San Bernardino County Transportation Authority

Autonomous transit tunnel connecting Ontario International Airport and Metrolink at Cucamonga Station

Overview

Ontario International Airport (ONT), located in the heart of the San Bernardino Valley, has been the fastest growing commercial airport in the U.S. Passenger volume is expected to grow by 15 to 30 million annual passengers by 2040.

SBCTA has partnered with ONT to develop transit solutions for today's and tomorrow's passengers while ensuring the neighboring communities experience reduced congestion throughout the region.

This project, an innovative approach of tunneling, will create a subsurface transit connection between the Cucamonga Metrolink Station and ONT terminals. The Cucamonga Station is the closest to ONT on the San Bernardino Line and has consistently represented one of the higher number of boardings in the Metrolink system. The project sets the foundation for the privately-funded Brightline West electrified high-speed rail connection between Las Vegas and Cucamonga Metrolink Station, as well as the zero-emission West Valley Connector bus rapid transit service coming in 2025.

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

Most passengers departing from and arriving to ONT use I-10, which parallels the Metrolink San Bernardino Line from downtown Los Angeles to San Bernardino. I-10 is currently the most used segment of freeway in San Bernardino County, carrying some 270,000 vehicles per day.

Funding

COMMITTED	
Local	$147 Million
Federal	$55 Million
SEEKING	
State	$265 Million
Federal	$25 Million
TOTAL	**$492 MILLION**

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OmniTrans

ONTARIO INTERNATIONAL AIRPORT

CITY OF ONTARIO SOUTHERN CALIFORNIA

RANCHO CUCAMONGA

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July 2022

Plan. Build. Move.

Schedule

SPRING 2022
Environmental Studies

FALL 2023
Right-of-Way

EARLY 2024
Design/Build (Construction)

SPRING 2027
System Testing

FALL 2027
Operations

Frequently Asked Questions

WHAT ARE THE PROJECT'S BENEFITS?

- Provide congestion relief and access to affordable transit connection for disadvantaged populations.
- Improve air quality.
- Increase mobility and connectivity for transit riders and improve access to existing transportation services.
- Accommodate future employment and population growth.
- Expand access options to ONT by providing a convenient and direct connection between ONT and Metrolink network for air passengers and employees.

WHAT ARE THE OBJECTIVES OF THE PROJECT?

The primary objectives of the proposed Project are to:

- Provide a direct rail-to-airport connection from the Cucamonga Metrolink Station to ONT to support its projected growth.
- Encourage air passengers and employees to use transit instead of single-occupancy vehicles using the surrounding road network for travel to and from ONT.
- Support near-term and long-term projected passenger and job growth at ONT.
- Support autonomous electric vehicle technology usage for transit projects.
- Expand employee operations, provide direct, last-mile connections to nearby Metrolink stations, and increase passenger capacity.

WHERE IS THE PROPOSED PROJECT?

The proposed Project site includes the Cucamonga Metrolink Station, ONT, and a 4.2 mile-long footprint for the tunnel that generally travels south along Milliken Avenue, and crosses beneath 6th Street in the City of Rancho Cucamonga, as well as 4th Street, I-10, and the Union Pacific Railroad (UPRR) in the City of Ontario, before traveling west beneath East Airport Drive to Connect the Cucamonga Metrolink Station to ONT.

HOW MANY STATIONS WILL THERE BE?

The proposed Project includes three passenger stations. One station would serve the Cucamonga Metrolink Station, and two stations would serve ONT within the existing parking lots located across from Terminals 2 and 4. The proposed Cucamonga Metrolink Station would be approximately 18,000 square feet in size and located in the northwest corner of the existing Cucamonga Metrolink Station parking lot. The two stations proposed at ONT would be located at-grade and would connect to their associated tunnel portals along Terminal Way via an at-grade connection. The proposed stations would be approximately 10,000 square feet and entirely located within ONT right-of-way.

HOW WILL THE SYSTEM WORK?

The proposed Project would construct a tunnel between the Cucamonga Metrolink Station and ONT. Autonomous electric vehicles would enter the tunnel via a ramp from the Cucamonga Metrolink Station located within the existing Metrolink station parking lot. At the airport, vehicles would emerge via ramps and drive to drop-off points near either Terminal 2 or Terminal 4. Electric vehicles would be grouped and queued at their origin station and depart toward the destination station once boarded with passengers. After the group of vehicles arrives at the destination station and passengers deboard, new passengers would board, and the group of vehicles would return to its origin station. If no new passengers are present, empty vehicles would be returned to the origin station to pick up new passengers.

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