FTIP ID# *(required)* 20192702

TCWG Consideration Date 12/3/24

Project Description *(clearly describe project)*
San Bernardino County Transportation Authority (SBCTA), in cooperation with the Federal Transit Administration (FTA), proposes to construct a 4.2-mile underground alignment for transit service, directly connecting the Southern California Regional Rail Authority (SCRRA) Cucamonga Metrolink Station to Ontario International Airport (ONT). Autonomous electric vehicles would be in operation to transport passengers to and from the stations, providing direct access from Cucamonga Metrolink Station to ONT. The Project would include three passenger stations, a maintenance and storage facility (MSF), and an emergency access and ventilation shaft.

Type of Project *(use Table 1 on instruction sheet)*
Bus, rail, or inter-modal facility/terminal/transfer point
[The Project involves constructing an underground alignment for transit service, three passenger stations, a maintenance and storage facility, and an emergency access and ventilation shaft. Autonomous electric vehicles would be in operation to transport passengers to and from the stations. Although the Project would include an intermodal transfer station at Cucamonga Metrolink Station, it does not match any of the listed Project Types exactly.]

County	**Narrative Location/Route & Postmiles**
San Bernardino	The Project is a 4.2-mile underground transit alignment connecting Cucamonga Metrolink Station to ONT. The Project is located in the City of Rancho Cucamonga and City of Ontario within San Bernardino County.

Lead Agency: FTA/SBCTA

Contact Person	**Phone#**	**Fax#**	**Email**
Rusty Whisman	213-202-3956		rusty.whisman@dot.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	X	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: Spring 2025

NEPA Assignment – Project Type *(check appropriate box)*

X	**Exempt**	**Section 326 –Categorical Exemption**	**Section 327 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2022	2025	2025	2026
End	2025	2026	2026	2031

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the proposed Project is as follows:

- Expand access options to Ontario International Airport (ONT) by providing a convenient and direct connection between ONT and the Southern California Regional Rail network.
- Reduce roadway congestion by encouraging a mode shift to transit from single-occupancy vehicles and provide reliable trips to and from ONT; and
- Support the use of clean emerging technology opportunities between the Cucamonga Metrolink Station and ONT.

The following needs were identified for transportation options between the Cucamonga Metrolink Station and ONT:

- Lack of direct transit connection coinciding with Metrolink trains and peak airport arrival and departure schedules;
- Roadway congestion affecting trip reliability and causing traffic delays;
- High number of vehicle miles traveled (VMT) resulting from ONT travelers and lack of a direct transit connection; and
- Increasing greenhouse gas (GHG) and air pollutant emissions within the communities surrounding ONT from vehicle travel to and from ONT

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The proposed Project site is regionally located within the cities of Rancho Cucamonga and Ontario in San Bernardino County.

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. Large areas of vacant or undeveloped lands are located southwest of Cucamonga Metrolink Station, as well as adjacent to and east of ONT. Community facilities near the proposed Project area include fire and police stations, various schools, and a hospital. ONT, Ontario Mills Shopping Mall, and Toyota Center (when events are scheduled) are major activity centers in proximity to the proposed Project.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A, as the Build Alternative is proposed to operate primarily underground. At-grade portions would be located within existing parking facilities.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A, as the Build Alternative is proposed to operate primarily underground. At-grade portions would be located within existing parking facilities.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A, as the Build Alternative is not an interchange(s) or intersection(s).

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A, as the Build Alternative is not an interchange(s) or intersection(s).

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The Project aims to reduce roadway congestion between Cucamonga Metrolink Station and ONT by encouraging a mode shift from single-occupancy vehicle trips to transit trips in an underground alignment, utilizing autonomous electric vehicles.

Comments/Explanation/Details *(attach additional sheets as necessary)*
This Project, upon completion, would involve operation of electric vehicles in an underground alignment, and it is not a highway project, or a new or expanded bus or rail inter-modal terminal facility with a significant number of diesel vehicles. While the Project is located within the South Coast Air Basin, and the Basin is in PM2.5 nonattainment area and PM10 and carbon monoxide maintenance area, the Project would enhance operational air quality conditions by decreasing air emissions for trips between Cucamonga Metrolink Station and ONT. This would be achieved primarily through encouraging a shift from fossil fuel-powered single-occupancy vehicle trips on surface roadways to electric vehicle transit trips in an underground alignment. Thus, it is believed that the Project would not have potential air quality concerns warranting a particulate matter hot spot analysis and would fall under Exempt Projects within Table 2 of 40 CFR Part 93.126.