

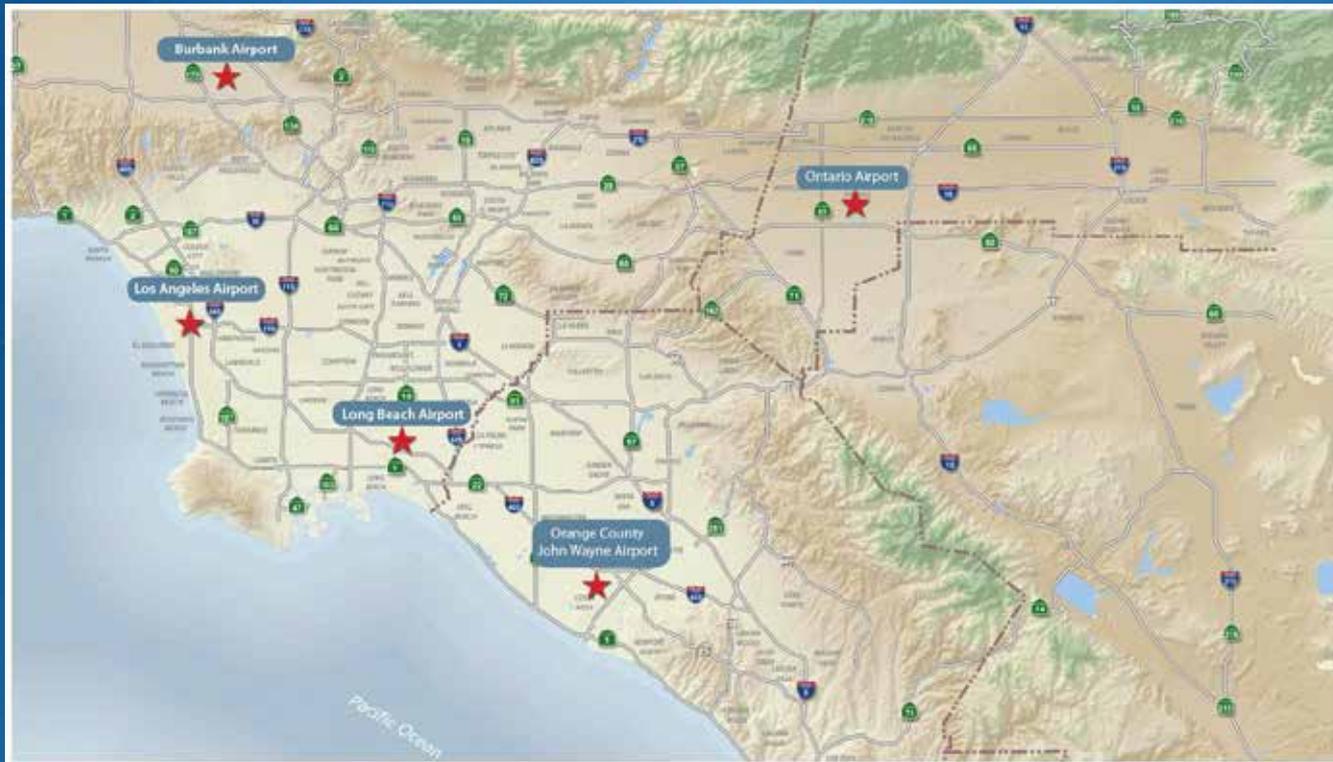
# Ontario Airport Rail Access Study

October 29, 2014



# Ontario Airport

- Currently serves 3.9 Million Annual Passengers
  - Peak in 2007 – 7.2 MAP
- Significant growth capacity
  - SCAG Estimate (2035) – 30.7 MAP

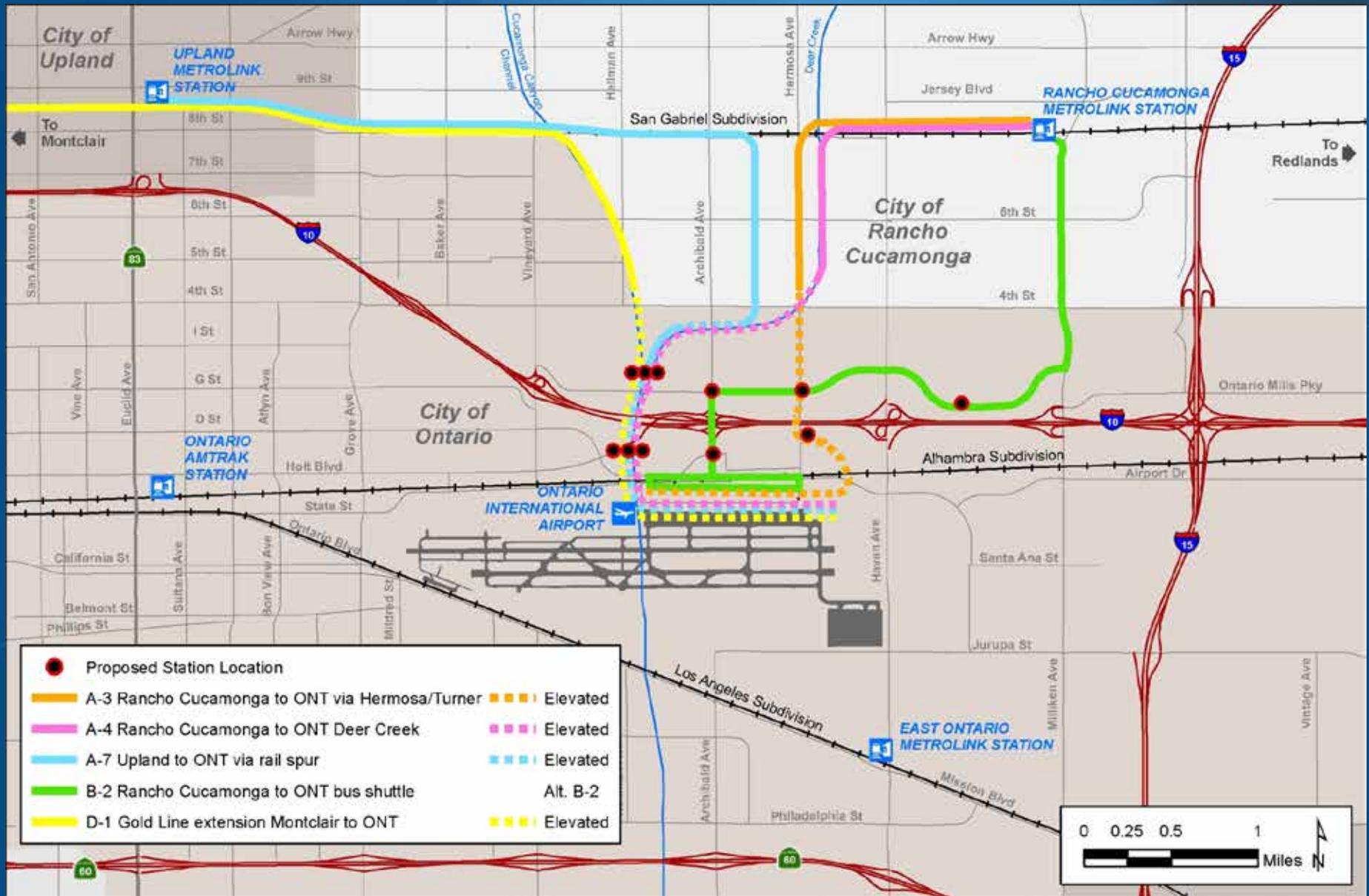




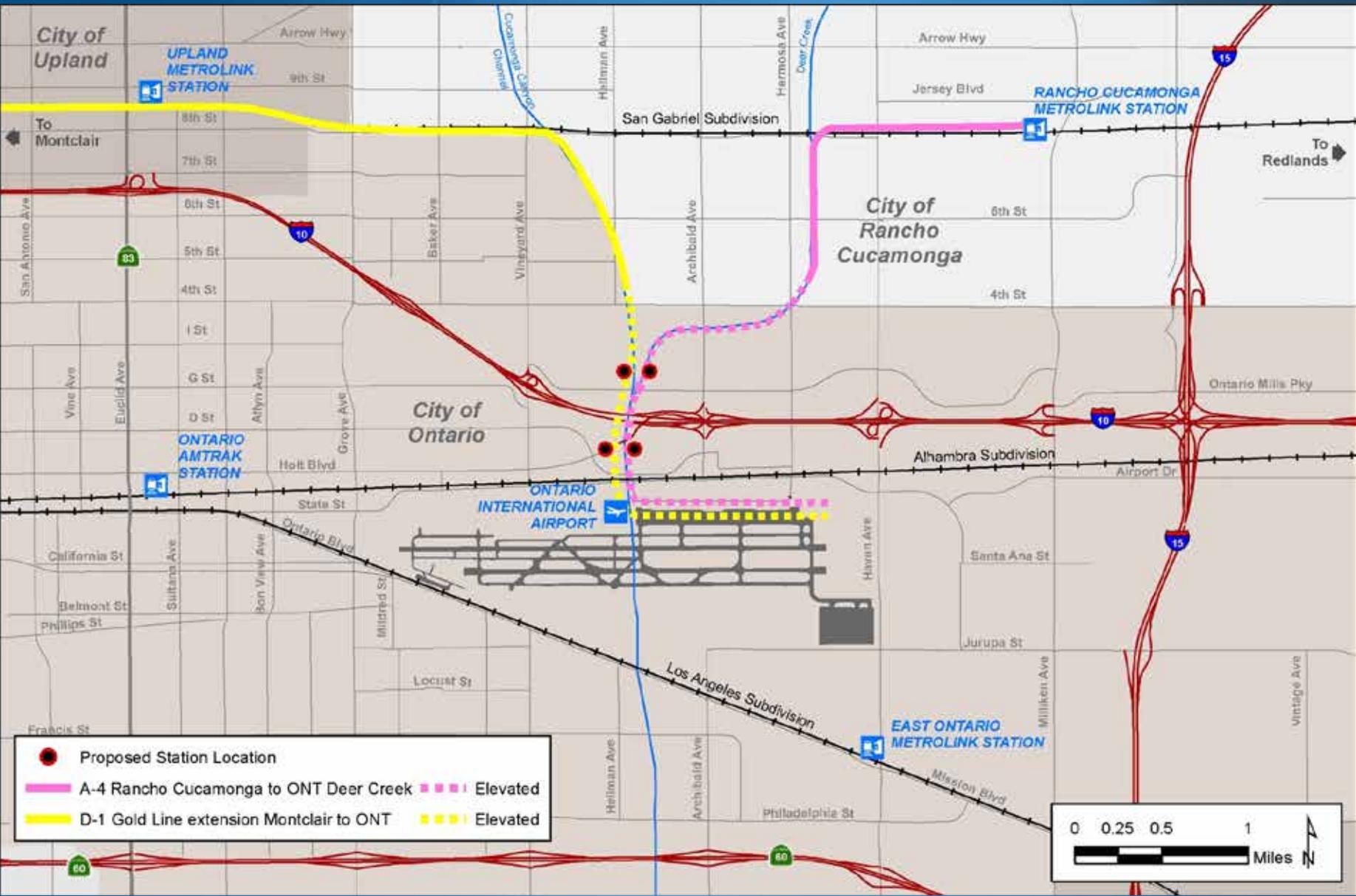
# Purpose & Need

- Carry passengers directly to the terminals
- Minimize mode transfers
- Compatible with peak airline flight schedules
- Support passenger rail operations
- Determine physically and financially feasible service
- Identify near term improvements & ensure compatibility with future regional improvements

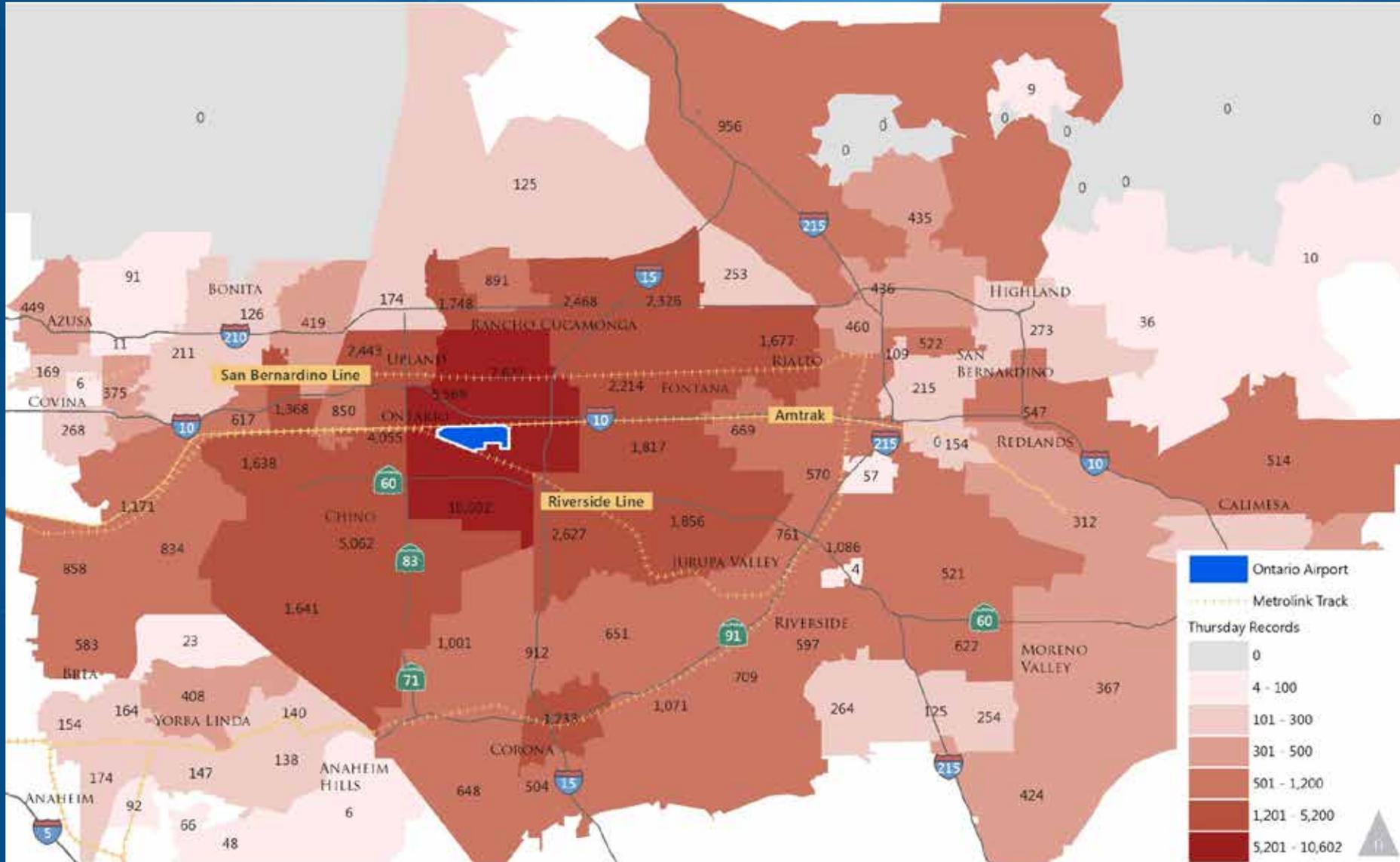
# Alternatives



# Preferred Alignments



# Current Origin & Destination





# Ridership Methodology

- Rubber Tire – split mode model
  - 1% of airport users
  - 0.5% mode capture at intermediate stops
- Rail – Direct Ridership Models
  - Rail Ridership
    - Light Rail – Sacramento LRT
    - Heavy rail – Caltrain (Bay Area)
  - Airport Ridership
    - Airports with rail service similar to ONT

# Comparable Airports with Rail

Airport	MAP	Frequency	Population (millions)
Chicago O'Hare	64.3	6 - 15 minutes	7.3
Seattle	32.2	7 - 15 minutes	3.6
Philadelphia	29.2	30 minutes	2.1
Washington DC Ronald Reagan	18.9	5 - 15 minutes	4.6
Portland	14.3	15 – 30 minutes	2.3
South Bend Indiana	0.6	1 hour	0.32
Ontario	3.9	N/A	2.1

# Daily Ridership Estimates

Alternative	Exist. MAP (3.9)	5 MAP	10 MAP	15 MAP	20 MAP	25 MAP	30 MAP
Gold Line	1,250	1,300	1,900	2,400	3,000	3,500	4,000
Rancho Cucamonga – Rail	700	750	1,300	1,900	2,400	3,000	3,500
Rancho Cucamonga – Bus	550	550	700	850	1000	1,100	1,250

- Ridership split by direction
  - Gold Line: 5% - San Bernardino / 95% LA
  - RC Station: 80% - San Bernardino / 20% LA

# Capital & Operating Costs

Alternative	Capital (millions)	Annual Operating (millions)
Gold Line – LRT	\$737	\$6.6
Rancho Cucamonga – DMU	\$717	\$5.3
Rancho Cucamonga – LRT	\$524	\$2.0
Rancho Cucamonga – Bus	\$3	\$1.0

# Recommendations

- Plan for future rail connection; use bus in interim
- Rancho Cucamonga Rail connection - preferred long term alignment
- Further analysis needed of vehicle type
  - Diesel Multiple Unit (DMU)
  - Light Rail Transit (LRT)



# Implementation

- Very Near Term
  - Modify fixed route service (Route 61) into terminal
- Near Term
  - Shuttle bus service to Rancho Cucamonga Station
    - Use existing parking or hotel shuttles
  - Omnitrans West Valley Connector
- Mid-Term
  - Dedicated shuttle service, coinciding with Metrolink arrivals/departures
- Long Term
  - Implement a rail connection at 15 MAP

# Questions?

