, while ensuring that any one group does not carry the burdens of development disproportionately. Connect SoCal needs to consider the consequences of transportation projects on low-income and minority communities, and avoids, minimizes, or mitigates disproportionately high and adverse human health and environmental impacts on low-income and minority populations (also referred to as EJ communities). As a Metropolitan Planning Organization (MPO) that receives federal funding, SCAG is required to conduct an EJ analysis for Connect SoCal. The Connect SoCal EJ Technical Report would address the potential impacts of the Plan on low-income and minority populations and would also examine historical trends related to EJ throughout the region.

2.3.2 City of Rancho Cucamonga General Plan, *Plan RC 2040*

The City of Rancho Cucamonga General Plan, *Plan RC 2040 – Volume 4* (2021) details the City's Environmental Justice Strategy, which considers environmental justice issues in every aspect of design for the City's future. The following *PlanRC 2040* goals and polices directly supporting and furthering environmental justice relevant to the purpose and need of the Build Alternative are as follows:

Goal LC-1: A City of Places. A beautiful city with a diversity and balance of unique and well-connected places

- **LC-1.6: Disadvantaged Communities.** Prioritize development appropriate to the needs of disadvantaged communities, particularly south of Foothill Boulevard.

Goal LC-2: Human Scaled. A city planned and designed for people fostering social and economic interaction, an active and vital public realm, and high levels of public safety and comfort.

- **LC-2.3: Streetscape.** Enhance the pedestrian experience through streetscape improvements such as enhanced street lighting, street trees and easement dedications to increase the

widths of the sidewalks, provide side access parking lanes, and other pedestrian and access amenities.

- **LC-2.4: Tree Planting**. Require the planning of predominately native and drought-tolerant trees that shade the sidewalks, buffer pedestrians from traffic, define the public spaces of streets, and moderate high temperatures and wind speeds throughout the city.

Goal LC-5: Connected Corridors. A citywide network of transportation and open space corridors that provides a high level of connectivity for pedestrians, bicyclists, equestrians, motorists, and transit users.

Goal MA-1: Regional Mobility Hub. A multimodal transportation hub that connects regional and local destination.

Goal MA-2: Access for all. A safe, efficient, accessible, and equitable transportation system the serves the mobility needs of all users.

Goal MA-3: Safety. A transportation network that adapts to changing mobility needs while preserving sustainable community values.

Goal MA-5: Sustainable Transportation. A transportation network that adapts to changing mobility needs.

- **MA-5.1: Land Use Supporting Reduced Vehicle Miles Traveled (VMT).** Work to reduce VMT through land use planning, transit access, localized attractions and access to non-automotive modes.

Goal RC-5: Local Air Quality. Healthy air quality for all residents.

- **RC-5.1: Pollutant Sources.** Minimize increased of new air pollutant emissions in the city and encourage the use of advance control techniques and clean manufacturing techniques.
- **RC-5.3: Barriers and Buffers.** Require design features such as site and building orientation, trees or other landscaped barriers, ventilation and filtration, construction, and operational practices to reduce air quality impacts during construction and operation of large stationary and mobile sources.
- **RC-5.5: Impacts to Air Quality**. Ensure new development does not disproportionately burden residents, due to age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, with health effect for air pollution. Prioritize resource allocation, investments, and decision making that improves air quality for residents disproportionately burdened by air pollution because of historical land use planning decisions and overarching institutional and structural inequities.

- **RC-5.10: Clean and Green Industry.** Prioritize non-polluting industries and companies using zero or low air pollution technologies.
- **RC-5.11: Dust and Odor.** Require new construction to include measures to minimize dust and odor during construction and operation.

Goal RC-6: Climate Change. A resilient community that reduces its contribution to a changing climate and is prepared for the health and safety risk of climate change.

- **RC-6.2: Renewable Energy.** Encourage renewable energy installations and facilitate green technology and business.
- **RC-6.3: Reduce Energy Consumption.** Encourage a reduction in community-wide energy consumption.
- **RC-6.6: Co-Benefits.** Prioritize the development and implementation of Greenhouse Gas (GHG) reduction measures that also achieve economic, health, social, environmental, and other co-benefits for the City and its residents and businesses.
- **RC-6.9: Access**. Require pedestrian, vehicle, and transit connectivity of streets, trails, and sidewalks, as well as between complementary adjacent land uses.

Goal RC-7: Energy. An energy efficient community that relies primarily on renewable energy and non-polluting energy sources.

2.3.3 City of Ontario The Ontario Plan 2050

The Ontario Plan 2050 (2022a) describes the City's direction for community development over the next two or decade by integrating policy into a framework focused on current and future development yet provides lasting policies to accommodate change. The Ontario Plan consists of six components with The Policy Plan serving as the City's General Plan, the long-term policy document, describing the goals, principles, and policies for achieving the City of Ontario's future vision. The City address environmental justice throughout multiple elements of the Policy Plan to ensure environmental justices is presented alongside the multitude of issues and topics that affect their residents and resources. The City of Ontario has opted for an "environmental justice in all policies" approach to ensure the topic is present alongside the multitude of issues and topics that affect our residents and resources:

- Quality design of the physical environment includes vigilant stewardship of the City of Ontario's environmental resources.
- Efficient backbone infrastructure systems should be multifunctional, strategically sited, sustainably designed, and integrated into the urban fabric.

- Commitment to the development and maintenance of our environmental infrastructure ensures community prosperity.
- Environmental infrastructure is a critical public investment.
- Every resident of Ontario should have the opportunity to live in a community that is healthy and safe.
- High-quality environmental resources are integral building blocks of the community.
- Ecosystems improve public health and contribute significantly to the City of Ontario's overall economic vitality.
- In order to protect our environmental resources, we must make wise decisions regarding the use of these resources.
- Protecting environmental resources is the responsibility of individuals, communities, the region, and the world.

2.3.4 City of Ontario The Policy Plan Environmental Resources Element

The Vision and Principles throughout the Policy Plan reinforce the City of Ontario's commitment to enabling all persons to enjoy equal access to healthy environments, healthy foods, parks and recreational facilities, and civic engagement opportunities. The Environmental Resources Element (City of Ontario 2022c) includes a number of policies that addresses the topic of environmental justice and provides a map (City of Ontario 2022d) illustrating environmental justice areas within the City. The following polices directly supporting environmental justice relevant to the purpose and need of the Build Alternative are as follows:

M-3.1: We maintain a proactive working partnership with transit providers to ensure that adequate public transit service is available, cost-efficient, and convenient, particularly for residents in environmental justice areas.

M-1.4: We work to provide a complete, balanced, context-aware, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. We prioritize implementation of complete streets improvements in environmental justice areas to facilitate opportunities for residents to use active transportation systems.

LU-2.2: We require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur. Additional mitigation is required when new uses could negatively impact environmental justice areas.

LU-2.10: We monitor and share information with the community about stationary and non-stationary emission sources. We encourage siting and design of facilities to minimize health and safety risks on existing and proposed sensitive uses, especially in environmental justice areas.

2.3.5 City of Ontario The Policy Plan Appendix A: Implementation Actions Related to Environmental Justice and Climate Adaptation and Resiliency.

In August 2022, in accordance with state law, specifically SB 1000, the City adopted *Appendix A: Implementation Actions Related to Environmental Justice and Climate Adaptation and Resiliency* (2022b) which reflects new activities the City should conduct related to the topics of environmental justice. The following actions outlined in Appendix A that directly support and further environmental justice relevant to the purpose and need of the Build Alternative are as follows:

LU-2.1: Development Standards. Review existing development and design standards and update as necessary to provide appropriate mitigation or buffers between existing uses, with a focus on additional buffering when new uses could negatively impact environmental justice areas.

ER-4.5: Trucks and cargo handling equipment. Evaluate and implement strategies to reduce emissions associated with truck idling and cargo handling equipment near areas with existing and planned sensitive receptors, with a priority placed on facilities that have not yet finalized building permits and for those facilities in or adjacent to environmental justice areas.

S-4.1: Vibration studies. Update development regulations to require vibration-sensitive uses in areas within 200 feet of rail to evaluate for indoor vibration levels and mitigate any exceedance of the Federal Transit Administration vibration-annoyance criteria.

M-2.1: Priority Improvements. Refine the City's Capital Improvement Program (CIP) and implementation recommendations of the Active Transportation Master Plan (ATMP) to elevate the priority of improvements proposed in (or serving) environmental justice areas. Continue to identify additional improvements that should be added to complete networks, remove barriers, and create buffers for pedestrians and bicyclists along truck routes, with priority given to those in environmental justice areas.

M-3.1: Expand Transit Service. Coordinate with Omnitrans and Metrolink to implement and update the agencies' strategic plans and long-range transportation plans to prioritize improvements in and expansion of service in Ontario's environmental justice areas.

3 METHODOLOGY

EJ ensures that minority and low-income populations participate in the planning and decision making for transportation investment. Regional, State, and local agencies have adopted EJ principles into their goals, plans and policies to ensure that their concerns and needs are incorporated into plans and policies with the objective that the resulting system can better serve all of its users.

This analysis identifies potential effects on minority and low-income populations that reside in the communities associated with a project and determines whether these effects are disproportionate in comparison to the effects on the surrounding community. Impacts and benefits of transportation projects result from the physical placement of transportation-related infrastructure and facilities and also from their ability to improve or impede access to neighborhoods. Per NEPA requirements, public agencies are obligated to disclose any adverse effects of transportation plans, programs, and projects that fall disproportionately on low-income and minority communities. They must examine alternatives that could eliminate or reduce the severity of such effects and to ensure that minority and low-income communities receive an equitable distribution of the benefits of transportation investments.

3.1 METHODS FOR IDENTIFYING MINORITY AND LOW-INCOME POPULATIONS

The Federal Highway Administration (FHWA) (2015) and USDOT (2021) EJ Orders define minority populations as:

- Black or African American
- American Indian and Alaskan Native
- Asian
- Native Hawaiian or Other Pacific Islander
- Hispanic or Latino

To assess whether the project could lead to disproportionately high and adverse effect on an EJ population, demographic characteristics within and adjacent to the project area were reviewed. The analysis of EJ impacts utilizes data from the American Community Survey (ACS) (United States [U.S.] Census Bureau 2022) for project area census block groups for estimates for race, ethnicity, and poverty levels. Census block groups are the smallest geographic areas of census data and are useful for small-area studies and provide more tailored demographic information. Based on FHWA (2015), USDOT (2021), and Environmental Protection Agency (EPA) (2016) guidance EJ populations should be identified (a) where either the minority population of the affected area exceeds 50 percent or (b) the minority population percentage in the affected area is less than 50 percent but “meaningfully greater” than the percentage of the next larger geographical unit of analysis. For this analysis, the next larger geographical units are the City of Ontario, the City of Rancho Cucamonga, and then San Bernardino County. The cities and county provide a comparison between the proposed Project area and the larger local and regional area. Data was

collected from the U.S. Census Bureau for minority populations located within block groups that are within a half-mile of the Build Alternative footprint (ACS 2022 5-Year Estimate).

Low-income populations are defined as any individual or household with income at or below the current federal poverty level established by the U.S. Department of Health and Human Services (DHHS) guidelines. The DHHS guidelines use household size and correlated income to determine poverty status as shown in **Error! Reference source not found.**. As suggested by Circular 4703.1, all households whose median household income is at or below 150 percent of the poverty-level guidelines were considered low-income. No numerical threshold has been established by FTA for defining a low-income community, but this study follows convention applied in other planning contexts in which 15 percent or greater above a larger geographical baseline, such as a countywide service area, may be used to satisfy what is intended by the term a "meaningful greater" percentage.

Table 2: 2024 Poverty Guidelines per Household

Persons in Family/Household	Poverty Guideline
1	$15,060
2	$20,440
3	$25,820
4	$31,200
5	$36,580
6	$41,960
7	$47,370
8	$52,720

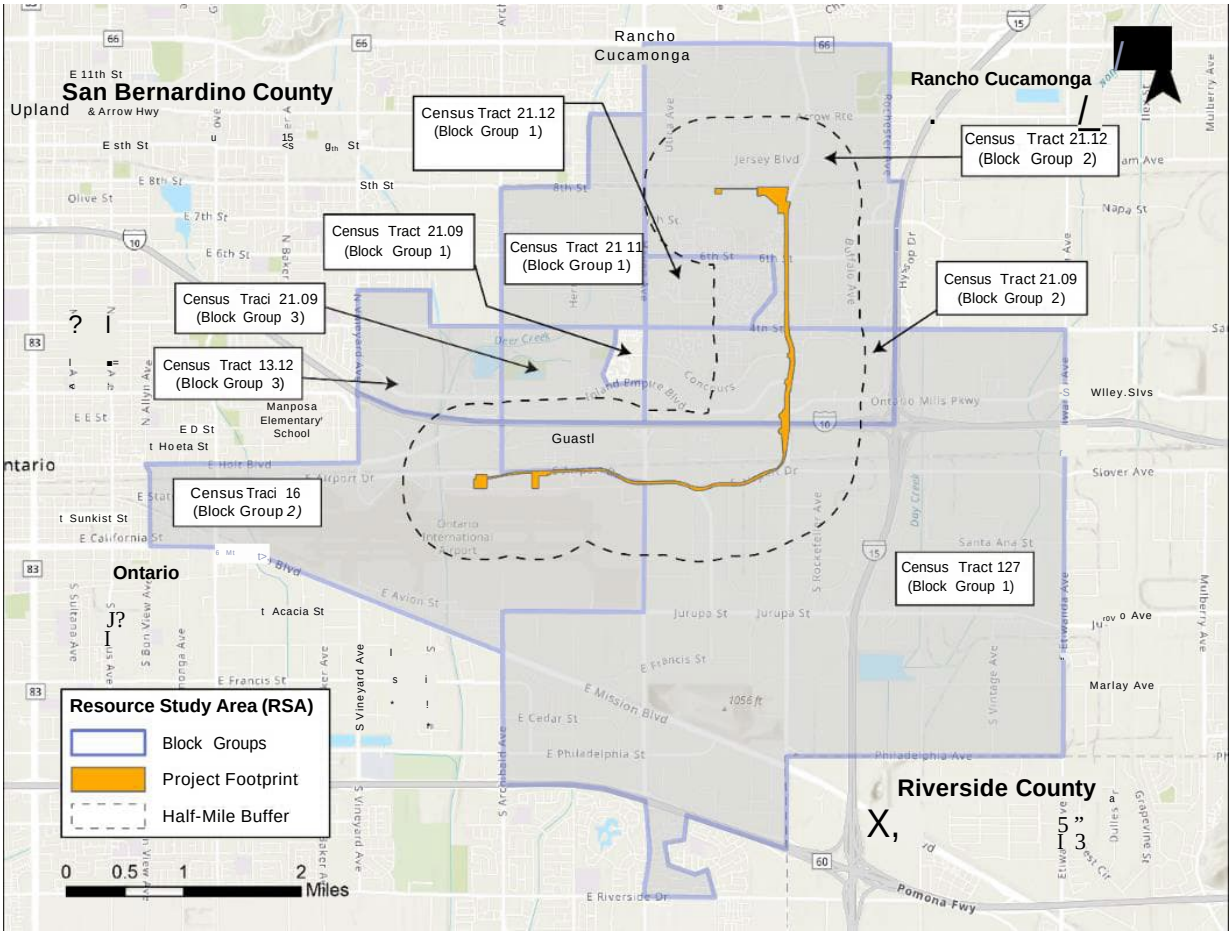
Note: The 2024 HHS Poverty Guidelines only reflect price changes through calendar year 2023; accordingly, they are most closely equal to the Census Bureau American Community Survey 5-Year Estimate (2017-2022).
Source: DHHS 2024

Accordingly, as 15 percent of households in San Bernardino County fall within the poverty level, if the low-income population percentage in a study area census track or block group equaled or exceeded the county threshold, then that community was considered low-income for purposes of this analysis. Data collected from the U.S. Census Bureau for low-income populations includes income levels based on the DHHS Poverty Guidelines.

3.2 RESOURCE STUDY AREA

The resource study area (RSA) for environmental justice comprises the community surrounding the proposed Project Area in which secondary or indirect community impacts could occur. The RSA used to identify minority and low-income populations includes the entire census block groups located within 0.5 mile of the Build Alternative footprint, as shown in Figure 3.

Figure 3: Resource Study Area



3.3 EVALUATION OF IMPACTS UNDER NEPA

The location of Build Alternative elements was evaluated in terms of their potential to disrupt or divide an existing EJ community and the need for easements on parcels in an EJ community. The analysis of impacts on EJ populations considered impacts on other resources that could affect individuals or communities to determine whether the effects experienced by EJ populations would be appreciably more severe or greater in magnitude (i.e., disproportionate) than the effects on non-EJ populations. The implementation of mitigation measures to alleviate potential impacts was considered in assessing the overall impacts on EJ populations.

3.4 PUBLIC OUTREACH

Access to the decision-making process is a fundamental principle of environmental justice. Community outreach and participation have been integrated into the project development process from the outset,

including the alternatives development, extensive public and agency stakeholder involvement, and public scoping.

SBCTA issued a Notice of Preparation of an Environmental Impact Report and Notice of Public Meeting on July 5, 2022 (SBCTA 2022b). The public was invited to review information about the Build Alternative and submit questions and comments during a 30-day scoping period concluding on August 5, 2022. A virtual public meeting was held on July 20, 2022. In addition, SBCTA conducted public outreach activities throughout the Build Alternative corridor in July 2022 to explain the purpose and objectives of the Build Alternative and to provide a range of opportunities to answer questions and collect comments from the public regarding the environmental analysis and Build Alternative. To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Scoping Meetings, which are provided in Appendix B of the Scoping Summary Report. These included mailing bilingual notices, electronic distribution (e-blasts), social media posts @goSBCTA Facebook, Instagram and Twitter accounts, and newspapers advertisements. All forms of noticing provided meeting details (date, time, zoom link, and in-language services) as well as contact information for accessing additional Build Alternative information. Additionally, each notice included details on the public comment period deadline and comment submittal instructions.

A total of 3,057 postcards were produced in English and Spanish and distributed to property owners, business owners, and non-owner-occupied residents located within one mile from the proposed alignment and from each proposed station. The Build Alternative's website (https://www.gosbcta.com/project/ontloop-rail-to-air-tunnel-connection/) also included meeting information, including the dates and times of the meeting and links to project materials.

Public comments received during the public scoping for the proposed Project included concerns about air quality, and water quality, particularly groundwater; traffic circulation and parking for surrounding residents and businesses; potential alternative modes of transportation particularly with increased ridership; and safety and security design features during operations, including compliance with the ADA (Scoping Report, 2022). Some of these environmental issues can be disproportionately borne by environmental justice communities, and need to be evaluated with that perspective. All of the communities (Census Tracts) in the Study Area are considered environmental justice communities because they have census block groups with more than 50 percent of the population identifying as minorities.

The analysis of these topics in context of the proposed Project, and their potential impacts on EJ populations is presented in Section 5, Impact Evaluation. Once the draft environmental document is available for public review, the public will have the opportunity to attend public information meetings and provide additional comments, which will then be considered as part of the environmental process for the proposed Project.

Geofencing is the act of creating a virtual boundary around a geographic area that can be paired with a software application to trigger various pre-programmed actions using global positioning system (GPS),

Wi-Fi, or cellular data. A geofence boundary created for this Build Alternative allowed SBCTA to reach people with a targeted ad through smartphones in real-time locations within a defined geographical boundary. SBCTA targeted a one-mile radius surrounding the length of the project corridor with geofencing ads. This method helped reach motorists that may live outside the Build Alternative area but who may work, commute, or visit the corridor using geographic targeting.

Additionally, information about the scoping meeting was advertised on digital screens at the following three Metrolink Stations: Montclair, Cucamonga, and San Bernardino. This method helped reach transit patrons that may live outside the Build Alternative area but who may work, commute, or visit the corridor.

3.4.1 Title VI, Environmental Justice, and Limited English Proficiency

All considerations under Title VI of the Civil Rights Act of 1964, and related statutes, have also been included in this Build Alternative. During the Public Scoping process, Title IV, Environmental Justice and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants during the Public Scoping process. Scoping notices were developed and distributed through several different methods including mail delivery, email, social media, and an electronic display banner that was displayed along the Build Alternative footprint and visible to all motorists. Materials were developed in both English and Spanish and translation request forms were made available during the virtual Public Scoping Meeting to ensure all language needs were met. Additionally, Scoping Meeting notices included the SBCTA's LEP phone number, which gives stakeholders the ability to make SBCTA aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance. No specific requests were made for language accommodations; however, a Spanish-language interpreter with simultaneous interpretation equipment was present at the meeting.

In accordance with SBCTA's Public Participation Plan, targeted community outreach efforts were completed in the cities of Rancho Cucamonga and Ontario within the Build Alternative footprint to ensure participation of LEP and EJ communities.

4 EXISTING CONDITIONS

Communities in the proposed Project area are ethnically diverse and predominantly family communities. Community values center on quality of life, health, equity, sense of identity, connectivity and accessibility to goods, services, jobs, affordable housing and amenities needed to have quality of life. The RSA includes census block groups within the cities of Ontario and Rancho Cucamonga. The land use in and around the proposed Project area is mostly urban in character with large-scale industrial, manufacturing, transportation, surface parking, office, commercial, multi-family residential, hotel, and airport-related land uses. While facilities potentially used for congregation, such as the Cucamonga-Guasti Regional Park, Toyota Arena, and Ontario Mills Mall lay within the RSA, they are outside of the 0.5mile buffer around the Build Alternative footprint. Additionally, the San Secondo d'Asti Catholic Church and the Cucamonga Christian Fellowship are located with 0.1 mile of the project footprint. There are no hospitals registered on the California Department of Public Health facility database within the 0.5-mile buffer around the Build Alternative footprint, and the closest Kindred hospital, which provides long-term acute care, is located 0.76 mile north of the Project area. The Project area is served by Cucamonga School District and Ontario-Montclair School District for kindergarten through eighth grade (K-8), with the closest school to the Project area being the Ontario Center School.

4.1 MINORITY POPULATIONS

As shown in **Error! Reference source not found.** and Figure 4, most of the study area is composed of minority residents, as define by FHWA and USDOT, as discussed in Section 3.1 above. Within the Cities of Ontario, and Rancho Cucamonga, approximately 55% and 35% respectively, of the population speaks another language at home (U.S. Census ACS 5-year estimates 2018-2022). As shown in Table 3 below, Each of the Census tracts in the Build Alternative corridor has more than 50 percent minority population; therefore, they are considered EJ communities by the federal definition. The distribution of minority populations within the corridor is generally consistent across the RSA, and with the County, but significantly higher compared to the Cities of Rancho Cucamonga and Ontario. In general, the highest concentrations of minority residents are in the western portions of the study area, with clusters of multi-family residents located along Milliken Avenue. Community facilities such as parks, schools, places of worship, and hospitals are not present in the RSA, and land uses are primarily commercial and industrial.

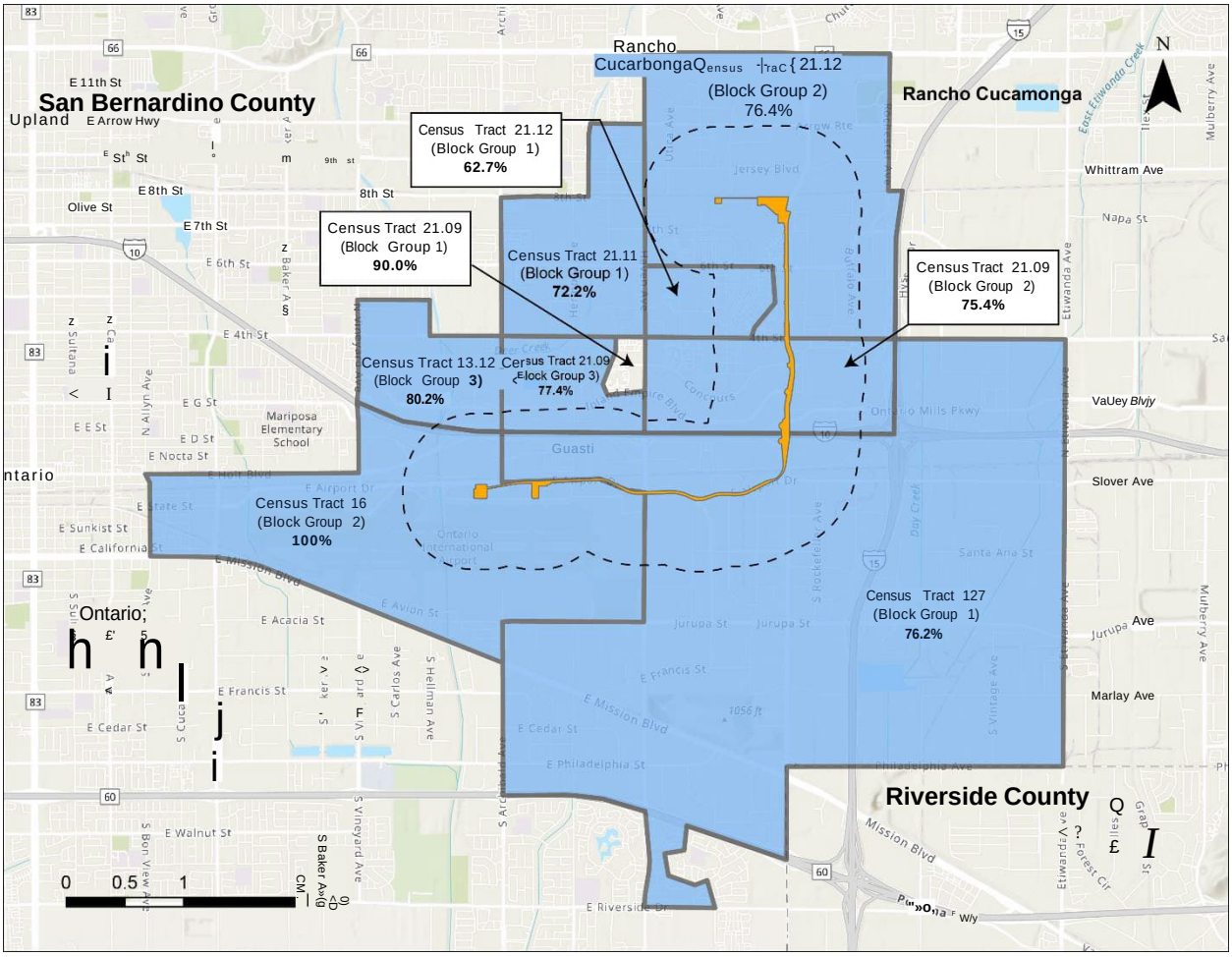
Table 3: Minority Populations

Geographic Area	Total Population	Minority Population	Percent Minority (%)
Census Tract 16 (Block Group 2)	102	102	100%
Census Tract 127 (Block Group 1)	2,282	1,738	76.2%
Census Tract 13.12 (Block Group 3)	2,347	1,910	80.2%
Census Tract 21.09 (Block Group 3)	3,933	3,060	77.4%

Geographic Area	Total Population	Minority Population	Percent Minority (%)
Census Tract 21.09 (Block Group 2)	1,258	948	75.4%
Census Tract 21.11 (Block Group 1)	990	715	72.2%
Census Tract 21.12 (Block Group 1)	1,319	827	62.7%
Census Tract 21.12 (Block Group 2)	2,435	1861	76.4%
City of Rancho Cucamonga	178,060	73,007	41.0%
City of Ontario	178,194	74,538	41.8%
San Bernardino County	2,162,532	1,629,283	75.3%

Source: ACS 2018-2022 5-Year Estimate

Figure 4: Minority Population within a Half-Mile of the Build Alternative Footprint



Source: ACS 2018-2022 5-Year Estimate

4.2 LOW-INCOME POPULATIONS

As shown in Table and 5 below, of the eight census tracts located within a half-mile of the Build Alternative footprint, only one (Census Tract 21.09, Block Group 2, located within the City of Rancho Cucamonga) includes 15 percent or greater of low-income households and is considered an EJ community with regard to income level, as defined by federal guidance described in Section 3.1. All other census tracts have household incomes greater than the county average and are not considered potential environmental justice communities with regards to low-income populations. However, because all of the census tracts are considered minority populations, all census tracts in the study area are evaluated as potential environmental justice communities. Census Tract 21.09, Block Group 2 is bounded by 4th Avenue on the north, the I-10 freeway on the south, the Interstate (I-15) freeway on the east, and Haven Avenue on the west, an approximately 1-square mile area. This area is dominated by commercial and industrial land uses and includes the Ontario Mills shopping center, and the Toyota Arena, and a variety of big box retail stores, and numerous restaurants. The residential area is comprised of numerous multi-family complexes

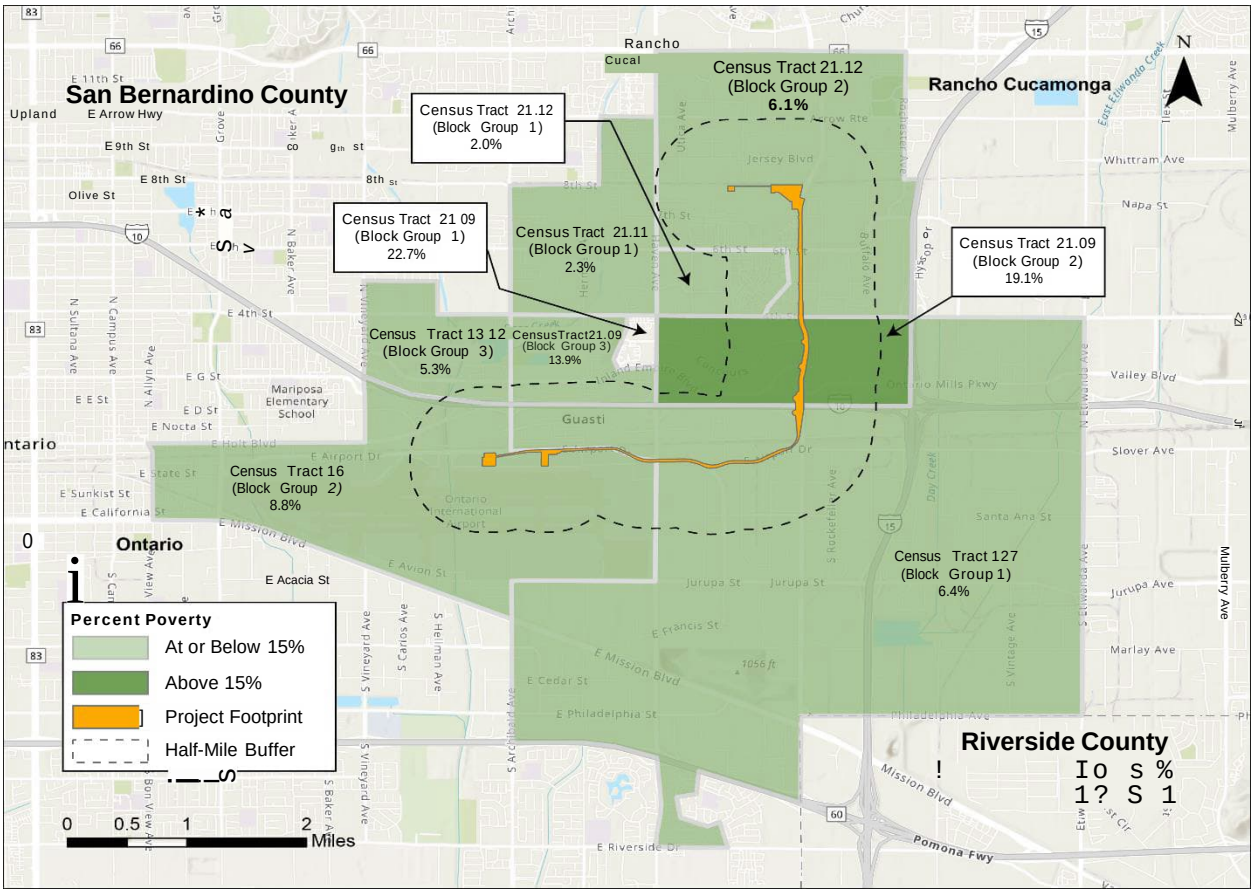
concentrated at the southeast intersection of 4th Street and Haven Avenue. OmniTrans bus stops are located along 4th Street and Haven Avenue in this area. All other census tracts have household incomes greater than the county average and are not considered EJ communities with regard to income.

Table 4: Low-Income Populations

Geographic Area	Total Population	Low-Income Population	Percent of Poverty Level (%)
Census Tract 16 (Block Group 2)	102	9	8.8%
Census Tract 127 (Block Group 1)	2,282	147	6.4%
Census Tract 13.12 (Block Group 3)	2,347	125	5.3%
Census Tract 21.09 (Block Group 3)	3,933	545	13.9%
Census Tract 21.09 (Block Group 2)	1,258	240	19.1%
Census Tract 21.11 (Block Group 1)	990	23	2.3%
Census Tract 21.12 (Block Group 1)	1,319	26	2.0%
Census Tract 21.12 (Block Group 2)	2,435	149	6.1%
City of Rancho Cucamonga	178,060	12,108	6.8%
City of Ontario	178,194	23,700	13.3%
San Bernardino County	2,107,058	315,656	15.0%

Source: ACS 2018-2022 5-Year Estimate

Figure 5: Low-Income Population within a Half-Mile of the Build Alternative Footprint



Source: ACS 2018-2022 5-Year Estimate

5 IMPACT EVALUATION

5.1 NO BUILD ALTERNATIVE

The No Build Alternative would not address the transportation deficiencies experienced by the RSA and persons traveling within the RSA due to the lack of a direct connection between the Cucamonga Metrolink Station and ONT. The No Build Alternative would not provide congestion relief nor access to an affordable transit connection for EJ populations. Further, the No Build Alternative would not increase mobility, connectivity, and access for EJ transit riders. The No Build Alternative will not accommodate future employment growth in the region, impacting EJ populations by limiting employment options. Additionally, the No Build Alternative will not contribute to improving local and regional air quality and GHG emissions. Therefore, the No Build Alternative would result in a direct disproportionate adverse effect to EJ populations since the direct connection deficiency would be experienced by all persons traveling within the RSA between the Cucamonga Metrolink Station and ONT.

5.2 BUILD ALTERNATIVE

As all eight of the affected the census blocks within the RSA are considered environmental justice communities, the *Environmental Justice Technical Report* determined that construction and operation of the Build Alternative would not result in disproportionately high and/or adverse impacts to EJ populations. While the effects of the Build Alternative would be predominantly borne by the environmental justice communities due to their proximity to the proposed Project, the construction activities could not occur elsewhere within the proposed Project area. Further, construction activities would provide jobs that may benefit the local economy of the RSA, including environmental justice communities. Once operational, the Build Alternative would provide a net benefit to EJ communities in the study area as well regionally. These benefits include improved transit service, transit access, and regional mobility. Further long-term benefits to EJ communities include improvements in travel time and travel cost savings, while providing a direction between a transit hub and a major regional employment center. Operation of the Build Alternative would result in beneficial effects to local and regional air quality and a reduction in GHG emissions by providing a direction connection between transit and employment thereby reducing vehicle congestion and incorporating zero-emission vehicles. Once operational, the Build Alternative would not result in the use or discharge of unregulated hazardous materials, nor create a significant hazard through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Noise from operation of the Build Alternative would not generate excessive ground-borne vibration levels, nor increase noise levels about current levels experienced by EJ communities.

There are no acquisitions associated with the Build Alternative, and no properties serving as community facilities or providing community services would be affected by the Build Alternative, and no businesses or residences would be affected. Temporary construction effects would be predominantly borne by

environmental justice populations, but adverse construction-related effects would not be concentrated in one environmental justice community.

Construction of the Build Alternative would not result in adverse effects to EJ communities related to air quality, GHG emissions, hazards, noise, vibration, safety and security, or transportation and traffic with implementation of the avoidance, minimization and mitigation measures. These measures and standard construction Best Management Practices (BMPs), and local construction and building codes would reduce effects associated with construction activities. Therefore, construction of the Build Alternative would not have disproportionately high and adverse effect on EJ communities.

Once operational, the Build Alternative would provide a net benefit to environmental justice communities in the RSA. These benefits include improved transit service, transit access, and regional mobility. Additional long-term benefits to the environmental justice communities in proximity to the Proposed Project include improvements in travel time and travel cost savings by providing a direct connection between a transit hub and a major regional airport, which also serves as an employment center. Additionally, operation of the Build Alternative would result in beneficial effects to the local and regional air quality and reduction in GHG emissions by providing a direction connection between transit stations and an employment center. thereby reducing vehicle congestion and incorporating zero-emission vehicles. Once operational, the Build Alternative would not result in the use or discharge of unregulated hazardous materials, nor create a substantial hazard through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Noise from operation of the Build Alternative would not generate excessive ground-borne vibration levels, nor increase noise levels currently experienced by environmental justice communities. Therefore, operation of the Build Alternative would not have a disproportionately high and adverse effect on environmental justice communities.

Construction Impacts

Construction-period emissions would not have adverse air quality effects; therefore, effects are not warranted for a hot spot analysis and not considered adverse for non-environmental justice and environmental justice communities. During tunnel excavation and construction, the primary source emissions would be from diesel Particulate Matter (PM) emissions from the temporary operation of construction equipment, where a TBM would be used to construct the 4.2-mile tunnel 70 feet below ground surface, and transportation construction-related waste, which would require an anticipated over 200 haul truck trips daily. Overall PM emissions are below regional thresholds of significance and localized significance thresholds. Construction equipment, in most cases, is mobile and will move around each construction site throughout the day and over the course of the construction period with less cumulative effects at any one receptor location as compared to stationary sources. In addition, equipment would not be operating during all hours of the day or even during every day of the construction period, and therefore substantial pollutant concentrations specific sensitive receptors would be unlikely.

Construction equipment, in most cases, is mobile and will move around each construction site throughout the day and over the course of the construction period with less cumulative effects at any one receptor location as compared to stationary sources. In addition, equipment would not be operating during all hours of the day or even during every day of the construction period, and therefore substantial pollutant concentrations at specific sensitive receptors would be unlikely. Sensitive receptors within the RSA are commercial properties within 0.01 mile to 0.09 mile of all four construction locations (MSF, stations and Vent Shaft Design Option), an apartment community within 0.23 mile of the Cucamonga Metrolink Station site, a restaurant within 0.07 mile northwest of Vent Shaft Design Option 2, a restaurant within 0.11 mile southwest of Vent Shaft Design Option 4, airport terminals within 0.7 mile of the proposed Ontario Airport T2 Station and airport terminals within 0.11 mile of the proposed ONT T4 Station. Due to the temporary and mobile nature of the main source of Toxic Air Contaminant (TAC) emissions, it is expected that the Build Alternative would not result in substantial TAC pollutant concentrations at sensitive receptors. However, given the temporary and mobile nature of insignificant emissions compared to Regional Thresholds of Significance (RTSs) and Localized significance threshold (LSTs), no substantial pollutant concentration exposure to sensitive receptors would occur.

The maximum construction daily emissions evaluated above would not exceed any applicable South Coast Air Quality Management District (SCAQMD) RTs on a regional level or LSTs per construction site for each criteria pollutant. Therefore, the Build Alternative would not have adverse air quality effects during construction. Although Build Alternative would not violate air quality standards, construction of the Build Alternative would include Nitrogen Oxide (NO_X), (Volatile Organic Compounds (VOCs), Particulate Matter with diameter of 10 microns or less (PM_{10}), and Particulate Matter with diameter of 2.5 microns or less ($PM_{2.5}$), and development of the cumulative projects, in combination with the Build Alternative, exceed the same significant thresholds. Therefore, the Build Alternative's contribution would be cumulative considerable, and would have a substantial cumulative effect. MM-AQ-1 would be implemented during construction to reduce potential effects for PM_{10} and $PM_{2.5}$ fugitive emissions and implement dust control measures.

The Build Alternative would not expose sensitive receptors to substantial localized pollutant concentrations, as construction activities would occur at various sites along the alignment and would not be concentrated at any given location. As described above, most construction equipment, including haul trucks required for transporting excavated material, will primarily be mobile and would result in less cumulative effects at any one receptor location than compared to stationary sources. Furthermore, emissions resulting from worker vehicle and haul trips would not be localized at any given location. Temporary construction-related adverse effects would not occur in EJ communities.

Construction of Vent Shaft Design Option 2, Vent Shaft Design Option 4 and MSF would not result in adverse air quality effects. The maximum daily construction emissions of Vent Shaft Design Option 2 would not exceed any applicable SCAQMD RTSs on a regional level or LSTs for criteria pollutants. As with the overall Build Alternative, construction of Vent Shaft Design Option 2 would not violate air quality

standards or result in a cumulatively considerable net increase in NOx, PM_{10}, and $PM_{2.5}$. Implementation of MM-AQ-1 would reduce potential fugitive dust emissions. With implementation of MM-AQ-1, and in consideration of offsetting benefits, the Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

As the entire project alignment is within EJ communities, construction of the Build Alternative, including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and terminals would result in temporary effects to EJ communities, as described above. Implementation of MM-TRA-1, and MM-AQ-1 would reduce temporary construction effects related to land use, traffic delays and detours and air quality to EJ communities. In addition, standard construction BMPs and local construction and building codes would reduce effects association with construction activities such as noise, vibration, and aesthetics. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

During construction of the Build Alternative, including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and the terminals, implementation of MM-GEO-1 would ensure that the effects related to seismic-related ground failure, thus exposing people or structure to seismic ground-shaking during construction, would result in no adverse effect by following the requirements of the California Building Code. The possibility for landslides to occur at the Build Alternative site is considered remote. The Build Alternative site is not in a designated seismic hazard zone for seismic slope instability as defined by either the state or county. Consequently, there is minimal potential for landslides to occur in the Build Alternative area. However, construction of the Build Alternative may require temporary slopes which could be vulnerable to seismic shaking. Implementation of MM-GEO-2 would reduce the effects of landslides and/or slope instability during construction.

Soils at the Build Alternative site have a low to moderate susceptibility to erosion. However, these soils would be susceptible to erosion during construction activities, such as excavation. As part of the City of Rancho Cucamonga and the City of Ontario permitting process, a site-specific Standard Urban Stormwater Mitigation Plan (SUSMP), part of the National Pollutant Discharge Elimination System (NPDES) Municipal General Permit, would be prepared for the Build Alternative. All development activities associated with the Build Alternative would comply with the site-specific SUSMP.

Adherence to the City of Rancho Cucamonga and the City of Ontario's codes and policies and implementation of MM-GEO-3 through MM-GEO-6 would reduce the potential effects associated with the exposure of people or structures to hazards associated with unstable geologic units or soils, and expansive soils during construction of the Build Alternative.

With implementation of MM-GEO-1 through MM-GEO-6, the Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

Construction of the Build Alternative including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and stations would result in minimal effects related to greenhouse gas emissions. The Build

Alternative would not have disproportionately high and adverse effects to communities and neighborhoods in EJ communities in the RSA.

Construction of the Build Alternative, including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and stations, effects related to hazards and hazardous materials are anticipated to occur in EJ communities within the RSA that would result in adverse effects. Implementation of MM-HAZ-1 through MM HAZ-3 would reduce potential adverse effects to EJ communities during construction from release of hazardous materials undocumented soil or groundwater contamination, elevated concentrations of lead in the striping paint used on the existing roadways and ground, ignition of flammable liquids or vapors, inhalation of toxic vapors in confined spaces (e.g., trenches and tunnels), and skin contact with contaminated soil or water.

With the mitigation measures described above, the Build Alternative would not result in an adverse effect related to hazards or hazardous waste, and therefore, would not result in a disproportionately high and adverse effects related to EJ communities and neighborhoods and in the RSA.

Construction of the Build Alternative would not result in potential adverse vibration effects due to human annoyance or building damage for vibration-sensitive uses. As described in the Noise and Vibration Technical Report (Appendix J), construction activities, including tunnel boring would not result in potential vibration effects due to human annoyance or building damage for vibration-sensitive uses.

Noise effects from the Build Alternative construction activities would be a function of the noise generated by construction equipment, the location of the equipment, the timing and duration of the noise-generating construction activities, and the relative distance to noise-sensitive receptors. Each phase of construction would involve the use of various types of construction equipment and would, therefore, have its own distinct noise characteristics. Construction noise levels would fluctuate throughout a given workday as construction equipment moves within the various construction sites. Under the FTA noise impact criteria as described in the Noise and Vibration Technical Report (Appendix J), the construction of the Build Alternative would not increase noise levels in exceedance of the FTA impact threshold (ranging from 80 to 90 A-weight decibels [dBA]) at noise sensitive receptor locations. Anticipated daytime and nighttime construction activities would be all within the FTA's noise impact criteria. Further, because the tunnel-boring activity would generally take place either at the aboveground construction sites (evaluated above) or below ground (up to 70 feet), audible air-borne noise from tunnel-boring activity is not anticipated.

Noise effects due to increased heavy traffic on haul routes (increase of 5 dBA or greater) are not anticipated at any of the noise-sensitive receptors. As described in the Noise and Vibration Technical Report (Appendix J) an increase of 0.0 to 1.8 dBA at the receptors located near the haul routes is anticipated during construction of the Build Alternative. As discussed above, a noise effects would result from an increase of 5 dBA or greater in traffic noise levels. As such, estimated off-site construction traffic noise effects would not exceed significance thresholds at the proposed haul routes.

Construction activities would result in minimal noise and vibration effects in the RSA. Compliance with the City of Rancho Cucamonga and City of Ontario's Municipal Codes, which require implementation of construction Best Management Practices to reduce construction noise and limit the hours of construction would ensure construction of the Build Alternative would not result in disproportionately high and adverse effects related to noise and vibration to EJ communities.

Construction sites for the Build Alternative project elements including stations and MSF, tunnel, and vent shaft, would include the potential for safety hazards for workers, which are typical for similar types of construction projects. Safety of construction workers, employees and passengers, and the public may be compromised if sufficient safeguards are not in place to protect each of these groups and to ensure safe conditions.

Public hazard control measures at construction staging sites for the stations and MSF, tunnel, and vent shaft would be implemented to ensure adequate construction site access control, traffic routing, fencing, and barricading, signage, and security. Construction sites would be fully fenced, secured, and equipped with 24-hour video surveillance, preventing unauthorized access to the sites and protecting the public from construction hazards. Gates to construction sites would be locked, and if needed for extra security, fences would be equipped with barbed or razor wire. The potential of contaminated soil being encountered by workers during construction activities is further discussed in SBCTA ONT Connector Project EIR, Appendix M, Hazards and Hazardous Materials Technical Report (SBCTA 2024a).

Construction of the Build Alternative, including stations and MSF, tunnel, and vent shaft would require a combination of lane closures, street closures, increased vehicular traffic from haul trucks, and/or detours throughout the work limits to provide sufficient work area for the alignment, and associated construction staging areas. As discussed in the SBCTA ONT Connector Project EIR, Appendix Q, Transportation Technical Report (SBTCA 2024b), lane and/or road closures would be scheduled to minimize disruptions. A Transportation Management Plan (TMP) would also be prepared and approved in coordination with local fire departments and emergency responders prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan prior to construction activities to coordinate emergency response routing. Adherence to existing regulations and implementation of the TMP would ensure that the Build Alternative would provide adequate access for emergency vehicles. In addition, local and state agencies involved in health and safety, emergency response, and disaster preparedness coordinate and communicate with one another to address safety concerns, and security threats.

High-profile terrorist targets include large population concentrations, mass transportation, important federal and state centers, and sites that can be used to produce mass casualties. While there are no documented instances of a terrorist attack within the Build Alternative area, the presence of the Build Alternative could result in a higher likelihood of this occurring because the number of construction workers at the Build Alternative area would increase. During the Build Alternative construction, SBCTA

would coordinate with local agencies and local and regional transit providers to provide guidance for safety, security, and emergency response.

Implementation of MM-SAF-1 through SAF-3, which would require a Safety and Security Management Plan, preliminary hazards analysis, and threat and vulnerability assessment, and implementation of the TMP (MM-TRA-1) would ensure that the Build Alternative, including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF and terminals would not have minimal effects related to safety and security effect. The Build Alternative would not have disproportionately high and adverse effects related to safety and security in environmental justice communities located in the Build Alternative area.

Construction activities for the Build Alternative would have temporary traffic effects associated with street and lane closures, reconfiguration of roads, detours, and traffic related to construction workers accessing and departing construction staging areas. In general, increased delay for drivers would occur where there are lane reductions or increased travel distances because of detours, resulting in additional vehicle delay and traffic circulation. Detours would be identified to preserve circulation around temporary street closures or where turning movements are restricted. All construction activity near or on freeway facilities including ramp closures would be coordinated with Caltrans. Minor effects to traffic operations associated with the staging/laydown areas and haul routes would occur. Effects would be further minimized with the implementation of MM-TRA-1 (Transportation Management Plan) which would address and minimize potential construction-related traffic effects on the street and highway system. There would be a temporary loss of parking stalls during construction activities; however, there is a surplus among existing parking lots on a typical weekend day during project construction. Parking impacts would be minimal and are not considered disproportionate.

Implementation of MM-TRA-1 would minimize temporary construction-related effects to transit, active transportation, and parking. As such, construction of the Build Alternative, including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and stations would not have disproportionately high and adverse effects to EJ communities within the RSA.

Operational Impacts

Operation of the Build Alternative including the Vent Shaft Design Option 2, Vent Shaft Design Option 4, and MSF would be electrically powered, and the predicted operational regional and local criteria pollutant emissions would result in a net air quality benefit. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

Once operational, the Build Alternative would have a net benefit on EJ populations in the RSA by reducing congestion and GHG emissions, improving air quality, and providing an additional energy efficient transit option. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

The Build Alternative would be designed in accordance with all standard requirements relating to geotechnical, subsurface, and seismic hazards. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

The station operations and the MSF at the proposed Cucamonga Metrolink Station would result in direct GHG area emissions from landscape maintenance and building heating and would generate indirect GHG emissions from electricity generation. Similarly, the proposed station operations at ONT would result in direct GHG area emissions from landscape maintenance and would generate indirect GHG emissions from electricity generation. The tunnel would not generate any GHG directly, but the shuttles operating within would consume electricity, thus generating indirect GHG emissions from energy generation. Similarly, the ventilation shaft would not generate any GHG directly, but the ventilation equipment would consume electricity from the operation of mechanical equipment. The Build Alternative operations would result in approximately 888 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2e$) per year. This is less than SCAQMD's threshold of 3,000 $MTCO_2e$ per year. The Build Alternative would not generate GHG emissions, either directly or indirectly, that would have an adverse on the environment. Therefore, no adverse effects would occur.

Therefore, implementation of the Build Alternative would result in a net decrease in GHG emissions, as the Build Alternative would replace the GHG-emitting vehicles driving the last portion of their route with electric shuttles between the Cucamonga Metrolink Station and ONT. The Build Alternative would result in beneficial effects to regional air quality and a reduction in GHG emissions. Additionally, because the Build Alternative's GHG emissions would be less than SCAQMD's threshold and would not result in an adverse cumulative effect, the Build Alternative would not generate GHG emissions, either directly or indirectly, and would result in a no adverse effect.

The Build Alternative would increase transit opportunities and reduce single-passenger automobile use, which is consistent with several adopted State and local policies and regulations in reducing GHG emissions. Therefore, implementation of the Build Alternative would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. SCAQMD applies a screening threshold of 3,000 $MTCO_2e$ per year to comply with the reduction goals of Assembly Bill (AB) 32 and SB 32. The Build Alternative's GHG emissions would be less than the SCAQMD's threshold; therefore, the Project would be consistent with AB 32 and SB 32. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

No activities are proposed during operations that would result in the use or discharge of unregulated hazardous materials, nor have adverse effects related to Cortese-listed hazardous materials sites. The Build Alternative would have no adverse effect related to creating a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Operation of the Build Alternative would result in no adverse effect related to hazardous emissions within 0.25-miles of a school.

Per the ONT Airport Land Use Compatibility Plan (ALUCP), the Build Alternative is a compatible use within the ONT Safety Zones. Operation of the Build Alternative would not create a safety hazard for people residing or working in the vicinity of an airport. The Build Alternative would not have disproportionately high and adverse effects on the environmental justice communities in the RSA.

As described, noise effects from operation of the Build Alternative, including the MSF, terminals, vent shaft, and tunnel is not anticipated to increase noise levels above current levels experienced in the RSA. Further, operation of the Build Alternative would not generate excessive ground-borne vibration levels. Operations of the Build Alternative would not result in minimal excessive ground-borne vibration levels effects and would not have disproportionately high and adverse effects related to noise and vibration to EJ communities.

Security and safety hazards during operations include hindrances to the safe operation of the system, whether building integrity, or electrical systems. Employee, passenger, and public safety may be compromised if sufficient safeguards are not in place to protect each of these groups and to ensure safe conditions. During operation of the Build Alternative, the underground tunnel would be inaccessible to bystanders with signage and/or barricades preventing entrance to unauthorized users and the general public. Adherence to safety and engineering standards will ensure the safety of riders of the Build Alternative, including passage through the tunnel.

Hazardous situations and behaviors could include inappropriate crossing, jaywalking in the station areas, ignoring warning signs and alarms, any other inappropriate or unsafe behavior that could delay operations or damage the Build Alternative vehicles, stations and MSF, tunnel, and vent shaft. If needed, signage and/or fencing may be erected along the perimeter of certain Build Alternative elements once operational, particularly at the Build Alternative's vent shaft. The MSF would be located within the current Cucamonga Metrolink Station parking lot. Operation of the MSF would include the maintenance, cleaning, and storage of autonomous electric vehicles. Similar to other Build Alternative elements, hazardous situations and behaviors could include inappropriate crossing, ignoring warning signs and alarms, and any other inappropriate or unsafe behavior that could delay operations or damage the MSF.

Closed-circuit television (CCTV) cameras would be placed at all stations and monitored by Omnitrans. Lighting and security cameras would be provided at each station to prevent unauthorized access to restricted areas. Stations and vehicles would contain Passenger Assistance Telephones or alerts that would link to the central control center. Omnitrans or SBCTA would also provide patrols at stations and associated areas. Intercoms on transit vehicles would be used to make emergency announcements. Each station platform would be equipped with a public notification system to inform transit users of emergency procedures. Safety elements that would be put in place for the station and park-and-ride lots would include transition walkways, blue light emergency telephones, limited entry and exit points, and provisions for persons with disabilities.

The Build Alternative is proposed to be below grade in a tunnel alignment, which would not conflict with motor vehicles on the roadways. Conflicts would occur if private vehicles entered automated vehicle designated lanes or when automated vehicles emerge from the tunnel alignment and across the at-grade guideway at the MSF location. The Build Alternative would provide barriers and clear signage to prevent private vehicles from entering the tunnel and the MSF facility. Physical barriers such as a guard rail would be built along the interchange where Vent Shaft Design Option 2 or Vent Shaft Design Option 4 would be located. Existing guard rails would be extended along Milliken Avenue and clear signage would be added to prevent private vehicles from entering the vent shaft area.

High-profile terrorist targets include large population concentrations, mass transportation, important federal and state centers, and sites that can be used to produce mass casualties. While there are no documented instances of a terrorist attack within the Build Alternative area, the presence of the Build Alternative could result in a higher likelihood of this occurring because the number of passengers traveling in the Build Alternative area would increase. The Build Alternative would coordinate with local agencies and local and regional transit providers and provide guidance for safety, security, and emergency response.

The Build Alternative does not directly result in an increase in population that would increase the demand for emergency services or public health and safety officers. Emergency plans (i.e., Emergency Operations Plan or Emergency Plan) provide a coordinated strategy to mobilize responses when disasters occur. These plans describe specific response actions to be taken by the emergency response agencies, and other city and county departments during and in the aftermath of a disaster. In addition, Emergency Plans and General Plans provide designated emergency evacuation routes for each jurisdiction to be used as alternate routes during any disaster or emergency situations.

Compliance with existing regulations and implementation of the TMP would ensure that the Build Alternative, including the vent shaft, MSF, tunnel, and stations, would have minimal adverse effects related to safety and security. The Build Alternative would not have disproportionately high and adverse effects related to safety and security in environmental justice communities located in the Build Alternative area.

5.2.1 Transportation and Traffic

5.2.1.1 Summary of Effects

The vehicle delays that could occur with implementation of the Build Alternative were compared to the No Build Alternative, and effects were assessed on a variety of criteria including, but not limited to, operational effects due to new crossings and roadway network changes. The analysis considered effects to each element of the transportation system: streets and intersections, freight tracks, transit, bicycle and pedestrian facilities, and parking. Adverse effects in the RSA may occur in either the a.m. peak period, the p.m. peak period, or during both peak periods.

5.2.1.2 Environmental Justice Analysis

Once operational, the Build Alternative would also provide benefits to the affected EJ communities, including improved transit service, transit access, regional mobility, and air quality. The Build Alternative includes three new stations (Cucamonga Station, Terminals 2 and 4 at ONT), which would be a benefit to those communities. Considering the implementation of mitigation measures and the off-setting benefits, the Build Alternative would not have disproportionately high and adverse effects to EJ communities within the RSA.

Construction Impacts

Once operational, the Build Alternative including Vent Shaft Design Option 2, Vent Shaft Design Option 4, the MSF, and terminals would provide benefits to the affected EJ communities, including improved transit service, transit access, regional mobility, and air quality. The Build Alternative includes three new stations (Cucamonga Station, Terminals 2 and 4 at ONT), which would be a benefit to those communities by providing a direct connection to a major employment hub in the region. SBCTA would continue to coordinate with Southern California Regional Rail Authority (SCRRA), Brightline West, Omnitrans, and the City of Rancho Cucamonga to minimize potential parking impacts. Parking impacts would be minimal and are not considered disproportionate. Considering the implementation of mitigation measures and the off-setting benefits, the Build Alternative would not have disproportionately high and adverse effects to EJ communities within the RSA.

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