



San Bernardino County
Transportation Authority



Overview

SBCTA has partnered with Ontario International Airport (ONT) to develop forward-thinking transit solutions for current and future passengers while ensuring neighboring communities experience reduced congestion.

Located in the heart of San Bernardino Valley, ONT is the fastest growing commercial airport in the U.S. In 2023, ONT served more than 6.4 million passengers, an increase of 12 percent from the year prior. Passenger volume is anticipated to reach 30 million annual passengers by 2045.

This project, an innovative approach of tunneling, will create a subsurface transit connection between the Rancho Cucamonga Metrolink Station and ONT terminals. The Rancho Cucamonga Metrolink 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, with an estimated cost of \$538.5 million, would seamlessly integrate into the Rancho Cucamonga Metrolink Station, which will also serve as the terminus for the privately-funded Brightline West electrified high-speed rail connection between Las Vegas and Southern California, as well as the zero-emission West Valley Connector bus rapid transit service coming in 2026.

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.

The ONT Connector project is intended to reduce roadway congestion and greenhouse gas emissions, expand access options between Metrolink and ONT, and support autonomous electric vehicle technology.



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Oct 2024

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Frequently Asked Questions

WHAT ARE THE BENEFITS?

- Improved air quality
- Congestion relief on local streets and highways
- Accommodation for future employment and population growth
- Environmentally friendly direct rail-to-airport connection

WHAT IS THE PURPOSE?

- Increase mobility and connectivity options for transit riders and ONT employees
- Improve access to existing air, ground and rail transportation
- Support autonomous electric vehicle technology for transit projects
- Encourage air travelers and employees to use transit instead of single-occupancy vehicles to get to and from ONT

WHERE IS THE PROPOSED PROJECT?

The project is a 4.2 mile-long underground tunnel that starts at the Rancho Cucamonga Metrolink Station and travels south under Milliken Avenue, crossing beneath 6th Street in the city of Rancho Cucamonga and 4th Street, I-10, and the Union Pacific Railroad (UPRR) in the city of Ontario, before traveling west beneath East Airport Drive to Terminals 2 and 4 parking lots at ONT.

HOW MANY STATIONS WILL THERE BE?

The project would include three passenger stations: one at the Rancho Cucamonga Metrolink Station and two at ONT in the Terminal 2 and Terminal 4 parking lots. The proposed Rancho Cucamonga Metrolink Station would be approximately 18,000 square feet and located above ground in the northwest corner of the existing parking lot. The two 10,000 square-foot stations proposed at ONT would also be located above ground within the existing parking lots across from Terminals 2 and 4. Travelers would access the airport terminal via existing pedestrian crossings.

HOW WILL THE SYSTEM WORK?

Autonomous electric shuttles would transport passengers through a tunnel approximately 70 feet underground. The tunnel would include one lane in each direction, separated by a wall. The vehicles would be available via on-demand, self-service kiosks at each station. After departing a station, the shuttle would travel down a ramp to access the tunnel and emerge via a ramp at its destination station. In between passenger trips, the shuttle will return to its origin station for charging.

The shuttle service would operate daily from 4 a.m. to 11:30 p.m., including weekends and holidays.

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