

APPENDIX A

REFERENCES

Appendix A REFERENCES

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- . 2018b. *Biological Study Report: West Valley Connector Project*. April.
- . 2018c. *Community Impact Report: West Valley Connector Project*. April.
- . 2018d. *Historic Property Survey Report: West Valley Connector Project*. June.
- . 2018e. *Historical Resources Evaluation Report: West Valley Connector Project*. June.

- _____. 2018f. *Noise and Vibration Technical Study: West Valley Connector Project*. April.
- _____. 2018g. *Visual Impact Assessment: West Valley Connector Project*. April.
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- _____. 2018b. *Energy Study: West Valley Connector Project*. April.
- _____. 2018c. *Greenhouse Gas Emissions Study: West Valley Connector Project*. April.

APPENDIX B

LIST OF PREPARERS

Appendix B LIST OF PREPARERS

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APPENDIX C

LIST OF ACRONYMS

Appendix C LIST OF ACRONYMS

°F	degrees Fahrenheit
µg/m ³	micrograms per cubic meter
AA	Alternatives Analysis
AADT	average annual daily traffic
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ADA	Americans with Disabilities Act
AMS	Alternative Management Standards
AOC	Area of Concern
APE	Area of Potential Effect
APN	Assessor Parcel Number
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARA	Agricultural Resource Areas
ARB	California Air Resources Board
ASR	Archaeological Survey Report
AST	aboveground storage tank
ASTM	American Society for Testing and Materials
Basin	South Coast Air Basin
BFE	base flood elevation
bgs	below ground surface
BMPs	Best Management Practices
BRT	Bus rapid transit
BSA	Biological Study Area
BTU	British thermal unit
BTEX	benzene, toluene, ethylbenzene, and xylene
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAC	Citizens Advisory Committee
CAGN	California gnatcatcher

CalEPA	California Environmental Protection Agency
CALGreen	Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CAT	Climate Action Team
CCR	<i>California Code of Regulations</i>
CCTV	Closed-Circuit Television
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CE/CE	Categorical Exemption/Categorical Exclusion
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act of 1980
CESA	California Endangered Species Act
CFR	<i>Code of Federal Regulations</i>
CGP	Construction General Permit
CH	critical habitat
CH ₄	methane
CLG	Certified Local Government
CNDDDB	California Natural Diversity Database
CNG	compressed natural gas
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CPUC	California Public Utilities Commission
CR+6	hexavalent chromium
CRHR	California Register of Historic Resources
CRMMP	Cultural Resources Monitoring and Mitigation Plan
CWA	Clean Water Act
DAP	Displacement Avoidance Plan
dB	decibel

dBA	A-weighted decibel
DEH	Department of Environmental Health
DGE	diesel gallon equivalent
DHHS	Department of Health and Human Services
DOT	United States Department of Transportation
DPR	California Department of State Parks and Recreation
DSF	Delhi sands flower-loving fly
DTSC	Department of Toxic Substances Control
EA	Environmental Assessment
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
EPA	United States Environmental Protection Agency
EPD	Employment Protection District
ESA	environmentally sensitive area
EVVMF	East Valley Vehicle Maintenance Facility
FAR	floor area ratio
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FIS	Flood Insurance Study
FONSI	Finding of No Significant Impact
FR	<i>Federal Register</i>
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GHG	greenhouse gas
GIS	Geographic Information System
GPS	Global Positioning System
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HASP	Health and Safety Plan
HCM	Highway Capacity Manual

H ₂ S	hydrogen sulfide
HPSR	Historic Property Survey Report
HREC	Historical Recognized Environmental Condition
HRER	Historical Resources Evaluation Report
HSA	hydrologic subarea
HVAC	heating, ventilation, and air conditioning
Hz	hertz
I-10	Interstate 10
I-15	Interstate 15
I-215	Interstate 215
IEPR	Integrated Energy Policy Report
IEUA	Inland Empire Utilities Agency
IGP	General Industrial Activity Storm Water Permit
ISA	Initial Site Assessment
ITS	Intelligent Transportation System
LAWA	Los Angeles World Airports
lb/day	pounds per day
LBP	lead-based paint
L _{dn}	day night average noise level
L _{eq}	equivalent noise level
LEV	Low Emission Vehicle
LID	low impact development
L _{max}	maximum level for a single event
LOS	Level of Service
LPA	locally preferred alternative
LST	Localized Significance Threshold
LUC	Land use Control
MAP-21	Moving Ahead for Progress in the 21 st Century
MBTA	Migratory Bird Treaty Act
Metro	Los Angeles County Metropolitan Transportation Authority
MLD	Most Likely Descendant
MMBtu	one million British Thermal Units
MOU	Memorandum of Understanding

mpg	miles per gallon
mph	miles per hour
MS4	municipal separate storm sewer system
MSAT	mobile source air toxics
MSWMP	Master Stormwater System Maintenance Program
MTBE	Methyl tert-butyl ether
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act of 1969
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
N ₂ O	nitrous oxide
NO	nitric oxide
NO ₂	nitrogen dioxide
NOC	Notice of Completion
NOI	Notice of Intent
NOP	Notice of Preparation
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NRWS	Non-Reclaimable Wastewater System
O ₃	ozone
OCP	organochlorine pesticide
O&M	Operations and Maintenance
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Act
PA	public address
Pb	lead
PCBs	polychlorinated biphenyls
PD	Police Department
PDT	Project Development Team

PEL	planning and environmental linkage
PM	particulate matter
PM	Post Mile
PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PMP	Paleontological Monitoring Plan
PMR	Paleontological Monitoring Report
POAQC	project of air quality concern
ppb	parts per billion
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
PS&E	Plans, Specifications, and Estimate
PUSD	Pomona Unified School District
RAMP	Real Estate Acquisition Management Plan
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
RCTC	Riverside County Transportation Commission
REAP	Rain Event Action Plan
RECs	Recognized Environmental Conditions
RMS	root mean square
ROG	reactive organic gas
ROW	right-of-way
RSS	Regional Sewer System
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SBCOG	San Bernardino Council of Governments
SBCTA	San Bernardino County Transportation Authority* * Consolidated with SANBAG (San Bernardino Association of Governments) in 2017
SBKR	San Bernardino kangaroo rat
sbX	San Bernardino Valley Express

	Express passenger bus service operated by Omnitrans in San Bernardino
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCRRA	Southern California Regional Rail Authority
SCS	Sustainable Communities Strategy
SEA	Significant Ecological Area
SEL _{ref}	single event level reference
SHPO	State Historic Preservation Officer
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SLF	Sacred Lands File
SMP	Soil Management Plan
SO ₂	sulfur dioxide
SOIS	Secretary of the Interior's Standards
SR	State Route
SRA	Source Receptor Area
SSMP	System Safety Management Plan
SSPP	System Safety Program Plan
SWIP	Southwest Industrial Park
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCE	temporary construction easement
TCWG	Transportation Conformity Working Group
TMDL	total maximum daily load
TMP	Traffic Management Plan
TNM	Traffic Noise Model
TOD	transit-oriented development
TPH	total petroleum hydrocarbons
TPH-g	total petroleum hydrocarbons as gasoline
TSM	Transportation Systems Management
TSP	Transit Signal Priority

TUA	Traditional Use Area
TVMWD	Three Valleys Municipal Water District
TWW	treated wood waste
UPRR	Union Pacific Railroad
USACE	United States Army Corps of Engineers
U.S.C.	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
USPS	United States Postal Service
VdB	vibration decibels
VIP	Visual Improvement Plan
VMT	vehicle miles traveled
VOC	volatile organic compound
WEAP	Workers Environmental Awareness Program
WQO	Water Quality Objectives
WVC	West Valley Connector
WVVMF	West Valley Vehicle Maintenance Facility

APPENDIX D

DISTRIBUTION LIST

Appendix D DISTRIBUTION LIST

Notices of Availability of this Environmental Impact Report/Environmental Assessment (EIR/EA) have been sent to all property owners within 300 feet of the build alternatives. In addition, notices have been sent to interested parties that have attended public meetings on the project or requested to be added to a notification list for the project.

Copies of the document have been provided on disks (DVDs) to the following agencies, elected officials, and organizations:

Elected Officials

Federal

The Honorable Kamala Harris, U.S. Senator	312 N. Spring Street, Suite 1748 Los Angeles, CA 90012
The Honorable Dianne Feinstein, U.S. Senator	11111 Santa Monica Boulevard, Suite 915 Los Angeles, CA 90025
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**Final Environmental Impact Report/
Environmental Assessment**



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Cameron Brown, Senior Planner San Bernardino County Transportation Authority (SBCTA)	1170 W. 3 rd Street, San Bernardino, CA 92410
Josh Lee, Chief of Planning San Bernardino County Transportation Authority (SBCTA), Planning	1170 W. 3 rd Street, San Bernardino, CA 92410
Steve Smith, Director of Planning San Bernardino County Transportation Authority (SBCTA), Planning	1170 W. 3 rd Street, San Bernardino, CA 92410
Raymond Wolfe, Executive Director San Bernardino County Transportation Authority (SBCTA)	1170 W. 3 rd Street, 2 nd Floor San Bernardino, CA 92410
Andres Ramirez, Chief of Transit and Rail Projects San Bernardino County Transportation Authority (SBCTA), Transit and Rail	1170 W. 3 rd Street, San Bernardino, CA 92410
San Bernardino County Assessor	8575 Haven Avenue, #130 Rancho Cucamonga, CA 91730
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Arnold San Miguel, Planner Southern California Association of Governments (SCAG), San Bernardino County Subregional Planning	818 W. 7 th Street, 12 th Floor Los Angeles, CA 90017

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John Wicker, Director of Parks and Recreation County of Los Angeles	433 S Vermont Avenue Los Angeles, CA 90020
Deirdre West Metropolitan Water District of Southern California Environmental Planning	700 North Alameda Street Los Angeles, CA 90012
Samuel Unger Regional Water Quality Control Board, Region 4	320 W 4 th Street, Suite 200 Los Angeles, CA 90013
Wanda Cross Regional Water Quality Control Board, Region 8	3737 Main Street, Suite 500 Riverside, CA 92501
Daniel Garcia South Coast Air Quality Management District	21865 Copley Drive, Diamond Bar, CA 91765

Local Agencies

Ken Hunt, City Manager City of Fontana, Public Works	8353 Sierra Avenue, Fontana, CA 92335
Scott Ochoa, City Manager, City of Ontario	303 East "B" Street, Ontario, CA 91764
Debbie Brazill, Deputy City Manager City of Fontana, City Manager's Office	8353 Sierra Avenue, Fontana, CA 92335
Scott Murphy, Planning Director, City of Ontario	303 East "B" Street, Ontario, CA 91764
Noel Castillo, Public Works Director/City Engineer City of Montclair,	5111 Benito Street, Montclair, CA 91763
Rudy Zeledon, Senior Planner, City of Ontario	303 East "B" Street, Ontario, CA 91764
Jay Bautista, Traffic/Transportation Manager City of Ontario, Engineering	303 East "B" Street, Ontario, CA 91764
David Tan, Senior Associate Civil Engineer City of Ontario, Engineering	303 East "B" Street, Ontario, CA 91764
Kathy Raasch, Senior Engineer City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Jesus Sanchez, Senior Plans Examiner City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Adelaida Bostan, Administrative Clerk City of Fontana, Planning	8353 Sierra Avenue, Fontana, CA 92335
Gary Hutton, Building Inspector II City of Fontana, Planning	8353 Sierra Avenue, Fontana, CA 92335

Eric Corral, Plans Examiner I City of Fontana, Planning	8353 Sierra Avenue, Fontana, CA 92335
Garth Nelson, Director of Community Development, City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Cathy Wahlstrom, Director City of Ontario, Planning	303 East "B" Street, Ontario, CA 91764
Emily Stadnicki, Development Services Manager, City of Pomona	505 S. Garey Avenue, Pomona, CA 91766
Mario Suarez, Director of Development City of Pomona, Development Services	505 S. Garey Avenue, Pomona, CA 91766
Kevin Ryan, Engineering Manager City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Louis Abi-Younes, City Engineer City of Ontario, Engineering	303 East "B" Street, Ontario, CA 91764
Rina Leung, Planner, City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Melanie Mullis, Principal Planner - Mobility City of Ontario, Engineering	303 East "B" Street, Ontario, CA 91764
Zai Abu Bakar, Director of Community Development, City of Fontana, Public Works	8353 Sierra Avenue, Fontana, CA 92335
John Andrews, Director of Economic Development City of Ontario, Economic Development	303 East "B" Street, Ontario, CA 91764
Maria Torres, Administrative Secretary City of Fontana, Planning	8353 Sierra Avenue, Fontana, CA 92335
Brent Schultz, Housing Director City of Ontario, Housing	303 East "B" Street, Ontario, CA 91764
Edward Starr, City Manager, City of Montclair	5111 Benito Street, Montclair, CA 91763
Ron Chan, Engineering Associate City of Pomona	505 S. Garey Avenue, Pomona, CA 91766
Marilyn Staats, Executive Director City of Montclair, Office of Economic & Community Development	5111 Benito Street, Montclair, CA 91763
Meg McWade, Public Works Director City of Pomona, Public Works	505 S. Garey Avenue, Pomona, CA 91766
Rene Guerrero, City Engineer City of Pomona, Public Works	505 S. Garey Avenue, Pomona, CA 91766
Brad Johnson, Planning Manager City of Pomona	505 S. Garey Avenue, Pomona, CA 91766
Mike Diaz, City Planner City of Montclair, Planning	5111 Benito Street, Montclair, CA 91763
Linda Lowry, City Manager, City of Pomona	505 S. Garey Avenue, Pomona, CA 91766

Silvia Gutierrez, Associate Planner City of Montclair	5111 Benito Street, Montclair, CA 91763
Rene Salas, Public Works Director City of Pomona, Public Works	505 S. Garey Avenue, Pomona, CA 91766
John Gillison, City Manager City of Rancho Cucamonga, Economic and Community Development	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Candyce Burnett, City Planner City of Rancho Cucamonga	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Lory Sassoon, Deputy City Manager City of Rancho Cucamonga, City Manager's Office	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Craig Cruz, Associate Traffic Engineer City of Rancho Cucamonga, Engineering	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Mike Smith, Senior Planner City of Rancho Cucamonga, Planning	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Jerry Dyer, Principal Civil Engineer City of Rancho Cucamonga, Engineering	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Jason Welday, City Engineer City of Rancho Cucamonga	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Dominick Perez, Associate Planner City of Rancho Cucamonga, Planning	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Matt Burris, Deputy City Manager City of Rancho Cucamonga, Economic and Community Development	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Albert Espinoza, Assistant City Engineer/Traffic Engineer (Acting) City of Rancho Cucamonga, Engineering	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Lori Sassoon, Deputy City Manager City of Rancho Cucamonga, Civic and Cultural Services	10500 Civic Center Drive Rancho Cucamonga, CA 91730

Native American

Gayle Totton, M.A., PhD, Native American Heritage Commission (NAHC)	915 Capitol Mall, Room 364 Sacramento, CA 95814
James Ramos Native American Heritage Commission (NAHC)	1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691
Cynthia Gomez Native American Heritage Commission (NAHC)	1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691
Andreas Heredita, Cahuilla Band of Indians	52701 Highway 371, Suite B-1 Anza, CA 92539

Joseph Hamilton Ramona Band of Cahuilla Mission Indians	56310 Highway 371, Suite B, Anza, CA 92540
Lynn Valbuena San Manuel Band of Mission Indians	26569 Community Center Drive Highland, CA 92346
Anthony Morales, Gabrielino/Tongva San Gabriel Band of Mission Indians	1999 Avenue of Stars, Suite 1100 Los Angeles, CA 90089
Samuel Dunlap, Gabrielino Tongva Nation	P.O. Box 86908, Los Angeles, CA 90089
John Tommy Rosas Tongva Ancestral Territorial Nation	578 Washington Boulevard #384 Marina Del Ray, CA 90292
Robert Martin Morongo Band of Mission Indians	12700 Pumarra Road, Banning, CA 92220
Goldie Walker, Serrano Nation of Mission Indians	P.O. Box 343, Patton, CA 92369
Mark Macarro Pechanga Band of Mission Indians	12705 Pechanga Road, Temecula, CA 92592
Joseph Ontiveros Soboba Band of Mission Indians	23906 Soboba Road, San Jacinto, CA 92583
Patricia Garcia-Plotkin Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive, Palm Springs, CA 92264
Jeff Grubbe Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive, Palm Springs, CA 92264
Amanda Vance Augustine Band of Cahuilla Mission Indians	P.O. Box 846, Coachella, CA 92236
Doug Welmas Cabazon Band of Mission Indians	84-245 Indio Springs Parkway, Indio, CA 92203
Daniel Salgado Cahuilla Band of Indians	52701 U.S. Highway 371, Anza, CA 92539
Andrew Salas Gabrielino Band of Mission Indians – Kizh Nation	P.O. Box 393, Covina, CA 91723
Anthony Morales Gabrielino/Tongva San Gabriel Band of Mission Indians	P.O. Box 693, San Gabriel, CA 91778
Sandonne Goad Gabrielino/Tonva Nation	106 ½ Judge John Aiso Street, #231, Los Angeles, CA 90012
Robert Dorame Gabrielino Tongva Indians of California Tribal Council	P.O. Box 490, Bellflower, CA 90707
Charles Alvarez Gabrielino – Tonva Trive	23454 Vanowen Street, West Hills, CA 91307
John Perada Los Coyotes Band of Mission Indians	P.O. Box 189, Warner Springs, CA 92086

Shane Chapparosa Los Coyotes Band of Mission Indians	P.O. Box 189, Warner Springs, CA 92086
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John Gomez Ramona Band of Cahuilla Mission Indians	P.O. Box 391670, Anza, CA 92539
John Valenzuela San Fernando Band of Mission Indians	P.O. Box 221838, Newhall, CA 91322
Lee Clauss San Manuel Band of Mission Indians	26569 Community Center Drive, Highland, CA 92346
Steven Estrada Santa Rosa Band of Mission Indians	P.O. Box 391820, Anza, CA 92539
Goldie Walker Serrano Nation of Mission Indians	P.O. Box 343, Patton, CA 92369
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Carrie Garcia Soboba Band of Luiseno Indians	P.O. Box 487, San Jacinto, CA 92581
Scott Cozart Soboba Band of Luiseno Indians	P.O. Box 487, San Jacinto, CA 92581
Michael Mirelez Torres-Martinez Desert Cahuilla Indians	P.O. Box 1160, Thermal, CA 92274

Planning Commission

Phil Cothran, Chairperson City of Fontana Planning Commission	8353 Sierra Avenue, Fontana, CA 92335
Nicola Ricci, Commissioner City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Larry Meyer, Vice Chairperson City of Fontana Planning Commission	8353 Sierra Avenue, Fontana, CA 92335
Jim Willoughby, Chairman City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Peter Garcia, Secretary City of Fontana Planning Commission	8353 Sierra Avenue, Fontana, CA 92335

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Denton Mosier, Chairman City of Pomona Planning Commission	505 S. Garey Avenue, Pomona, CA 91766
Janie Rowland, Commissioner City of Fontana Planning Commission	8353 Sierra Avenue, Fontana, CA 92335
Edward C. Starr, Vice Chairman City of Pomona Planning Commission	505 S. Garey Avenue, Pomona, CA 91766
Ysela Aguirre, Commission Secretary City of Fontana Planning Commission	8353 Sierra Avenue, Fontana, CA 92335
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Tenice Johnson, Chairman City of Montclair Planning Commission	5111 Benito Street, Montclair, CA 91763
Ismael Arias, Commissioner City of Pomona Planning Commission	505 S. Garey Avenue, Pomona, CA 91766
Luis Flores, Vice Chairman City of Montclair Planning Commission	5111 Benito Street, Montclair, CA 91763
Carolyn Hemming, Commissioner City of Pomona Planning Commission	505 S. Garey Avenue, Pomona, CA 91766
Manny Martinez, Member City of Montclair Planning Commission	5111 Benito Street, Montclair, CA 91763
Samuel Tharpe, Commissioner City of Pomona Planning Commission	505 S. Garey Avenue, Pomona, CA 91766
Sergio Sahagun, Member City of Montclair Planning Commission	5111 Benito Street, Montclair, CA 91763
Ray Wimberly, Chairman City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Don Vodvarka, Member City of Montclair Planning Commission	5111 Benito Street, Montclair, CA 91763
Frances Howdyshell, Vice-Chairman City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Richard Delman, Commissioner City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Richard B. Fletcher, Commissioner City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730

James Downs, Vice Chairman City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Lou Munoz, Commissioner City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Rick Gage, Commissioner City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Rich Macias, Commissioner City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Bob Gregorek, Commissioner City of Ontario Planning Commission	303 East "B" Street, Ontario, CA 91764
Ray Wimberly, Chairman City of Rancho Cucamonga Planning Commission	10500 Civic Center Drive Rancho Cucamonga, CA 91730

Transportation Agencies

Nalini Ahuja, Chair, Access Services	P.O. Box 5728, El Monte, CA 91734
Doran Barnes, Chair, Access Services	P.O. Box 5728, El Monte, CA 91734
Art Ida, Vice Chair, Access Services	P.O. Box 5728, El Monte, CA 91734
Dolores Nason, Vice Chair, Access Services	P.O. Box 5728, El Monte, CA 91734
Exer Jackson, Covenant Transport	1300 E. Franklin, Pomona, CA 91766
Henry Lopez, Transit Planner, Foothill Transit	100 S. Vincent Avenue, #200 West Covina, CA 91790
Vy Phan-Hoang, Transit Planner Foothill Transit	100 S. Vincent Avenue, #200 West Covina, CA 91790
Joe Raquel, Director of Planning Foothill Transit	100 S. Vincent Avenue, #200 West Covina, CA 91790
Josh Landis, Planning Manager Foothill Transit	100 S. Vincent Avenue, #200 West Covina, CA 91790
Martha Butler, Los Angeles County Metropolitan Transportation Authority (Metro)	One Gateway Plaza, Los Angeles, CA 90012
Meghna Khanna, Senior Manager Los Angeles County Metropolitan Transportation Authority (Metro)	One Gateway Plaza, Los Angeles, CA 90012
Bart Reed, Executive Director The Transit Coalition	P.O. Box 567, San Fernando, CA 91341
Nicholas Ventrone, Community Engagement Director The Transit Coalition	P.O. Box 567, San Fernando, CA 91341

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Rory Vaughn, Manager Research and Planning, Metrolink (SCRRA)	900 Wilshire Boulevard, Suite 1500 Los Angeles, CA 90017
Roderick Diaz, Director, Planning & Development, Contracts, Purchasing & Contract Compliance, Metrolink (SCRRA)	900 Wilshire Boulevard, Suite 1500 Los Angeles, CA 90017
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Wendy Williams Director of Planning and Marketing, Omnitrans	1700 W. 5 th Street, San Bernardino, CA 92411
Diane Caldera Director of Operations, Omnitrans	1700 W. 5 th Street, San Bernardino, CA 92411
Jeremiah Bryant Service Planning Manager, Omnitrans	1700 W. 5 th Street, San Bernardino, CA 92411
Kelly Fredericks, CEO Ontario International Airport Authority	303 E. B Street, Ontario, CA 91764
Michelle Brantley, Director of Planning Ontario International Airport	2500 E Airport Drive, Ontario, CA 91761
Rohan Kuruppu, Director of Planning Riverside Transit Agency	P.O. Box 59968, Riverside, CA 92517

Public Institutions

Pomona City Hall	505 S. Garey Avenue, Pomona, CA, 91766
Pomona Public Library	625 S. Garey Avenue, Pomona, CA 91766
Pomona Chamber of Commerce	101 W. Mission Boulevard, Pomona, CA 91766
Harriet K. & Philip Pumerantz Library	287 E. 3 rd Street, Pomona, CA 91766
Fontana City Hall	8353 Sierra Avenue, Fontana, CA 92335
Fontana Lewis Library	8437 Sierra Avenue, Fontana, CA 92335
Summit Branch Library	15551 Summit Avenue, Fontana, CA 92336
Fontana Chamber of Commerce	8491 Sierra Avenue, Fontana, CA 92335
Ontario City Hall	303 East B Street, Ontario, CA 91764
Ontario Chamber of Commerce	520 N. Euclid Avenue, Ontario, CA 91762
South Ontario Library	3850 E. Riverside Drive, Ontario CA 91761
Ovitt Family Community Library	215 E. C Street, Ontario CA 91764

Montclair City Hall	5111 Benito Street, Montclair, CA 91763
Montclair Chamber of Commerce	8880 Benson Avenue, #110 Montclair, CA 91763
Montclair Branch Library	9955 Fremont Avenue, Montclair, CA 91763
Rancho Cucamonga City Hall	10500 Civic Center Drive Rancho Cucamonga, CA 91730
Rancho Cucamonga Public Library	12505 Cultural Center Drive Rancho Cucamonga, CA 91739
Archibald Library	7368 Archibald Avenue Rancho Cucamonga, CA 91730
Law Library for San Bernardino County	8409 Utica Avenue Rancho Cucamonga, CA 91730
Rancho Cucamonga Chamber of Commerce	9047 Arrow Route #180 Rancho Cucamonga, CA 91730

Educational Institutions

Richard Martinez, Superintendent Pomona Unified School District	800 S. Garey Avenue, Pomona, CA 91766
Enrique Medina Jr., Director Pomona Unified School District Career Readiness	1515 W. Mission Boulevard Pomona, CA 91766
James Hammond, Superintendent Ontario Montclair School District	950 W. D Street, Ontario, CA 91762
Irma Sanchez, Executive Assistant to the Superintendent Ontario Montclair School District	950 W. D Street, Ontario, CA 91762
Jana Dupree, Senior Assistant to the Superintendent Ontario Montclair School District	950 W. D Street, Ontario, CA 91762
Cindy Green, Supervisor of Safety and Training Ontario-Montclair Unified School District - Transportation Services	1442-B S. Bon View Avenue Ontario, CA 91761
Martin Willis, Manager Ontario-Montclair Unified School District - Transportation Services	1442-B S. Bon View Avenue Ontario, CA 91761
Matthew Holton, Superintendent Chaffey Joint Union High School District	211 W. Fifth Street, Ontario, CA 91762
Sandra Alvarez, Executive Assistant to Superintendent Cucamonga School District	8776 Archibald Avenue Rancho Cucamonga, CA 91730
Eric Montague, Board President Cucamonga School District	8776 Archibald Avenue Rancho Cucamonga, CA 91730

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David Ortega, Board President Cucamonga School District	8776 Archibald Avenue Rancho Cucamonga, CA 91730
Yolanda Strong Reed, Board Vice President Cucamonga School District	8776 Archibald Avenue Rancho Cucamonga, CA 91730
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Eric Bishop, Dean, Chaffey College	16855 Merrill Avenue, Fontana, CA 92335
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Jill Dolan, VP Public Relations Mt. San Antonio College	1100 N. Walnut Avenue, Walnut, CA 91789
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Scott Wardall, Executive Director of Operations American Career College	3130 E. Sedona Court, Ontario, CA 91764
Olivia Horton, Dean National University of Ontario	3800 Concourses Street, #150 Ontario, CA 91764
Andrea Burgess, American Career College	151 Innovation Drive, Irvine, CA 92617
Stephanie Allen, Associate Regional Dean National University of Ontario	3800 Concourses Street, #150 Ontario, CA 91764
Argosy University Inland Empire	3401 N. Centre Lake Drive, Suite 200 Ontario, CA 91761
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Sandra Vaughan-Acton, Director of Real Estate Development, Cal Poly Pomona	3801 W. Temple Avenue, Building 55 Pomona, CA 91768
Soraya M. Coley, President, Cal Poly Pomona	3801 W. Temple Avenue, Pomona, CA 91768
Cambridge College	8686 Haven Avenue Rancho Cucamonga, CA 91730
Chaffey College Extension	16855 Merrill Avenue, Fontana, CA 92335
Cheryl, Manager of Business Office UEI College	4730 Ontario Mills Parkway, Ontario, CA 91764
Vanessa Orosco, Student Services Platt College	3700 Inland Empire Boulevard Ontario, CA 91764
Ken Chan, VP Education, DeVry University	901 Corporate Center Drive Pomona, CA 91767

Universal Technical Institute – Los Angeles	9494 Haven Avenue Rancho Cucamonga, CA 91730
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Linda Holden, Director, Westech College	3491 E. Concourses Street, Ontario, CA 91764
Krystal Lyons, University of La Verne College of Law,	320 E. D Street, Ontario, CA 91764
Jeff Keating, President Western University of H.S.	309 E. Second Street, Pomona, CA 91766
University of Phoenix Ontario Learning Center	3110 E. Guasti Road, Ontario, CA 91761
Philip Pumerantz, President Western University of Health Sciences	309 E. Second Street, Pomona, CA 91767
Patty Zurita, Marketing/PR University of Redlands School of Business	9680 Haven Avenue, #150 Rancho Cucamonga, CA 91737

Utilities

Robert Young, General Manager Fontana Water Company	15966 Arrow Route, Fontana, CA 92335
Donna Lee, Region Manager Southern California Edison	800 Cienega, San Dimas, CA 91773
Eunice Ulloa, General Manager Chino Basin Water Conservation District	4594 San Bernardino Street Montclair, CA 91763
Christian Nelson, Board Member/Public Affairs Southern California Edison	2000 E. Convention Center Way Ontario, CA 91764
Matt Yucelen, Chief Engineer Fontana Water Company	15966 Arrow Route, Fontana, CA 92335
Veronica Gutierrez, Vice President of Local Public Affairs, Southern California Edison	1351 E. Francis Street, Ontario, CA 91761
Patti Arlt, Senior Government, Regional Affairs Rep, Metropolitan Water District of Southern California	700 N. Alameda Street, Los Angeles, CA 90012
Kristine Scott, Public Affairs Manager Southern California Gas Company	155 South 'G' Street San Bernardino, CA 92401
Mark Kinsey, General Manager Monte Vista Water Authority	10575 Central Avenue, Montclair, CA 91763
Robert Visconti, Regional Public Affairs Manager Southern California Gas Company	155 South 'G' Street San Bernardino, CA 92401
Scott Burton, Utilities General Manger Ontario Municipal Utilities	1425 South Bon View Avenue Ontario, CA 91761

East Valley Vehicle Maintenance Facility	1700 W. 5 th Street, San Bernardino, CA 92411
West Valley Vehicle Maintenance Facility	4748 Arrow Highway, Montclair, CA 91763

Chamber of Commerce

Evelyn Mendoza Claremont Chamber of Commerce/Packing House Wine Merchants	205 Yale Avenue, Claremont, CA 91711
Maureen Aldridge Claremont Chamber of Commerce/Packing House Wine Merchants	205 Yale Avenue, Claremont, CA 91711
Troy Lagasca, Fairplex	1101 W. McKinley Avenue, Pomona, CA 91768
Erica Frausto, Executive Director Pomona Chamber of Commerce	101 W. Mission Boulevard, #222 Pomona, CA 91766
Cyndie O'Brien, Board President Pomona Chamber of Commerce/Inter Valley Health Plan	300 Park Avenue, #300, Pomona, CA 91769
Bill Hawkins, President Fontana Chamber of Commerce/AMS Paving, Inc.	17520 Valley Boulevard, Fontana, CA 92335
Idilio Sanchez, President Fontana Chamber of Commerce/ABS Collision Center	17520 Valley Boulevard, Fontana, CA 92335
Armando Yepes, Chairman Fontana Hispanic Chamber of Commerce	7426 Cherry Avenue, Suite 210-433 Fontana, CA 92336
Salina, Executive Assistant Fontana Chamber of Commerce	8491 Sierra Avenue, Fontana, CA 92335
Gloria Martinez, Executive Director Fontana Chamber of Commerce	8491 Sierra Avenue, Fontana, CA 92335
Darren Cook, Board Member Ontario Chamber of Commerce	520 N. Euclid Avenue, Ontario, CA 91762
Dan LeBouf, Board Member Ontario Chamber of Commerce	3200 Inland Empire Boulevard, Suite 130 Ontario, CA 91764
Jeff Roberts, Chairman Ontario Chamber of Commerce/City Rentals	3200 Inland Empire Boulevard, Suite 130 Ontario, CA 91764
Darleen Curley, President/CEO Montclair Chamber of Commerce	5220 Benito Street, Montclair, CA 91763
Tim Walborn, Chair Montclair Chamber of Commerce	5220 Benito Street, Montclair, CA 91763
Sean Keliiholokai, Chairman Ontario Chamber of Commerce/Greater Ontario Convention & Visitor Bureau	520 N. Euclid Avenue, Ontario, CA 91762

Peggi Hazlett, President/CEO Ontario Chamber of Commerce	520 N. Euclid Avenue, Ontario, CA 91764
Michelle Gartin, President/CEO Rancho Cucamonga Chamber of Commerce	9047 Arrow Route, Suite 180 Rancho Cucamonga, CA 91730
Tracy Elefante, Operations Director Rancho Cucamonga Chamber of Commerce	9047 Arrow Route, Suite 180 Rancho Cucamonga, CA 91730
Dwayne Thomas, Director Rancho Cucamonga Chamber of Commerce/ Dignity Health Community Hospital of San Bernardino	9047 Arrow Route, Suite 180 Rancho Cucamonga, CA 91730
Karen Gaffney, Executive Director Rancho Cucamonga Chamber of Commerce	9047 Arrow Route, Suite 180 Rancho Cucamonga, CA 91730
Maribel Brown, President Rancho Cucamonga Chamber of Commerce/Minutemen Press	9047 Arrow Route, Suite 180 Rancho Cucamonga, CA 91730

Community-Based Organizations

Doug Wagner, Sergeant, Fontana Police	15218 Summit, #300-639, Fontana, CA 92336
Friends of Ontario International Airport	P.O. Box 2556, Guasti, CA 91743
Sue Felt, President Fontana Teachers Association	16850 Seville Avenue, Fontana, CA 92336
Mickey Gallivan, Historical Society of Pomona Valley	585 E. Holt Boulevard, Pomona, CA 91766
Yvonne West, Office Administrator Inland Valley Hope Partners	1753 N. Park Avenue, Pomona, CA 91768
Marven Norman, Executive Director Inland Empire Biking Alliance	P.O. Box 8636, Redlands, CA 92375
Josh Matlock, Pastor Bethany Baptist Church of Montclair	9950 Monte Vista Avenue, Montclair, CA 91763
Inland Empire Biking Alliance	P.O. Box 8636, Redlands, CA 92375
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Gregory Bradbard, Director of Development Inland Empire United Way	9644 Hermosa Avenue, Ontario, CA 91730
Chris, Launchpoint Community Church	3045 S. Archibald, #H-214, Ontario, CA 91761
Jamie Lamb, Director of Development Inland Empire United Way	9644 Hermosa Avenue, Ontario, CA 91730
Elizabeth Bingham, Senior Minister Pilgrim Congregational Church	600 N. Garey Avenue, Pomona, CA 91767
Sid Lehman, Treasurer Kiwanis Club of Fontana	P.O. Box 1027, Fontana, CA 92334

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Pastor, Pilgrim Congregational Church	600 N. Garey Avenue, Pomona, CA 91767
Jason Brooks, President Kiwanis Club of Pomona Inc.	P.O. Box 2099, Pomona, CA 91769
Johnny, Praise Chapel	P.O. Box 9567, Ontario, CA 91762
Greg Shapton, Kiwanis Club of Pomona Inc.	P.O. Box 2099, Pomona, CA 91769
Dan Carrol, Senior Pastor, Water of Life Church	7623 E. Avenue, Fontana, CA 92335
Dayle Coleman, Assistant Director Los Angeles Urban League of Pomona	264 E. Monterey Avenue, Pomona, CA 91767
Pastor, Water of Life Church	7623 E. Avenue, Fontana, CA 92335
Marcia Richter, Director of Human Services Montclair Senior Center	5111 Benito Street, Montclair, CA 91763
Executive Director Boys & Girls Club of Fontana	7723 Almeria Avenue, Fontana, CA 92336
Ester Vargas Pipersky, Senior Program Specialist, Montclair Senior Center	5111 Benito Street, Montclair, CA 91763
Steve Johnson, President Boys & Girls Club of Pomona Valley	1420 S. Garey Avenue, Pomona, CA 91769
Steve and Dody, Pastors Mountainview Faith Community	7986 Haven Avenue Rancho Cucamonga, CA 91730
Mike Schaub, President Boys & Girls Club of Pomona Valley	P.O. Box 1149, Pomona, CA 91769
Stephanie Campbell, Executive Director Bright Prospect	281 S. Thomas Street, #302 Pomona, CA 91766
Michael Shaw, President Ontario Host Lions Club	P.O. Box 463, Ontario, CA 91761
Patti Cridland, Lieutenant Governor Cal-Nev-Ha Kiwanis	8360 Red Oak Street, #201 Rancho Cucamonga, CA 91730
Dan McIntyre, President, Pomona Heritage	P.O. Box 2813, Pomona, CA 91776
Mark W. McDonald, Executive Director Cal-Nev-Ha Kiwanis	8360 Red Oak Street, #201 Rancho Cucamonga, CA 91730
Michael Schowalter, President Pomona Heritage	P.O. Box 2813, Pomona, CA 91776
Bob Terry, President Camp Fire Inland Southern California/Silver Oak Landscaping	9037 Arrow Route, #140 Rancho Cucamonga, CA 91730
Amanda Behnke, Pomona Host Lions	P.O. Box 3085, Pomona, CA 91769
John MacMillan, President Rotary Club of Fontana	P.O. Box 313, Fontana, CA 92334
Brian Rachielles, Branch Manager Rancho Cucamonga/Fontana Family YMCA	P.O. Box 248, Rancho Cucamonga, CA 91730

Joseph Patrick Vlietstra, President Rotary Club of Ontario	P.O. Box 4791, Ontario, CA 91761
President, Rotary Club of Fontana	P.O. Box 313, Fontana, CA 92334
President, Creekside Village East Master Homeowners Association	1235 E. Francis, Suite E, Ontario, CA 91761
President, Rotary Club of Ontario	P.O. Box 4791, Ontario, CA 91761
President Creekside Village Homeowners Association	2601 Deer Creek Loop, Ontario, CA 91761
Bernie Bernstein, Rotary Club of Pomona	740 N. Garey Avenue, Pomona, CA 91767
Laura Monroy, Property Manager Emporia Arts District	211 W. Emporia #205, Ontario, CA 91762
David Speidel, President Rotary Club of Pomona	740 N. Garey Avenue, Pomona, CA 91767
President, Fontana Breakfast Lions Club	16756 Arrow Boulevard, Fontana, CA 92335
Mark Strickert, Southern California Transit Advocates	335 S. Acacia, Rialto, CA 92376
Fontana Historical Society	16830 Spring Street, Fontana, CA 92335
Director The Historical Society of Pomona Valley	585 E. Holt Avenue, Pomona, CA 91767
Darlene Scalf, President, Fontana Kiwanis Club	P.O. Box 1027, Fontana, CA 92334
Director, YMCA Ontario-Montclair	215 W. C Street, Ontario, CA 91762
Matt Slowik, Fontana Rotary Club	P.O. Box 313, Fontana, CA 92334
Director, YMCA Pomona Valley	1460 E. Holt Avenue, Pomona, CA 91767
Susan Gordon, President Friends of Ontario City Library	215 E. 'C' Street, Ontario, CA 91764
Director, YMCA Rancho Cucamonga & Fontana	10970 Arrow Route, #106 Rancho Cucamonga, CA 91730

***Agencies Attending and Commenting on the Scoping Meeting of the
Environmental Review Process***

Louis Abi-Younes, City of Ontario	303 East B Street, Ontario, CA 91764
Melanie Mullis, City of Ontario	303 East B Street, Ontario, CA 91764
Tom Danna, Traffic/Transportation Manager	303 East B Street, Ontario, CA 91764
David Sheasby, Sr. Legislative Assistant City of Ontario	303 East B Street, Ontario, CA 91764
Jeff Sorenson, Policy Advisor Board of Supervisor, Fourth District	385 N. Arrowhead Avenue, 5 th Floor San Bernardino, CA 92415
Paula Lantz	505 S. Garey Avenue, Pomona, CA 91769

Rene Guerrero, City Engineer, City of Pomona	505 S. Garey Avenue, Pomona, CA 91769
Monique Reza, San Bernardino County Transportation Authority (former City of Fontana employee; currently not with the City)	8353 Sierra Avenue, Fontana, CA 92335
Alex Rico, City of Fontana	8353 Sierra Avenue, Fontana, CA 92335
Adrineh Melkenian, Caltrans	464 W. 4 th Street, San Bernardino, CA 92401
Michael Diaz, City Planner, City of Montclair	5111 Benito Street P.O. Box 2308, Montclair, CA 91763
Gayle Totton Native American Heritage Commission	1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95691
Zac Appleton, NEPA Reviewer, Region 9 U.S. Environmental Protection Agency	75 Hawthorne Street, ENF-4-2 San Francisco, CA 94105
Yahaira Ortiz, Senior District Representative, CA State Senate, Senator Tony Mendoza, 32 nd District	17315 Studebaker Road, Suite 332 Cerritos, CA 90703
Diana Watson, IGR/CEQA Branch Chief Department of Transportation, District 7	100 Main Street, MS # 16 Los Angeles, CA 90012
Nidham Aram Alrayes, Public Works Engineer Department of Public Works	825 E. Third Street, San Bernardino, CA 92415
Ping Chang, Southern California Association of Governments	818 W. 7 th Street, 12 th Floor Los Angeles, CA 90017
Ron Mathieu, Senior Public Project Specialist Metrolink	900 Wilshire Boulevard, Suite 1500 Los Angeles, CA 90017

***General Public Attending and Commenting on the Scoping Meeting of the
Environmental Review Process***

Maria Rojas	Lemon Avenue, Apt. 209, Ontario, CA 91764
Maribel Aldana	4200 Concourse Street, Suite 345 Pomona, CA
Fran Givens	9971 Juniper Avenue, Apt. 507 Fontana, CA 92335
Darlene Bennett	446 W Foothill Boulevard, #C, Rialto, CA 92376
Mark Strickert, Southern California Transit Advocates	P.O. Box 1171, Rialto, CA 92377
Robert Rader	7301 Lavender Court, Fontana, CA 92336
Michael Landa	238 W. 7 th Street, Claremont, CA 91711
Mike Chaudhry	1125 W. Stone Ridge Court, #7 Ontario, CA 91762
Hank Fung	576 Lincoln Avenue, Pomona, CA 91767

Marcus Garcia	10808 Foothill Boulevard, Unit 160356 Rancho Cucamonga, CA 91730
Bruce Culp	255 N. Lone Hill Avenue, San Dimas, CA 91773
Marven Norman, Executive Director, Inland Empire Biking Alliance	P.O. Box 8636, Redlands, CA 92375

General Public Attending and Commenting at Holt Boulevard Focused Outreach Meetings

William and Audree Short, Business Owner	909 W. Holt Boulevard, Ontario, CA 91762
Gary Astfalk, Business Owner	1363 W. Holt Boulevard, Ontario, CA 91762
Hideo Kikumoto, Business Owner	1315 E. Holt Boulevard, Ontario, CA 91762
Frank and Susan Cuccia, Business Owner	1206 W. Holt Boulevard, Ontario, CA 91762
Vince's Spaghetti, Inc.	1206 W. Holt Boulevard, Ontario, CA 91762
Michael P. Farrell, Esq.	32072 Camino Capistrano, 2 nd Floor San Juan Capistrano, CA 92675
Louis Soltero, Business Owner	1225 W. Holt Boulevard, Ontario, CA 91762
Ariel Greensbasm, Business Owner	815 W. Holt Boulevard, Ontario, CA 91762
Teri Rowlands Ludwig, Business Owner	1744 E. Holt Boulevard, Ontario, CA 91762
Jocelyn Sida, Resident	14924 Longview Drive, Fontana, CA 92337
Luis Alejandro Montes, Resident	14924 Longview Drive, Fontana, CA 92337
Edith Wellar, Business Owner	755 E. Holt Boulevard, Ontario, CA 91762
Linda Ghabril, Business Owner	P.O. Box 7601, Alhambra, CA 91803
Victor Ghabril, Business Owner	741 W. Holt Boulevard, Ontario, CA 91762
Taylor Valmore	2632 Lincoln Park, Ontario, CA 91761
Gary Astfalk, Business Owner	1363 W. Holt Boulevard, Ontario, CA 91762
Reyna Murillo	829 E. Elma Street, Apt. C, Ontario, CA 91764
Susan Garcia	1206 W. Holt Boulevard, Ontario, CA 91762
Helen Olivas	1757 S. Monterey, Ontario, CA 91761
Magdalena Ramos	548 E. Sunkist, Ontario, CA 91761
Olivia Becena	548 E. Sunkist, Ontario, CA 91761
Earl and Loretta Campio	1340 W. Holt Boulevard, Ontario, CA 91762
Cynthia Garcia	1906 Spruce Road, Ontario, CA 91761
Anthony D. Tommaso	1317 N. First Avenue, Upland, CA 91786
Mike Flores	P.O. Box 874, Ontario, CA 91762
Wayne Young	608 E. Main Street, Ontario, CA 91761

Rich Smith	505 W. Holt Boulevard, Ontario, CA 91762
Nancy Bumstead	1744 E. Holt Boulevard, Ontario, CA 91762
Daniel Olivos	527 E. Holt Boulevard, Ontario, CA 91762
Lee Smith, Senior Land Agent	11801 Pierce Street, Suite 200 Riverside, CA 95841
Pablo Meza, Broker/Realtor	525 W. Holt Boulevard, Ontario, CA 91762
Alan Kaitz	2045 Winston Court, Upland, CA 91784
Paula Lantz	505 S. Garey Avenue, Pomona, CA 91769
E. Cuellar	755 E. Holt Boulevard, Ontario, CA 91762
Matt Slowik	17556 Upland Avenue, Fontana, CA 92335
James Oana	6321 Cloverhill Drive, Highland, CA 92346

Interested Parties

Pamela Barden, Chief of Operations Purpose Church	586 N. Main Street, Pomona, CA 91768
Jon Yasud, Vice President for Development Fuller Theological Seminary	135 N. Oakland Avenue, Pasadena, CA 91182

Public Meeting EIR Circulation

Julie Collins	4403 Mills Circle, Ontario, CA 91764
Girish Solanth	1538/1528 W. Holt Boulevard Ontario, CA 91762
Kirsty Hameleers	1000 New York Street, Redlands, CA 92374
Mansour Ghubril	P.O. Box 7601, Alhambra, CA 91801
Marven Norman	P.O. Box 5036, Redlands, CA 92375
Jack Lung	Fontana
Nlle Puwyc	13529 Foothill Boulevard, Fontana, CA 92335
Yesenia Vanegas	16063 Foothill Boulevard, Fontana, CA 92335
Steve Uribe	16063 Foothill Boulevard, Fontana, CA 92335
Anna Jaiswal Omnitrans	1700 W. Fifth Street San Bernardino, CA 92411
Vladimir Kanevsky	401 B Street, Suite 1650 San Diego, CA 92101
Shilma Brendo	13549 Foothill Boulevard, Fontana, CA 92335

Jeff Kim City of Fontana	8353 Sierra Avenue Fontana, CA 92335
Ivan Galeazzi City of Fontana	8353 Sierra Avenue Fontana, CA 92335
George Harvilla WSP USA	862 E. Hospitality Lane, Suite 350 San Bernardino, CA 92408
Jay Bautista City of Ontario	303 East B Street, Ontario, CA 91764
David Tan City of Ontario	303 East B Street, Ontario, CA 91764
Girish Solanth	1538 and 1528 W. Holt Boulevard Ontario, CA 91762
Larry Sarianana	1170 W. Holt Boulevard, Ontario, CA 91762
Bobbette Tanaka	740 Turner Avenue, Ontario, CA 91764
Guerro Alatore	11923 Chervil Street Rancho Cucamonga, CA 9179
Ricardo Navarrete	506 E. Holt Avenue, Ontario, CA 91761
Jessica Navarrete	506 E. Holt Boulevard, Ontario, CA 91761
Louis Soltero	1225 W. Holt Boulevard, Ontario, CA 91762
Donna Pfutzerreuter	9 Rancho Jurupa Place, Pomona, CA 91766
John Roubian	630 E. Holt Boulevard, Ontario, CA 91761
Florence Silverton	863 W. Holt Boulevard, Ontario, CA 91762
Melake Hailu	508 S. Euclid Avenue, Ontario, CA 91762
Teresa and Mike Farrell	Not Provided
Loretta Campio	1340 W. Holt Boulevard, Ontario, CA 91762
Hee C. Kim	2420 S Brookwood Drive Diamond Bar, CA, 91765
Meung S. Kim	2420 S Brookwood Drive Diamond Bar, CA, 91765
Frank Cuccia	1206 W. Holt Boulevard, Ontario, CA 91762
Earl Campio	1340 W. Holt Boulevard, Ontario CA 91762
Mansour Ghabril	P.O. Box 7601, Alhambra, CA 91802
Teri Rowlands Ludwig Glenn B Dornig Inc.	1744 E Holt Boulevard. Ontario, CA 91761
Lina Yeung	846 E. Holt Avenue, Pomona, CA 91767
Lai Yeung	846 E. Holt Avenue, Pomona, CA 91767

Rene Guererro City of Pomona	505 South Garey Avenue Pomona, CA 91766
Girish Solanth	1338 W. Holt Boulevard, Ontario, CA 91762
Sharon Alvey	496 E. Holt Boulevard, Pomona, CA 91767
Rubio Gonzalez	924 Casa Hermosa Drive, Pomona, CA 91768
V. Kanevsky	401 B Street, #1650, San Diego, CA 92101
Marven Norman	P.O. Box 8636, Redlands, CA 92375
Jun Shao	846 E. Holt Avenue, Pomona, CA 91767
Basem Muallem WSP	862 E. Hospitality Lane San Bernardino, CA 92408
Ata Khan City of Pomona	505 S. Garey Avenue, Pomona, CA 91766
James P. Oana	6321 Cloverhill Drive, Highland, CA 92346
Ron Graydon	7125 Amethyst Avenue #3310, City, CA 91701
Kirsty Hameleers	Not Provided
Cathy & Steven Dawson	7740 Hyssop Drive Rancho Cucamonga, CA 91739
Marven Norman	P.O. Box 8636, Redlands, CA 92375
Kimberly Crenshaw	7711 Fennel Road Rancho Cucamonga, CA 91739
Edwin Jacobs	11978 Foothill Boulevard Rancho Cucamonga, CA 91730
George Harvilla WSP	862 E. Hospitality Lane, Suite 350 San Bernardino, CA 92408
Nancy Strickert	P.O. Box 1171, Rialto, CA 92377
Bill & Audree Short	909 W. Holt Boulevard, Ontario, CA. 91762
Archer Huntiington	7701 Chambray Place Rancho Cucamonga, CA 91739
Mark Strickert	P.O. Box 1171, Rialto, CA 92377
Danielle Dirksen	8263 Bell Vista Drive Alta Loma, CA 91701
Alejandra Luis	Not Provided
Candice Hughes FTA	888 South Figueroa Street, Suite 1050 Los Angeles, CA 90017
Victor Lopez SBCTA	1170 West Third Street, 2 nd Floor San Bernardino, CA 92410
Tim Watkins SBCTA	1170 West Third Street, 2 nd Floor San Bernardino, CA 92410

Raymond Wolfe SBCTA	1170 West Third Street, 2 nd Floor San Bernardino, CA 92410
Michelle Brantley Ontario International Airport Authority	2500 E Airport Drive, Ontario, CA 91761
Michael R. Perry San Bernardino County Department of Public Works	825 East Third Street San Bernardino, CA 92415-0835

Comments on the Draft EIR/EA

United States Environmental Protection Agency	<ul style="list-style-type: none"> Consider selecting the O&M facility site that minimizes impacts to residences and sensitive receptors
Caltrans District 8	<ul style="list-style-type: none"> Supports the project
Caltrans District 7	<ul style="list-style-type: none"> Supports the project
State of California Office of Planning and Research	<ul style="list-style-type: none"> Acknowledged compliance with the State Clearinghouse review requirements
City of Fontana Engineering Department	<ul style="list-style-type: none"> Project design issues Notify seniors living along route Impact to historical resources General Plan consistency for access, transit, etc.
Ontario International Airport	<ul style="list-style-type: none"> Request coordination and add to stakeholder list
San Bernardino County Public Works	<ul style="list-style-type: none"> Impact to storm drain Requested to be added to the circulation list
Southern California Regional Rail Authority	<ul style="list-style-type: none"> Address update Connectivity with Metrolink Bus headways Weekend service consideration Potential stations in Ontario and Rancho Cucamonga if funding is available Rider experience and safety
Ontario-Montclair School District	<ul style="list-style-type: none"> Impacts to Montera Elementary School
City of Ontario	<ul style="list-style-type: none"> O&M facility site Solid waste management Inconsistency of information from Traffic Analysis and Draft EIR Environmental justice Historical resources
San Gabriel Valley Water Company	<ul style="list-style-type: none"> Utility relocation

City of Rancho Cucamonga	<ul style="list-style-type: none"> • In support of the project • Technical studies not posted at the same time of the release of the EIR • Station design • Traffic analysis methodology • Safety • Noise • Construction impacts
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Requested electronic version of Air Quality Technical Study and all supporting appendices
Augustine Band of Cahuilla Indians	<ul style="list-style-type: none"> • No known resources by the tribe to be affected by this project
Gabrieleno Band of Mission Indians-Kizh Nation	<ul style="list-style-type: none"> • Check if there will be ground disturbance from the project
Jeff Stewart	<ul style="list-style-type: none"> • Not in support of the project • Expressed opinion not in favor of the project
Matthew Slowik	<ul style="list-style-type: none"> • Requested to be added to the stakeholders list • Inconsistency issue with the recently adopted General Plan for Rancho Cucamonga • Alleged that the Draft EIR did not consider alternative route he previously proposed during scoping meeting
Girish Solanth	<ul style="list-style-type: none"> • Impact to his convenience store business on Holt Boulevard under Alternative B
John Roubian	<ul style="list-style-type: none"> • Requested right-of-way map for Alternative B
Hank Fung	<ul style="list-style-type: none"> • Concern about station locations • Traffic analysis methodology • Concern on operation times • Requested public outreach summary be posted
Frank Cuccia	<ul style="list-style-type: none"> • Impact to his business, Vince's Spaghetti, and other businesses along Holt Boulevard under Alternative B
ESRI, Veronica Burgess	<ul style="list-style-type: none"> • Right-of-way clarification for her property • In support of the project
Lina Yeung	<ul style="list-style-type: none"> • In support of the project
Lai Yeung	<ul style="list-style-type: none"> • In support of the project
Jun Shao	<ul style="list-style-type: none"> • In support of the project and wishes the project to be complete soon

Maria Rojas	<ul style="list-style-type: none"> • Question about the right-of-way process • In support of the project
Danielle Dirksen	<ul style="list-style-type: none"> • In support of the project • Transit timing should align with other transit services • Station amenities
Johnson Marine	<ul style="list-style-type: none"> • Impacts to his business along Holt Boulevard
Steven Dawson	<ul style="list-style-type: none"> • Question about project information and the need for the project • Question on feasibility of alternative route and station location
James Oana	<ul style="list-style-type: none"> • Requested a project map
John Roubian	<ul style="list-style-type: none"> • Questions on the need for the project • Alleged that the project team only considers Alternative B • Impact to jobs and businesses along the proposed route
Kiernan McCloskey	<ul style="list-style-type: none"> • In support of the project
Sharon Alvey	<ul style="list-style-type: none"> • Concerns about maintenance of shelters at bus stations • Concerns about homeless and safety
James Oana	<ul style="list-style-type: none"> • Requested to be added to mailing list
Law Offices of Michael Patrick Farrell	<ul style="list-style-type: none"> • Represented Vince's Spaghetti and Frank J. Cuccia Family Trust • Requested to update mailing address • Questioned the procedure of the public meeting • Impacts to Vince's Spaghetti business during construction and operation • Draft EIR inadequately disclosed the project impacts
Kimberly Crenshaw	<ul style="list-style-type: none"> • Noise and vibration impacts • Alternatives route • Need assessment • Traffic impacts • Impacts to school operation • Safety • Funding source
Aaron Skaggs	<ul style="list-style-type: none"> • Requested list of affected stores
Teri Rowlands Ludwig	<ul style="list-style-type: none"> • Concerns about business operation difficulty

APPENDIX E
CALIFORNIA ENVIRONMENTAL QUALITY ACT CHECKLIST

Appendix E CALIFORNIA ENVIRONMENTAL QUALITY ACT CHECKLIST

The following checklist has been prepared according to the California Environmental Quality Act (CEQA) Guidelines and was used to identify physical, biological, and social and economic impacts of the project. Evaluation of environmental impacts is documented in Chapters 3, 4, 5, and 7 of this Environmental Impact Report/Environmental Assessment (EIR/EA), for each impact category and issue in turn.

In many cases, background studies performed in connection with the project indicate no impacts. A No Impact answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not National Environmental Policy Act (NEPA) impacts.

Alternative A

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS				
– Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildlife fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project?				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place housing within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environment effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE – Would the project result in:				
a) Exposure of persons to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES – Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC –				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS				
– Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Alternative B (Preferred Alternative)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as				

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<p>an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
VII. GREENHOUSE GAS EMISSIONS				
– Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildlife fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project?				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place housing within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environment effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XI. NOISE – Would the project result in:				
a) Exposure of persons to a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES – Would the project:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
XV. RECREATION –				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC –				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVI. UTILITIES AND SERVICE SYSTEMS				
– Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

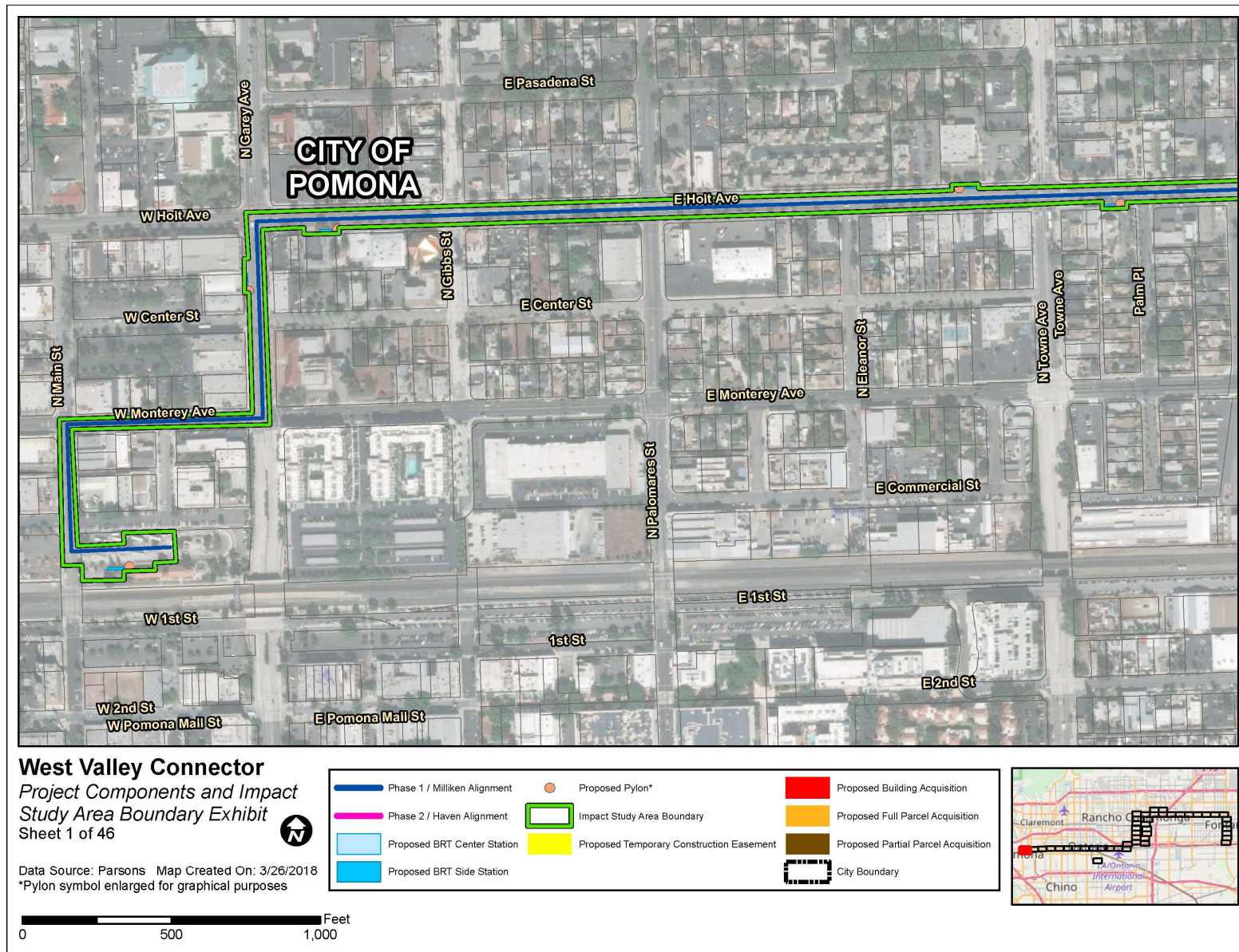
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

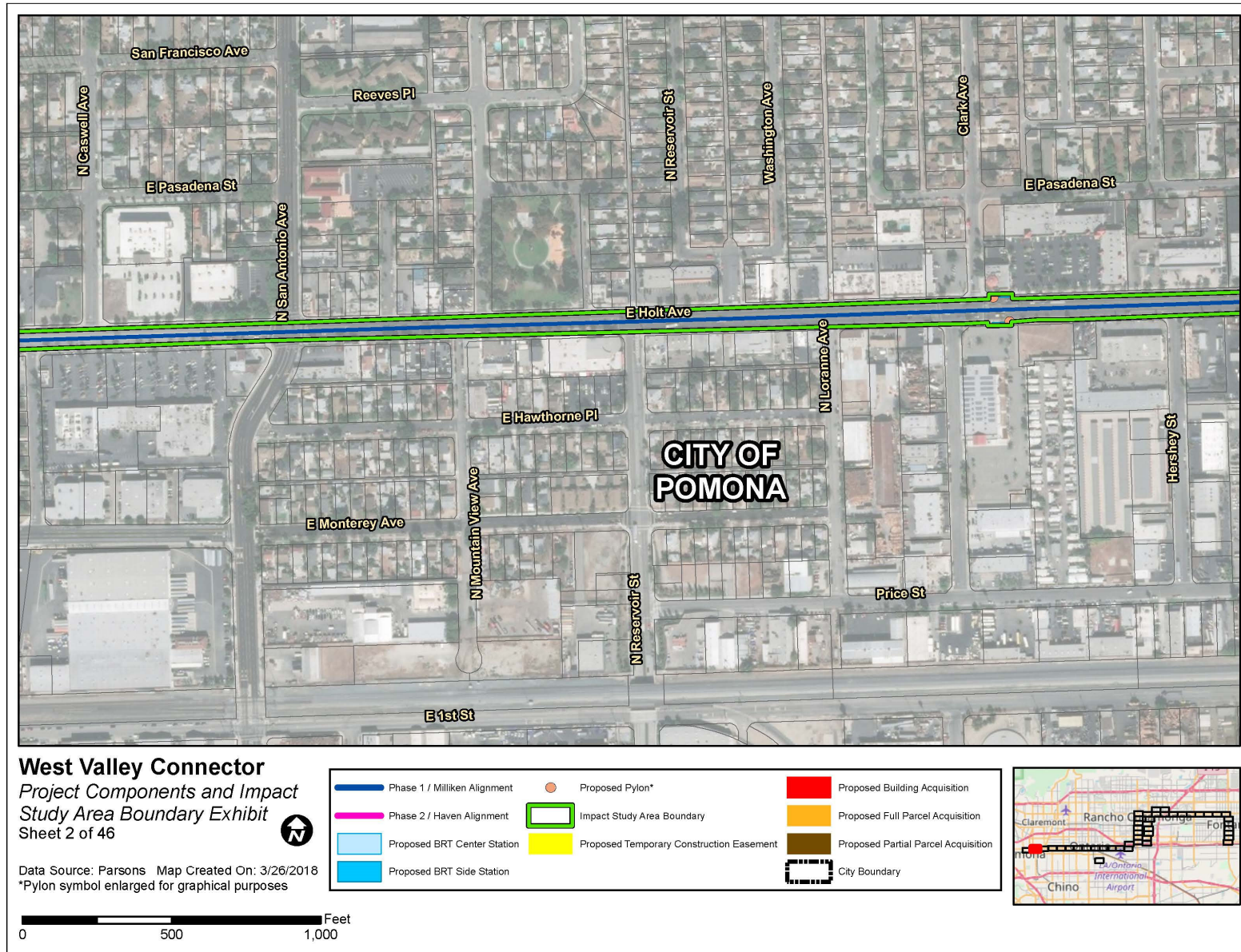


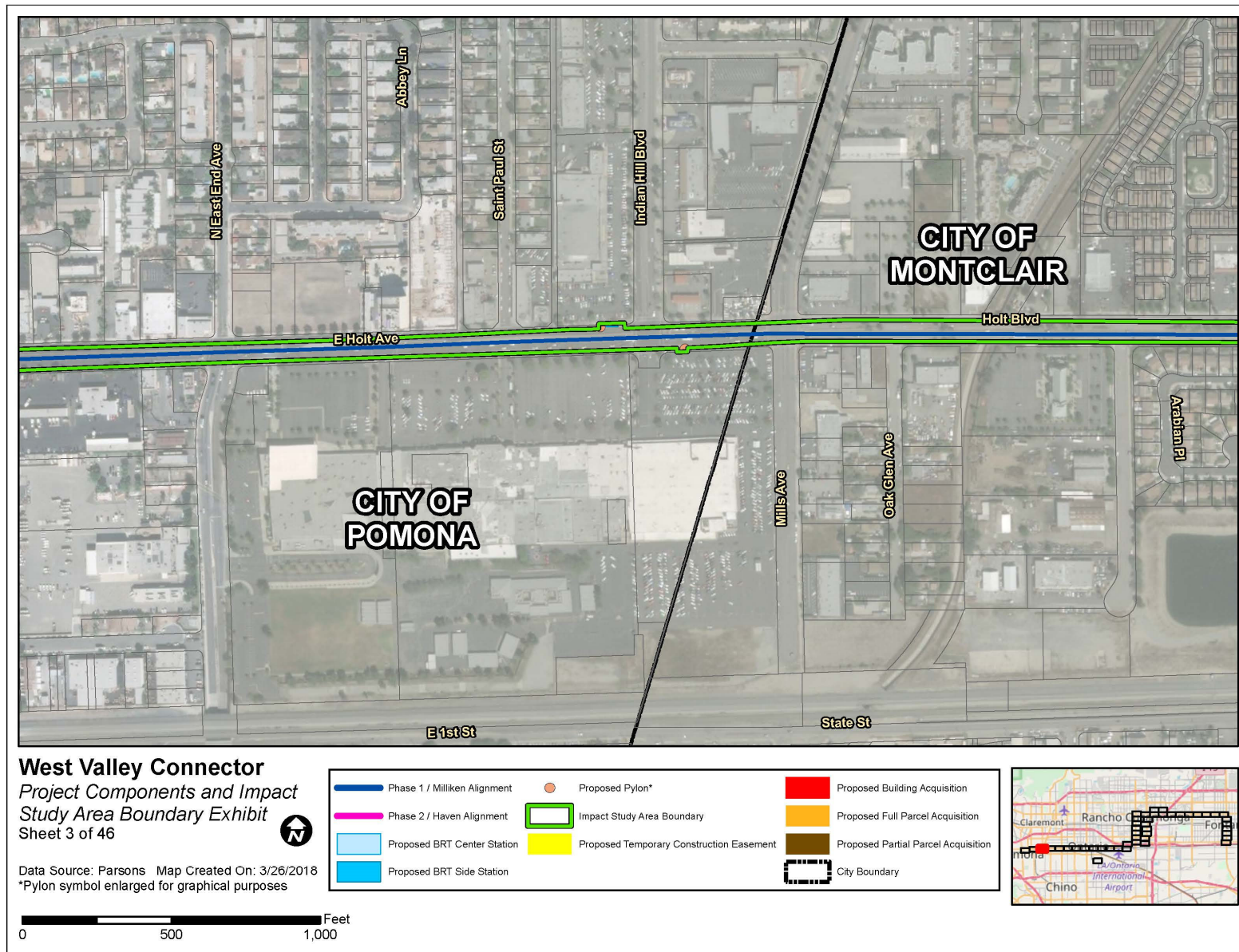
Appendix E – California Environmental Quality Act Checklist

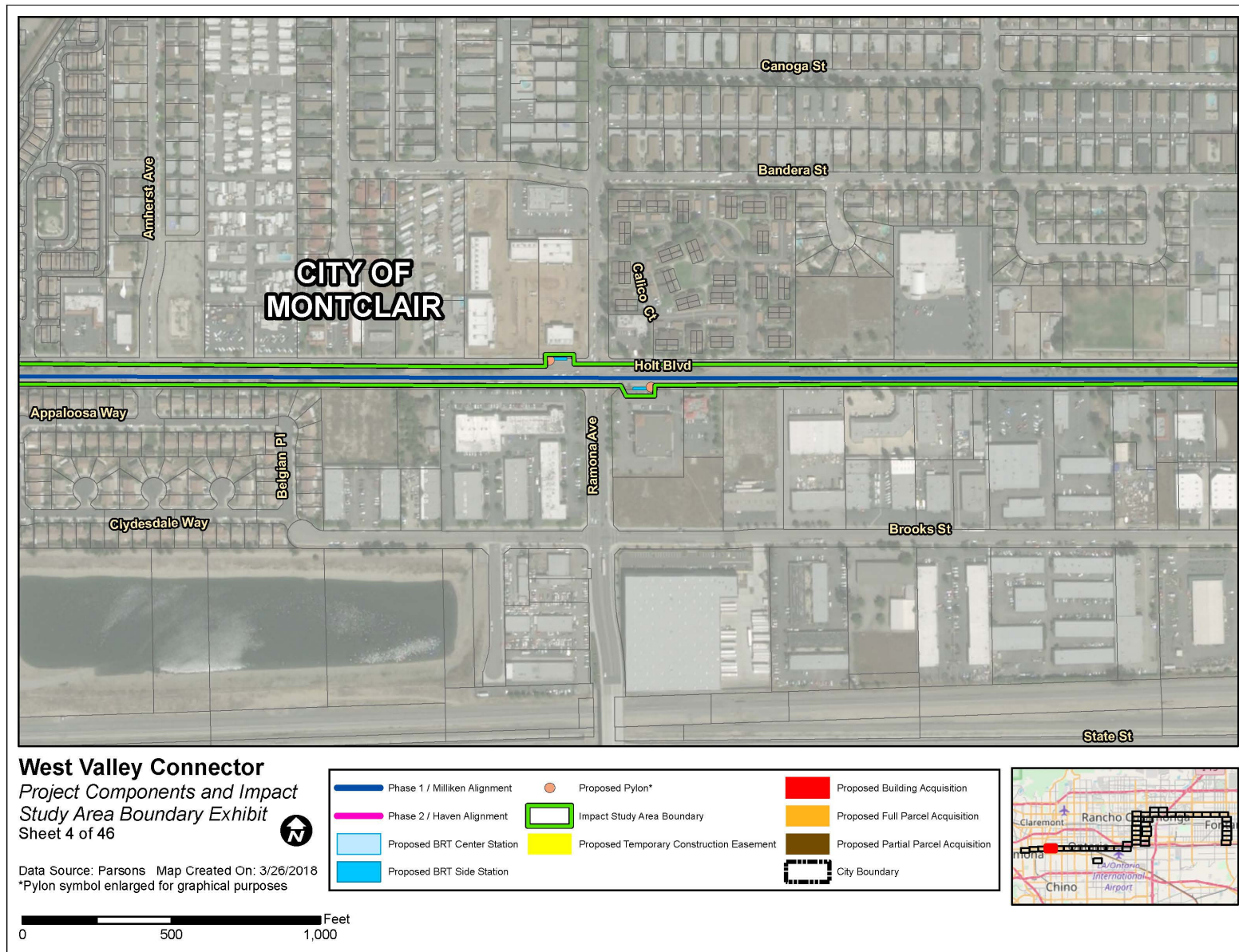
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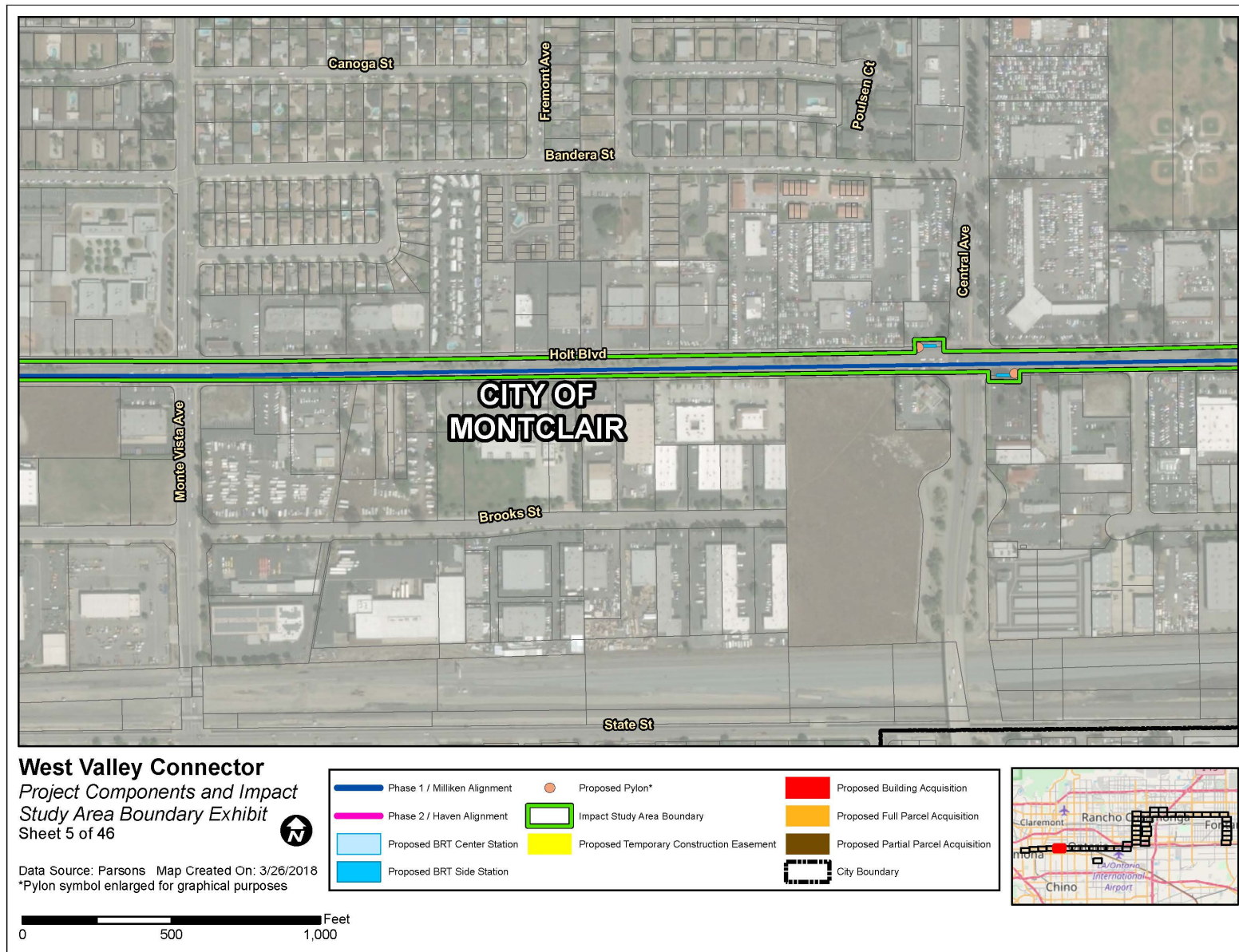
APPENDIX F
PROJECT IMPACT STUDY BOUNDARY MAPS

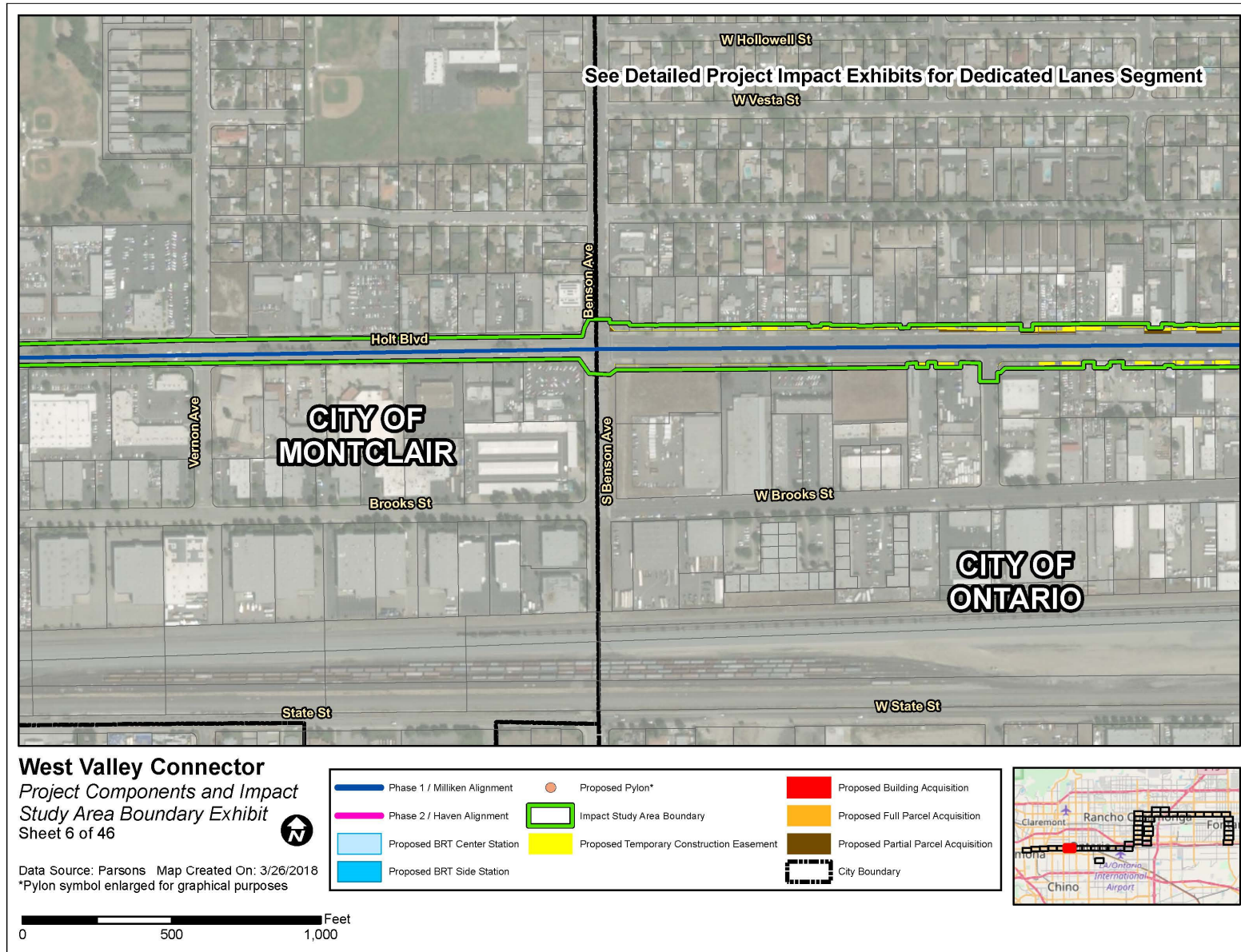


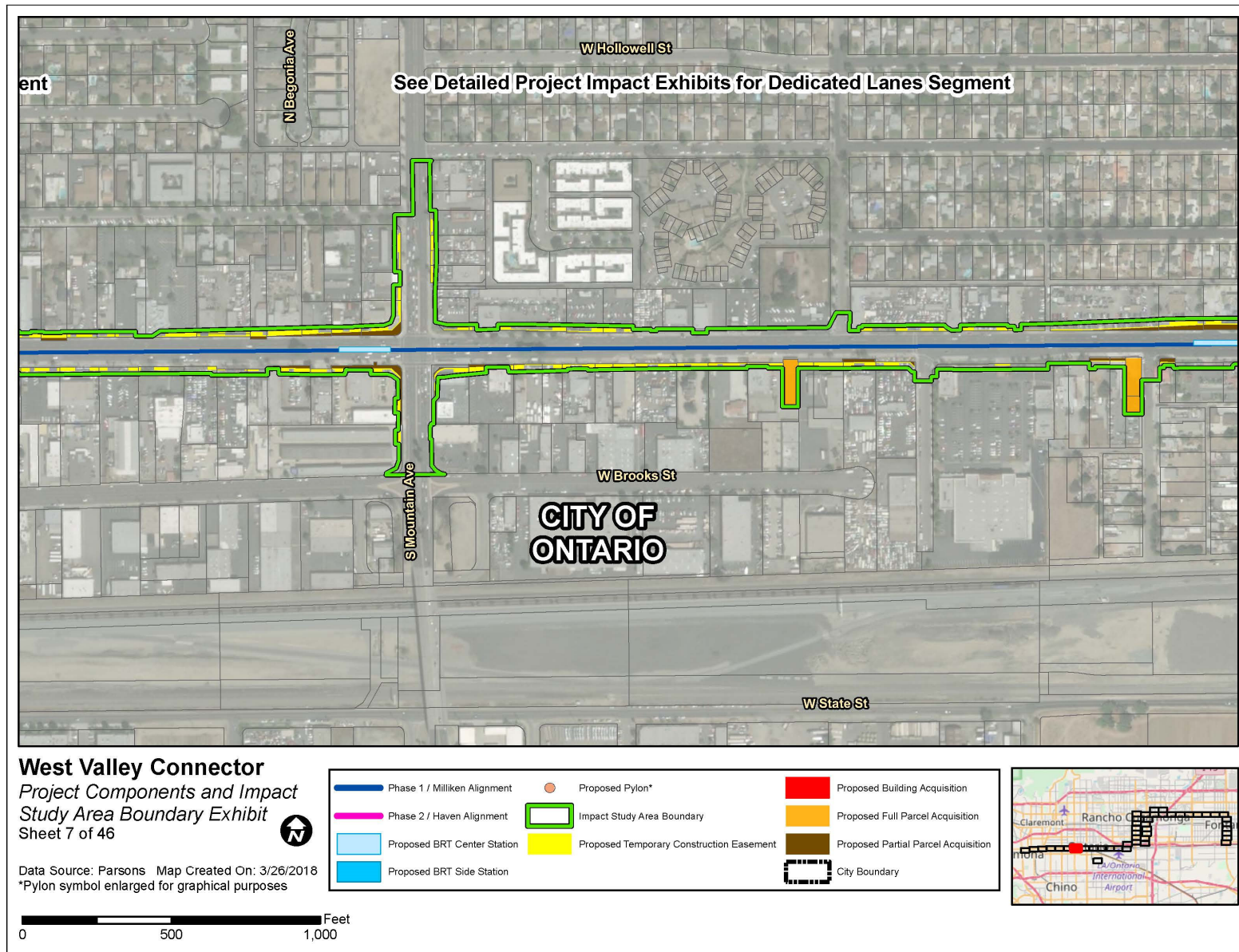


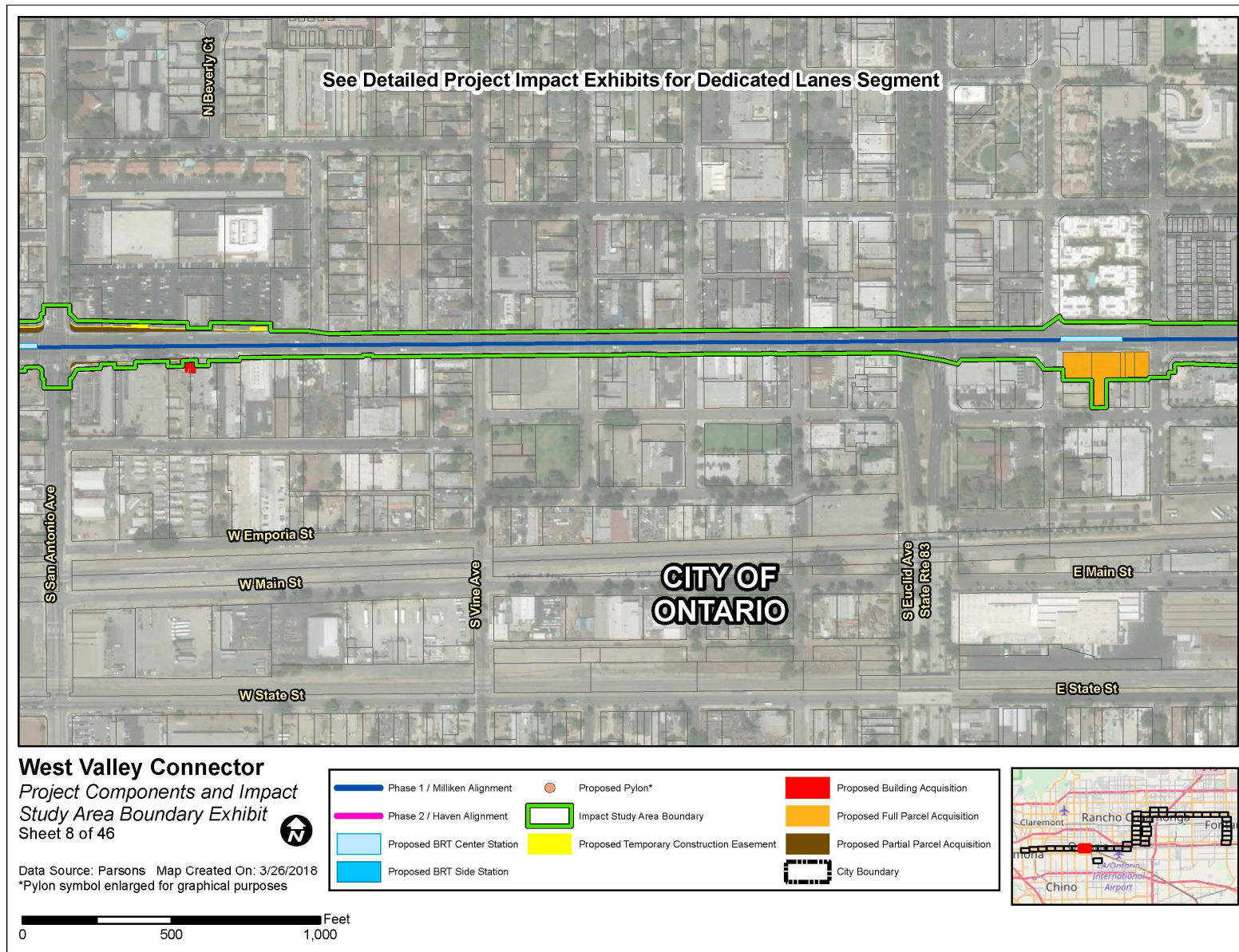


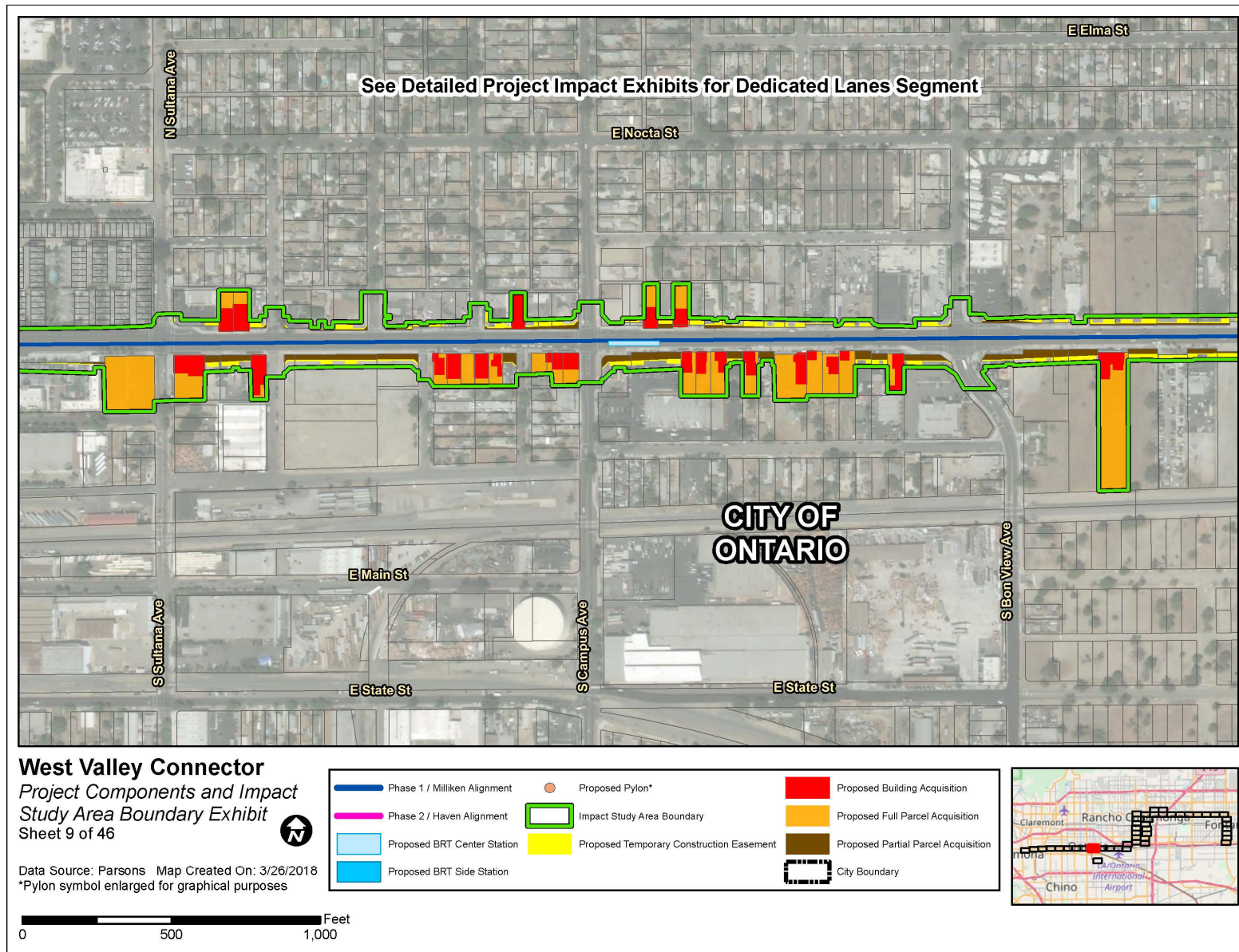


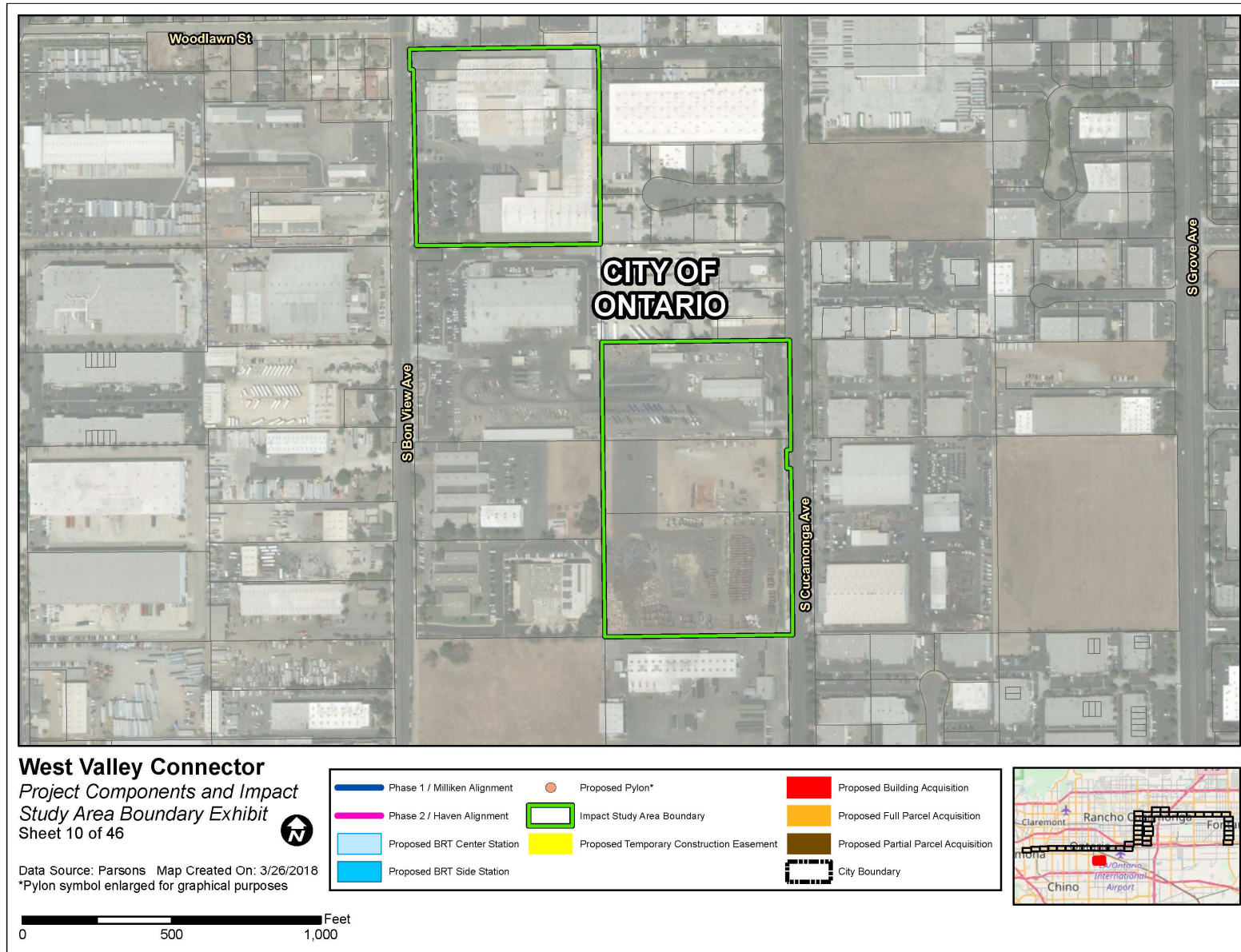


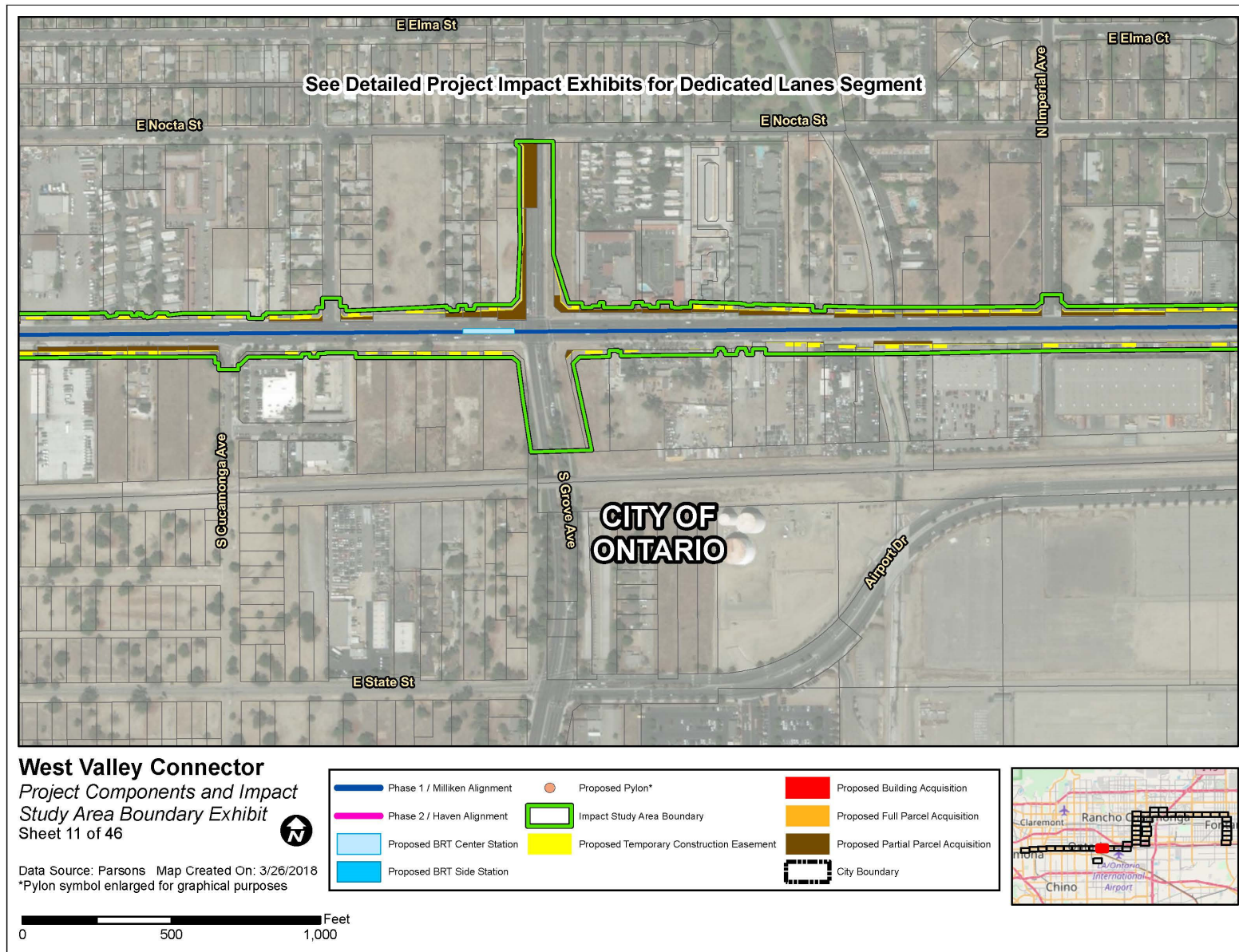


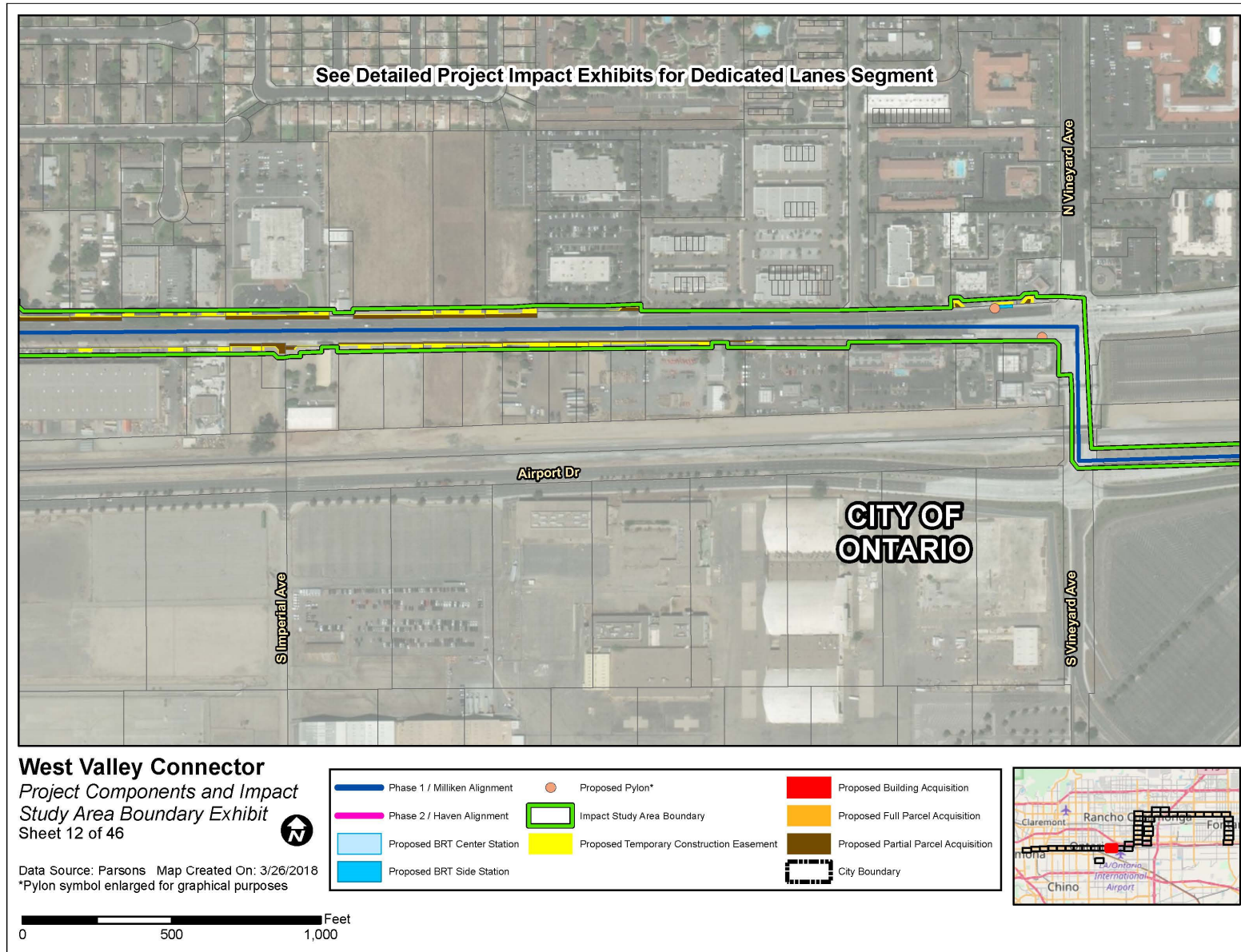


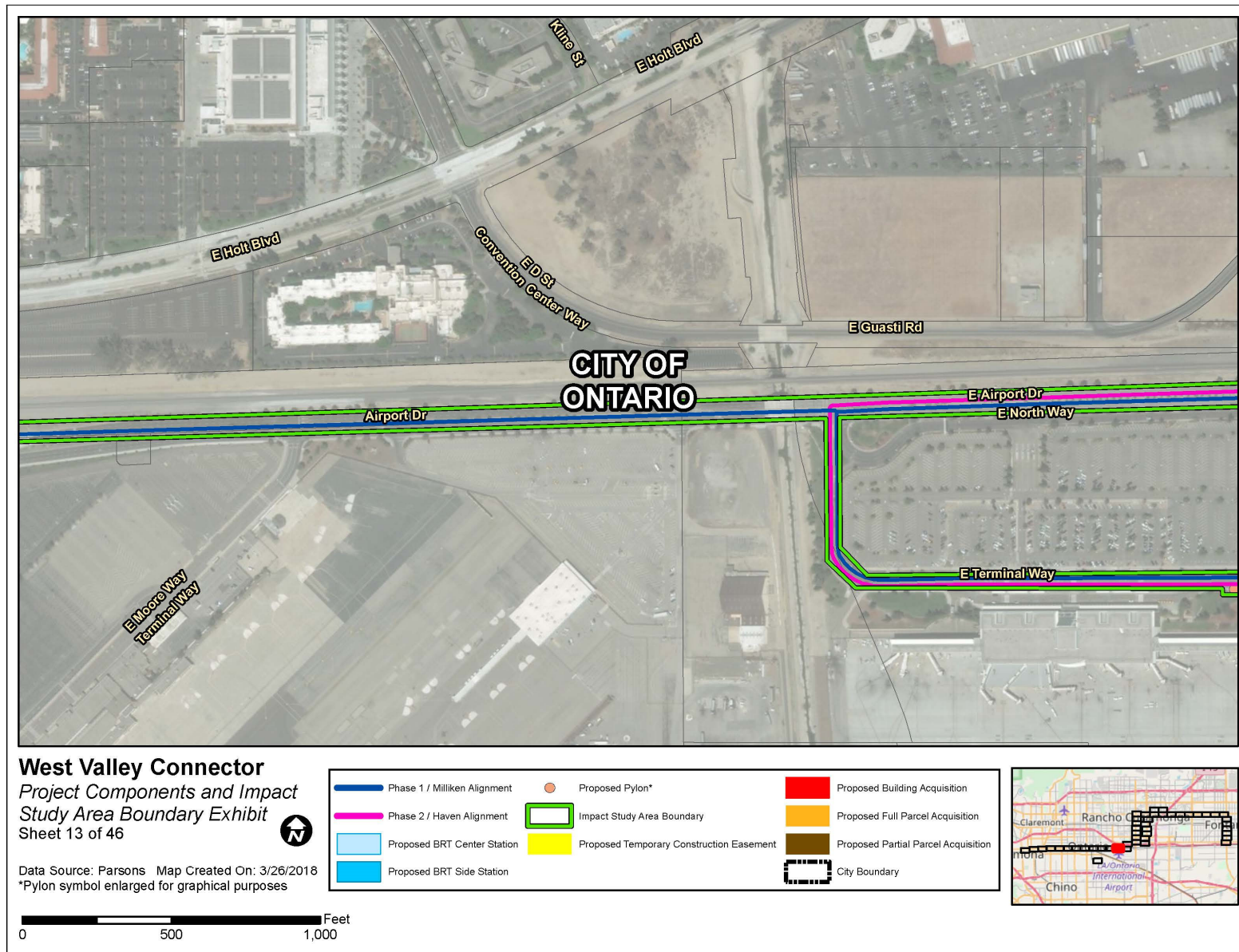


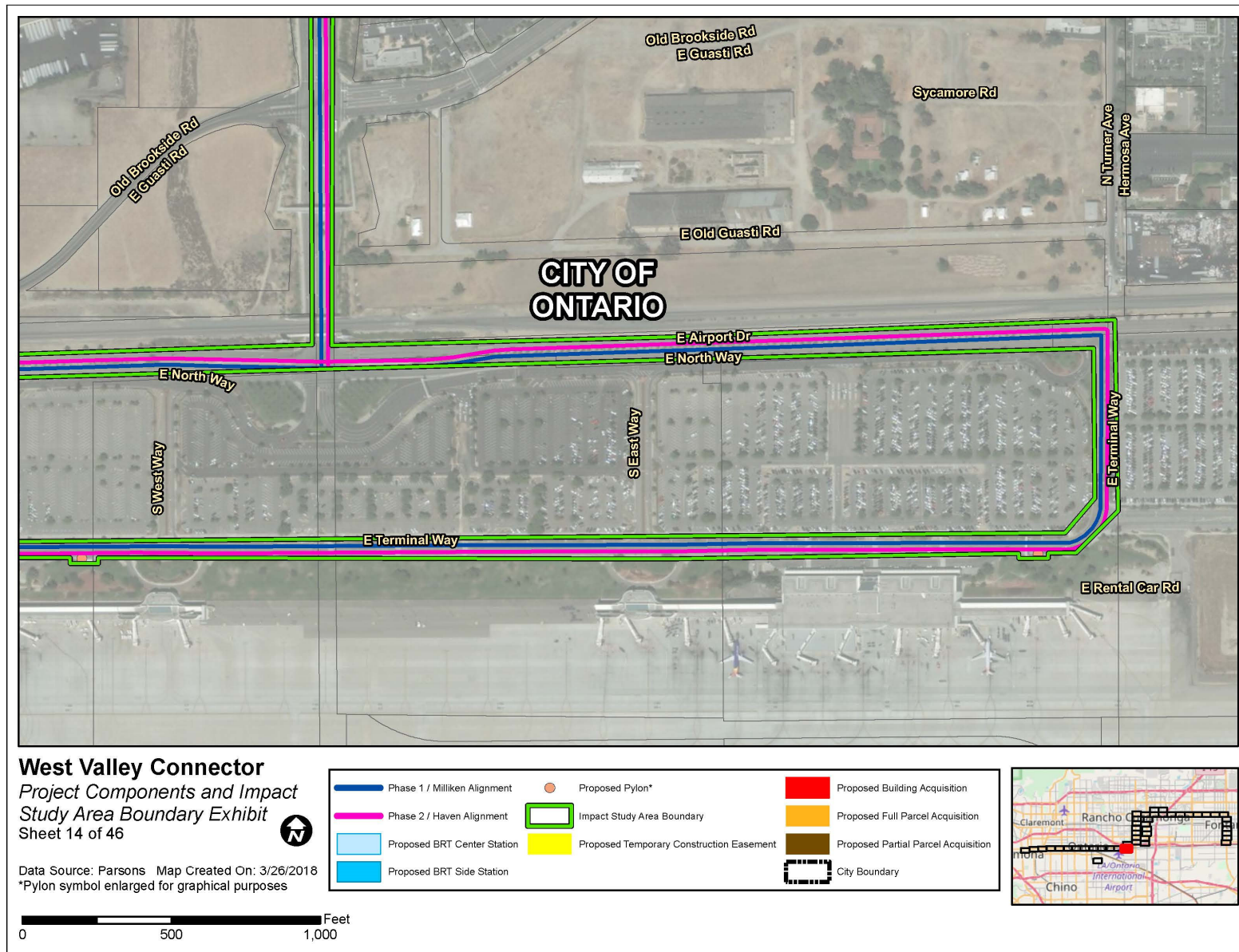


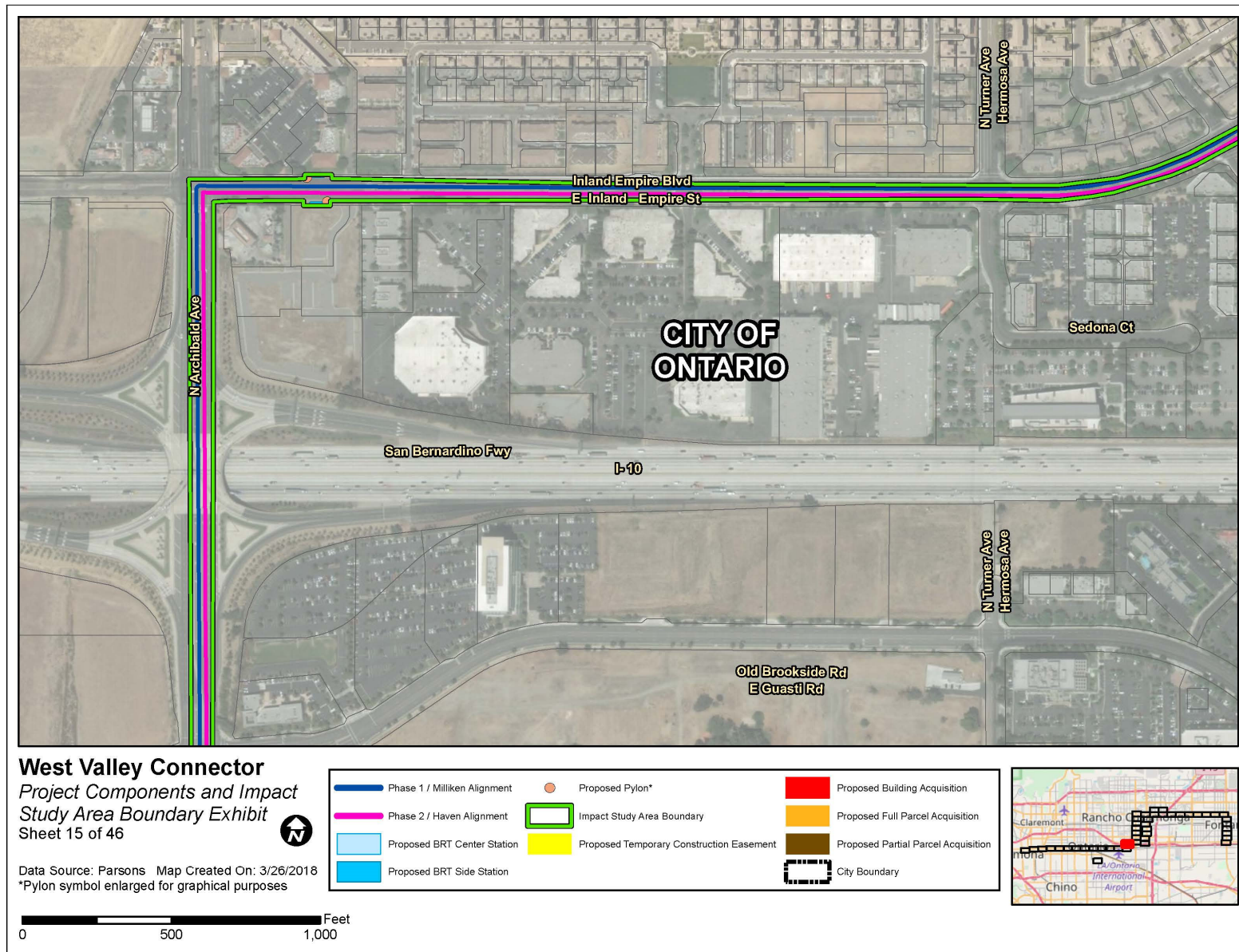


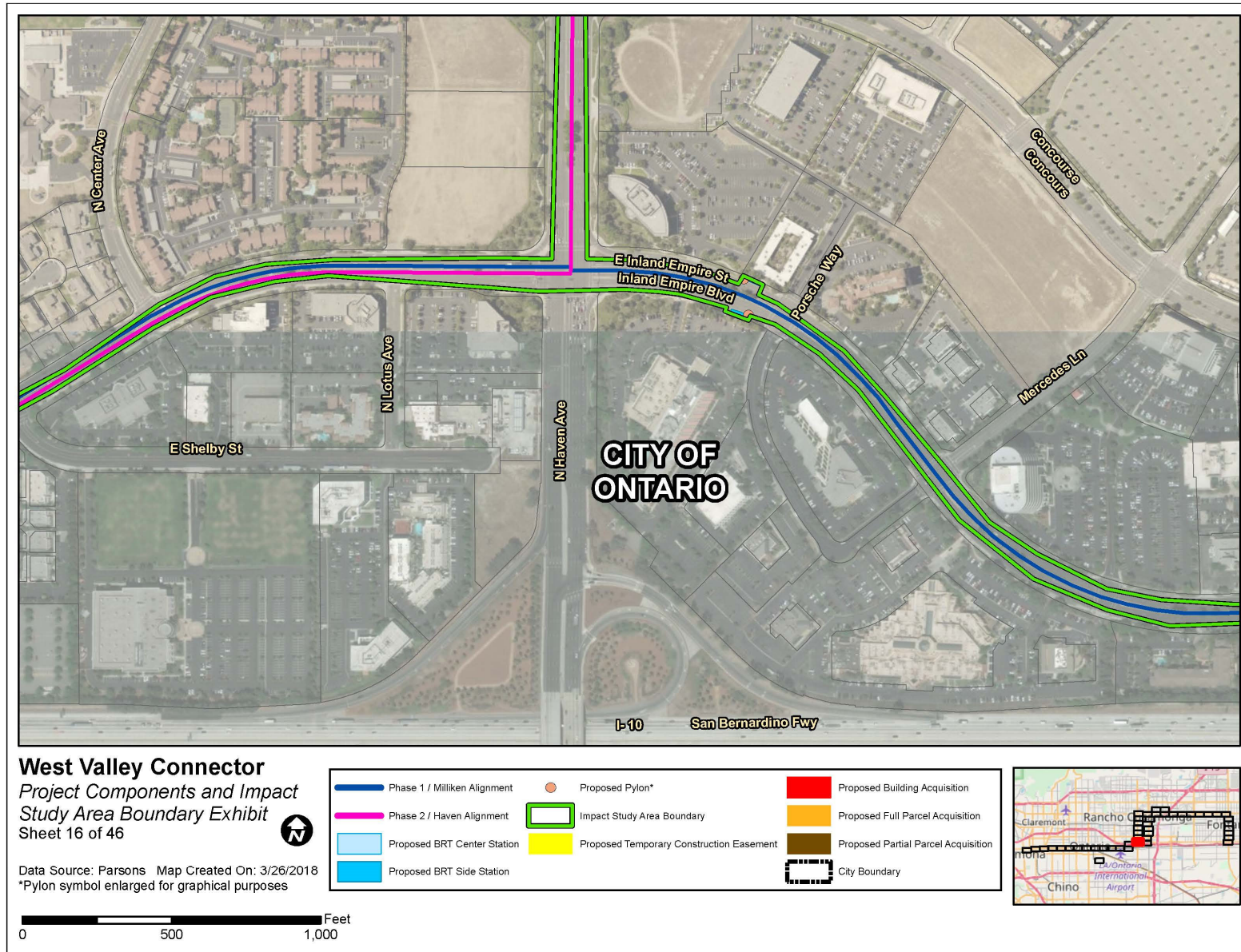


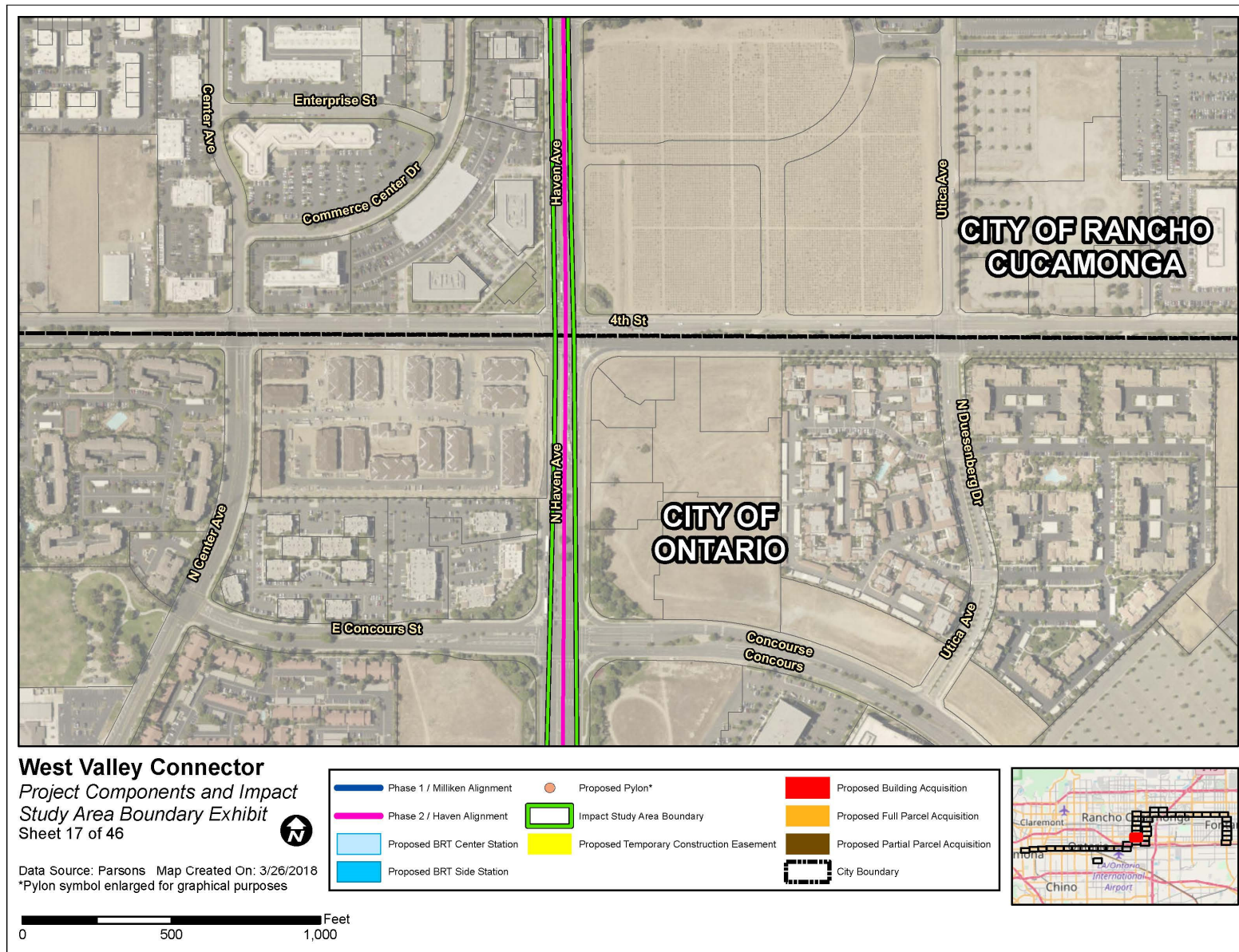


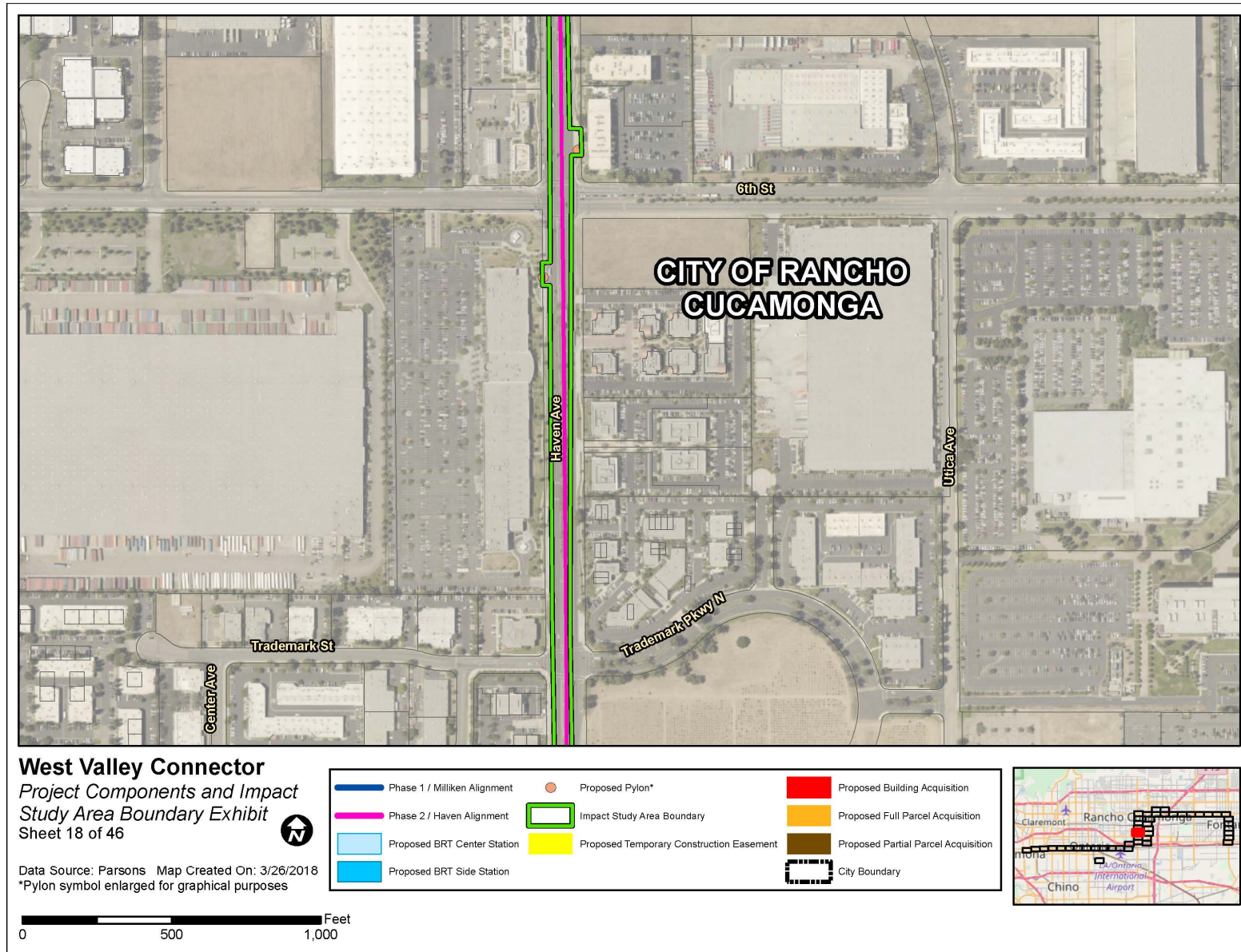


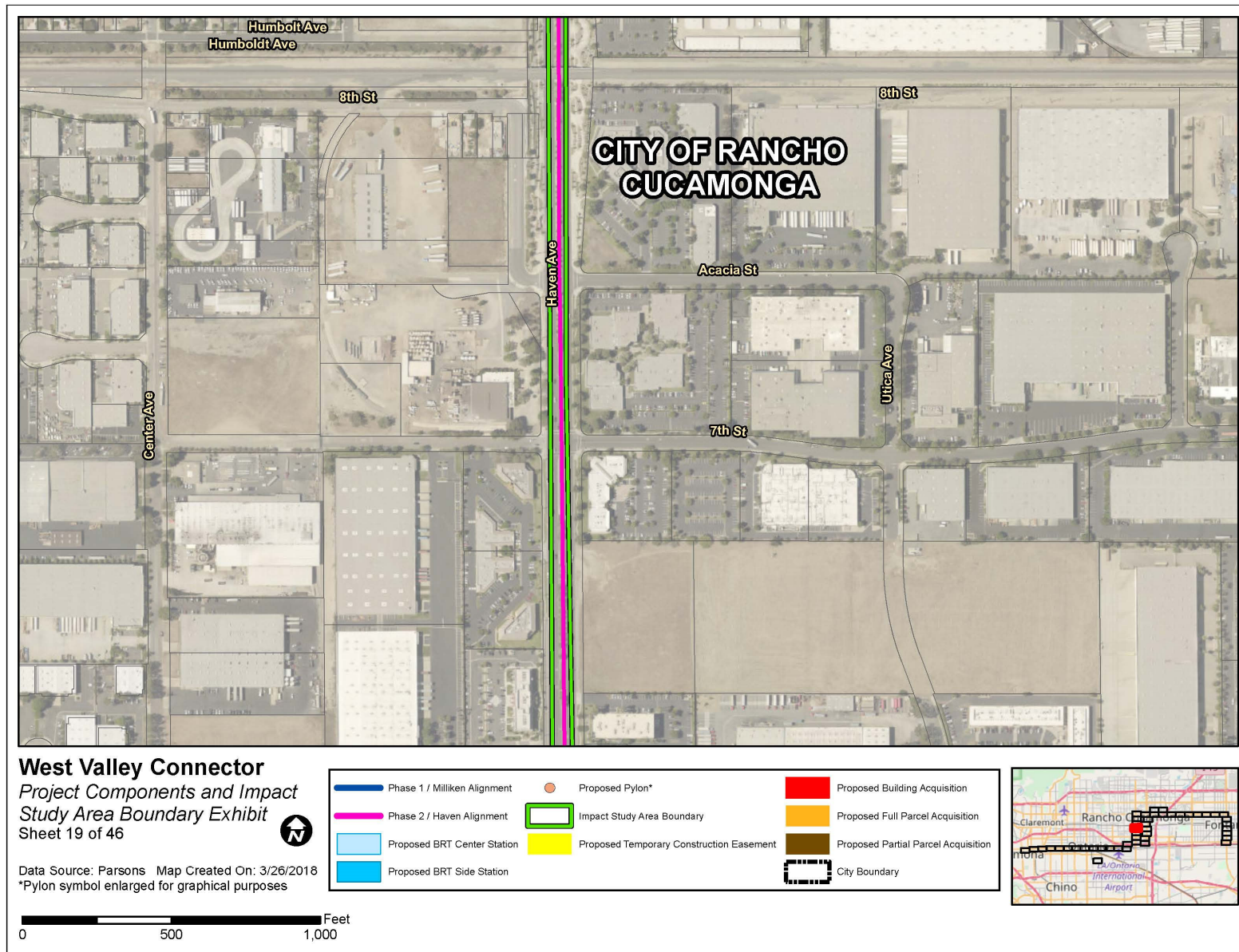


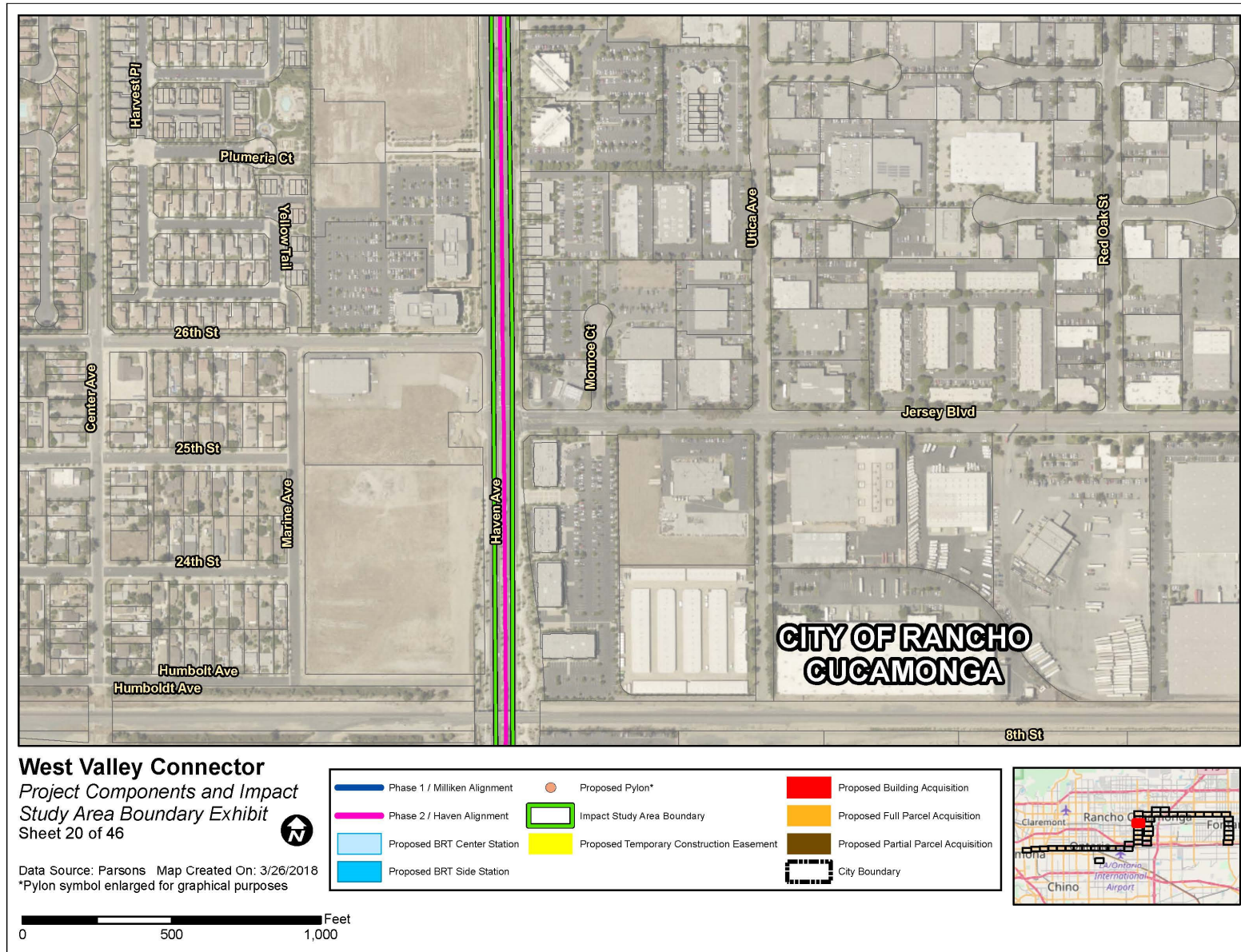


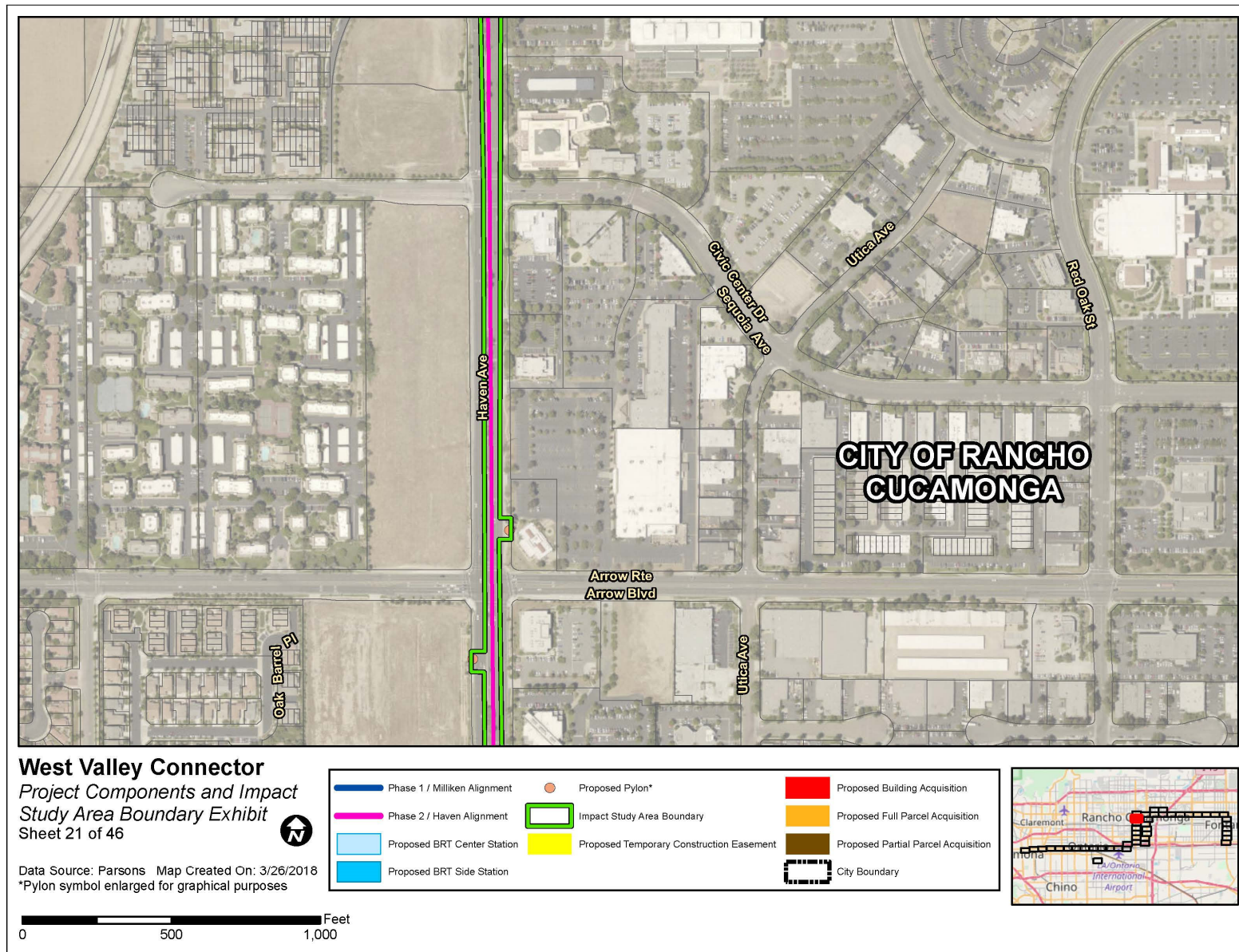


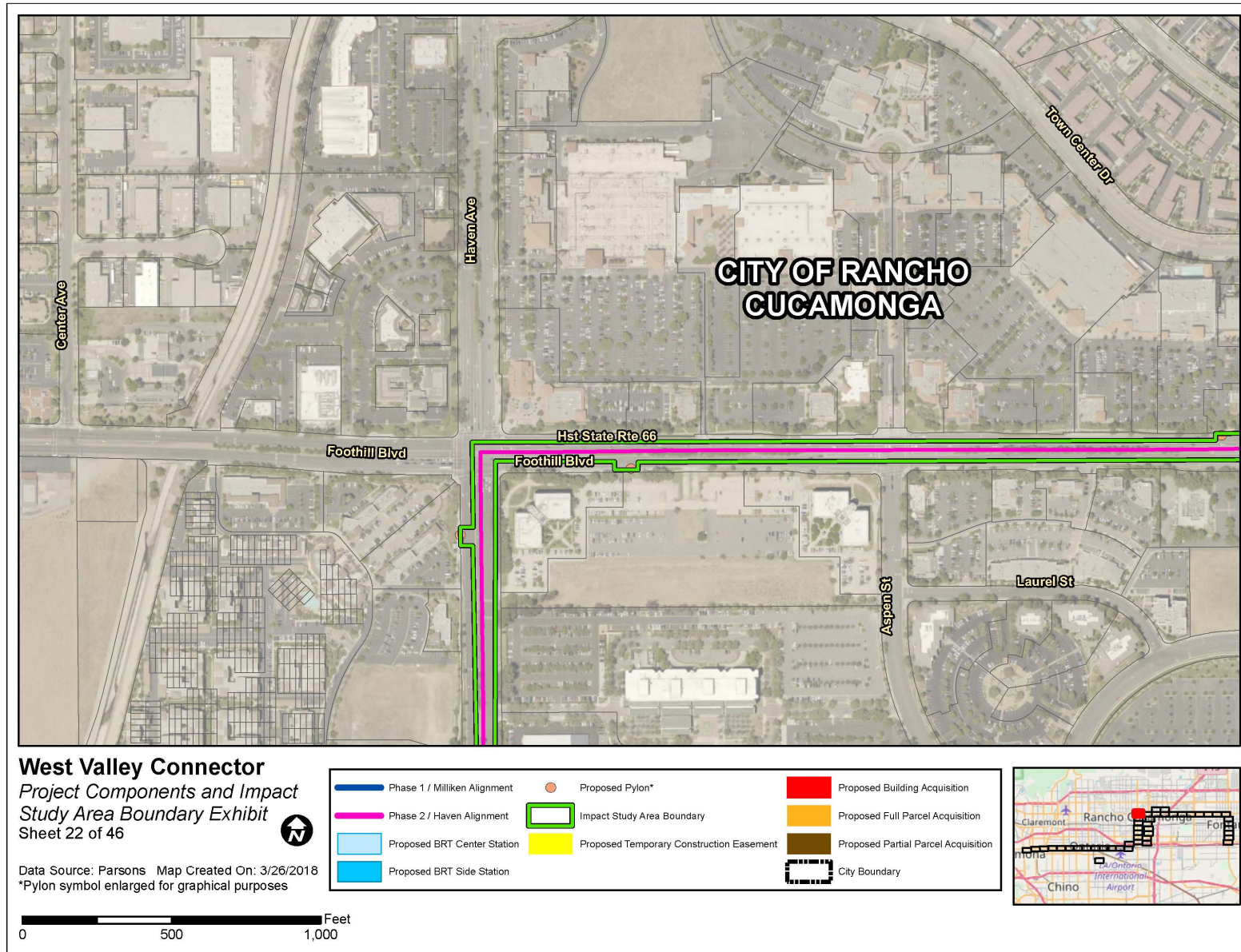


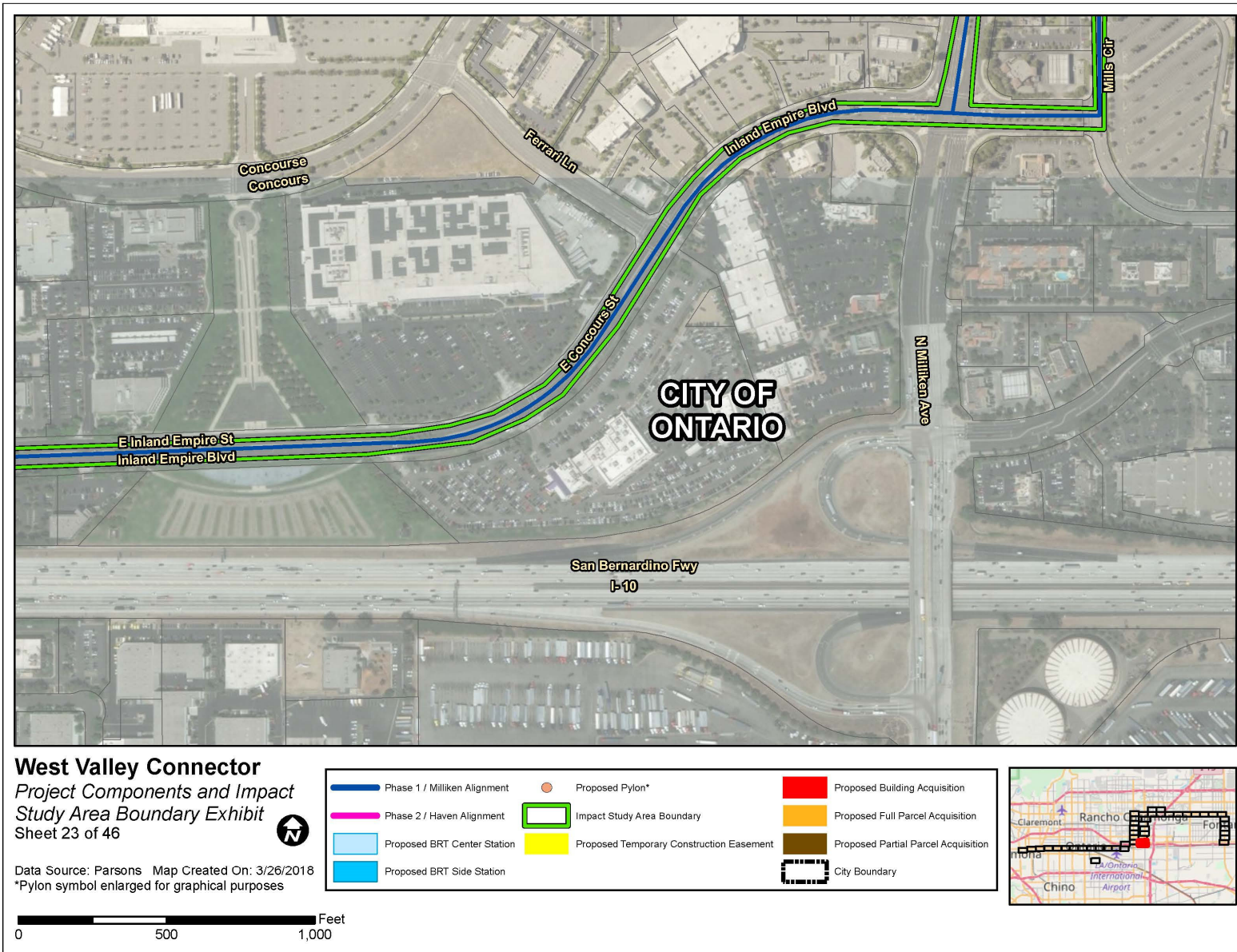


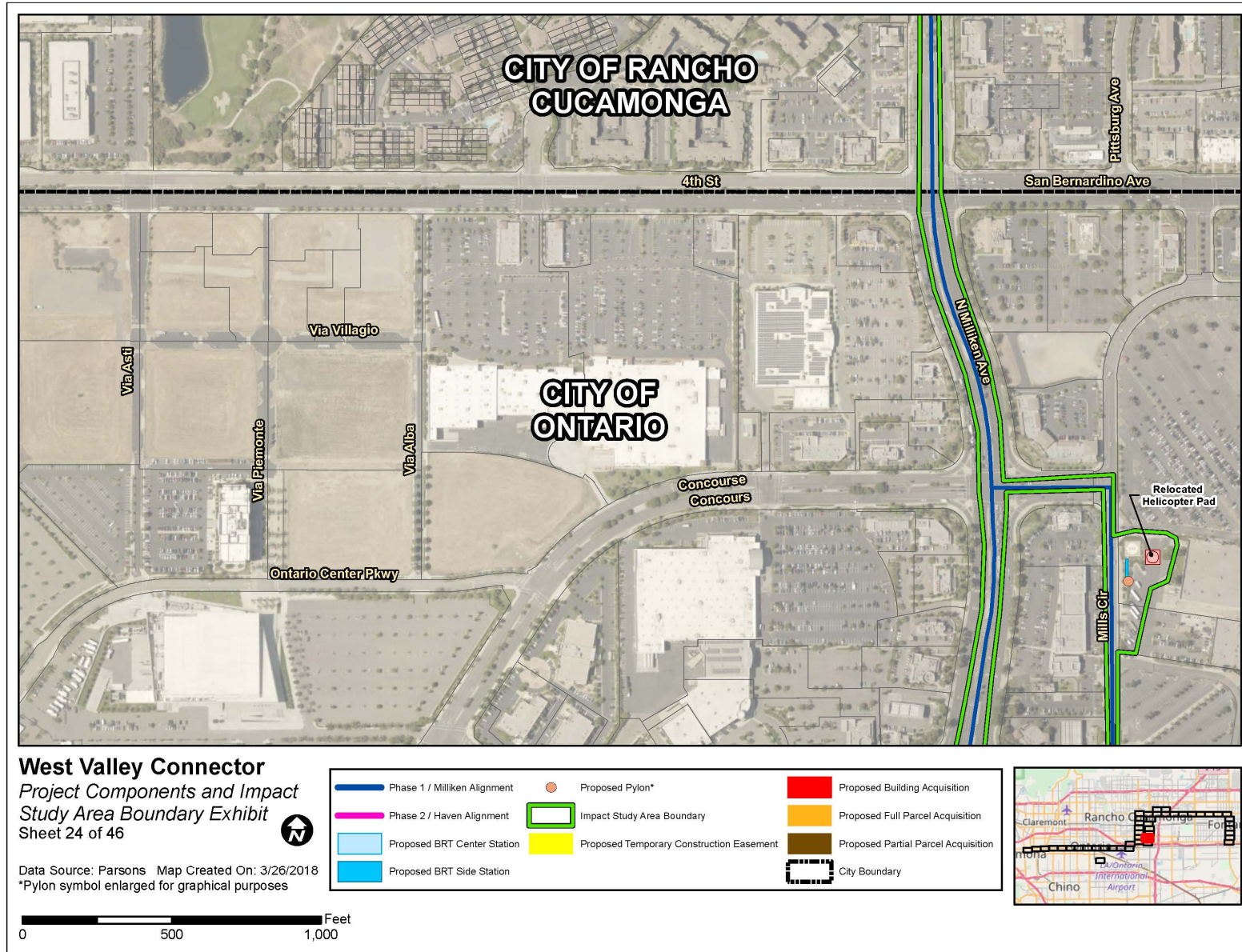


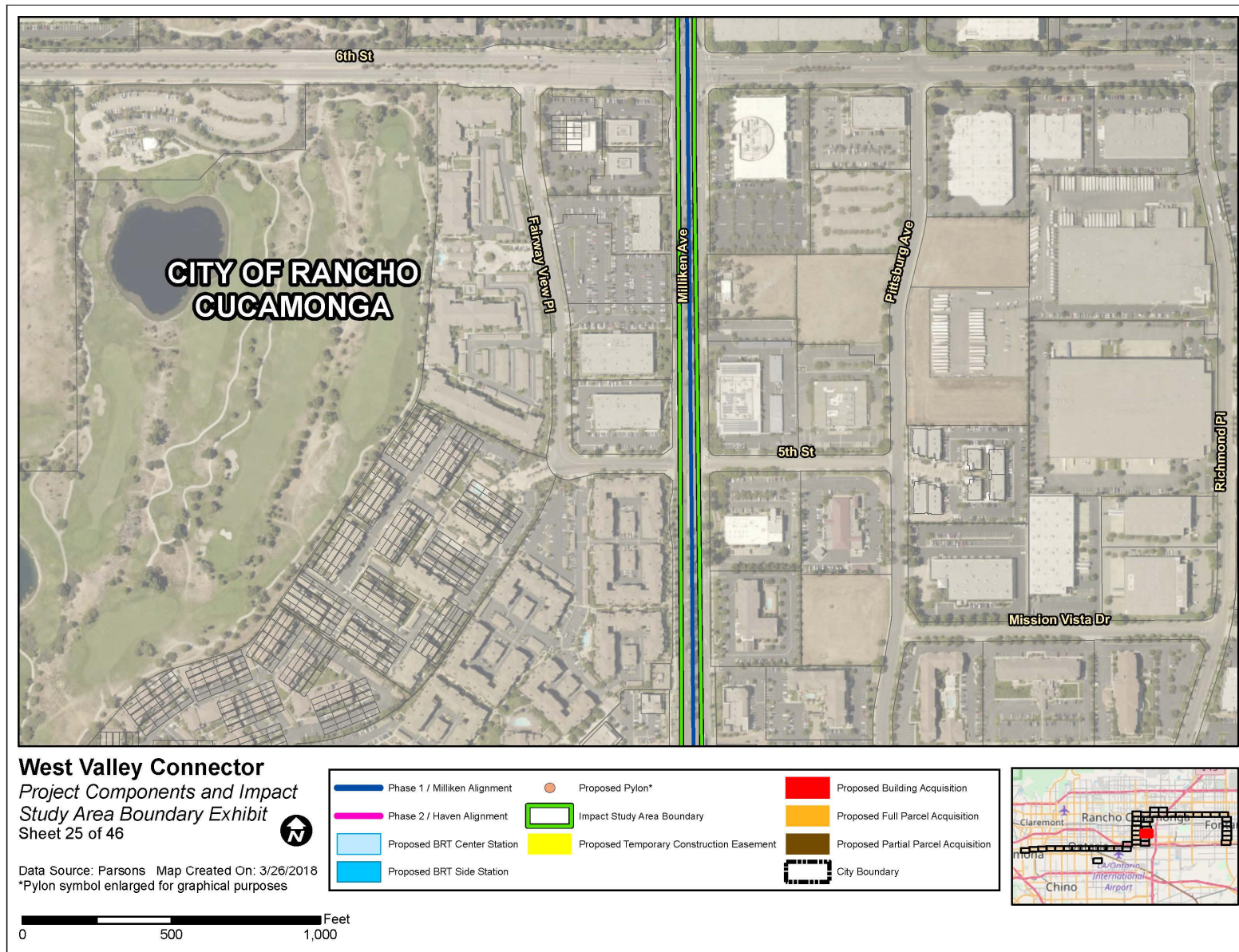


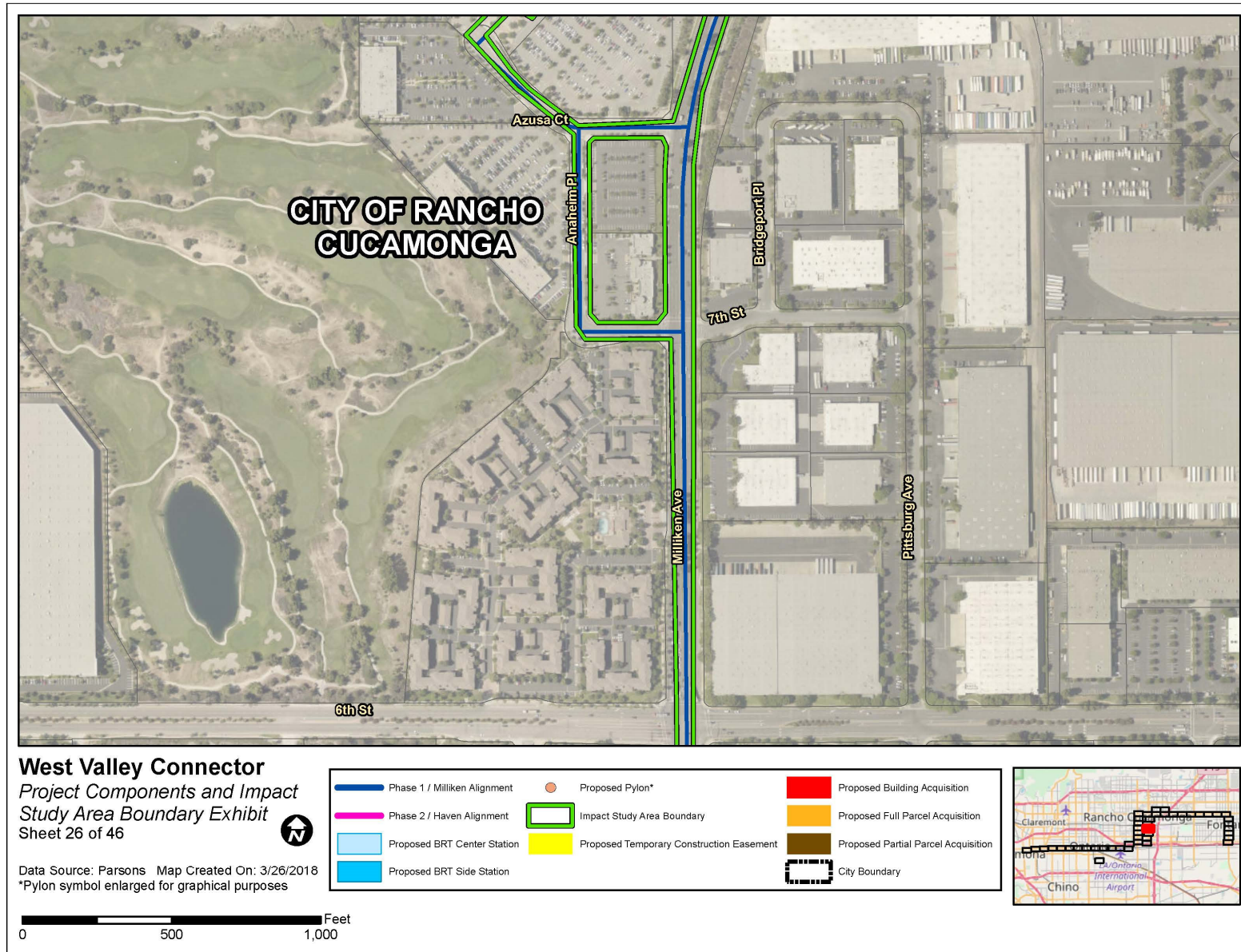


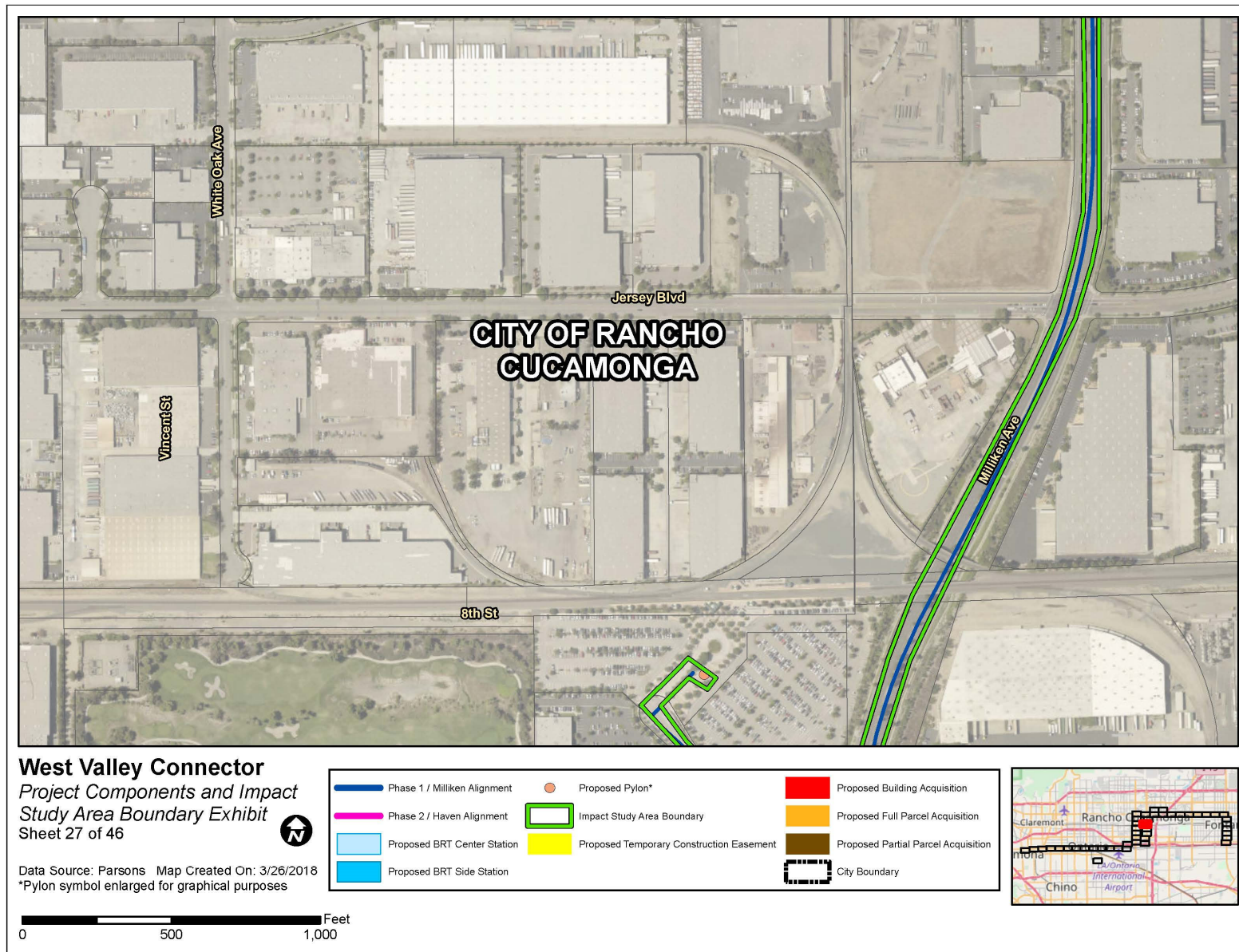


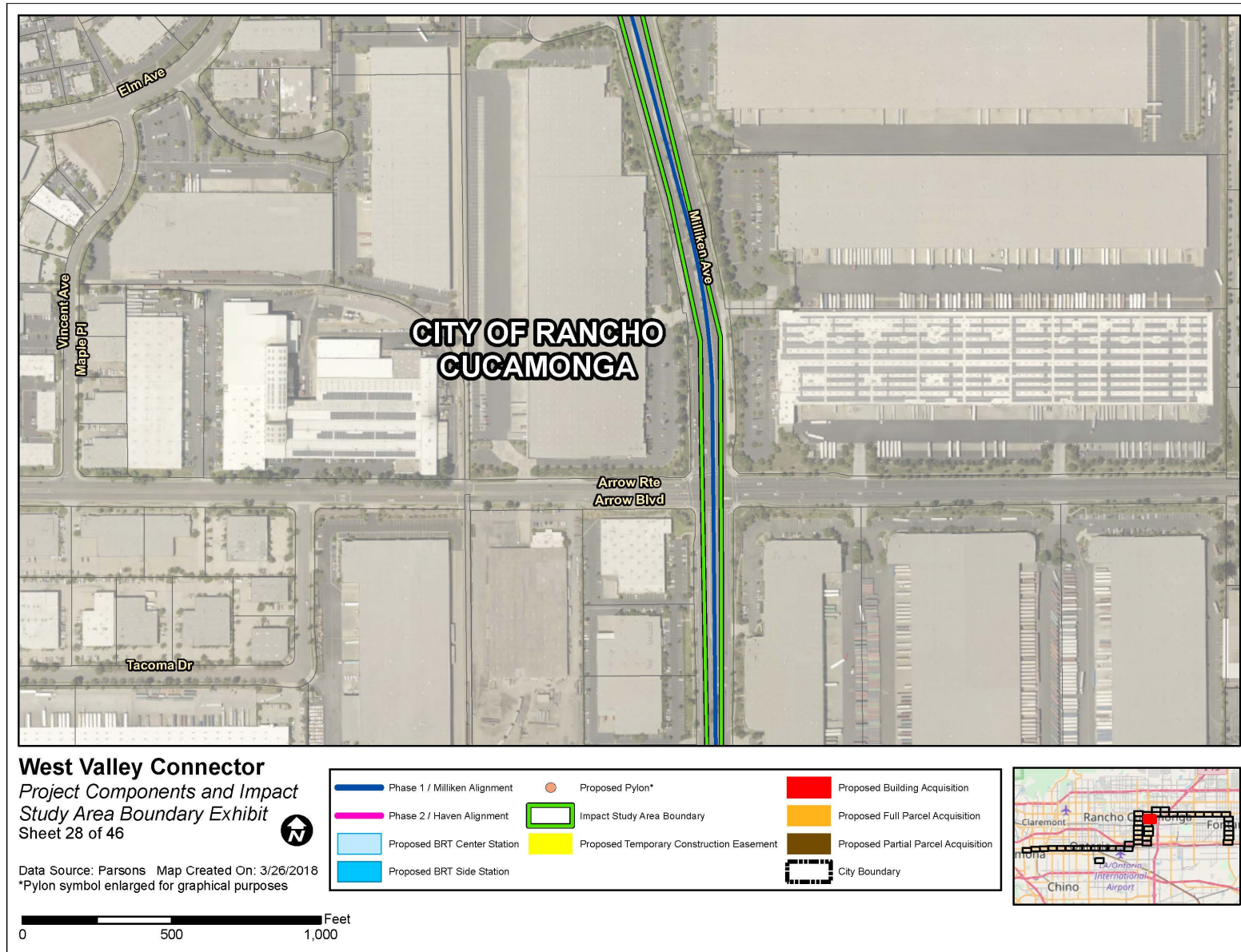


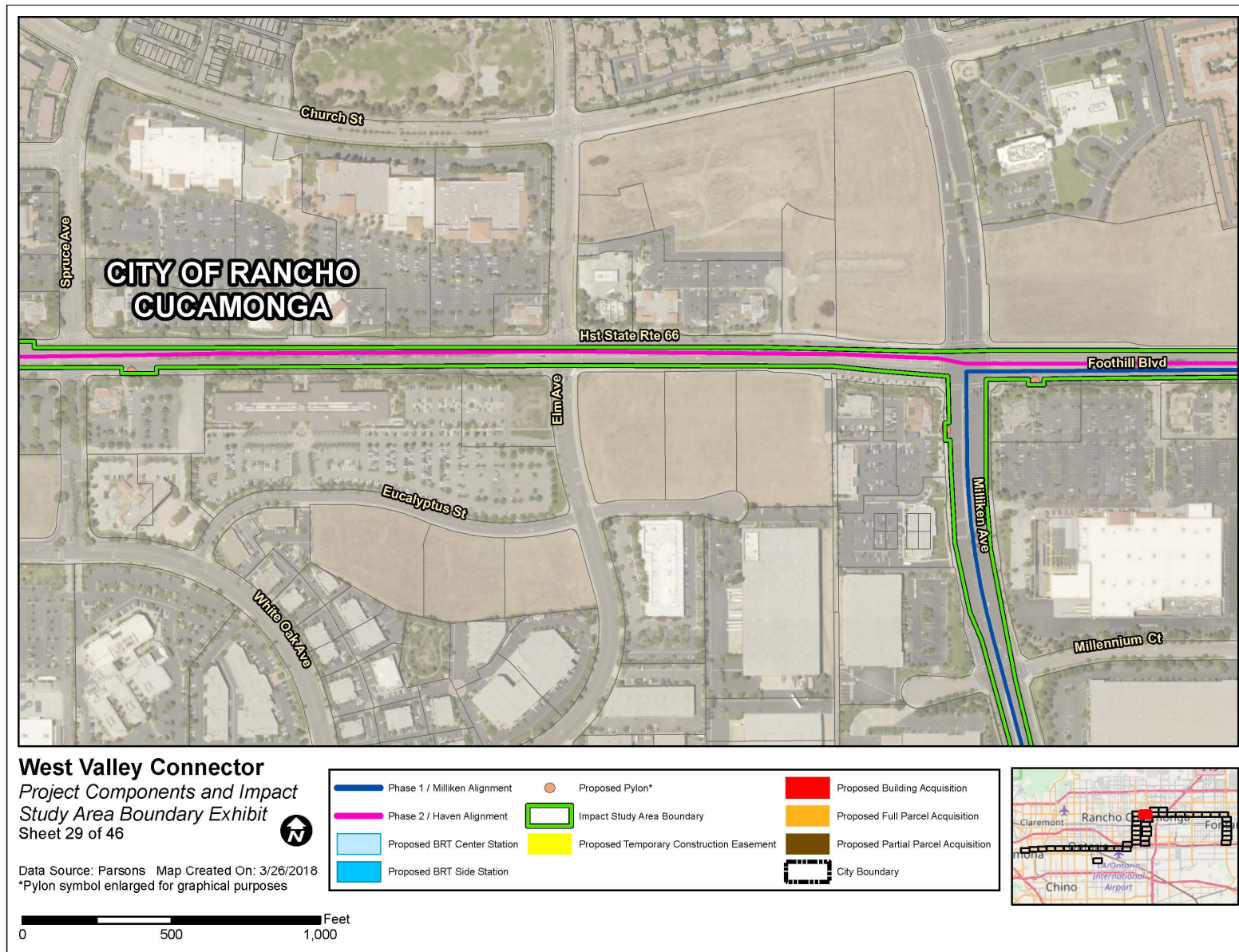


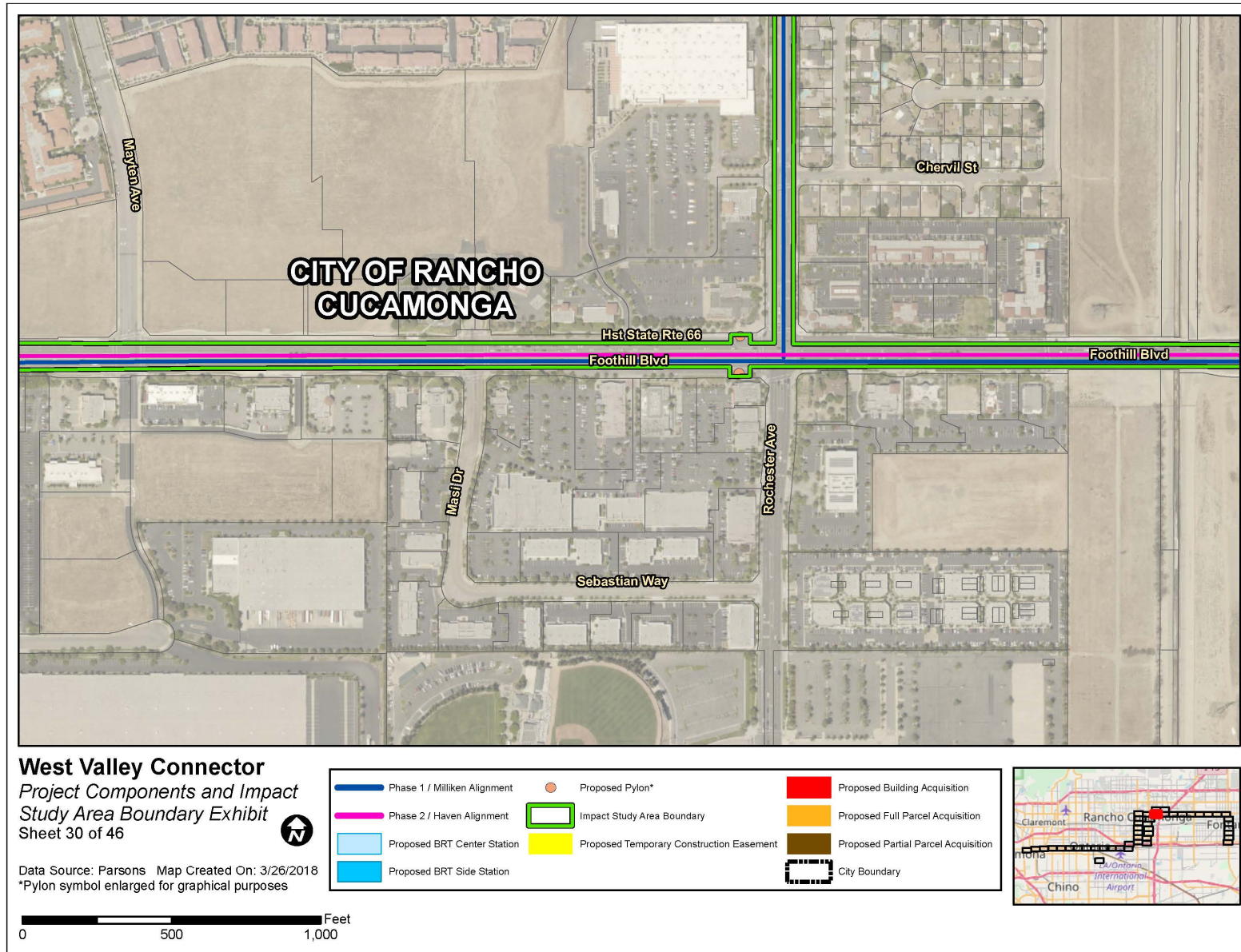


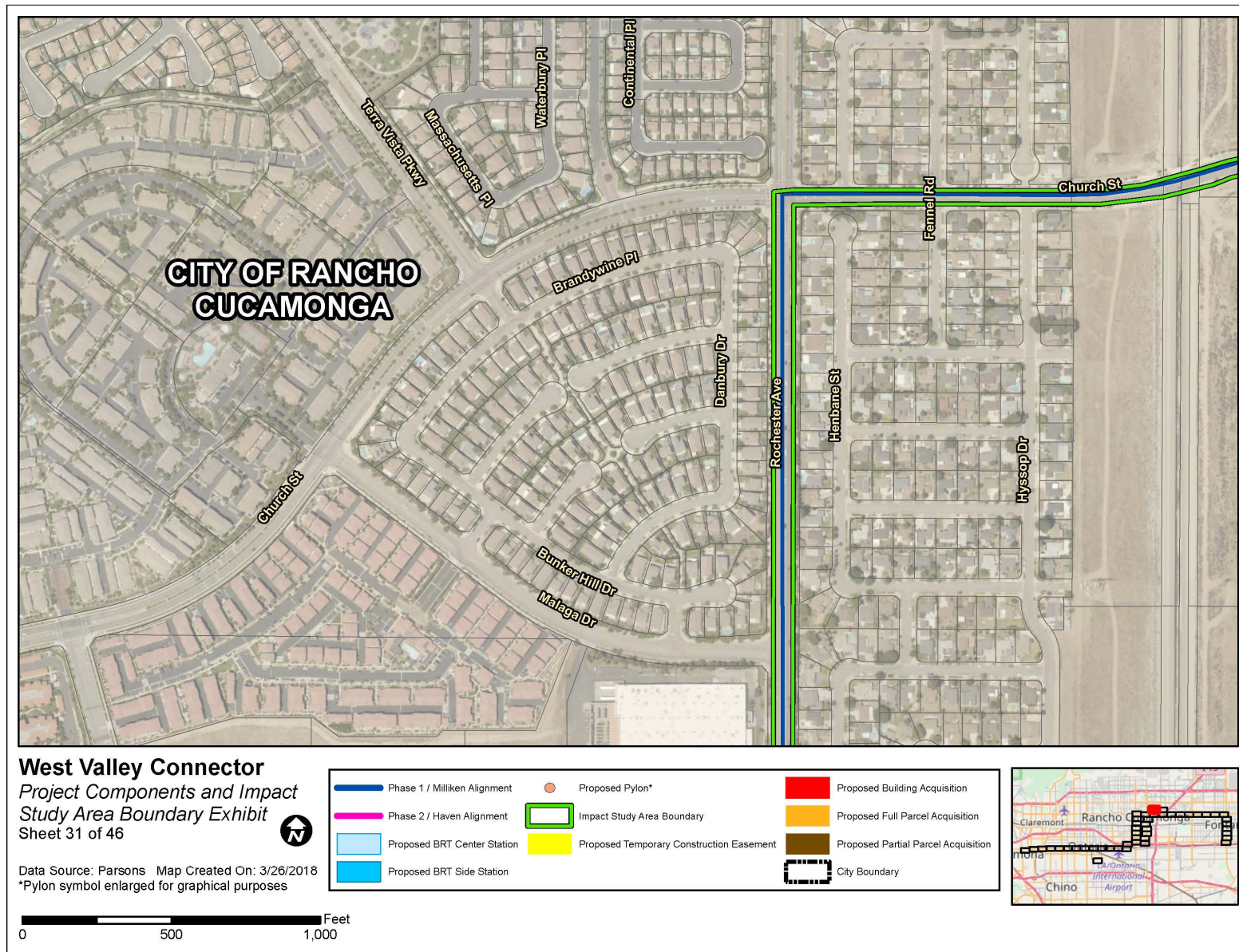


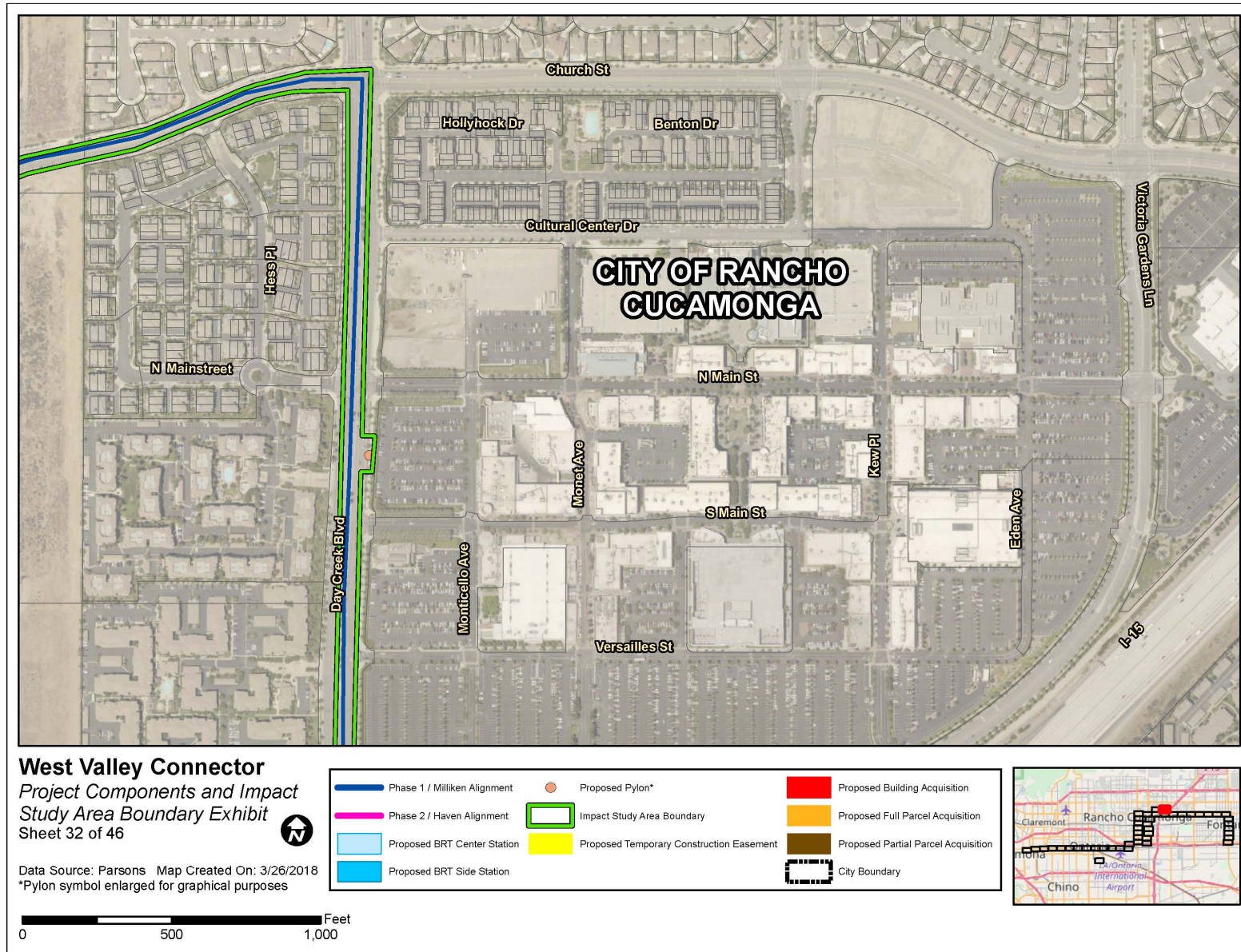


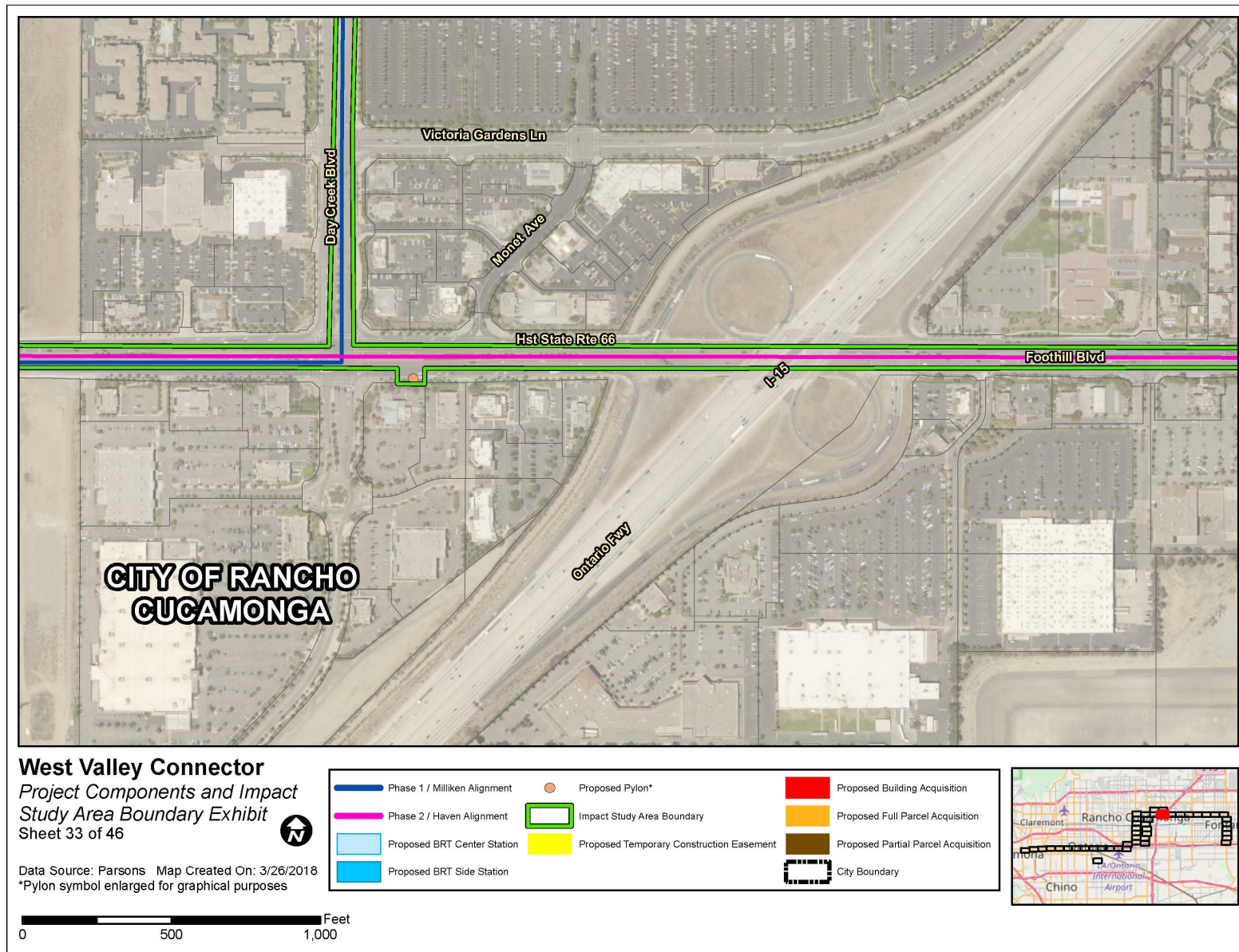


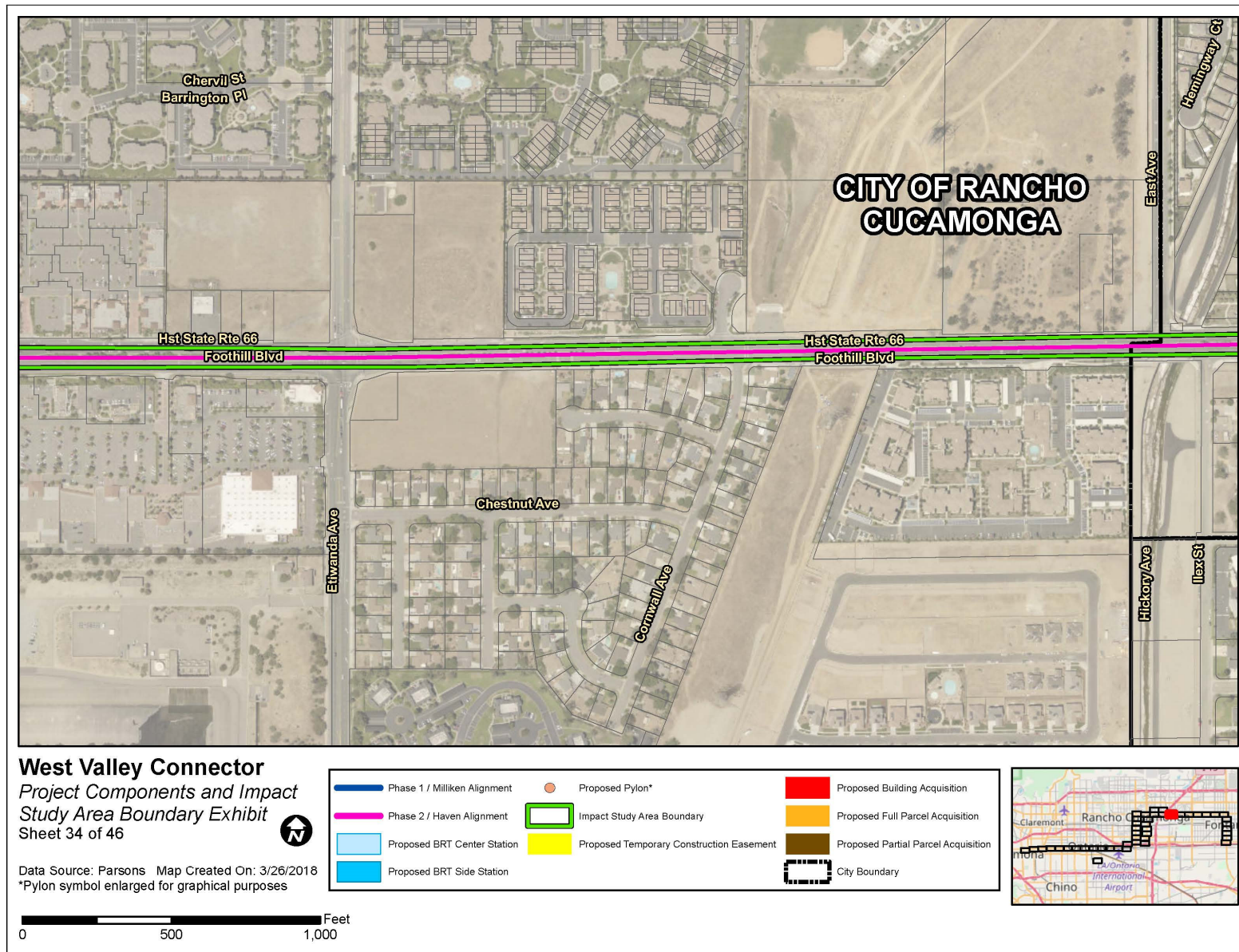


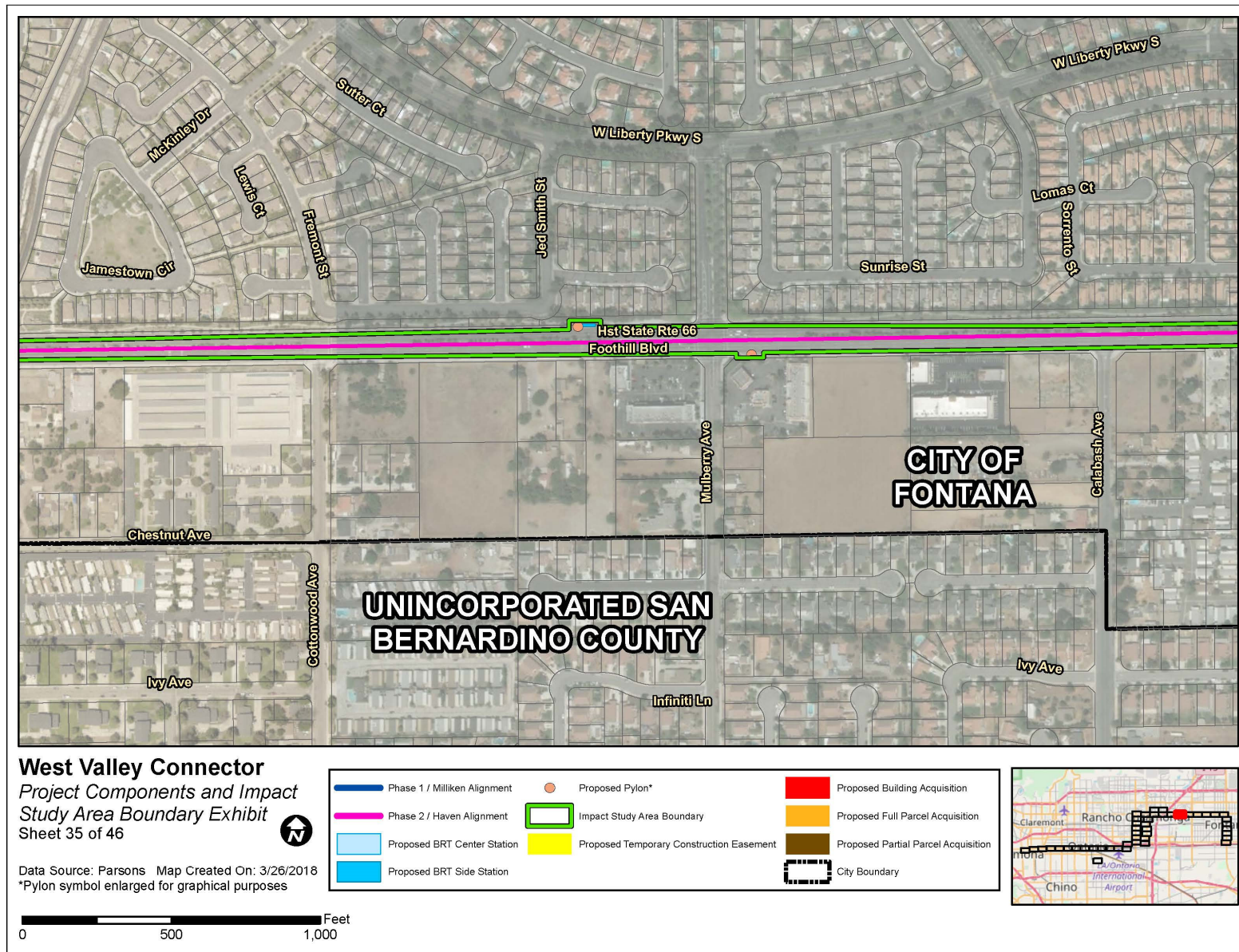


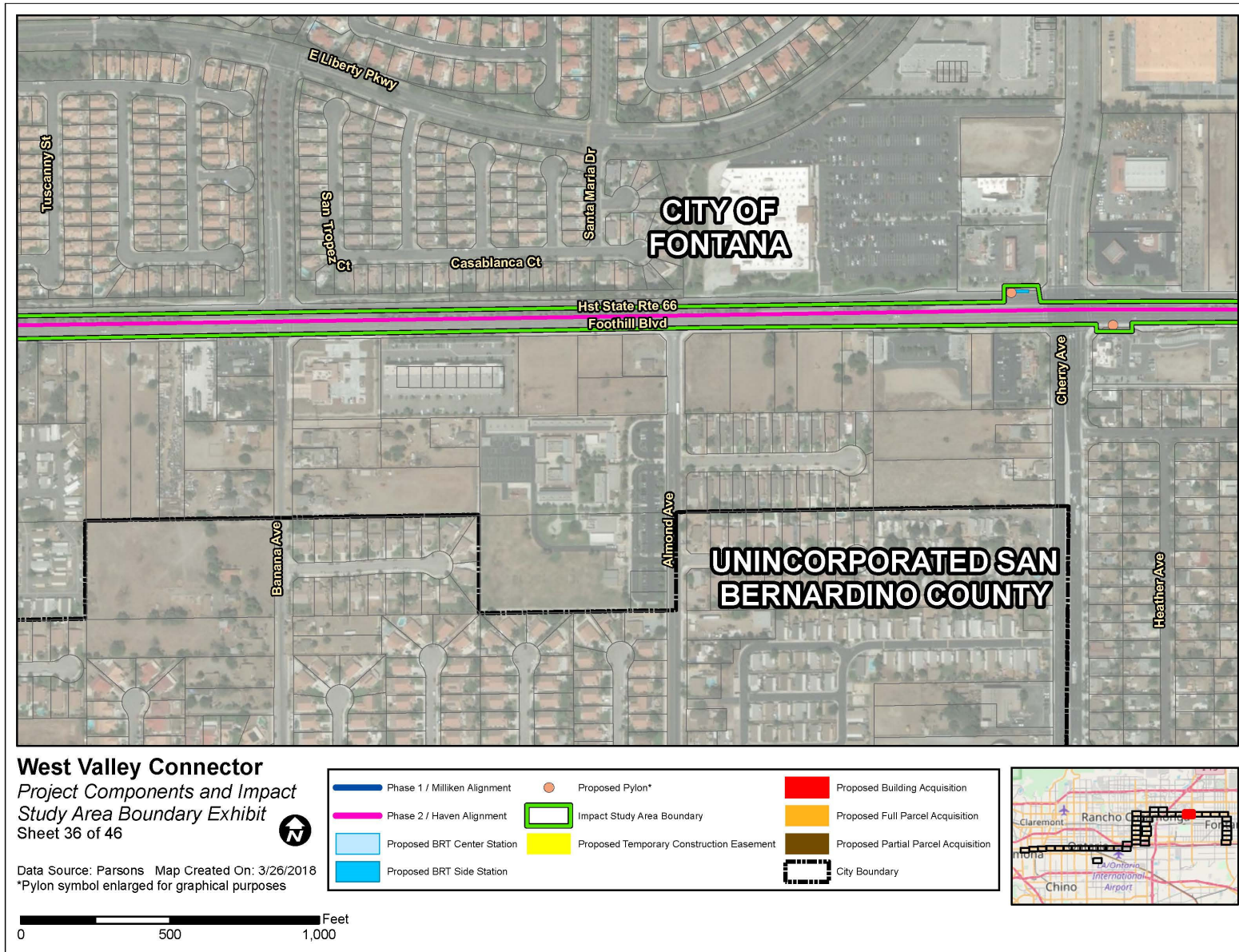


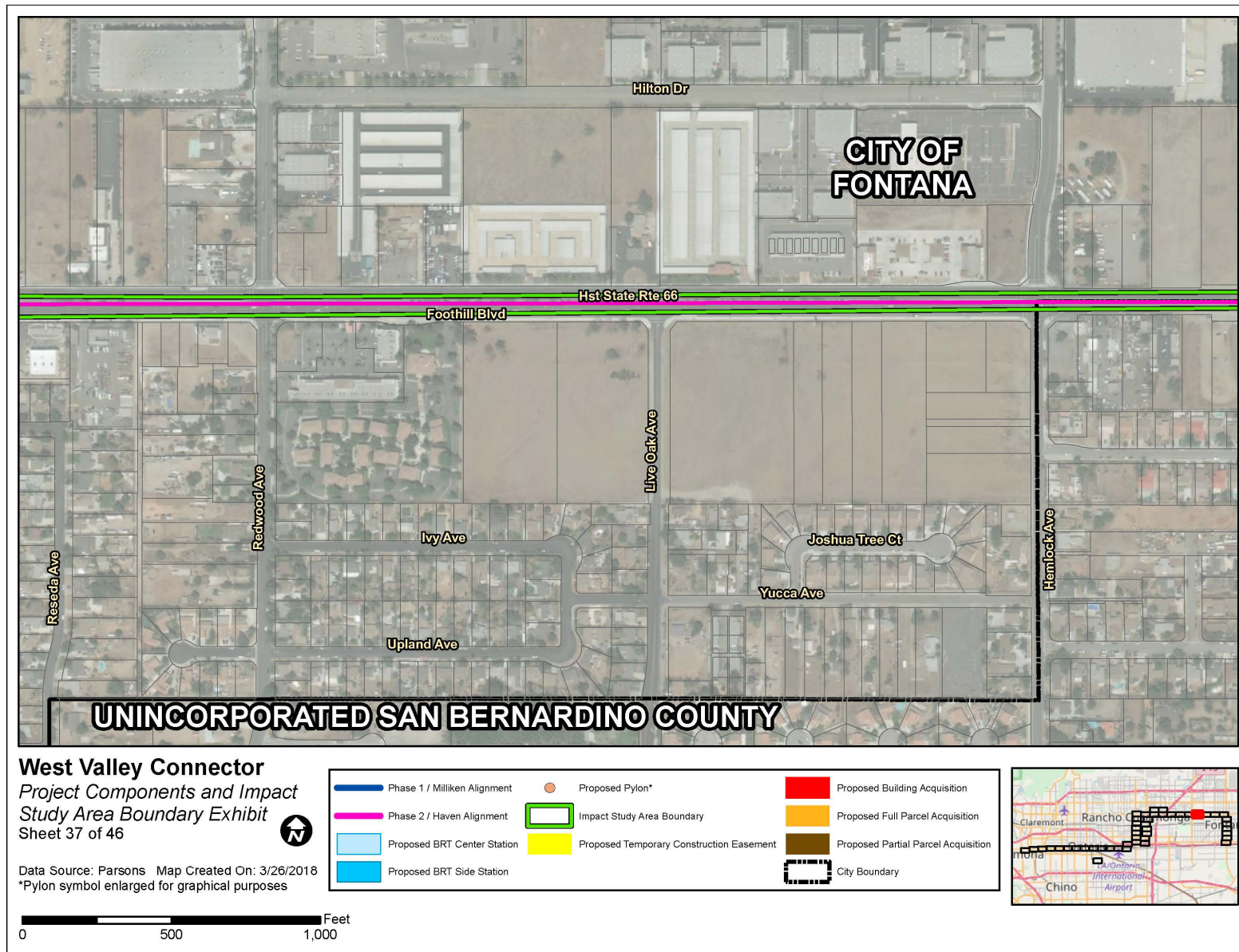


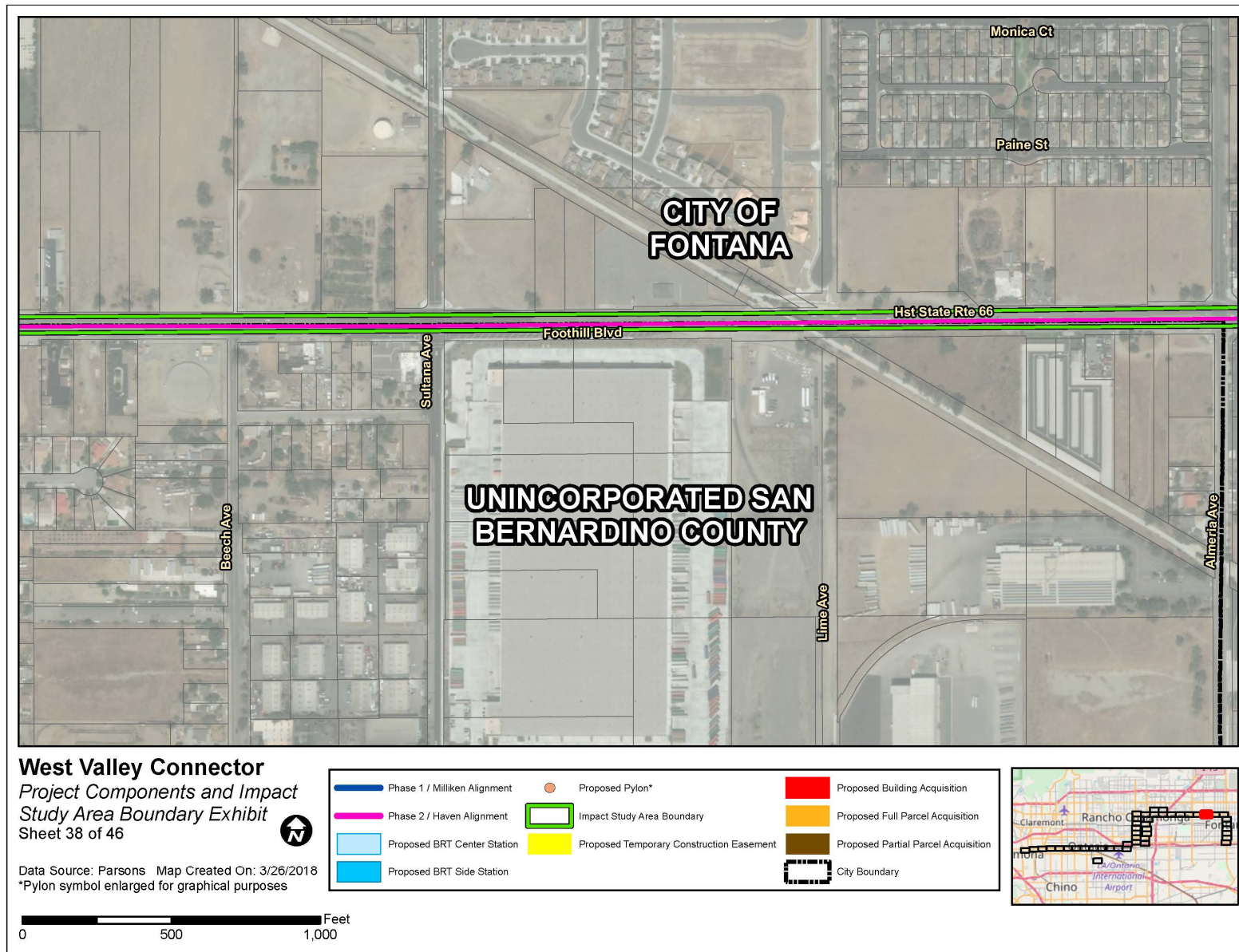


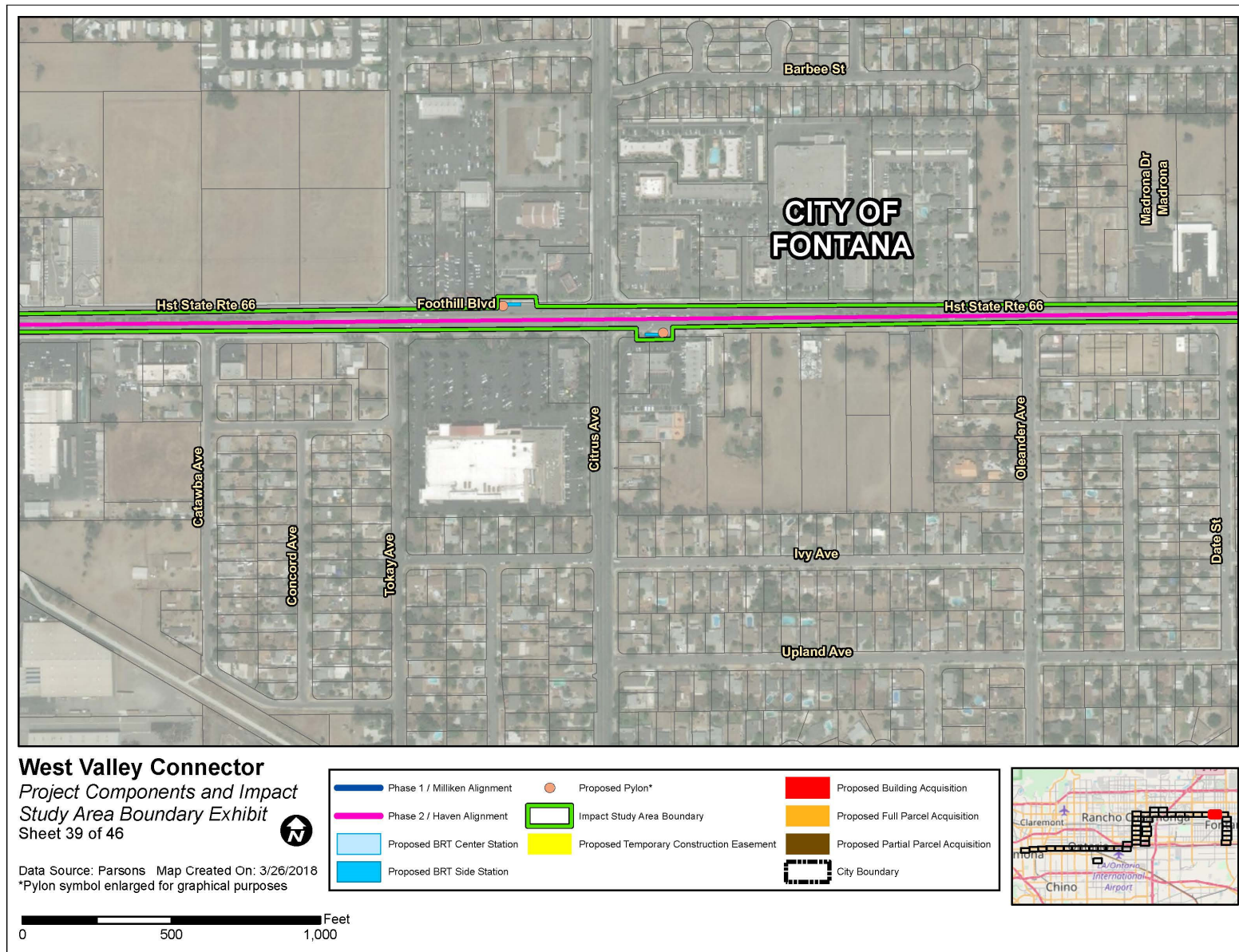


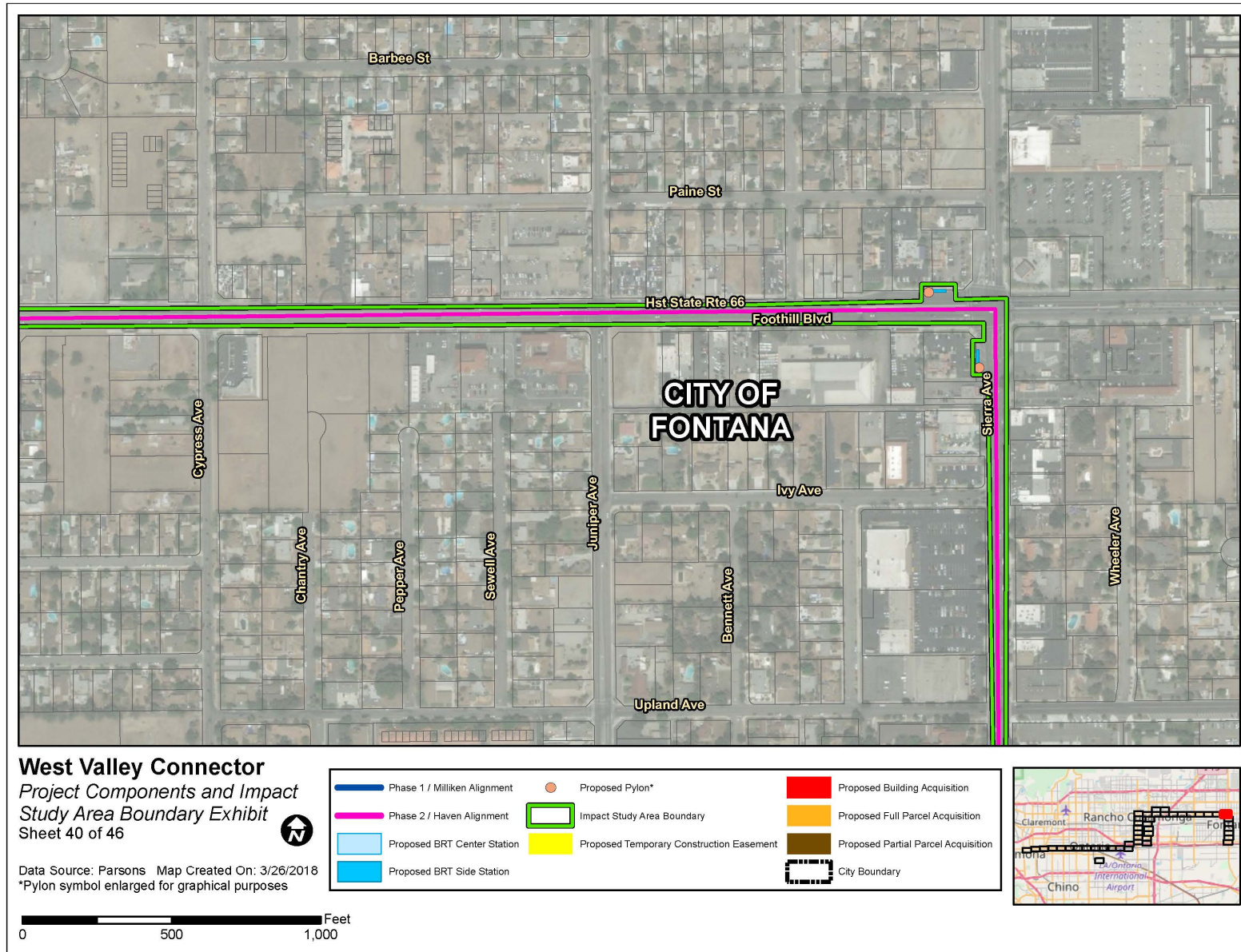


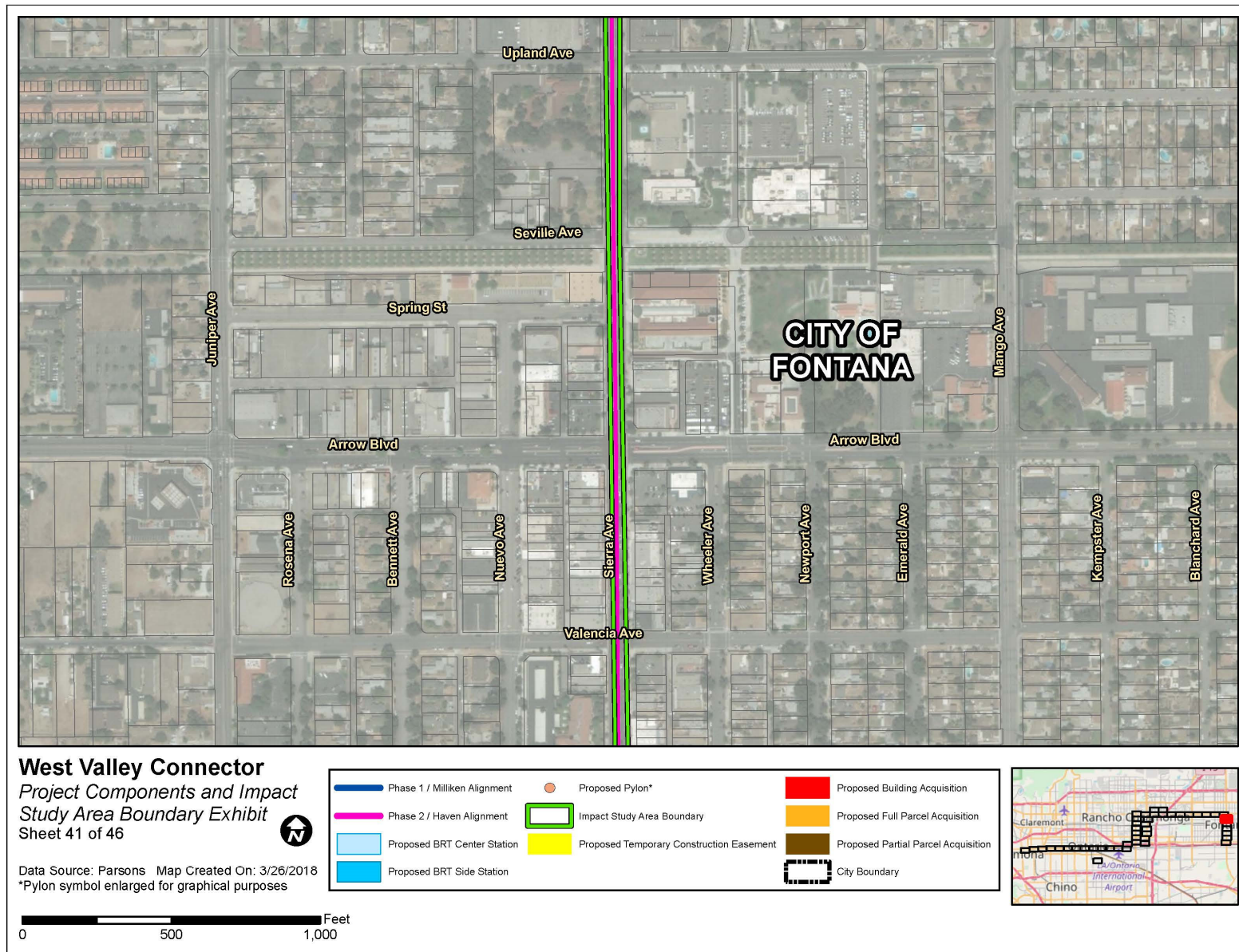


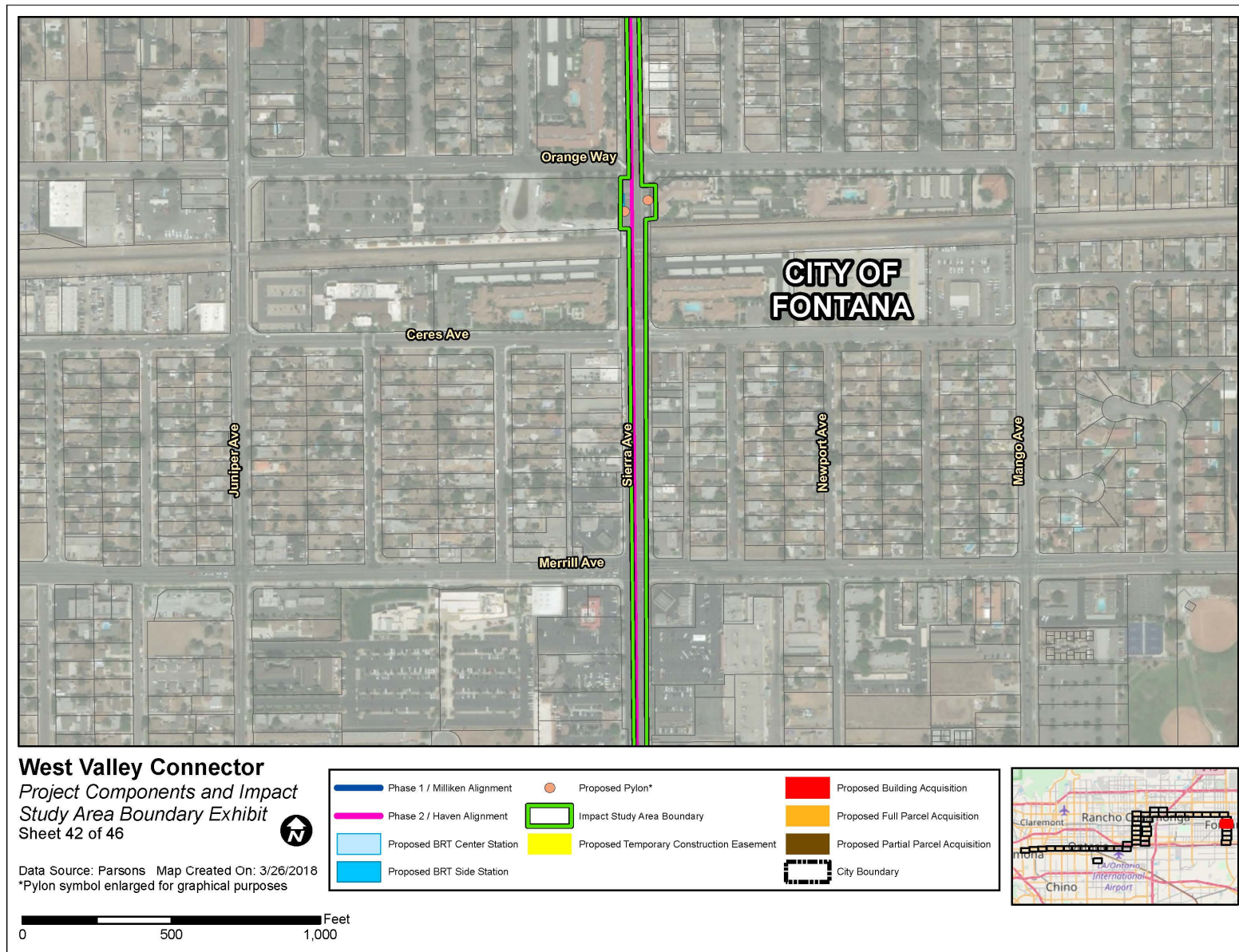


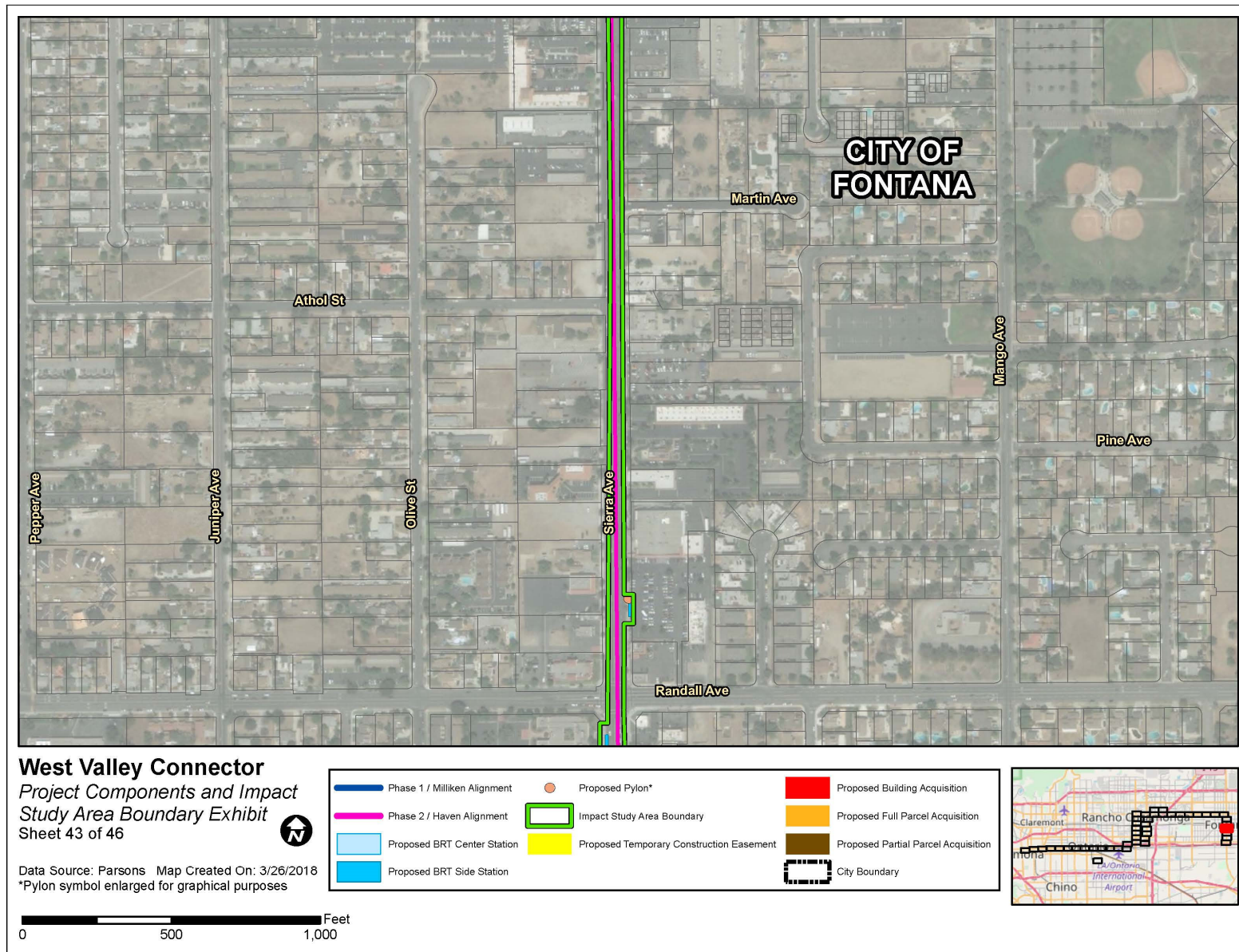


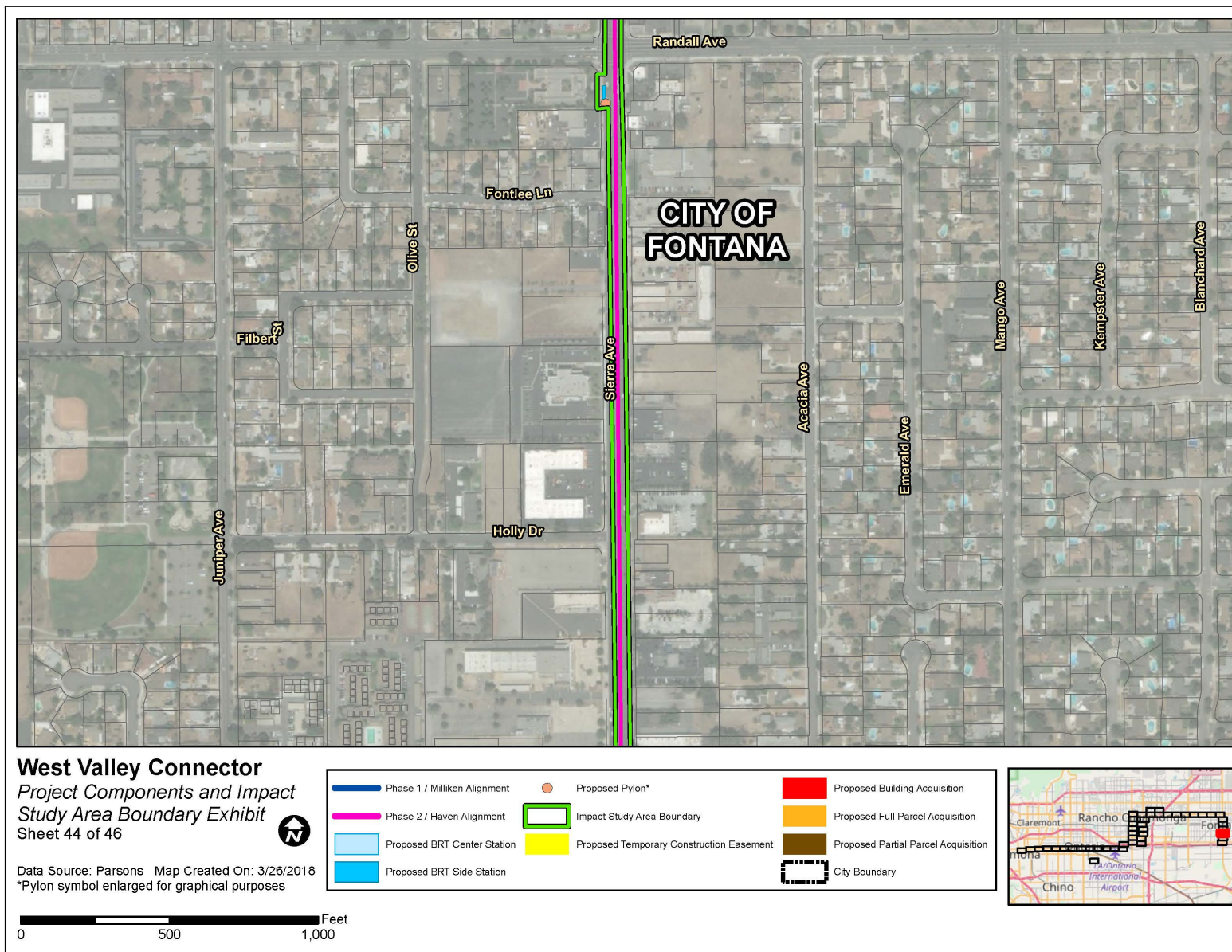


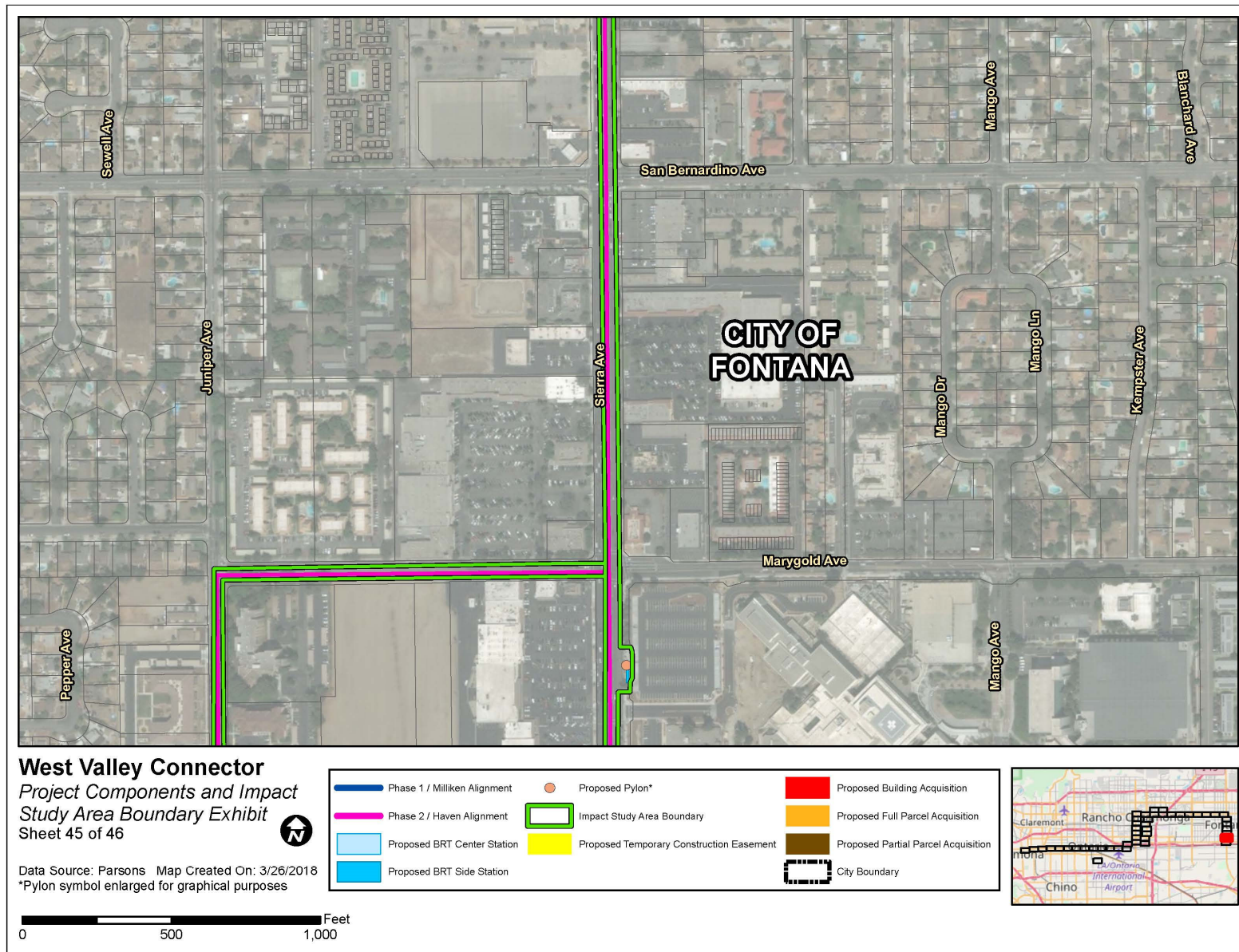


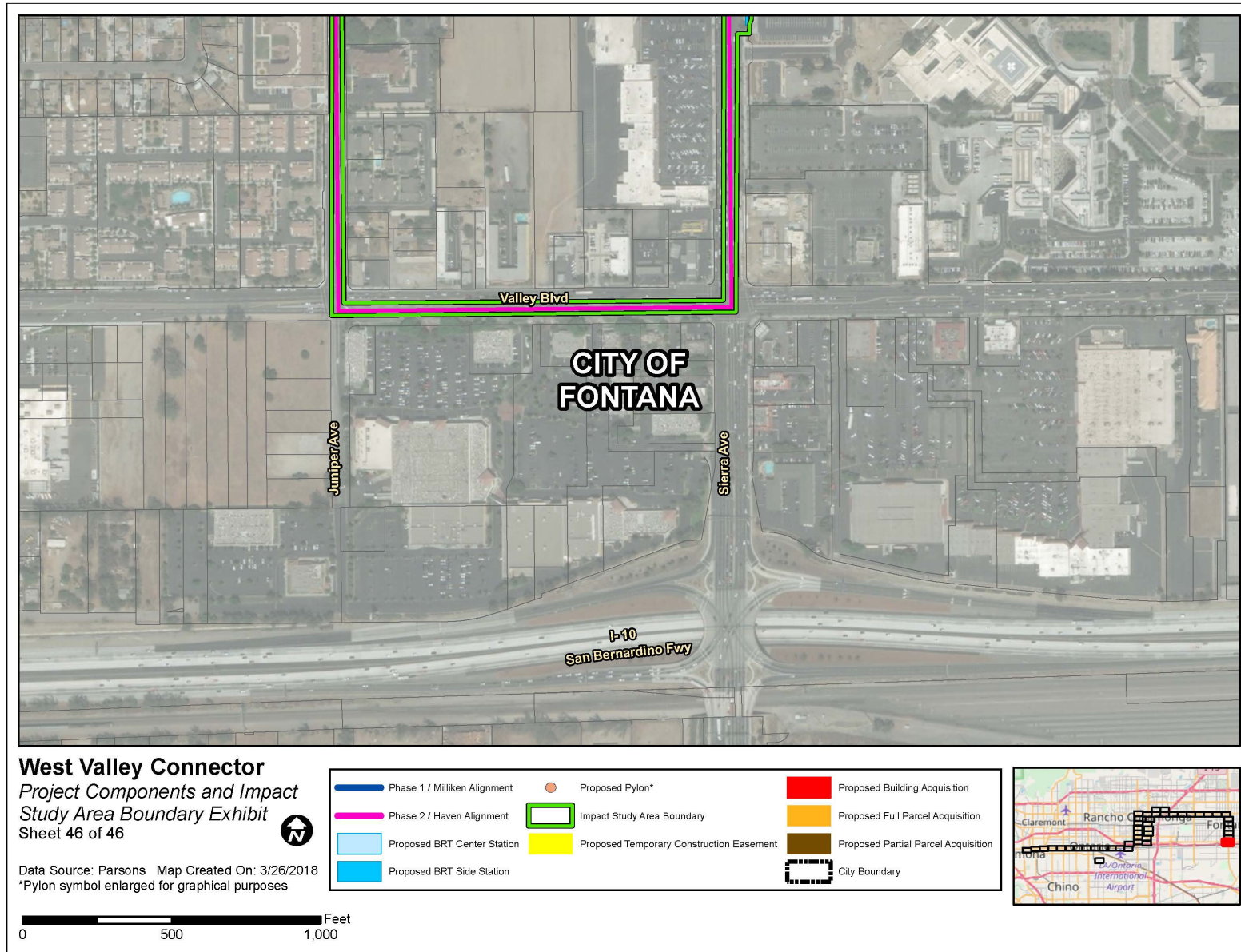


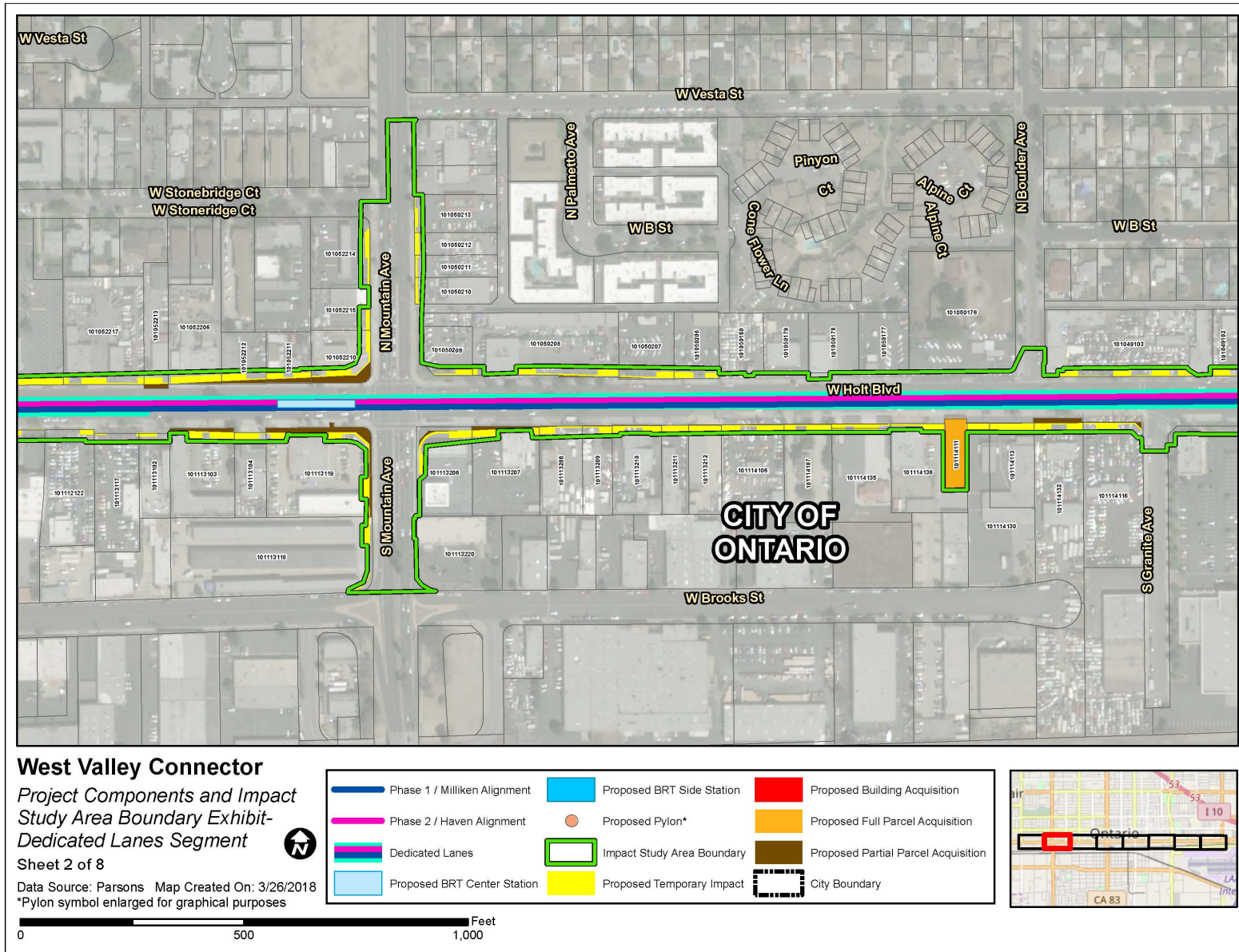


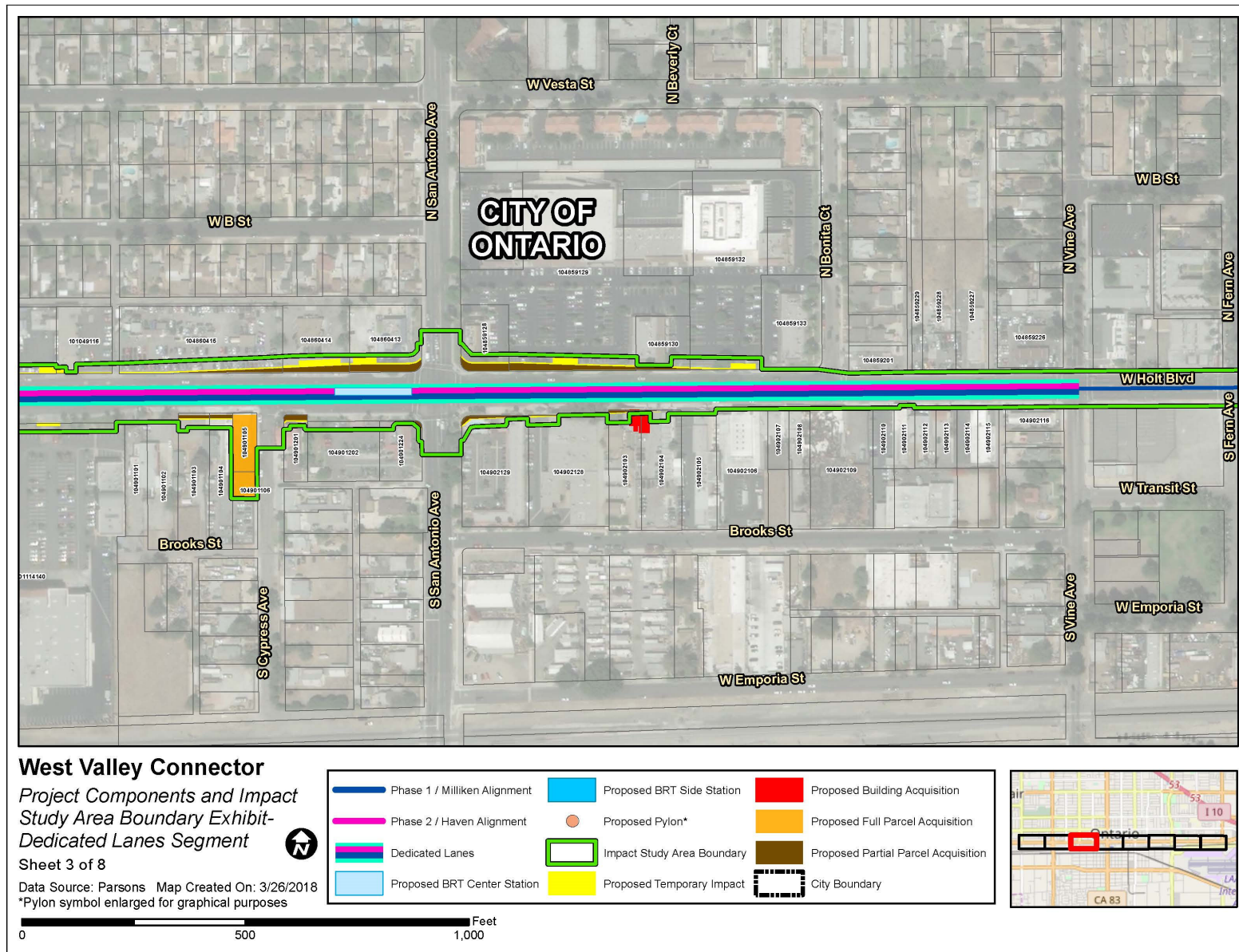


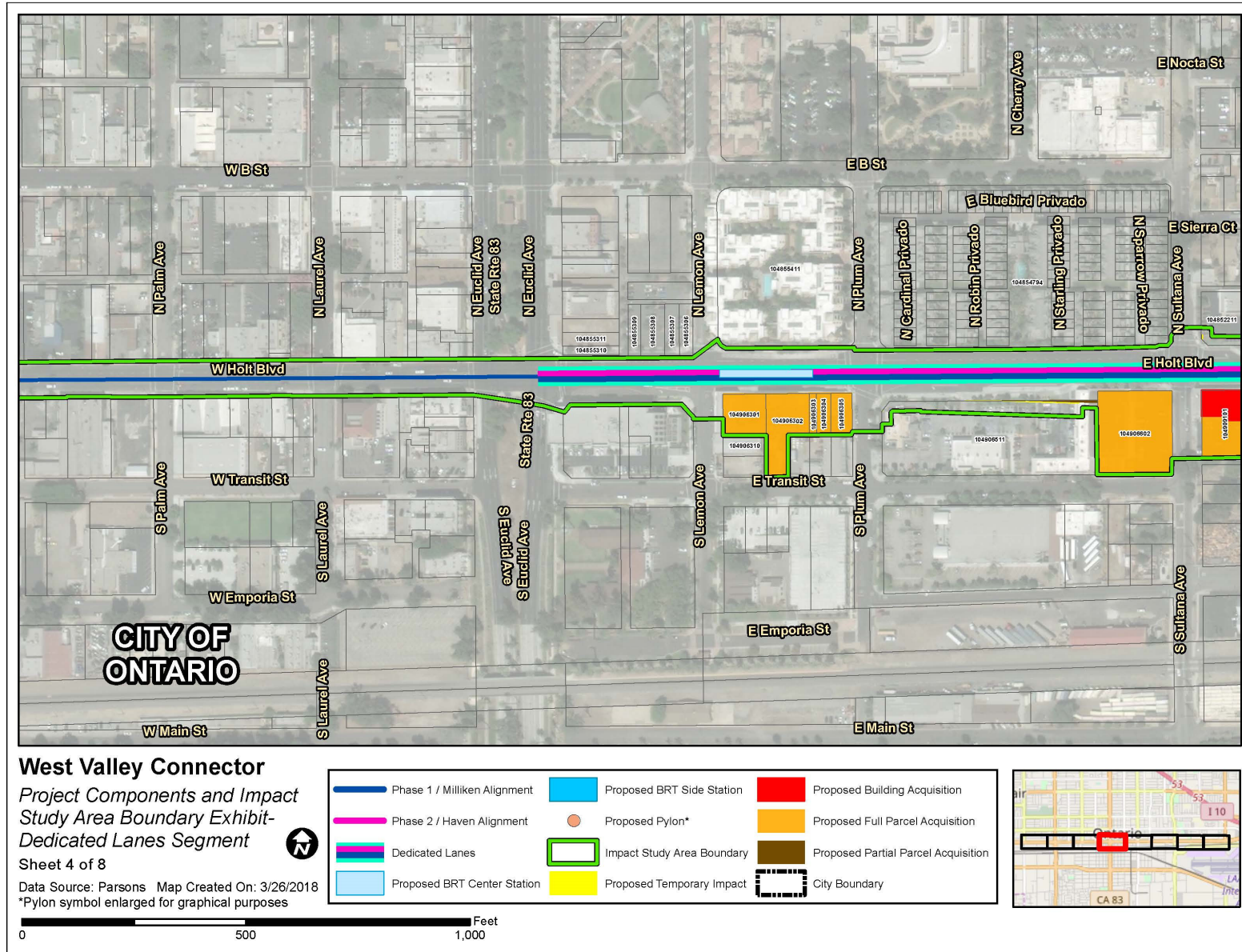


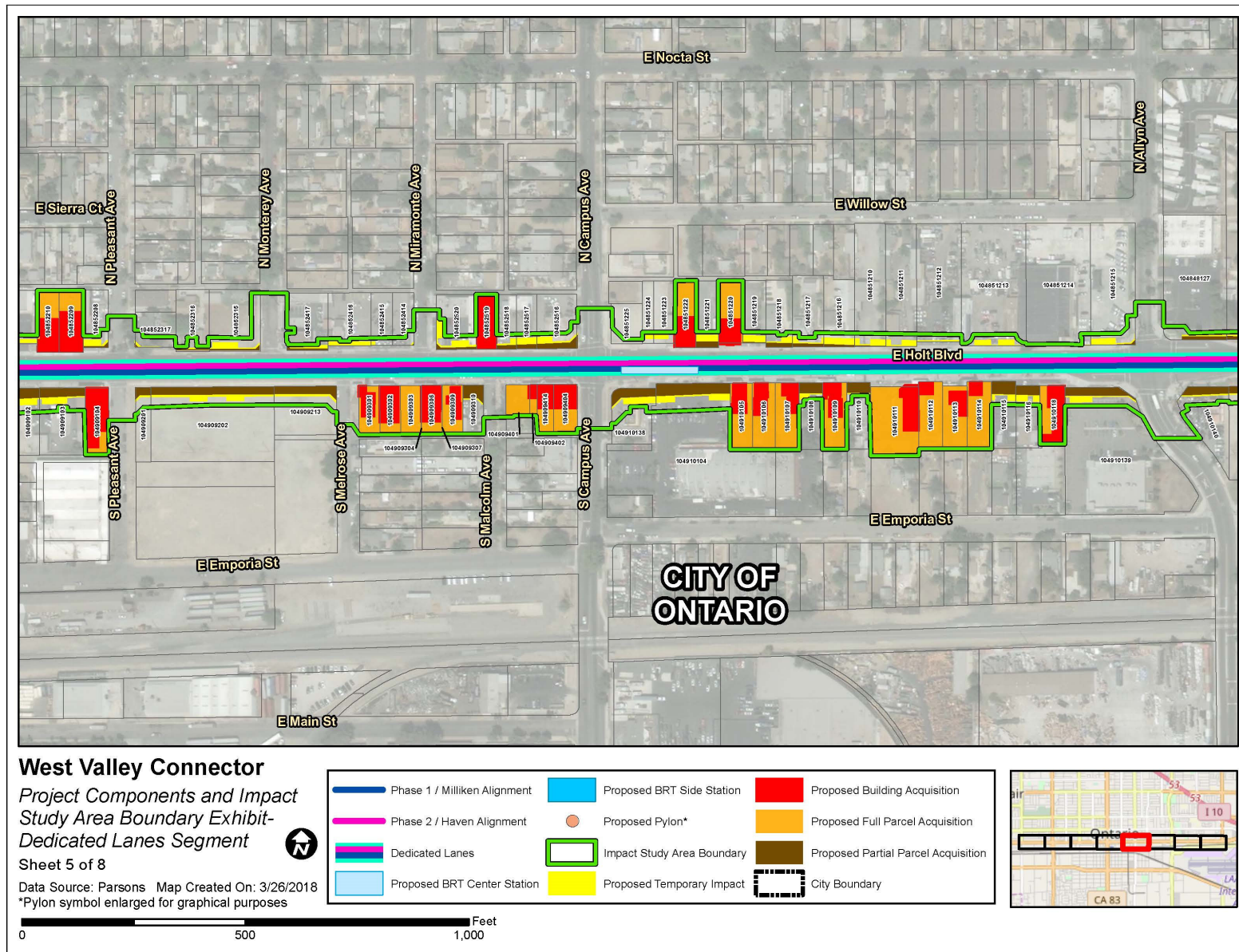


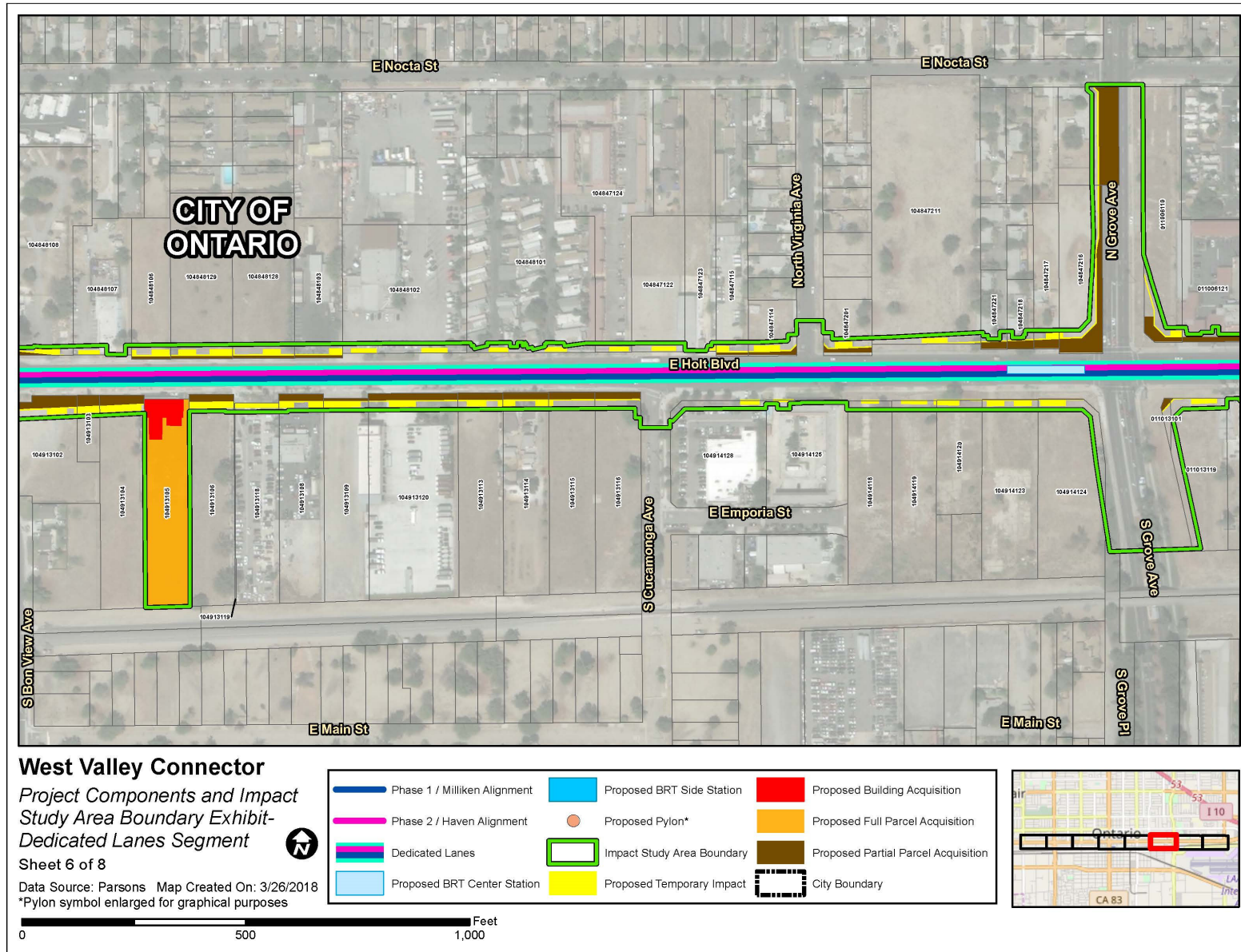


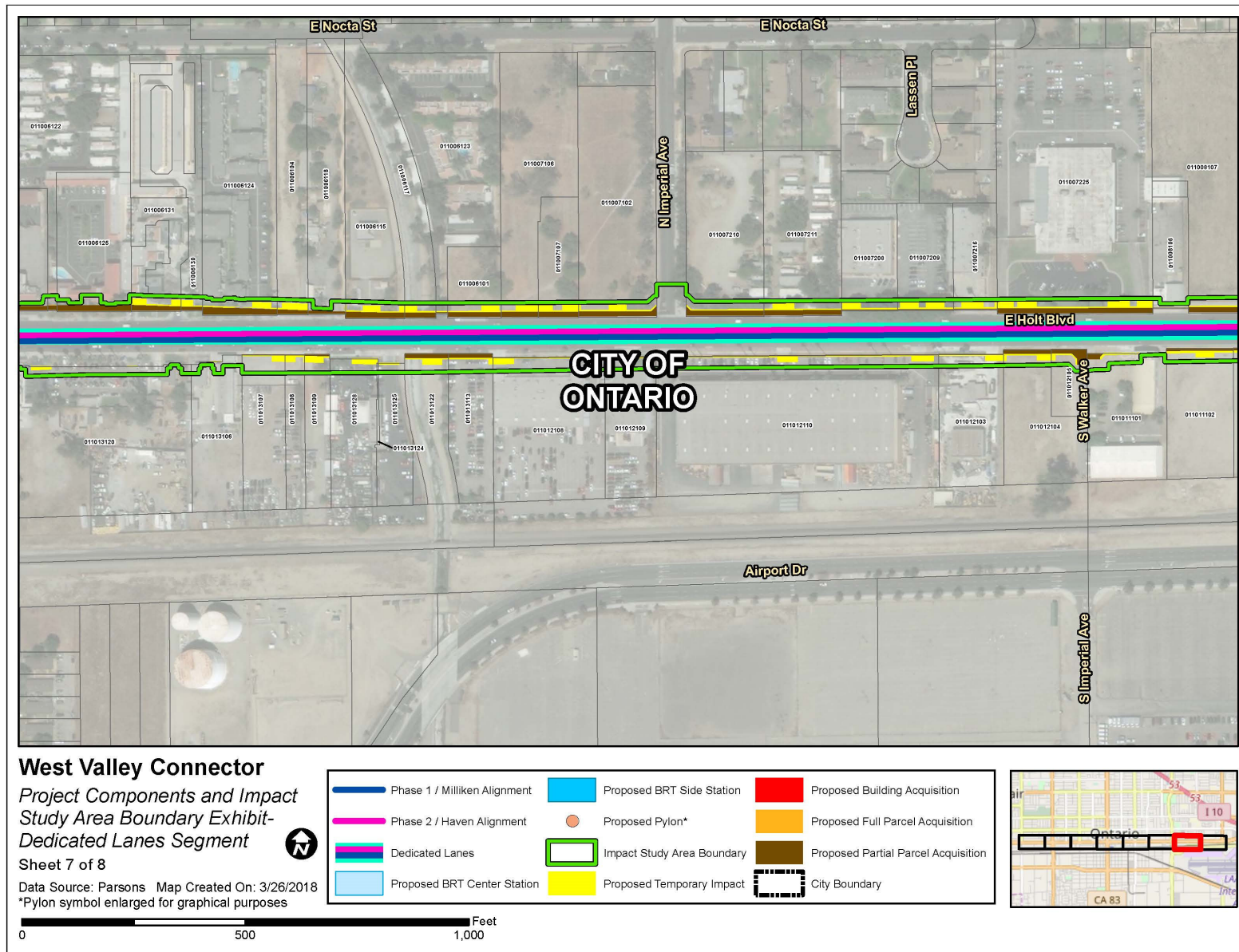


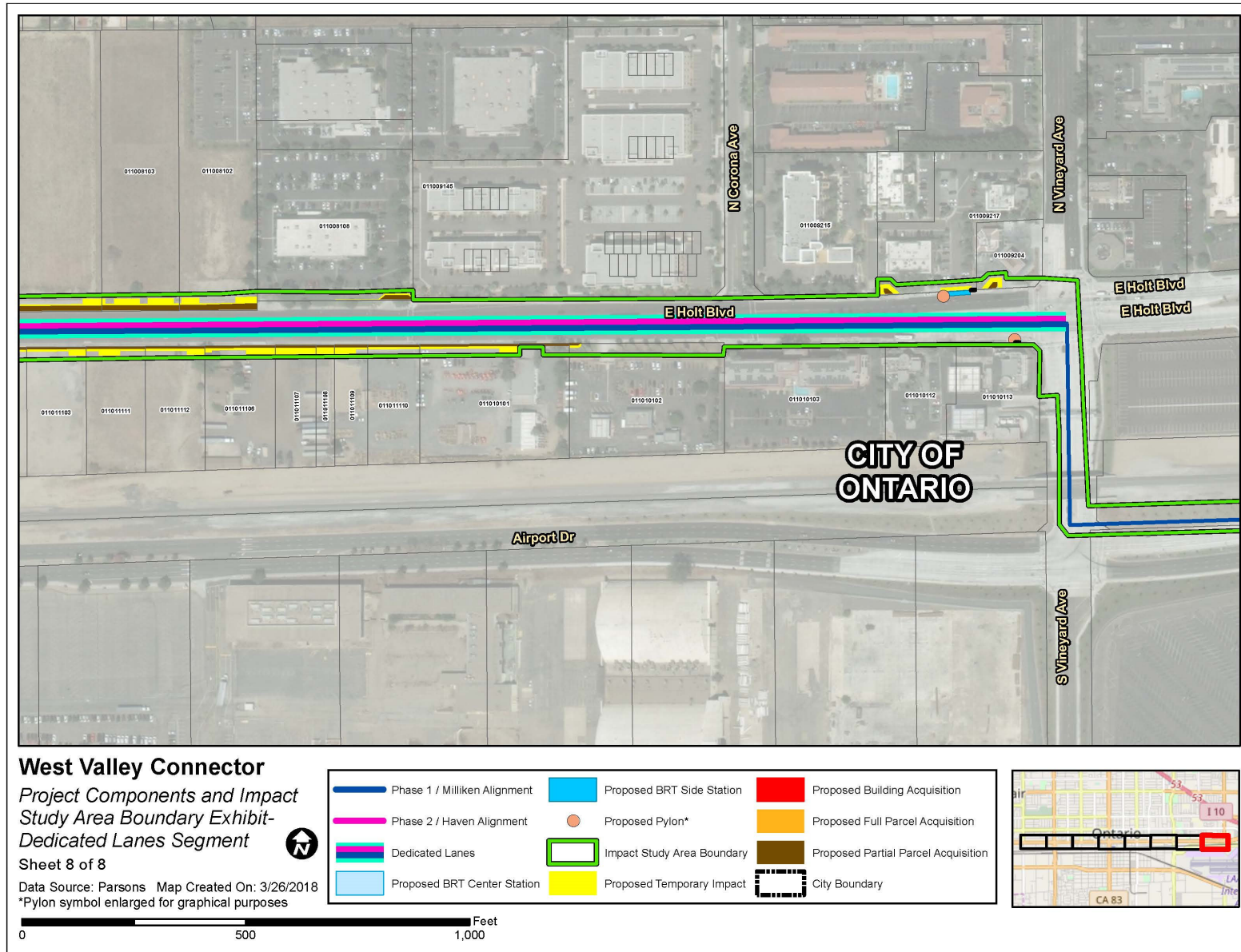












APPENDIX G

KEY CORRESPONDENCE



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

90 7th Street
Suite 15-300
San Francisco, CA 94103-6701
415-734-9490
415-734-9489 fax

Ms. Julianne Polanco
State Historic Preservation Officer
Office of State Historic Preservation
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Kathleen Forrest, State Historian

DEC 22 2016

Re: Subject: Section 106 Consultation for the
West Valley Connector Bus Rapid Transit
Project

Dear Ms. Polanco:

The Federal Transportation Agency (FTA), in coordination with Omnitrans, is initiating consultation with the California State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, as amended (36 C.F.R. 800), for the West Valley Connector Bus Rapid Transit (BRT) Project (the Project), in Los Angeles and San Bernardino County. The Project will be a federal undertaking because the FTA will be providing financial assistance. This letter requests concurrence on the definition of the Area of Potential Effect (APE) pursuant to 36 CFR § 800.4.

Overview of the Proposed Project

The Project is a proposed 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed transit route would begin at the Pomona Metrolink Transit Center station and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue. The proposed project includes a combination of side- and center-running BRT stations with 3.5 miles of dedicated bus-only lanes and mixed-flow lanes. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements, spaced 0.5 to 1 mile apart to facilitate higher operating speeds. Transit Signal Priority (TSP) applications and queue jump lanes would also be used at selected intersections to further facilitate faster and more reliable bus operations.

This project is shifting between the lead agencies of Omnitrans and San Bernardino Associated Governments (SANBAG), a local regional transportation planning agency. With SANBAG as the lead agency of this Small Starts project, Omnitrans will still be the operator for this BRT system.

Area of Potential Effects

The proposed APE for architectural resources, including built resources, historic and cultural landscapes, as well as all areas that could be directly or indirectly affected by the proposed project.

Direct effects include physical changes to architectural resources. Indirect effects include visual effects or effects caused by noise or vibration.

The proposed APE for archaeological resources is limited to areas that could be affected by the maximum extent of project-related ground disturbance, including the areas associated with excavation, backfill and grading, construction, temporary access ways and encroachments, construction staging areas, grading, and utility trenching. In most areas, the depth of ground disturbance is expected to be roughly 6 inches.

Project design is still being finalized for the proposed 3.5 miles dedicated lanes segment along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario. The dedicated lanes segment would require road widening to accommodate the five center-running stations and dedicated bus-only lanes, which would involve excavation and trenching. A conservative approach in the delineation of the APE was taken in which all current design options were included.

The Holt Boulevard widening is 3.5 mile in length and involves disturbances within the existing pavement, sidewalk, gutter, and developed parcels to accommodate the center running stations and BRT dedicated lane. As the topography is consistently flat throughout this segment of the project, excavation would be shallow (less than 6 inches) in most areas. The maximum excavation depth for this road widening segment along Holt Boulevard would be 2.5 feet and involve trenching in the areas near the 5 new center running stations for utility relocations and installing conduit for new electrical/communication services.

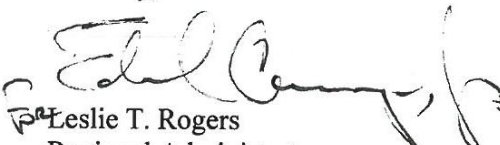
In accordance with 36 CFR Part 800.4(a)(2), information about known and potential historic properties within the APE will be reviewed. Investigations will be prepared by consultants who meet the Secretary of the Interior's Professional Qualifications Standards in archaeology, history, and architectural history. The project would be constructed by 2035, and identification efforts will be focused on properties constructed before 1985.

In accordance with 36 CFR Part 800.4(a)(3), local historic groups and other stakeholders that may have an interest in the project will be contacted to gather information on historic resources within the APE. FTA will also contact and consult any identified Native American groups.

Findings

In accordance with 36 CFR § 800.4, the FTA is requesting your concurrence with the APE. Enclosed you will find the Project Vicinity, Project Location, and APE maps for the project. If you have any questions, please contact Candice Hughes, FTA Environmental Protection Specialist at (213) 629-8613 and candice.hughes@dot.gov.

Sincerely,



Leslie T. Rogers
Regional Administrator

Attachments:

- A: Project Location
- B: Project Vicinity
- C: APE Map

Final Environmental Impact Report/ Environmental Assessment



STATE OF CALIFORNIA – THE RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

OFFICE OF HISTORIC PRESERVATION DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896
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(916) 653-6624 Fax: (916) 653-9824
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January 23, 2017

In reply refer to: FTA_2016_1227_001

Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received December 27, 2016, initiating consultation for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR Part 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and APE maps with the consultation letter.

The undertaking proposes a 33.5-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation letter, the narrative description of the APE is as follows:

- The 3.5-mile area along Holt Boulevard between Benson Avenue and Vine Avenue, and between Euclid Avenue and Vineyard Avenue, in the City of Ontario

FTA has requested comments on the delineation of the APE. After reviewing the documentation, I offer the following comments:

- Please provide a complete narrative description of the APE. The description provided in the consultation package appears to be incomplete.
- Please provide the maximum vertical extent of the APE. For undertakings that include a long linear APE such as this, it is helpful when the estimated vertical extents for each of the project components that require ground disturbance are described. This information can easily be depicted in a table.

Mr. Leslie Rogers—FTA
January 23, 2017
Page 2 of 2

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- Please also clarify the methodology for delineating the architectural APE. The maps provided show some adjacent parcels included, while many are not. It is unclear why this distinction is made in the various locations.
- Provide a general list of activities required to construct the undertaking. This allows the consulting parties to understand the scope of the project and assists in determining whether the APE adequately considers potential indirect effects.

Thank you for considering historic properties in your planning process, and I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or e-mail at kathleen.forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Final Environmental Impact Report/ Environmental Assessment



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
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calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

November 14, 2017

In reply refer to: FTA_2016_1227_001

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Area of Potential Effect (APE),
Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

Thank you for the letter received October 27, 2017, continuing consultation with the State Historic Preservation Officer (SHPO) for the above-referenced undertaking in order to comply with Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulation at 36 CFR § 800. The Federal Transit Administration (FTA) included the project location, project vicinity, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes a 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

As described in the consultation package, the APE begins on the north side of Pomona Metrolink Transit Center, and travels north on Main Street, east on Monterey Avenue, north on Garey Avenue, and east onwards along Holt Boulevard through Pomona, Montclair, and Ontario. At Ontario International Airport the APE travels north on Archibald Avenue, east on G Street, continues on inland Empire Boulevard, and north on Haven Avenue through Rancho Cucamonga. The APE includes the parallel alignment of Milliken Avenue as part of the proposed Milliken Alignment. At Foothill Boulevard in Rancho Cucamonga, the APE travels east through Victoria Gardens until

Mr. Leslie Rogers
November 14, 2017
Page 2 of 2

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Sierra Avenue, where the alignment travels south through Fontana to Valley Boulevard, where it turns west. It continues north on Juniper Avenue and east on Marygold Avenue until reaching Sierra Avenue. The APE encompasses the right-of-way and parcels along the proposed side and center stations of the alignment, temporary construction easements, proposed staging areas, and parcels proposed for full or partial acquisition. The vertical APE has been identified between 2.5 and 15 feet, depending on the activity.

FTA has requested comments on the delineation of the APE and the methodology to streamline the identification and evaluation of historic properties. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.
- A methodology to streamline identification and evaluation was not included in the consultation package. If FTA would like to discuss an alternative identification strategy, please provide a methodology for review.

I look forward to continuing this consultation with you. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,



Julianne Polanco
State Historic Preservation Officer

Final Environmental Impact Report/ Environmental Assessment



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

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March 29, 2018

In reply refer to: FTA_2016_1227_001

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Expansion of Area of Potential Effect (APE), Counties of Los Angeles and San Bernardino, California

Dear Mr. Rogers:

The State Historic Preservation Officer (SHPO) received your letter on March 5, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included maps of the the project location, project vicinity, project Operation and Maintenance (O&M) facility sites, and Area of Potential Effect (APE) maps with the consultation letter.

The undertaking proposes a 35-mile-long transit improvement project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations with 3.5 miles of dedicated bus-only lanes and mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

FTA previously consulted on the APE and the Office of Historic Preservation (OHP) issued comments on November 14, 2017. Since that time the APE has been expanded to include potential locations for the proposed O&M facility. The three sites are:

- 1516 S. Cucamonga Avenue, Ontario (APN 1050-131-03-0000)
- 1440 S. Cucamonga Avenue, Ontario (APN 1050-141-07-0000)
- 1333 S. Bon View Avenue, Ontario (APN 1049-421-01-0000)

Mr. Leslie Rogers
March 29, 2018
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The APE includes all surrounding parcels that may contain built environment resources and may experience indirect effects from construction and operation of the new facility. All project activities related to the construction of the O&M facility, including construction staging and equipment storage areas, are anticipated to be included within the selected O&M site. The vertical APE would extend to a maximum depth of 12 feet below grade. No additional modifications were made to the APE.

FTA has requested comments on the modification of the APE. After reviewing the documentation, I offer the following comments:

- I agree that the APE is sufficient for the undertaking, per 36 CFR § 800.4(a)(1). Please note that while the methodology for surveying the APE may differ in parts, there is one APE for the undertaking as a whole.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Julianne', followed by a horizontal line.

Julianne Polanco
State Historic Preservation Officer

Final Environmental Impact Report/ Environmental Assessment



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
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MAY 15 2018

Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

Subject: Section 106 Consultation on
Historic Property Survey Report for the
Proposed West Valley Connector – Counties
of San Bernardino and Los Angeles,
California

OHP File: FTA_2016_1227_001

Attention: Ms. Kathleen Forrest, State Historian

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR Part 800), FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the Undertaking was initiated on December 22, 2016, with a letter providing additional information on the Area of Potential Effects (APE) sent to you on October 26, 2017, and for which concurrence was received from the SHPO on November 14, 2017. On March 1, 2018, FTA consulted with the SHPO concerning a revision to the APE to include potential operations and maintenance (O&M) facility sites for which concurrence was received on March 29, 2018. This letter requests concurrence on the determinations of eligibility of properties for the National Register of Historic Places (NRHP). Enclosed with this transmittal letter are the

¹ Note that Omintrans was originally a CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In January 2017, SBCTA entered into a cooperative agreement with Omintrans designating SBCTA as the Lead Agency for the WVC project.

Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and the Historic Resources Evaluation Report (HRER). The HPSR summarizes consulting party and public participation, and identification efforts of historic properties located within the Project's APE.

Project Description

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. Phase I of the Project would construct the "Milliken Alignment", from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Construction of Phase I is scheduled to begin in early 2020 with completion in early 2023. Phase II of the Project would construct the "Haven Alignment", which would go from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana. Phase II/Haven Alignment is intended to be constructed immediately following the completion of Phase I, depending on the availability of funding. A more detailed description of the proposed Undertaking is included in the accompanying HPSR.

Under consideration for the project implementation are three alternatives: a No-Build Alternative, and two Build Alternatives, A and B, as follows:

Alternative A – Full BRT with no Dedicated Bus-only Lanes

Alternative A would include the 35-mile-long BRT corridor, which is comprised of the Phase I/ Milliken Alignment, Phase II/Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. The BRT buses would operate entirely in the mixed-flow lanes. The right-of-way (ROW) limits and travel lane width vary in other segments of the corridor. Implementation of Alternative A would not require permanent or temporary ROW acquisition.

Alternative B – Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

Alternative B would include the full 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, 3.5 miles of dedicated bus-only lanes, and five center-running stations and 50 side-running stations at up to 33 locations/ major intersections. The dedicated lanes segment would include two mixed-flow lanes and one transit lane in each direction and five center-running stations. To accommodate the dedicated lanes, roadway widening and additional utilities, such as electrical and fiber-optic lines, would require permanent and temporary ROW acquisition. In addition, some areas of the project corridor would require reconfiguration, relocation, or extension of adjacent driveways, curbs, medians, sidewalks, parking lots, and local bus stops.

Delineation of the Area of Potential Effects

For this Undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office in December 2016 and October 2017, then again concerning a revision to the Undertaking's APE to account for construction of an O&M facility, for which concurrence was received in March 2018.

The proposed APE was determined to encompass the ROW and parcels along the proposed side and center stations of the above-mentioned alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels proposed for full or partial acquisition for the archaeological resources study.

The archaeological portion of the APE is defined as the area of direct impacts that could occur as a result of project construction and includes existing and proposed ROW, TCEs, proposed staging areas, and parcels proposed for full or partial acquisition. The architectural portion of the APE includes the archaeological APE, plus properties that may be subject to indirect impacts (i.e., impacts from visual, noise, vibration, or changes to setting). Potential indirect impact areas are established as the legal parcel adjacent to where potential direct impacts would occur. If any part of a parcel would be temporarily or permanently impacted, then the whole parcel was included as part of the Architectural APE footprint.

Study Methodology and Results

FTA has made a reasonable and good faith effort to identify historic properties within the APE, with the work conducted by cultural resources professionals who meet the professional standards established by the Secretary of the Interior. Background research was conducted to identify historic and archaeological resources previously recorded and located in the study area. This included visiting local historical archives and libraries, checking city historic preservation elements and landmark lists, and reviewing state and federal historic resources inventories. Background research also included a literature and records search to identify known built-environment, prehistoric, and historic archaeological resources within 0.25 mile of the Project APE at the South Coast Central Coastal Information Center (SCCIC) at California State University, Fullerton on April 16 and 17, May 7, September 12, 2016, with supplemental records searches conducted on October 12, 2017 and February 21, 2018. A review of SCCIC's records indicate 91 previously recorded cultural resources within the records search radius, 21 of which are located within the West Valley Connector APE. A total of 70 cultural resources were previously documented outside the APE but within a 0.25-mile radius of the APE. Resources outside of the APE are primarily comprised of historic built environment resources. Out of the 21 previously recorded resources located within the APE, only 2 are considered archaeological resources, one of which no longer exists (P-36-007144) and another (P-36-002910) is the NRHP-

listed National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga).

During the archaeological investigations conducted as part of the Project, 13 archaeological resources were identified within the APE, including the 2 previously-recorded resources as mentioned above, and 11 newly identified historic archaeological sites. One of the previously recorded resources (P-36-007144) and all 11 newly identified sites (Lots 1 through 11) identified and recorded during the field surveys have been evaluated and been determined by FTA as ineligible for inclusion in the NRHP. Detailed information regarding these 11 new archaeological resources, and one no longer extant (P-36-007144), is provided in the ASR, attached to the HPSR as Appendix B.

During the architectural history background investigations conducted as part of the Project, it was determined 19 previously recorded built-environment resources are in the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana). The Project's cultural team conducted a field review of the previously identified 5 NRHP-listed or eligible resources and confirmed each continues to possess sufficient integrity to meet the established criteria as historic properties.

Of the 496 parcels in the West Valley Connector APE containing built-environment resources, 159 were built in or before 1968 and had not been previously evaluated for the NRHP; therefore, they were evaluated as part of the survey conducted for this Undertaking. Holt Avenue/Boulevard (a segment of former U.S. Route 99) was also evaluated for its eligibility for listing in the NRHP. These resources were photographed in the field and have been recorded on DPR 523 Primary Record and Building, Structure and Object Record forms, which can be found in Appendix B of the HRER, attached to the HPSR as Appendix C.

There are 12 additional properties (all commercial) constructed within the 5-year span, 1969-1973, within the APE, as identified in Table 1. These properties fall within the 45-year time-frame survey window for completion of Phase I (2022) and Phase II (2023) construction. These 12 properties appear to possess no potential to meet NRHP criteria though they were not formally evaluated as part of the historic and architectural survey; building dates were determined by County Assessor's data and historical research, including a review of historic aerial photographs, and supported by field reviews. The table below also appears as Table 6.1 in the HPSR and as Table 4.3 in the HRER.

Table 1
Built-Environment Resources constructed between 1969-1973 within APE

Property#	Address/Location	Parcel Number	City	Year Built	Property Function
1	399 N. Garey Avenue	8336-022-008	Pomona	1971	Ceramics Museum
2	4889 Holt Boulevard	1012-101-07-0000	Montclair	1972	Retail Clothing Store
3	5064 Holt Boulevard	1010-643-32-0000	Montclair	1972	Car Wash
4	5200 Holt Boulevard	1010-611-31-0000	Montclair	1971	Car Sales Lot
5	5391 Holt Boulevard	1011-051-05-0000	Montclair	1972	Car Sales Lot
6	5650 Holt Boulevard	1010-581-48-0000	Montclair	1970	Motel
7	1542 W. Holt Boulevard	1010-552-14-0000	Ontario	1970	Bar and Grill
8	1363 W. Holt Boulevard	1011-111-18-0000	Ontario	1973	Retail Trailer Supplies
9	934 W. Holt Boulevard	1010-501-77-0000	Ontario	1973	Car Sales Lot
10	803 E. Holt Boulevard	1011-141-16-0000	Ontario	1971	Car Sales Lot
11	1336 E. Holt Boulevard	0110-131-28-0000	Ontario	1970	Custom Built Cars
12	1366 E. Holt Boulevard	0110-121-08-0000	Ontario	1970	Rental Cars

Determinations of Eligibility

The vast number of extant built-environment properties constructed in 1968 or before are predominantly commercial or retail in nature, are not functionally related to one another by a common historic theme, and are likewise not sufficiently unified by periods of significance or architectural styles. Of the newly-identified 159 built-environment resources within the APE that were surveyed and formally evaluated, 4 were determined to be eligible for inclusion in the NRHP, as listed in Table 2.

Table 2
Built-Environment Resources within APE Determined Eligible for Listing in NRHP

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The FTA has formally evaluated the following 155 built-environment properties for the West Valley Connector Project, listed in Table 3, and has determined that they do not appear to be eligible for listing in the NRHP either individually or as part of a historic district because of a lack of significance or integrity.

Table 3
Built-Environment Resources within APE Determined Ineligible for Listing in NRHP

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z

No.#	Address/Location	Parcel Number	City	OHP Status Codes
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	1150 W. Holt Boulevard	1010 -522-13-0000	Ontario	6Z
32	1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z
33	1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z
34	1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z
35	1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z
36	1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z
37	1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z
38	1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z
39	964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z
40	967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z
41	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817 E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1

No.#	Address/Location	Parcel Number	City	OHP Status Codes
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z

Request for Concurrence on NRHP Eligibility Determinations

Pursuant to 36 CFR § 800.4, the FTA respectfully requests your concurrence in the determination that the no longer extant P-36-007144 and all 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP. FTA also requests your concurrence with the determination that the 4 built environment resources listed in Table 2 are eligible for inclusion in the NRHP, and the 155 built environment resources listed in Table 3 are ineligible for listing in the NRHP.

Status of Native American Consultation

Three searches of the Sacred Lands File, conducted by the Native American Heritage Commission (NAHC) in March 2016, October 2017, and February 2018 were negative for Native American cultural resources. In March 2016, the NAHC identified 11 individuals or contacts representing 10 Native American groups to be contacted about the project. In October 2017, that list had been expanded to 25 individuals or contacts representing 19 Native American groups, and the NAHC provided the same list when contacted again in February 2018.

In compliance with the Assembly Bill (AB) 52, on May 13, 2016, Parsons sent a notification letter regarding the proposed project on behalf of Omnitrans (former CEQA Lead Agency for the WVC Project) to the 11 original Native American contacts identified by the NAHC in March 2016. As a result, two Native American groups, the Gabrielino Band of Mission Indians– Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under AB 52.

Following the proposed project modifications to divide the proposed corridor alignment in two phases in late 2017 and to incorporate the potential O&M Facility sites into the WVC Project environmental document in early 2018, the NAHC was contacted to request a SLF search for additional project footprints in October 2017 and February 2018, respectively. To continue the AB 52 outreach effort, on April 11, 2018, SBCTA (current CEQA lead agency) sent a notification letter regarding the proposed project to all 14 new contacts representing 9 new Native American groups provided by the NAHC in October 2017 and February 2018. In addition, on April 11, 2018, SBCTA sent a continuing consultation letter to the two Native American groups who formerly requested consultation to provide a project update and solicit comments under AB 52. On April 25, 2018, SBCTA also sent follow-up letters to the 9 original Native American groups who had been contacted in 2016 but had not responded to that contact. The follow-up letters provided an update on the project and a new invitation to consult under AB 52.

FTA has also initiated Native American and Tribal consultation under Section 106 of the NHPA and its implementing regulations, 36 CFR § 800.2 (c)(4) and 36 CFR § 800.2 (c)(5). On August

10, 2016, FTA sent an invitation letter to all original 11 Native American contacts provided by the NAHC in March 2016. As a result, two Native American groups, the Gabrieleno Band of Mission Indians – Kizh Nation and the SMBMI, requested consultation under Section 106 of the NHPA. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans. FTA is in the process of sending an invitation letter to the 14 new contacts representing 9 new Native American groups identified by the NAHC in February 2018. In addition, SBCTA is continuing its consultation with Gabrieleno Band of Mission Indians – Kizh Nation and SMBMI by sending the updated information about the project and by making a telephone contact with the groups' representatives. The Tribes have been invited to contact FTA directly if they have any questions or concerns.

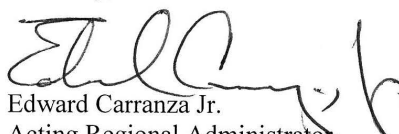
Assessment of Effects (36 CFR § 800.5)

As the FTA and SBCTA are considering two Build Alternatives (A and B) for the West Valley Connector Project, as well as a No Build Alternative, the FTA will continue consultation with your Office concerning Project effects once we have concurrence on the adequacy of our identification and evaluation efforts. At that time, we will submit a finding of effects, pursuant to 36 CFR § 800.5.

In conclusion, FTA requests concurrence with the determination as presented in the HPSR that four newly-identified properties are eligible for the NRHP, and apart from five previously-listed or determined NRHP-eligible properties, the remaining resources in the APE are not eligible for listing in the NRHP either individually or as part of a potential historic district.

If you have any questions or concerns, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,



Edward Carranza Jr.
Acting Regional Administrator

cc: Ted Matley, FTA
Andres Ramirez, SBCTA
Anna Jaiswal, Omnitrans

Attachments: West Valley Connector, Historic Property Survey Report, April 2018
West Valley Connector; Archaeological Survey Report, April 2018
West Valley Connector, Historic Resources Evaluation Report, April 2018

Final Environmental Impact Report/ Environmental Assessment



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer

1725 23rd Street, Suite 100, Sacramento, CA 95816-7100

Telephone: (916) 445-7000

FAX: (916) 445-7053

calshpo.ohp@parks.ca.gov

www.ohp.parks.ca.gov

June 14, 2018

In reply refer to: FTA_2016_1227_001

Mr. Edward Carranza, Jr.
Acting Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Identification Efforts, Counties of
Los Angeles and San Bernardino, California

Dear Mr. Carranza:

The State Historic Preservation Officer (SHPO) received your letter on May 16, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included the following documents with the consultation letter:

- *Historic Property Survey Report, West Valley Connector Project*, prepared for the San Bernardino County Transportation Authority (SBCTA) and Omnitrans in April, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project* (HRER), prepared by Parsons for the SBCTA and Omnitrans in April, 2018
- *Archaeological Survey Report, West Valley Connector Project* (ASR), prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in April, 2018

The undertaking proposes a 35-mile-long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations, 3.5 miles of dedicated bus-only lanes, mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements. FTA previously consulted on the Area of Potential Effect (APE) and the Office of Historic Preservation (OHP) issued comments on November 14,

Mr. Edward Carranza, Jr.
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2017. The APE was expanded to include an Operations and Maintenance Facility, and OHP commented on this expansion on March 29, 2018.

Identification efforts included a records search, archival research, Sacred Lands File request, Native American consultation, and survey of the APE. Twenty-one resources were previously recorded within the APE, including two archaeological resources. One of the previously recorded archaeological resources, P-36-007144, no longer exists. The other, P-36-002910, is the National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga) and is listed on the National Register of Historic Places (NRHP). Nineteen built environment resources were previously identified within the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana).

Survey of the APE identified 11 new archaeological sites within the APE, as well as 171 built environment parcels that were constructed prior to 1973. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP; the remaining parcels were recommended as ineligible. All 11 archaeological resources were also recommended as ineligible.

FTA has requested concurrence on the determinations that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP, four built environment resources are eligible for inclusion in the NRHP, and the remaining 155 built environment resources are ineligible for listing in the NRHP. After reviewing the documentation, I offer the following comments:

- Please explain the potential scope of work for Lots 1-11, and whether there is ground-disturbing activity planned for those areas. If the scope of work does include ground disturbing activity, the following information is required:
 - Based on the level of documentation provided, it does not appear that FTA has applied the National Register criteria (36 CFR § 63) to the archaeological resources identified on Lots 1 through 11. It also does not appear that appropriate identification efforts, such as archival research and consultation of Sanborn maps have been conducted by FTA to establish the historic use and association of these archaeological resources. At a minimum, this level of identification is necessary when evaluating historic-era archaeological resources according to National Register criteria.
 - While the buildings located on Lots 1 through 11 are no longer extant, please explain the likelihood of encountering subsurface archaeological deposits within these areas during ground disturbing construction activities. For this analysis, please also consider the vertical depth of

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previous ground disturbance, depth of fill, and the vertical APE for the current undertaking. It is also recommended that as-built drawings, if available, are examined as part of this analysis.

- While the residential site at P-36-007144/CA-SBR-7144H is no longer extent, please provide documentation as to how it was determined that "construction activities associated with development of that facility [Kaiser Permanent Mental Health Office] destroyed or significantly disturbed any intact deposits."
- Please provide information regarding the depth of artificial fill throughout the APE as discussed in Section 6.3 of the Archaeological Survey Report (ASR).
- Please provide information as to why the depths of previous disturbance discussed in Section 6.3 of the ASR are "unknown at this time."
- Confirm whether the completed DPR 523 forms for the archaeological resources located on Lots 1 through 11 have been submitted to the appropriate Information Center for state designation.
- As discussed on page 72 of the ASR, the implementation of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) should not be used instead of FTA completing the steps necessary to identify history properties (archaeological) within the APE for the purposes of Section 106.
- Based on the above comments, I cannot concur at this time FTA's determinations of eligibility because it is not clear that identification efforts are complete, per 36 CFR § 800.4. Please submit the information above to continue consultation.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer

Cc: Sharyn LaCombe, FTA



State of California • Natural Resources Agency

Edmund G. Brown Jr., Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 7, 2018

In reply refer to: FTA_2016_1227_001

Mr. Edward Carranza, Jr.
Acting Regional Administrator
Federal Transit Administration
90 Seventh Street
Suite 15-300
San Francisco, CA 94103-6701

Re: West Valley Connector Bus Rapid Transit Project, Identification Efforts, Counties of
Los Angeles and San Bernardino, California

Dear Mr. Carranza:

The State Historic Preservation Officer (SHPO) received your letter on July 19, 2018, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800. The Federal Transit Administration (FTA) included the following documents with the consultation letter:

- *Historic Property Survey Report, West Valley Connector Project*, prepared for the San Bernardino County Transportation Authority (SBCTA) and Omnitrans in July, 2018
- *Historic Resources Evaluation Report, West Valley Connector Project (HRER)*, prepared by Parsons for the SBCTA and Omnitrans in July, 2018
- *Archaeological Survey Report, West Valley Connector Project (ASR)*, prepared by Parsons and PaleoSolutions for the SBCTA and Omnitrans in July, 2018

The undertaking proposes a 35-mile-long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The route would begin at the Pomona Metrolink Transit Center station in Pomona, California, and terminate near the Kaiser Permanente Medical Center at Sierra Avenue and Marygold Avenue in Fontana, California. The undertaking includes a combination of side- and center-running bus rapid transit (BRT) stations, 3.5 miles of dedicated bus-only lanes, mixed flow lanes, and up to 60 station platforms at 33 locations and associated improvements.

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FTA previously consulted on the Area of Potential Effect (APE) and the Office of Historic Preservation (OHP) issued comments on November 14, 2017. The APE was expanded to include an Operations and Maintenance Facility, and OHP commented on this expansion on March 29, 2018. FTA also consulted on the identification efforts and OHP issued comments on those efforts on June 14, 2018. The current consultation addresses those comments.

Identification efforts included a records search, archival research, Sacred Lands File request, Native American consultation, and survey of the APE. Twenty-one resources were previously recorded within the APE, including two archaeological resources. One of the previously recorded archaeological resources, P-36-007144, no longer exists. The other, P-36-002910, is the National Old Trails Highway/Route 66 (now Foothill Boulevard in the cities of Fontana and Rancho Cucamonga) and is listed on the National Register of Historic Places (NRHP). Nineteen built environment resources were previously identified within the APE, five of which are listed in or considered eligible for the NRHP (P-19-189200, Southern Pacific Railroad [SPRR] Depot, Pomona; Lincoln Park Historic District, Pomona; P-36-015397, Malaga Underpass Bridge, Fontana; P-36-015982, Euclid Avenue/State Route [SR] 83, Ontario and Upland; and P-36-002910, National Old Trails Road/Route 66, Rancho Cucamonga and Fontana).

Survey of the APE identified 11 new archaeological sites within the APE, as well as 159 built environment parcels that were constructed prior to 1968. These resources were recorded and evaluated for NRHP eligibility. Four built environment properties were recommended as eligible for listing in the NRHP. Those properties include:

Built-Environment Resources within APE Determined Eligible for Listing in NRHP

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
2	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
3	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
4	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901

The remaining 155 parcels were recommended as ineligible and are included in the table attached to this letter.

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All 11 newly identified historical archaeological resources (Lots 1 through 11), as well as the no longer extant P-36-007144 were also recommended as ineligible. Lots 1 through 11 include:

Archaeological Resources within APE Determined Ineligible for Listing in NRHP

Lot #	Address/Location	Parcel Number
1	570, 590, and 610 E. Holt Boulevard, Ontario	1049-092-01-0000, 1049-092-02-0000, 1049-092-13-0000
2	914 and 918 E. Holt Boulevard, Ontario	1049-131-03-0000, 1049-131-04-0000
3	957 E. Holt Boulevard, Ontario	1048-481-06-0000, 1048-481-29-0000, 1048-481-28-0000
4	1044 and 1050 E. Holt Boulevard, Ontario	1049-131-15-0000, 1049-131-16-0000
5	1373, 1381, and 1387 E. Holt Boulevard, Ontario	0110-061-01-0000, 0110-071-06-0000, 0110-071-07-0000, 0110-071-02-0000
6	120 S. Walker Ave, 1486 E. Holt Boulevard, Ontario	0110-121-04-0000, 0110-121-05-0000
7	1660 E. Holt Boulevard, Ontario	0110-111-11-0000, 0110-111-12-0000
8	1202-1212 E. Holt Boulevard, Ontario	0110-121-19-0000, 0110-31-01-0000
9	1625 and 1667 E. Holt Boulevard, Ontario	0110-081-10-0000, 0110-081-03-0000
10	1207 E. Holt Boulevard, Ontario	0110-061-10-0000
11	1170, 1176, 1194 E. Holt Boulevard	1049-141-20-0000, 1049-141-23-0000, 1049-141-24-0000

FTA has requested concurrence on the determinations that the no longer extant P-36-007144 and the 11 newly identified archaeological sites (Lots 1 through 11) are ineligible for inclusion in the NRHP, four built environment resources are eligible for inclusion in the NRHP, and the remaining 155 built environment resources are ineligible for listing in the NRHP. After reviewing the documentation, I offer the following comments:

- I agree that the no longer extant P-36-007144 is not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).

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- I agree that Lots 1 through 11, as listed in the Archaeological Resources table above, are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the four built environment properties listed in Built Environment Resources table above are eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- I agree that the 155 resources listed in the attached table are not eligible for listing in the NRHP, per 36 § CFR 800.4(c)(2).
- In the future, it is not necessary to prepare separate HASR/HPSR documents for the built environment. A single report is sufficient.

I look forward to continuing this consultation with FTA. If you have any questions, please contact Kathleen Forrest of my staff at (916) 445-7022 or Kathleen.Forrest@parks.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer

Cc: Sharyn LaCombe, FTA

Mr. Edward Carranza, Jr.
August 7, 2018
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Built-Environment Resources within APE Determined Ineligible for Listing in NRHP

No.#	Address/Location	Parcel Number	City	OHP Status Codes
1	550 N. Garey Avenue	8336-016-028	Pomona	6Z
2	485, 499 N. Garey Avenue	8336-022-015	Pomona	6Z
3	445 N. Garey Avenue	8336-022-007	Pomona	6Z
4	415-425 N. Garey Avenue	8336-022-008	Pomona	6Z
5	130 E. Holt Avenue	8336-021-005	Pomona	6Z
6	173 E. Center Street	8336-021-022	Pomona	6Z
7	416-442 N. Garey Avenue	8336-021-027	Pomona	6Z
8	155 W. Commercial Street	8336-032-011	Pomona	6Z
9	167 W. Commercial Street	8336-032-010	Pomona	6Z
10	295 N. Garey Avenue	8336-032-014	Pomona	6Z
11	472-478 E. Holt Avenue	8337-025-002	Pomona	6Z
12	468 E. Holt Avenue	8337-025-003	Pomona	6Z
13	450-454 E. Holt Avenue	8337-025-004	Pomona	6Z
14	440 E. Holt Avenue	8337-025-015	Pomona	6Z
15	519 E. Holt Avenue	8337-016-010	Pomona	6Z
16	520 E. Holt Avenue	8337-021-002	Pomona	6Z
17	540 E. Holt Avenue	8337-020-011	Pomona	6Z
18	1545-1575 E. Holt Avenue	8323-025-025	Pomona	6Z
19	1538 W. Holt Boulevard	1010-552-13-0000	Ontario	6Z
20	1528 W. Holt Boulevard	1010-552-12-0000	Ontario	6Z
21	1520 W. Holt Boulevard	1010-552-11-0000	Ontario	6Z
22	1512 W. Holt Boulevard	1010-552-38-0000	Ontario	6Z
23	1502 W. Holt Boulevard	1010-552-37-0000	Ontario	6Z
24	1442 W. Holt Boulevard	1010-552-06-0000	Ontario	6Z
25	1426 W. Holt Boulevard	1010-552-05-0000	Ontario	6Z
26	1364 W. Holt Boulevard	1010-543-32-0000	Ontario	6Z
27	1340 W. Holt Boulevard	1010-543-12-0000	Ontario	6Z
28	1263 W. Holt Boulevard	1011-121-18-0000	Ontario	6Z
29	1260 W. Holt Boulevard	1010-543-07-0000	Ontario	6Z
30	1240 W. Holt Boulevard	1010-543-04-0000	Ontario	6Z
31	1150 W. Holt Boulevard	1010-522-13-0000	Ontario	6Z
32	1136-1142 W. Holt Boulevard	1010-522-06-0000	Ontario	6Z

Mr. Edward Carranza, Jr.
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No.#	Address/Location	Parcel Number	City	OHP Status Codes
33	1108 W. Holt Boulevard	1010-522-11-0000	Ontario	6Z
34	1050 W. Holt Boulevard	1010-502-08-0000	Ontario	6Z
35	1020 W. Holt Boulevard	1010-502-07-0000	Ontario	6Z
36	1021 W. Holt Boulevard	1011-132-10-0000	Ontario	6Z
37	1034 W. Holt Boulevard	1010-502-06-0000	Ontario	6Z
38	1013 W. Holt Boulevard	1011-132-11-0000	Ontario	6Z
39	964 W. Holt Boulevard	1010-501-80-0000	Ontario	6Z
40	967 W. Holt Boulevard	1011-141-06-0000	Ontario	6Z
41	960 W. Holt Boulevard	1010-501-79-0000	Ontario	6Z
42	940 W. Holt Boulevard	1010-501-78-0000	Ontario	6Z
43	943 W. Holt Boulevard	1011-141-35-0000	Ontario	6Z
44	900 W. Holt Boulevard	1010-501-76-0000	Ontario	6Z
45	909 W. Holt Boulevard	1011-141-13-0000	Ontario	6Z
46	830 W. Holt Boulevard	1010-491-03-0000	Ontario	6Z
47	863 W. Holt Boulevard	1011-141-32-0000	Ontario	6Z
48	755 W. Holt Boulevard	1049-011-03-0000	Ontario	6Z
49	745 W. Holt Boulevard	1049-011-04-0000	Ontario	5S1
50	739 W. Holt Boulevard	1049-011-05-0000	Ontario	6Z
51	729 W. Holt Boulevard	1049-012-01-0000	Ontario	6Z
52	627 W. Holt Boulevard	1049-021-03-0000	Ontario	6Z
53	625 W. Holt Boulevard	1049-021-04-0000	Ontario	6Z
54	212-214 E. Holt Boulevard	1049-063-02-0000	Ontario	5S1
55	220-222 E. Holt Boulevard	1049-063-03-0000 1049-063-04-0000	Ontario	5S1
56	230 E. Holt Boulevard	1049-063-05-0000	Ontario	6Z
57	444 E. Holt Boulevard	1049-066-02-0000	Ontario	5S1
58	500 E. Holt Boulevard	1049-091-01-0000	Ontario	6Z
59	517 E. Holt Boulevard	1048-522-10-0000	Ontario	6Z
60	522 E. Holt Boulevard	1049-091-03-0000	Ontario	6Z
61	523 E. Holt Boulevard	1048-522-09-0000	Ontario	6Z
62	527 E. Holt Boulevard	1048-522-08-0000	Ontario	6Z
63	526 E. Holt Boulevard	1049-091-04-0000	Ontario	6Z
64	545 E. Holt Boulevard	1048-523-16-0000	Ontario	5S1
65	111 N. Monterey Avenue	1048-523-15-0000	Ontario	6Z

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No.#	Address/Location	Parcel Number	City	OHP Status Codes
66	601 E. Holt Boulevard	1048-524-17-0000	Ontario	6Z
67	616 E. Holt Boulevard	1049-093-01-0000	Ontario	5S1
68	636 E. Holt Boulevard	1049-093-06-0000	Ontario	6Z
69	640-642 E. Holt Boulevard	1049-093-09-0000	Ontario	6Z
70	635 E. Holt Boulevard	1048-525-20-0000	Ontario	6Z
71	639 E. Holt Boulevard	1048-525-19-0000	Ontario	5S1
72	654 E. Holt Boulevard	1049-094-02-0000	Ontario	6Z
73	660 E. Holt Boulevard	1049-094-14-0000	Ontario	6Z
74	668 E. Holt Boulevard	1049-094-04-0000	Ontario	6Z
75	720 E. Holt Boulevard	1049-101-04-0000	Ontario	6Z
76	717 E. Holt Boulevard	1048-512-22-0000	Ontario	6Z
77	727 E. Holt Boulevard	1048-512-20-0000	Ontario	6Z
78	741 E. Holt Boulevard	1048-512-18-0000	Ontario	5S1
79	745 E. Holt Boulevard	1048-512-17-0000	Ontario	5S1
80	728 E. Holt Boulevard	1049-101-05-0000	Ontario	6Z
81	736 E. Holt Boulevard	1049-101-06-0000	Ontario	6Z
82	744 E. Holt Boulevard	1049-101-07-0000	Ontario	6Z
83	748 E. Holt Boulevard	1049-101-08-0000	Ontario	5S1
84	752-754 E. Holt Boulevard	1049-101-09-0000	Ontario	5S1
85	755 E. Holt Boulevard	1048-512-16-0000	Ontario	6Z
86	765 E. Holt Boulevard	1048-512-11-0000	Ontario	6Z
87	800 E. Holt Boulevard	1049-101-12-0000	Ontario	6Z
88	810 E. Holt Boulevard	1049-101-13-0000	Ontario	6Z
89	814 E. Holt Boulevard	1049-101-14-0000	Ontario	6Z
90	813-817 E. Holt Boulevard	1048-512-13-0000	Ontario	5S1
91	824-828 E. Holt Boulevard	1049-101-18-0000 1049-101-16-0000	Ontario	6Z
92	831 E. Holt Boulevard	1048-512-14-0000	Ontario	6Z
93	932 E. Holt Boulevard	1049-131-05-0000	Ontario	6Z
94	958 E. Holt Boulevard	1049-131-08-0000	Ontario	6Z
95	1015 E. Holt Boulevard	1048-481-03-0000	Ontario	6Z
96	1031 E. Holt Boulevard	1048-481-02-0000	Ontario	6Z
97	1042 E. Holt Boulevard	1049-131-14-0000	Ontario	6Z
98	103 Virginia Avenue	1048-471-13-0000	Ontario	6Z

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No.#	Address/Location	Parcel Number	City	OHP Status Codes
99	1133 E. Holt Boulevard	1048-472-21-0000	Ontario	6Z
100	1217 E. Holt Boulevard	0110-061-21-0000	Ontario	6Z
101	1329 E. Holt Boulevard	0110-061-18-0000	Ontario	6Z
102	1228-1264 E. Holt Boulevard	0110-131-20-0000	Ontario	6Z
103	1512 E. Holt Boulevard	0110-121-03-0000	Ontario	6Z
104	1614 E. Holt Boulevard	0110-111-01-0000	Ontario	6Z
105	1670 E. Holt Boulevard	0110-111-06-0000	Ontario	6Z
106	1744 E. Holt Boulevard	0110-101-01-0000	Ontario	6Z
107	9260 Sierra Avenue	0193-161-09-0000	Fontana	6Z
108	9333 Sierra Avenue	0194-091-36-0000	Fontana	6Z
109	122 N. Mountain Avenue	1010-502-10-0000	Fontana	6Z
110	1182 E. Nocta Street	1048-472-15-0000	Fontana	6Z
111	541 E. Emporia Street	1049-091-05-0000	Ontario	5S1
112	518 Sierra Court	1048-522-04-0000	Ontario	6Z
113	524 Sierra Court	1048-522-05-0000	Ontario	6Z
114	108 S. Malcolm Avenue	1049-093-11-0000	Ontario	6Z
115	113 S. Malcolm Avenue	1049-094-11-0000	Ontario	6Z
116	114 S. Campus Avenue	1049-094-05-0000	Ontario	6Z
117	753 E. Emporia Street	1049-101-36-0000	Ontario	6Z
118	757 E. Emporia Street	1049-101-35-0000	Ontario	6Z
119	767 E. Emporia Street	1049-101-34-0000	Ontario	6Z
120	763 E. Emporia Street	1049-101-33-0000	Ontario	6Z
121	765 E. Emporia Street	1049-101-32-0000	Ontario	6Z
122	817 E. Emporia Street	1049-101-30-0000	Ontario	6Z
123	111 S. Lemon Avenue	1049-063-10-0000	Ontario	6Z
124	730 E. Willow Street	1048-512-04-0000	Ontario	6Z
125	13641 Foothill Boulevard	0229-091-17-0000	Fontana	6Z
126	635 W. Holt Boulevard	1049-021-03-0000	Ontario	5S1
127	1101 E. Holt Boulevard	1048-471-23-0000	Ontario	5S1
128	1300 E. Holt Boulevard	0110-131-06-0000	Ontario	5S1
129	1111 E. Holt Boulevard	1048-471-15-0000	Ontario	6Z
130	1175 E. Holt Boulevard	1048-472-18-0000	Ontario	6Z
131	1179 E. Holt Boulevard	1048-472-17-0000	Ontario	6Z

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August 7, 2018
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No.#	Address/Location	Parcel Number	City	OHP Status Codes
132	204 E. Holt Boulevard	1049-063-01-0000	Ontario	5S1
133	659 E. Holt Boulevard	1048-525-17-0000	Ontario	6Z
134	1248 W. Holt Boulevard	1010-543-05-0000	Ontario	6Z
135	1328 W. Holt Boulevard	1010-543-10-0000	Ontario	6Z
136	1424 W. Holt Boulevard	1010-552-04-0000	Ontario	6Z
137	1414 W. Holt Boulevard	1010-552-33-0000	Ontario	6Z
138	1051 W. Holt Boulevard	1011-132-07-0000	Ontario	6Z
139	925-927 W. Holt Boulevard	1011-141-11-0000	Ontario	6Z
140	756 E. Holt Boulevard	1049-101-10-0000	Ontario	6Z
141	766 E. Holt Boulevard	1049-101-11-0000	Ontario	6Z
142	1619 E. Holt Boulevard	0110-081-06-0000	Ontario	6Z
143	1156 W. Holt Boulevard	1010-522-17-0000	Ontario	6Z
144	1515 W. Holt Boulevard	1011-111-20-0000	Ontario	6Z
145	1265 W. Holt Boulevard	1011-121-17-0000	Ontario	6Z
146	609 E. Holt Boulevard	1048-524-16-0000	Ontario	6Z
147	1067 E. Holt Boulevard	1048-481-01-0000	Ontario	6Z
148	1409 W. Holt Boulevard	1011-111-05-0000	Ontario	6Z
149	1230 E. Nocta Street	0110-061-22-0000	Ontario	6Z
150	Holt Avenue/Holt Boulevard	N/A	Pomona Montclair Ontario	6Z
151	1225 W. Holt Boulevard	1011-121-05-0000	Ontario	6Z
152	862 Woodlawn Street	1099-462-07-0000	Ontario	6Z
153	1304 S. Bon View Avenue	1049-462-09-0000	Ontario	6Z
154	1301-1315-1325 S. Bon View Avenue	1050-131-05-0000	Ontario	6Z
155	1333 S. Bon View Avenue	1049-421-01-0000 1049-421-02-0000	Ontario	6Z

Final Environmental Impact Report/ Environmental Assessment



U.S. Department
of Transportation
**Federal Transit
Administration**

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Hawaii, Nevada, Guam
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Julianne Polanco
State Historic Preservation Officer
Office of Historic Preservation
California State Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816

JAN 07 2020

Subject: Section 106 Consultation on Finding
of Effect for the Proposed West Valley
Connector – Counties of San Bernardino and
Los Angeles, California

OHP File: FTA_2016_1227_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing in 2017 and 2018. On August 7, 2018, the SHPO concurred with the FTA's determinations of eligibility in the identification and evaluation phase of Section 106 compliance. This letter requests your concurrence on the FTA's Finding of Effect (FOE) for the undertaking pursuant to the documentation standards at 36 CFR § 800.11. As indicated in the attached FOE analysis, the FTA applied the Criteria of Adverse Effect per 36 CFR § 800.5(a) and has determined that the undertaking would result in a finding of no adverse effect on historic properties.

¹ Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.

Following four public hearings and a 45-day public review period for the West Valley Connector Project Draft Environmental Impact Report/Environmental Assessment, SBCTA, with approval from each of the affected cities, was selected Alternative B, Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario, as the preferred alternative.

Overview of the Undertaking - Full BRT with 3.5 miles of Dedicated Bus-only Lanes in Ontario

The West Valley Connector Project is a 35-mile-long BRT corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino counties. The Project alignment runs along Holt Avenue/Boulevard, Haven Avenue, Milliken Avenue, Foothill Boulevard, and Sierra Avenue. Phase I of the Project would construct the “Milliken Alignment” from the Pomona Metrolink Transit Center Station to Victoria Gardens in Rancho Cucamonga. Phase II of the Project would construct the “Haven Alignment” from Ontario International Airport and terminate at the Kaiser Permanente Medical Center in Fontana; it includes 3.5 miles of dedicated bus-only lanes in Ontario, and 5 center-running stations and 50 side-running stations at up to 33 locations/major intersections. The complete project description and more specific details on the preferred alternative can be found in Section 2.3 of the FOE.

Area of Potential Effects (APE)

For this undertaking, the proposed APE was established in accordance with 36 CFR § 800.4(a)(1). FTA consulted with your office on December 22, 2016 and October 26, 2017, for which concurrence was received on November 14, 2017. FTA consulted with the SHPO on March 1, 2018 concerning a revision to the APE to account for construction of an operations and maintenance (O&M) facility in Ontario, for which concurrence was received on March 29, 2018.

The APE was determined to encompass the right of way (ROW) and parcels along the proposed side and center stations of the Project’s alignment for purposes of the built-environment resources study, and cover only the ROW within the proposed side and center stations, in addition to properties that may be subject to impacts from visual, noise, vibration, or changes to setting, typically established as the adjacent legal parcel, as well as areas for temporary construction easements (TCEs), proposed staging areas, and parcels subject to full or partial acquisition for the archaeological resources study.

Study Results

Identification efforts for the proposed undertaking determined five previously-listed or NRHP determined eligible properties in the APE, and as a result of the survey conducted for this undertaking, four additional built-environment resources within the APE were determined eligible for inclusion in the NRHP. The nine historic properties are listed below. No archaeological properties in the APE were determined eligible for the NRHP. On August 8, 2018, the SHPO concurred in all determinations of eligibility (see Appendix A of the FOE).

Historic Properties within the APE

Property #	Historic Property Name	Address/Location	Parcel Number	Eligibility Criteria	Period of Significance
1	Southern Pacific Railroad Depot	100 W. Commercial Street, Pomona	8336-031-90	A; C	1940
2	Lincoln Park Historic District	Bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona	N/A	A; C	1890-1954
3	Vince's Spaghetti	1206 W. Holt Boulevard, Ontario	1010-543-01-0000 1010-543-02-0000	A; C	1945-1967
4	A.C. Moorhead House	961 W. Holt Boulevard, Ontario	1011-141-07-0000	A; C	1893-1950
5	The Grinder Haven	724 W. Holt Boulevard, Ontario	1048-604-14-0000	C	1958
6	Euclid Avenue/ State Route 83	Project alignment crosses Euclid Avenue along Holt Boulevard, between N. Laurel Avenue and S. Lemon Avenue, Ontario	N/A	A; C	Early 20 th Century
7	Jacob Lerch House	541 E. Holt Boulevard, Ontario	1048-523-17-0000	C	1901
8	National Old Trails Road/Route 66	Project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana, respectively.	N/A	A; C	1926-1964
9	Malaga Underpass Bridge	Route 66/Foothill Boulevard, Fontana	N/A	A	1931

Status of Native American Consultation

FTA initiated Native American and Tribal consultation under Section 106 of the NHPA and its implementing regulations, 36 CFR § 800.2 (c)(4) and 36 CFR § 800.2 (c)(5) beginning in August 10, 2016, when it sent an invitation letter with proposed project summaries and location maps to all 11 Native American contacts provided in a list sent by the Native American Heritage Commission (NAHC). Two Native American groups, the Gabrieleño Band of Mission Indians –

Kizh Nation and the San Manuel Band of Mission Indians (SMBMI), requested consultation under Section 106 of the NHPA. The SMBMI also requested that mitigation measures be incorporated into the project permits and/or plans. The contact list was later expanded by the NAHC to include 25 individuals or contacts representing 19 Native American groups, and FTA likewise contacted all the Native American interested parties identified by the NAHC. No new individuals or tribal contacts responded, but the Gabrieleño Band of Mission Indians – Kizh Nation again requested consultation. The SMBMI reiterated their request for permits to address inadvertent discoveries, but also concluded consultation under Section 106 of the NHPA. The Agua Caliente Band of Mission Indians deferred to other tribes (none specifically named) for the undertaking and concluded consultation under Section 106.

On July 16, 2018, FTA and SBCTA conducted consultation with tribal representatives of the Gabrieleño Band of Mission Indians – Kizh Nation concerning project features and anticipated construction activities. Consultation with the tribe continued on October 10, 2018, in a field trip with FTA and SBCTA. FTA has continued to follow up with the Gabrieleño Band of Mission Indians – Kizh Nation during the environmental review phase, responding on June 24, 2019 to an email received from the Tribe on that same date.

Going forward, FTA will send Native American outreach letters seeking tribal review and input including notification on the selected alternative for the Finding of No Significant Impact (FONSI) under NEPA, project schedules, and other updated information related to forthcoming construction activities. The tribe(s) who have expressed interest in Native American monitoring will be contacted and provided with updated information prior to the initiation of any ground-disturbing activities, consistent with a Cultural Resources Mitigation and Monitoring Plan (CRMMP), the initial draft of which was shared with the Gabrieleño Band of Mission Indians – Kizh Nation and the SMBMI for review and comment. The CRMMP establishes procedures and provides guidelines for the treatment of inadvertent discoveries during all ground-disturbing activities associated with the Project. FTA will also engage in consultation at any point in the Project timeline a request is made by a Tribe.

In compliance with California Assembly Bill (AB) 52, on May 13, 2016, notification letters were sent on behalf of the local transit agency to the 11 original Native American contacts identified by the NAHC. Two Native American groups, the Gabrieliño Band of Mission Indians– Kizh Nation and the SMBMI, requested consultation under AB 52. To continue the AB 52 outreach effort, on April 11, 2018, notification letters regarding the proposed project were sent by SBCTA to 14 new contacts provided by the NAHC. In addition, SBCTA sent a continuing consultation letter to the two tribes who had previously requested consultation, providing a project update and to solicit comments under AB 52. On April 25, 2018, follow-up letters were mailed to the other nine Native American groups who had been initially contacted in May 2016, but had not responded to that communication. The follow-up letters provided a project update and a new invitation to once again consult under AB 52. The Morongo Band of Mission Indians requested

consultation and a copy of the HPSR and ASR, which were subsequently forwarded. SBCTA consulted with the Gabrieliño Band of Mission Indians– Kizh Nation under AB 52 in tandem with FTA's consultation under Section 106, as discussed above, in a teleconference and field review. SBCTA has also consulted and will continue consulting with the SMBMI and the Morongo Band of Mission Indians.

During the public circulation period for the draft environmental document for this undertaking (June 24 to August 8, 2019), the Notice of Availability and the digital copy of the Draft EIR/EA were sent to all Native American and Tribal contacts. Four public meetings were also held during the 45 day public review period. The Gabrieliño Band of Mission Indians – Kizh Nation commented generally on the need for construction monitoring in areas proposed for ground disturbance. The Augustine Band of Cahuilla Mission Indians commented they were unaware of any cultural resources that would be affected by the West Valley Connector Project, but recommended other Native American Tribes and individuals (none specifically named) be contacted for information and that a full-time monitor with knowledge of Native American cultural resources be present on-site during any project activities. The tribe also requested they be immediately notified if any cultural resources were discovered during project activities; the tribe's contact information has been included in Appendix C of the CRMMP (Contact Information).

The comments received on the Draft EIR/EA will be addressed as an attachment on Public Comments to accompany the FONSI to be published in the Federal Register and posted on any associated project websites.


Consultation with Others

In compliance with Section 106 of the NHPA, on May 13, 2016, letters were sent to eight historical associations, municipalities, and other potentially interested parties likely to have knowledge of or concerns with historic properties in the West Valley Connector project area. The letters briefly described the proposed project and requested information about cultural resources near the project area. No organizations identified resources or expressed any concerns regarding the project. On April 27, 2018, letters were sent to these same organizations informing them of proposed project changes, including a revised APE due to the addition of an O&M facility in Ontario, and inviting them to express any concerns, comments or a desire for further consultation under Section 106 of the NHPA. No organizations requested further consultation or expressed any concerns regarding the project. During the public circulation period for the Draft EIR/EA for this Project (June 24 to August 8, 2019), both the City of Fontana and City of Ontario provided general comments on historic resources within their jurisdictions, but neither expressed concern with specific activities associated with the undertaking and its effects on historic properties (see FOE Section 3.4).

Summary and Conclusion

In accordance with 36 CFR § 800.5, FTA respectfully requests your concurrence with a finding of no adverse effect on the historic properties from this undertaking. We also want to notify you that under the Section 4(f) regulations at 23 CFR § 774.5(b)(2), it is FTA's intent to make a *de minimis* impact determination based on the SHPO's written concurrence in the "no adverse effect" finding under Section 106 of the NHPA.

We appreciate your continued assistance with this undertaking. We look forward to your concurrence and/or comments on FTA's findings. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

For Ray Tellis
Regional Administrator

cc: Ted Matley, FTA
Victor Lopez, SBCTA
Anna Jaiswal, Omnitrans

Enclosure: West Valley Connector Project, Finding of Effect, January 2020

Final Environmental Impact Report/ Environmental Assessment



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Julianne Polanco, State Historic Preservation Officer
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Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

Lisa Ann L. Mangat, Director

February 4, 2020

VIA EMAIL

Reply To: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of January 7, 2020, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800.

The FTA is proposing a 35-mile long Bus Rapid Transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana in Los Angeles and San Bernardino Counties. For a full description of the project please reference Section 2.3 of the Finding of Effect (FOE) document.

Based on previous consultations on this project the FTA determined there are nine resources within the APE for the project that were previously determined eligible for the National Register of Historic Places (NRHP):

- Southern Pacific Railroad Depot, 100 W. Commercial Street, Pomona
- Lincoln Park Historic District, bounded by McKinley Avenue, Towne Avenue, Pasadena Street, and Garey Avenue, Pomona
- Vince's Spaghetti, 1206 W Holt Boulevard, Ontario
- A.C. Moorhead House, 961 W Holt Boulevard, Ontario
- The Grinder Haven, 724 W Holt Boulevard, Ontario
- Euclid Avenue/State Route 83, project alignment along Holt Boulevard, between N. Laurel Avenue and S Lemon Avenue, Ontario
- Jacob Lerch House, 541 E Holt Boulevard, Ontario

Mr. Tellis
February 4, 2020
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- National Old Trails Road/Route 66, project alignment runs along Foothill Boulevard/Route 66 between Haven Avenue and Sierra Avenue, Rancho Cucamonga and Fontana respectively
- Malaga Underpass Bridge, Route 66/Foothill Boulevard, Fontana

The FTA has also applied the Criteria of Adverse Effect as outlined in 36 CFR 800.5 and found that the proposed undertaking will have no adverse effect on these historic properties if the conditions as outlined in the FOE are implemented as described. The undertaking will not diminish the characteristics of the historic properties that make them eligible for the NRHP.

After reviewing the information submitted with your letter, I offer the following comments:

- The Grinder Haven – The FOE states that the neon sign may be temporarily relocated as a result of driveway improvements. The sign would be re-established in close proximity and with the same street orientation.

Provide more information with regards to the protection measures that will be put in place to assure the integrity of the neon sign. Describe who will be moving the sign and what their qualifications are to do so. In addition provide the location where the sign will be stored and any protective measures that will be taken. If the sign is damaged as part of the relocation, explain the measures the FTA will take to restore the sign back to its current condition.

- Jacob Lerch House - The FOE states the undertaking requires the removal of two date palms. The two large palms date to the historic period and are considered contributors to the Jacob Lerch House. The FTA will fully restore disturbed areas to pre-project conditions once construction is complete. Depending on the condition of the trees and the extent to which a certified arborist believes them capable of being moved without harm, the existing palms will be either replanted or replaced by palms of a similar variety to be installed in close proximity to their current location.

Provide information regarding any avoidance alternatives the FTA might have considered. If the date palms need to be replaced, describe the types of trees they might be replaced with (species, size, etc.) and who will be supervising the choice and planting of these trees. In addition please define what “close proximity” means in relation to the relocation of the trees.

**Final Environmental Impact Report/
Environmental Assessment**



Mr. Tellis
February 4, 2020
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If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov or (916) 445-7014.

Sincerely,

A handwritten signature in blue ink, appearing to read "Julianne Polanco".

Julianne Polanco
State Historic Preservation Officer



U.S. Department
of Transportation
**Federal Transit
Administration**

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FEB 2 6 2020

Julianne Polanco
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1725 23rd Street, Suite 100
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Subject: Section 106 Consultation on Finding
of Effect for the Proposed West Valley
Connector – Counties of San Bernardino and
Los Angeles, California

OHP File: FTA_2016_1227_001

Dear Ms. Polanco:

The Federal Transit Administration (FTA), in coordination with the San Bernardino County Transportation Authority (SBCTA), is continuing consultation with the California State Historic Preservation Officer (SHPO) for the West Valley Connector Bus Rapid Transit (BRT) Project (Project) in the Counties of San Bernardino and Los Angeles pursuant to our responsibilities for compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended (36 CFR § 800). FTA is the Lead Agency under the National Environmental Policy Act (NEPA) and SBCTA is the Lead Agency under the California Environmental Quality Act (CEQA)¹.

Consultation on the undertaking was initiated with the SHPO in December 2016, with consultation continuing up to the present. Thank you for your letter dated February 4, 2020, in response to the Finding of Effect (FOE) prepared for this undertaking which your office received on January 7, 2020. Your February 4, 2020 letter concurred with FTA's determination that the undertaking would result in a finding of no adverse effect on the nine historic properties in the Area of Potential Effects in accordance with 36 CFR § 800.5, provided that the conditions as outlined in the FOE were implemented as described.

¹ Omnitrans was the CEQA Lead Agency when the Notice of Preparation was issued in March 2016. In December 2017, SBCTA entered into a cooperative agreement with Omnitrans designating SBCTA as Lead Agency for the West Valley Connector project.

Your correspondence of the same date requested some additional information on contributors associated with two historic properties, a historic neon sign at The Grinder Haven property, located at 724 West Holt Boulevard, and two historic date palms at the Jacob Lerch House property, located at 541 East Holt Boulevard, both in the City of Ontario, for which we have further considered, and provide the following minimization measures:

The Grinder Haven – 724 West Holt Boulevard, Ontario – Historic Neon Sign

Contractors shall be required to ensure the historic free-standing outdoor neon sign is protected during and after construction of the undertaking until it is reinstalled at the location specified in plans (see Figure 1 on the following page, indicating placement of the sign at one of two alternative sites on the same parcel, either approximately 50 to 60 feet east, or approximately 60 to 70 feet west, of its current location, and oriented in the same east-west direction facing vehicles). FTA shall ensure that all work associated with the historic sign is carried out under the direct supervision of a person meeting at a minimum the Secretary of the Interior's professional qualifications for Historic Architecture found at 36 CFR Part 61.

The historic sign would be listed as a separate item in the bid and specifications package: "Sign Preservation." The contractor shall be required to exercise due caution in ensuring the historic sign is carefully removed and properly stored to prevent accidental damage or vandalism, or other harm during the interim period between construction removal and placement back on the parcel. The contractor shall minimize the risk of vandalism or theft by instituting appropriate protective measures, including placement of the sign in a secure location monitored by 24-hour video surveillance cameras and/or security personnel. The contract specifications will have explicit language indicating special care be taken during its removal, transfer, placement into temporary storage, and ultimate functional re-establishment on the site, so as to avoid any damage to the historic sign. The contractor shall be required to develop a plan for approval by FTA. SBCTA has identified businesses in Southern California specializing in the repair and restoration of neon signs and will list the businesses in the construction package, in the event that restoration work should become necessary.

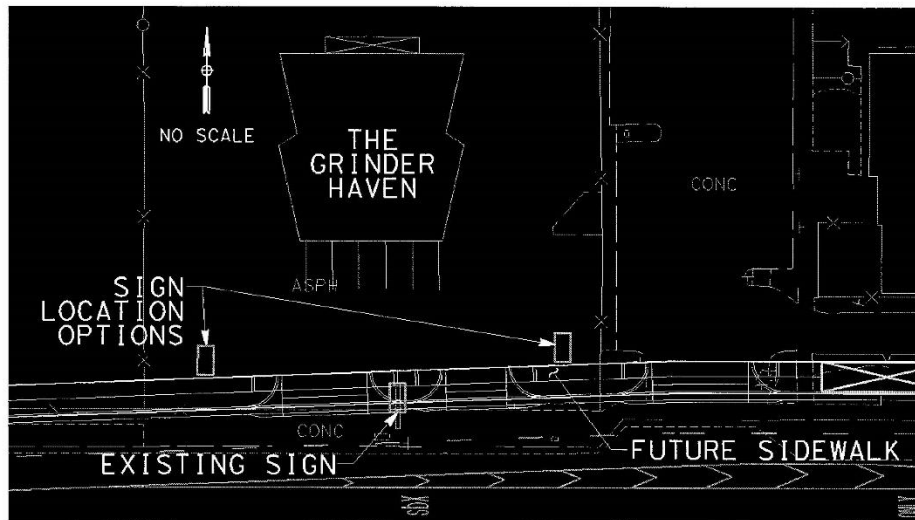


Figure 1 - The historic sign could be relocated to either site on The Grinder Haven parcel, as indicated.

Jacob Lerch House – 541 E. Holt Boulevard, Ontario - Two Canary Island Date Palms

In response to SHPO's question as to what alternative(s) have been considered to avoid the removal of the two Canary Island date palms (*Phoenix canariensis*) located in the front yard of the Jacob Lerch House at 541 E. Holt Boulevard, SBCTA developed a design variation which would have entailed removing the proposed parkway element that was in front of the Jacob Lerch House property; Instead the roadway tapered to terminate closer to the intersection of Holt Boulevard and North Pleasant Avenue. A five-foot sidewalk would have replaced the existing and been extended south, away from the house. Under this modified engineering schematic (see Figure 2 on the following page), both date palms would have remained at their current location. In consultation with the City of Ontario in consideration of the redesign outlined above, however, the Planning Director Cathy Wahlstrom's preference, as expressed to SBCTA, is to install the new parkway and sidewalk, relocate the two historic date palms further back on the property in parallel relationship to one another, as they are now, and to reconstruct curb-high rock wall and columns adjacent to the sidewalk.

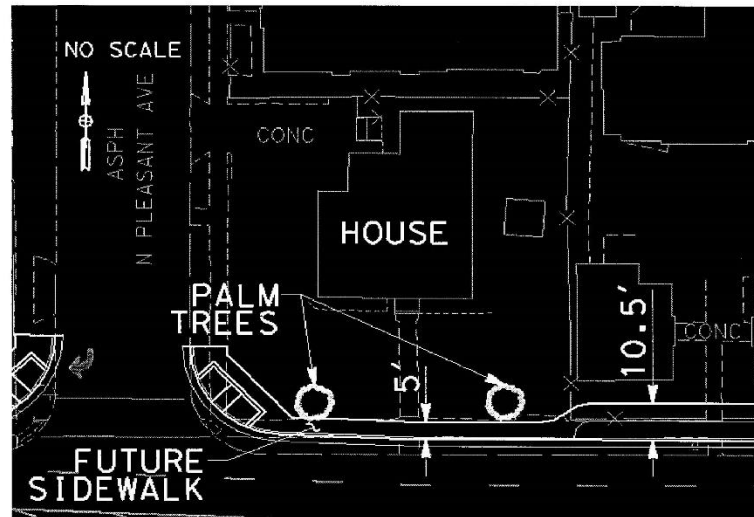


Figure 2 - The City of Ontario reviewed but did not accept plans which would have removed a proposed parkway, which would have left the two historic date palms in their current location.

Therefore, FTA and SBCTA propose as mitigation to relocate the existing date palms on the same property, provided a certified arborist with experience working with date palms believes they can be successfully transplanted. The project team spoke to a number of landscaping firms, including South Coast Date Palms, BrightView, Arborwell and the Landscaping Center, about the Canary Island date palm. This date palm variety is slower growing as compared with others found in the region, but tends to be quite hardy. Because they have a root ball, non-invasive root system, they can usually be transplanted by means of a lift crane without them sustaining major damage. The warmer spring and summer months is the optimal time to transplant date palms to maintain their health and minimize stress to their systems. As we understand, the new receiving hole for the transplanted palm would need to be approximately 8 feet by 8 feet. It is anticipated that the date palms would be relocated approximately 8-10 feet directly back (north) of their current position. The work would be under the direction of a certified arborist, and conducted by firms and personnel experienced with the Canary Island date palm variety. Plans for both the date palms and careful reconstruction of curb-wall and columns would be reviewed and approved by a California-licensed Historic Architect, and would also need to be approved by the City of Ontario, a Certified Local Government (CLG), responsible for administering the National Historic Preservation Program.

During the final design phase, a certified Arborist with previous experience working with Canary Island date palms will be retained to inspect the condition of the date palms and recommend the

measures to be incorporated into the design to ensure their protection. The letter report by the Arborist will be submitted by SBCTA to the City of Ontario's CLG coordinator for review. If a certified arborist believed transplanting would cause extreme harm to the two date palms, or if their reinstallation proved unsuccessful, SBCTA would engage with an experienced firm and personnel to install replacement 17-foot height date palms of the same genus and species, and placed in such a manner as to frame the historic house, as was the historic orientation. All protective measures as recommended by the Arborist shall be shown on the final design/construction plans and will be adhered to during construction.

We appreciate and thank you once again for your continued assistance with this undertaking. We welcome any additional comments you may have on FTA's more detailed proposal, as presented above, for these two historic properties, and would be pleased to discuss further with you, if it would be of benefit. If you have any questions, please contact Candice Hughes, Environmental Protection Specialist at (213) 629-8613, or by email at candice.hughes@dot.gov.

Sincerely,

Ray Tellis
Regional Administrator

cc: Ted Matley, FTA
Victor Lopez, SBCTA
Anna Jaiswal, Omnitrans

Final Environmental Impact Report/ Environmental Assessment



State of California • Natural Resources Agency

Gavin Newsom, Governor

**DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer
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Telephone: (916) 445-7000 FAX: (916) 445-7053
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March 19, 2020

VIA EMAIL

Reply To: FTA_2016_1227_001

Mr. Ray Tellis, Regional Administrator
Federal Transit Administration, Region 9
90 7th Street, Suite 15-300
San Francisco, CA 94103-6701

Re: Finding of Effect for the Proposed West Valley Connector – Counties of San Bernardino and Los Angeles, CA

Dear Mr. Tellis:

The State Historic Preservation Officer (SHPO) received the Federal Transit Administration's (FTA) letter of February 26, 2020, continuing consultation on the above-referenced project to comply with Section 106 of the National Historic Preservation Act of 1966 (as amended), and its implementing regulations at 36 CFR § 800.

In your letter you stated that the State Historic Preservation Officer (SHPO) concurred with your finding of no adverse effect for the undertaking in a letter of February 4, 2020. Please note that while the letter did request additional information with regards to the effect of the project on historic properties, the SHPO did not concur with FTA's effect finding.

Based on review of the additional information you submitted in your current documentation, I have no objections to your finding of no adverse effect for this undertaking.

If you have any questions, please contact Natalie Lindquist, Historian, at natalie.lindquist@parks.ca.gov or (916) 445-7014.

Sincerely,

Julianne Polanco
State Historic Preservation Officer



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APPENDIX H
PUBLIC OUTREACH ACTIVITIES
RESPONSE TO PUBLIC COMMENTS

Introduction

This section summarizes public outreach activities on the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the West Valley Connector Corridor (WVCC) Project. Responses to public comments received during the public review period are also provided herein.

Public and Agency Review Process

The following discussions summarize the public involvement actions associated with public circulation for the Draft EIR/EA of the proposed project.

Document Circulation

The Notice of Availability (NOA) of the Draft EIR/EA for the WVCC Project (Attachment A) in both English and Spanish was issued on June 24, 2019. The notice was sent to affected public agencies, stakeholders, and residents and properties within a 0.25-mile radius of the project site. The document was circulated for public review and comment for a period of 45 days, from June 24 to August 8, 2019. The Draft EIR/EA was also available for public review and comment on the San Bernardino County Transportation Authority (SBCTA) website at: <http://www.gosbcta.com/sbcta/plans-projects/projects-rail-WestValleyConnector.html>.

Hard copies of the Draft EIR/EA were made available at the following public locations:

- Fontana Lewis Library, 8437 Sierra Avenue, Fontana, CA 92335
- Ovitt Family Community Library, 215 E. C Street, Ontario, CA 91764
- Pomona Public Library, 625 S. Garey Avenue, Pomona, CA 91766
- Law Library for San Bernardino County, 8409 Utica Avenue, Rancho Cucamonga, CA 91730
- Rancho Cucamonga Public Library, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739

Newspaper Public Notice

SBCTA posted the NOA of the Draft EIR/EA for the proposed project in the following newspapers:

- *Daily Bulletin*, Inland Empire, on July 14, 2019
- *Redland Daily Facts*, on July 14, 2019
- *San Bernardino Sun*, Inland Empire, on July 14, 2019
- *La Prensa*, on July 19, 2019
- *Daily Bulletin*, Inland Empire, on July 21, 2019
- *Redland Daily Facts*, on July 21, 2019
- *San Bernardino Sun*, Inland Empire, on July 21, 2019
- *La Prensa*, on July 26, 2019

A proof of publication is provided in the Public Outreach Report for West Valley Connector, September 2019.

Eblast

The NOA and the reminder notice to attend public meetings were sent to members of the public via electronic mail a week before each public meeting.

Public Meetings

Four public meetings were held at the following dates, times, and locations to inform the public of the proposed project and encourage public input.

Date	Time	Location	Address
July 17, 2019	6:00-8:00 p.m.	City of Fontana – Flex Conference Room, City Hall	8353 Sierra Avenue Fontana, CA 92335
July 18, 2019	6:00-8:00 p.m.	City of Ontario Senior Center MPR	225 East B Street, Ontario, CA 91764
July 31, 2019	6:00-8:00 p.m.	City of Pomona City Council Chambers	505 Garey Avenue Pomona, CA 91766
August 1, 2019	6:00-8:00 p.m.	City of Rancho Cucamonga Central Park – Etiwanda Room	11200 Base Line Road Rancho Cucamonga, CA 91730

The meeting was arranged in an open house format with various exhibits and a brief presentation explaining details of the project. Following the presentation, attendees were encouraged to review the exhibits and consult with members from the Federal Transit Administration (FTA), SBCTA, Omnitrans, and the consultant team. A Spanish-speaking interpreter was available to meeting attendees.

Response to Public Comments

During the public circulation period, FTA and SBCTA received 35 comments on the Draft EIR/EA from public and agency stakeholders, as follows:

- Federal: 1
- State: 3
- Local agency: 8
- Organization: 1
- General public: 22

Table 1 provides the names of commenters and issues raised. Each public comment was individually reviewed and addressed with a formal response.

To facilitate the response to public comments, master responses to various subject areas were developed as shown in Table 2. Individual comments from the public and agencies have been addressed and are presented in the following master response matrix.

Table 1 Summary of Comments Received during Public Circulation Period

Comment Code	Commenter Name	Date received	Issue Raised	Delivery Method
F-1	Environmental Protection Agency	8/8/2019	<ul style="list-style-type: none">Consider selecting the O&M facility site that minimizes impacts to residences and sensitive receptors	Postal Mail
S-1	Caltrans D8	7/22/2019	<ul style="list-style-type: none">Supports the project	Postal Mail
S-2	Caltrans D7	7/30/2019	<ul style="list-style-type: none">Supports the project	Postal Mail
S-3	State of California Office of Planning and Research	8/12/2019	<ul style="list-style-type: none">Acknowledged compliance with the State Clearinghouse review requirements	Postal Mail
A-1	City of Fontana Engineering Department	7/29/2019	<ul style="list-style-type: none">Project design issuesNotify seniors living along routeImpact to historical resourcesGeneral Plan consistency for access, transit, etc.	E-mail
A-2	Ontario International Airport	8/1/2019	<ul style="list-style-type: none">Request coordination and add to stakeholder list	E-mail
A-3	San Bernardino County Department of Public Works	8/6/2019	<ul style="list-style-type: none">Impact to storm drainRequested to be added to the circulation list	E-mail
A-4	Southern California Regional Rail Authority	8/7/2019	<ul style="list-style-type: none">Address updateConnectivity with MetrolinkBus headwaysWeekend service considerationPotential stations in Ontario and Rancho Cucamonga if funding is availableRider experience and safety	Postal Mail

Table 1 Summary of Comments Received during Public Circulation Period

Comment Code	Commenter Name	Date received	Issue Raised	Delivery Method
A-5	Ontario-Montclair School District	8/8/2019	<ul style="list-style-type: none"> Impacts to Montera Elementary School 	Postal Mail to SBCTA and FTA
A-6	City of Ontario	8/8/2019	<ul style="list-style-type: none"> O&M facility site Solid waste management Inconsistency of information from Traffic Analysis and Draft EIR Environmental justice Historical resources 	Postal Mail
A-7	San Gabriel Valley Water Company	8/8/2019	<ul style="list-style-type: none"> Utility relocation 	E-mail
A-8	City of Rancho Cucamonga	8/8/2019	<ul style="list-style-type: none"> In support of the project Technical studies not posted at the same time of the release of the EIR Station design Traffic analysis methodology Safety Noise Construction impacts 	E-mail
O-1	Augustine Band of Cahuilla Indians	7/31/2019	<ul style="list-style-type: none"> No known resources by the tribe to be affected by this project 	Postal Mail
P-1	Jeff Stewart	7/17/2019	<ul style="list-style-type: none"> Not in support of the project Expressed opinion not in favor of the project 	E-mail

Table 1 Summary of Comments Received during Public Circulation Period

Comment Code	Commenter Name	Date received	Issue Raised	Delivery Method
P-2	Matthew Slowik	7/17/2019	<ul style="list-style-type: none"> • Requested to be added to the Stakeholders list • Inconsistency issue with the recently adopted General Plan for Rancho Cucamonga • Alleged that the Draft EIR did not consider alternative route he previously proposed during scoping meeting 	Meeting
P-3	Girish Solanth	7/18/2019	<ul style="list-style-type: none"> • Impact to his convenience store business on Holt Boulevard under Alternative B 	Meeting
P-4	John Roubian	7/18/2019	<ul style="list-style-type: none"> • Requested right-of-way map for Alternative B 	Meeting
P-5	Hank Fung	7/22/2019	<ul style="list-style-type: none"> • Concern about station locations • Traffic analysis methodology • Concern on operation times • Requested public outreach summary be posted 	E-mail
P-6	Frank Cuccia	7/25/2019	<ul style="list-style-type: none"> • Impact to his business, Vince's Spaghetti, and other businesses along Holt Boulevard under Alternative B 	E-mail
P-7	ESRI, Veronica Burgess	7/26/2019	<ul style="list-style-type: none"> • Right-of-way clarification for her property • In support of the project 	E-mail
P-8	Lina Yeung	7/31/2019	<ul style="list-style-type: none"> • In support of the project 	Meeting
P-9	Lai Yeung	7/31/2019	<ul style="list-style-type: none"> • In support of the project 	Meeting
P-10	Jun Shao	7/31/2019	<ul style="list-style-type: none"> • In support of the project and wishes the project to be complete soon 	Meeting
P-11	Maria Rojas	7/31/2019	<ul style="list-style-type: none"> • Question about the right-of-way process • In support of the project 	Meeting

Table 1 Summary of Comments Received during Public Circulation Period

Comment Code	Commenter Name	Date received	Issue Raised	Delivery Method
P-12	Danielle Dirksen	8/1/2019	<ul style="list-style-type: none"> • In support of the project • Transit timing should align with other transit services • Station amenities 	Meeting
P-13	Johnson Marine	7/31/2019	<ul style="list-style-type: none"> • Impacts to his business along Holt Boulevard 	Meeting
P-14	Teri Rowlands Ludwig	8/1/2019	<ul style="list-style-type: none"> • Concerns about business operation difficulty 	E-mail
P-15	Steven Dawson	8/6/2019	<ul style="list-style-type: none"> • Question about project information and the need for the project • Question on feasibility of alternative route and station location 	Meeting
P-16	John Roubian	8/7/2019	<ul style="list-style-type: none"> • Questions on the need for the project • Alleged that the project team only considers Alternative B • Impact to jobs and businesses along the proposed route 	E-mail
P-17	Kiernan McCloskey	8/7/2019	<ul style="list-style-type: none"> • In support of the project 	E-mail
P-18	Sharon Alvey	8/7/2019	<ul style="list-style-type: none"> • Concerns about maintenance of shelters at bus stations • Concerns about homeless and safety 	E-mail
P-19	James Oana	8/7/2019	<ul style="list-style-type: none"> • Requested to be added to mailing list 	Meeting
P-20	Law Offices of Michael Patrick Farrell	8/8/2019	<ul style="list-style-type: none"> • Represented Vince's Spaghetti and Frank J. Cuccia Family Trust • Requested to update mailing address • Questioned the procedure of the public meeting • Impacts to Vince's Spaghetti business during construction and operation • Draft EIR inadequately disclosed the project impacts 	Postal Mail, E-mail

Table 1 Summary of Comments Received during Public Circulation Period

Comment Code	Commenter Name	Date received	Issue Raised	Delivery Method
P-21	Kimberly Crenshaw	8/8/2019	<ul style="list-style-type: none">• Noise and vibration impacts• Alternatives route• Need assessment• Traffic impacts• Impacts to school operation• Safety• Funding source	E-mail
P-22	Aaron Skaggs	8/12/2019	<ul style="list-style-type: none">• Requested list of affected stores	E-mail

Table 2: Master Response Matrix

Number	Topic Comment	Response
1	Purpose and Need	<p>The purpose of the West Valley Connector Corridor (WVCC) Project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the city of Pomona, in Los Angeles County, to the city of Fontana, in San Bernardino County, with an enhanced, state-of-the-art bus rapid transit (BRT) system (i.e., the system that includes off-board fare vending, all-door boarding, transit signal priority [TSP], optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs). The proposed project would address the growing traffic congestion and travel demands.</p> <p>Recognizing the importance of the WVCC transit corridor, the San Bernardino County Transit Authority (SBCTA) proposes a project that is designed to achieve the following:</p> <ul style="list-style-type: none"> • Improve transit service by better accommodating existing high bus ridership. • Improve ridership by providing a viable and competitive transit alternative to the automobile. • Improve efficiency of transit service delivery while lowering Omnitrans' operating costs per rider. • Support local and regional planning goals to organize development along transit corridors and around transit stations. <p>The project purpose stated above would respond to the following needs:</p> <ul style="list-style-type: none"> • Current and future population and employment conditions establish a need for higher-quality transit service. • Current and future transportation conditions establish a need for an improved transit system. • Future transit-related opportunities that may exist in the project area.
2	Range of alternatives evaluated	<p>As part of the initial environmental scoping process for the WVCC Project, Omnitrans considered a range of alternatives. Six build alternatives were developed by Omnitrans. In addition, alternatives suggested by the public and alternatives from the WVCC Alternative Analysis Report (AA), adopted by Omnitrans in 2015, were also evaluated as part of the initial screening. The AA included a detailed alternatives analysis that assessed a No Build Alternative, a Transportation Systems Management (TSM) Alternative, and 14 potential viable build alternatives based on 5 categories (i.e., ridership and performance, capital costs, operations and maintenance (O&M) costs, cost effectiveness, and financial viability).</p> <p>This initial screening process was intended to eliminate from further study those alternatives that are not considered reasonable and feasible. The intention is to identify only the most viable alternatives for further detailed environmental evaluation. Section 2.10, Alternatives Considered but Withdrawn from Further Consideration, of the Final EIR described the development of the range of alternatives considered by the project development team, including the reasons why each alternative is being rejected from further analysis.</p> <p>Concern was raised that the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) should evaluate an alternative alignment that does not include Sierra Avenue as provided to Omnitrans during the scoping meeting. Chapter 2 of the Draft EIR/EA (June 2019) and the Final EIR discuss the development of the project alternatives and the alternatives that were considered. Several alternatives were subsequently eliminated from further consideration, as discussed in Section 2.10 of the Final EIR.</p>

Number	Topic Comment	Response
		<p>The Draft EIR/EA documented the Juniper Avenue and Mango Avenue alignment alternatives as suggested by a local stakeholder from Fontana during the scoping phase in April 2016 (Section 2.10.2, Alternatives Developed by Omnitrans). The following is the excerpt from Section 2.10.2.</p> <p>Juniper Avenue and Mango Avenue Alignment Alternatives – During the scoping phase of the project in April 2016, a local stakeholder from Fontana proposed Juniper Avenue and Mango Avenue as alternative alignments to Sierra Avenue due to less congestion and fewer traffic signals. Per the City of Fontana Circulation Element, Juniper Avenue and Mango Avenue are two-lane local streets designed to serve a residential area, whereas Sierra Avenue is a four-lane divided arterial serving the main commercial core of Fontana. The WVCC Project uses Sierra Avenue because it includes major destinations such as Kaiser Permanente Medical Center, Fontana Civic Center, Chaffey College Fontana Campus, and the Fontana Metrolink Station. The project supports the City of Fontana's Circulation Element Goal #2 by providing enhanced bus service to the City of Fontana, thereby making it more attractive for choice riders who otherwise may drive along Sierra Avenue today. Enhancements to Sierra Avenue include TSP [transit signal priority], which increases (or advances) green time for approaching buses, but it also benefits individual motorists approaching the same intersection. The individual motorists approaching the intersections in the same direction as the bus would benefit from the same increased green time and reduced delay. Through implementation of the enhanced bus rapid transit (BRT) service, a reduction in local bus service along Sierra Avenue is anticipated. The proposed frequency of the BRT is not anticipated to have an adverse effect on future traffic on Sierra Avenue between Kaiser Permanente Medical Center and Foothill Boulevard.</p>
3	Locally Preferred Alternative (LPA)	<p>Prior to the circulation of the Draft EIR/EA, on January 4, 2018, SBCTA Board identified Alternative B, Full BRT with 3.5 miles of dedicated bus-only lanes in Ontario, as the SBCTA Locally Preferred Alternative (LPA) subject to completion of the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) review. Each of the cities agreed on the Alternative B as meeting the needs of premium transit service with their jurisdiction. Selection of the Preferred Alternative was made after all public comments on the Draft EIR/EA were considered by SBCTA, Omnitrans, and the Federal Transit Administration (FTA). SBCTA and Omnitrans staff and the consultant team initially reviewed the comments received on the Draft EIR/EA, along with the responses to the comments, and compared the alternatives during a selected alternative workshop held on September 16, 2019. Based on the assessment and discussion during the workshop, SBCTA and Omnitrans staff members determined that the decision made by the 2018 SBCTA Board should be upheld and that Alternative B should remain as the LPA. The meeting minutes for the selection of the preferred alternative are provided in Attachment A.</p> <p>In addition to the preferred alternative selection, workshop attendees also discussed the preferred Operation and Maintenance (O&M) facility site. Three optional sites, all located in the same vicinity within the City of Ontario (Site 1: 1516 S. Cucamonga Avenue; Site 2: 1440 S. Cucamonga Avenue, and Site 3: 1333 S. Bon View Avenue), were analyzed in the Draft EIR/EA. All three sites are owned by the City of Ontario. Impacts from construction and operation on each potential site would be similar; however, the cost to obtain Site 3 may be higher if hazardous material remediation is required. Based on the City of Ontario's comments received during the public review period, Site 1 and Site 2 are currently not available. Staff, therefore, recommended that Site 3 be chosen for the targeted O&M facility construction.</p> <p>Staff presented this finding to the SBCTA Transit Committee, and the Committee voted unanimously at its October 10, 2019, meeting to recommend Alternative B as the Preferred Alternative to the SBCTA Board. Subsequently, the SBCTA Board voted for Alternative B to be identified as the Preferred Alternative in the Final EIR on November 6, 2019. Since the City of Pomona does not have a member in the SBCTA Transit Committee, the City of Pomona City Council voted</p>

Number	Topic Comment	Response
		to approve Alternative B as a Preferred Alternative on December 2, 2019. Alternative B has also been stated as an LPA in the and the Finding of No Significant Impact (FONSI) prepared by FTA.
4	Funding sources and project costs	<p>The cost estimates for implementation of Phase I (Milliken Alignment) of Alternatives A and B as presented in the Final EIR are as follows:</p> <ul style="list-style-type: none"> Capital construction cost plus ROW and support costs (Corridor and O&M Facility) in 2018 dollars: <ul style="list-style-type: none"> Alternative A – \$117 million Alternative B – \$222 million Average annual Operation and Maintenance costs over 15-year period (Corridor and O&M Facility): <ul style="list-style-type: none"> Alternatives A and B – \$5.05 million <p>The cost estimates for implementation of Phase II (Haven Alignment) has not been finalized.</p> <p>The funding sources for Phase I (Milliken Alignment) at the year of expenditure are listed below:</p> <p><u>Federal (\$155,698,000)</u></p> <ul style="list-style-type: none"> Grant Awards (Small Starts Program) \$65,000,000 Statewide Transportation Improvement Program \$39,745,000 Omnitrans (Land Sale Proceeds) \$30,953,000 Congestion Mitigation and Air Quality Improvement Program \$15,000,000 Federal Transit Administration (FTA) 5307 \$5,000,000 <p><u>State (\$24,568,000)</u></p> <ul style="list-style-type: none"> State Transit Assistance (STA) Population \$14,000,000 Local Partnership Program (LPP) \$5,568,000 Low Carbon Transit Operations Program (LCTOP) \$5,000,000 <p><u>Local (\$106,700,000)</u></p> <ul style="list-style-type: none"> Measure I Bus Rapid Transit \$95,900,000 City of Ontario \$9,300,000 Los Angeles County Metropolitan Transportation Authority (LACMTA) \$1,500,000 <p>Funding sources for Phase II (Haven Alignment) have not yet been determined.</p>
5	BRT construction schedule and operation times	<p>Several commenters asked about the project schedule. As outlined in Section 2.8 of the Final EIR, the Phase I/Milliken Alignment would begin construction in early 2022 and would start operations in late 2023. The Phase II alignment is intended to be constructed immediately following completion of the Phase I alignment, depending on the availability of funding. As discussed in Section 2.5 of the Final EIR, BRT buses would generally operate from 6:00 a.m. to 8:00 p.m.</p>

Number	Topic Comment	Response
		<p>with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday.</p> <p>Several suggestions were made that the WVCC Project should be implemented to provide connectivity with Metrolink service, including alignment of bus headways with Metrolink train arrival and departure times to facilitate multimodal travel, providing weekend service, and connectivity with potential rail station sites that are currently unfunded. In addition, the connection pathways between BRT station platforms and Metrolink stations should be designed to enhance passenger comfort and safety through shade partitions, lighting, seating, signage and wayfinding, Americans with Disabilities Act (ADA)-compliance pathway, and real-time service information.</p> <p>The WVCC Project will provide connections to various destinations, as described by the Southern California Regional Rail Authority (SCRRA). With regard to the headway schedule, once the project is constructed and test run, the headway schedule will be reviewed and adjusted as appropriate. Bus service during the weekend will be considered as ridership and funding allow.</p> <p>As for the connectivity with potential rail station sites, if funding becomes available for these proposed rail stations, provisions such as signs directing passengers from one location to the other can be discussed by Omnitrans and SCRRA. If these rail stations are constructed prior to this project, wayfinding signs will be included in the project during the final design phase.</p>
6	Traffic operations analysis methodology	<p>Several comments were received regarding the methodology used for conducting the Traffic Operations Analysis (TOA) and the presentation of the results. The TOA was performed comprehensively throughout the corridor and the proposed O&M Facility options. The TOA was conducted using the SBCTA's Congestion Management Program Traffic Analysis guidelines. Level of Service (LOS) analysis was calculated at most of the study area intersections following Highway Capacity Manual (HCM) 2000 methodology for evaluation and using Synchro software for calculations. Due to differences in the configuration and operation of the dedicated bus lane facility along Holt Boulevard between Benson Avenue and Vineyard Avenue in Ontario, intersection analysis was performed using VISSIM micro-simulation software for that particular segment. Intersection vehicle delay results generated by micro-simulation models such as VISSIM are not HCM compliant; however, the differences in the results of the LOS analysis between VISSIM and Synchro are typically negligible.</p> <p>Responses to comments from the public pertaining to traffic analysis are provided below:</p> <ol style="list-style-type: none"> 1. <u>Traffic Operation Analysis used methodology that is inconsistent with what is used by Rancho Cucamonga.</u> The Rancho Cucamonga General Plan has a Level of Service (LOS) D standard for street network, and LOS E is considered a significant impact. Relevant traffic sections of the Final EIR (Sections 1.4.2 and 3.3.3) have been updated with this information. This has resulted in no change to the conclusion of the traffic impact analysis. The TOA Report used Highway Capacity Manual (HCM) 2000 for the intersections in all jurisdictions for consistency. The HCM 2010 introduces a method to evaluate signalized intersections for non-ideal cases. The project was evaluated for an ideal case at signalized intersections. The method in the HCM 2010 for evaluating ideal cases is equivalent to the HCM 2000. 2. <u>Traffic counts conducted when school was not in session.</u>

Number	Topic Comment	Response
		<p>The overall size of the study area dictated an extensive traffic count collection process. During this process, traffic counts needed to be collected over the course of weeks and months. To adhere to the project schedule, some locations required traffic counts be collected during July.</p> <p>3. <u>Uses LOS metric instead of vehicle miles traveled (VMT).</u></p> <p>The project uses VMT to support the following statutory goals: the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Although Senate Bill (SB) 743 directed the Office of Planning and Research (OPR) to establish specific criteria for determining the significance of transportation impacts of projects, lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. In preparing the environmental document, SBCTA used VMT metrics in determining the greenhouse gas emission impacts as outlined in Section 4.17 of the Final EIR.</p> <p>As for traffic analysis, FTA and SBCTA chose to analyze impacts to the intersection LOS to determine impacts from traffic operations with the proposed project to ensure that impacts at any intersections under study are reasonably mitigated.</p> <p>4. <u>Inconsistencies of traffic analysis results and recommended measures between the TOA and the Draft EIR/EA.</u></p> <p>The TOA analyzed six alternatives, A through F. The mitigation measures discussed in Section 10 of the TOA are based on Opening Year and/or Design Year results, as well as for Alternatives A through F. Alternatives D and E in the TOA are the same as Alternatives A and B analyzed in Chapter 3 of the Final EIR. Only the results of Alternatives D, E, and No Build, as well as mitigation measures pertaining to these two alternatives, are summarized in the Final EIR.</p>
7	Traffic impacts from the proposed BRT construction and implementation	<p>Concern was raised whether the WVCC Project is needed because traffic on Holt Boulevard is not at capacity yet. Traffic along Holt Boulevard is not the only factor to determine the need for the project. Chapter 1 of the Final EIR describes the planning background of the proposed project, which began in 2004. The ridership forecast was performed as presented in Table 3-1 of the Final EIR. As shown in Table 3-1, the Phase I/Milliken Alignment of the proposed project is forecast to provide service for 5,800 riders in the opening year. When coupled with ridership that would be maintained from local Bus Routes 61 and 66, total daily public transit ridership along the corridor in opening year is estimated to be approximately 11,000. This amounts to more than 2,300 new daily transit trips, or a 27-percent increase over the forecast ridership without the proposed project.</p> <p>The Phase II/Haven Alignment is planned to be constructed after the Phase I/Milliken Alignment is completed and when funding is available. The opening year for the Phase II/Haven Alignment would be sometime between 2023 and 2040. Both phases of operation combined are forecast to provide service for 8,290 riders at the opening year. When coupled with ridership on the local bus routes, total daily ridership along the corridor is estimated to be approximately 12,000 daily transit trips, a 36-percent increase over the forecast ridership without the proposed project.</p> <p>The two alignments of the proposed project are forecast to serve 10,170 transit riders daily in horizon year 2040, further improving the overall transportation system in the study area and helping reduce automobile travel. When coupled with ridership on the local bus routes, total daily ridership along the corridor in 2040 is estimated to be approximately 14,700 daily transit trips, a 41-percent increase over the forecast ridership without the proposed project. The proposed project's</p>

Number	Topic Comment	Response
		<p>overall effect on transit would be beneficial; it would not cause any negative impacts to the transit system in the study area.</p> <p>Concern was raised about traffic impacts during construction and operation of the WVCC Project.</p> <p>Chapter 3 of the Final EIR discusses the traffic and transportation impacts of the No Build and Build Alternatives, based on the TOA prepared for the project. As stated in that section, normal traffic growth over time is expected to lead to increased congestion. LOS would be at LOS E or F at up to 17 intersections by 2040 under the No Build Alternative (see Table 3-3). Under Alternative A, traffic conditions (i.e., LOS and delay) would worsen compared to the no-build condition at up to 11 intersections by 2040. Under Alternative B, traffic conditions (i.e., LOS and delay) would worsen compared to the no-build condition at up to 12 intersections by 2040 (see Table 3-6). Operation of the O&M Facility would also degrade operations at 3 intersections.</p> <p>Mitigation measure TRA-1 calls for project design improvement measures to enhance BRT Operations and BRT Operations at Signalized Intersections, and TRA-2 calls for improvement measures at affected intersections for both BRT Alternatives A and B, and O&M Facility site locations 1, 2, or 3. Implementation of these measures would reduce impacts to less than significant levels at some but not all affected intersections. Temporary construction impacts would be mitigated by a traffic management plan (TMP), which would be implemented under CI-TRA-1 and the maintenance of business access under CI-TRA-2, as listed in Section 5.3.9 of the Final EIR.</p>
8	BRT operation impacts	<p>For Alternative B, BRT buses would operate in mixed-flow lanes, except where dedicated bus-only lanes (3.5 miles) are proposed along Holt Boulevard, between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue, in Ontario.</p> <p>The project corridor would need to integrate BRT buses and other vehicular traffic movements and signalized intersections. Traffic signals would be reconfigured at each appropriate intersection to provide TSP operation. Signal modifications would include upgrades to signal controllers and software to accommodate the transit priority treatment at intersections. Presignals and queue jumpers would be used where appropriate to prevent traffic from stopping or blocking the exclusive lanes.</p> <p>Though the proposed project would remove on-street parking along Holt Boulevard between Benson Avenue and Vineyard Avenue, impacts were determined to be less than significant due to the low usage of parking in the area, as well as the reduced automobile demand resulting from the proposed project. Please also see Master Response# 10 regarding impacts associated with loss of street parking.</p> <p>Certain project features, notably exclusive lanes, may be initially unfamiliar to pedestrians and motorists. Continuous exclusive lanes would prohibit mid-block left-turn movements into businesses. Motorists would be required to continue to the nearest intersection and execute a u-turn movement to reach the intended mid-block destination. This is not considered a significant impact, and signage will be provided to alert motorists of this situation. (Mitigation Measure TRA-1)</p>
9	Pedestrian access and bicycle lane impacts, measures, and improvements	<p>The City of Fontana is concerned about the conflicts between bus operations and bicyclists and the planned mixed uses along major streets such as Sierra Avenue and Foothill Boulevard. The City requested inclusion of senior apartment complexes on Sierra Avenue and the senior center in notification/outreach process. In addition, the City requested that the construction sign be posted to display the contact person in the event of construction-related impacts.</p>

Number	Topic Comment	Response
		<p>The proposed bus stop operations of the WVCC Project would function similar to the existing bus stop operations along Sierra Avenue. The proposed project is expected to provide various enhancements to improve the safety and environment for pedestrians and bicycles along the corridor, including improved station amenities and marked bike lanes. Line of sight at the driveways adjacent to the bus shelters will be analyzed during the final design phase of this project. The location of the shelters will be adjusted during this phase to meet line-of-sight requirements.</p> <p>SBCTA has conducted extensive project outreach since the inception of the project. Among the various outreach means, a notice was mailed to all property owners and occupants within a 500-foot radius from the project corridor.</p> <p>Impacts during construction to pedestrian access and bicyclists will be minimized by the implementation of Mitigation Measures CI-TRA-1 as outlined in Section 5.3 of the Final EIR.</p> <p>A temporary construction sign will be posted at the construction site and has been included in the Final EIR as Mitigation Measure CI-AQ-15 in Section 5.3 of the Final EIR.</p>
10	Impacts associated with loss of street parking	<p>Section 3.4 of the Final EIR addresses impacts to parking. According to the TOA Report (April 2018), the current usage rate of on-street parking demand during a typical weekday is below 11 percent. Considering the low utilization of on-street parking demand during a typical weekday, as well as the presence of off-street parking lots provided by most businesses, it is not likely that removal of on-street parking to accommodate the proposed project Build Alternative B configuration would have an adverse effect on parking conditions.</p> <p>Note that the parking data were collected during a 5-hour period on a typical weekday in July 2016. Existing parking count data are provided in Appendix A of the Traffic Operations Analysis Technical Report. Table 9-1 of the TOA summarizes hourly on-street parking count results along the south side (eastbound direction) of Holt Boulevard (from west to east). Because on-street parking is unmarked along the segment, parking space capacity was estimated based on the length of available curb, assuming an average vehicle length of 20 feet. As shown in Table 9-1, along the full length of the segment, on-street parking is not heavily utilized along the south side of the street. A peak utilization of 8 percent occurs during the 11:00 a.m. to 12:00 p.m. and 2:00 to 3:00 p.m. hours. On-street parking spaces are generally more utilized on the western side of the corridor between Benson Avenue and Euclid Avenue. Along the south side of the street, parking is prohibited between Euclid Avenue and Pleasant Avenue. Table 9-2 of the TOA summarizes hourly on-street parking count results along the north side (westbound direction) of Holt Boulevard (from east to west).</p>

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		<p>Table 9-1: South Side (Eastbound) Holt Boulevard Parking Capacity</p> <table><tr><th rowspan="2">From</th><th rowspan="2">To</th><th rowspan="2">Available Parking Length (ft)</th><th rowspan="2">Estimated Available Parking Spaces*</th><th colspan="5">Parked Vehicles Per Hour</th></tr><tr><th>10 a.m. – 11 a.m.</th><th>11 a.m. – 12 p.m.</th><th>12 p.m. – 1 p.m.</th><th>1 p.m. – 2 p.m.</th><th>2 p.m. – 3 p.m.</th></tr><tr><td>Benson Ave</td><td>Oaks Ave</td><td>925</td><td>46</td><td>3</td><td>3</td><td>3</td><td>2</td><td>2</td></tr><tr><td>Oaks Ave</td><td>Mountain Ave</td><td>600</td><td>30</td><td>6</td><td>6</td><td>5</td><td>6</td><td>7</td></tr><tr><td>Mountain Ave</td><td>Granite Ave</td><td>416</td><td>20</td><td>0</td><td>3</td><td>2</td><td>2</td><td>3</td></tr><tr><td>Granite Ave</td><td>Brooks St</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Brooks St</td><td>Cypress Ave</td><td>80</td><td>4</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Cypress Ave</td><td>San Antonio Ave</td><td>135</td><td>6</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>San Antonio Ave</td><td>Vine Ave</td><td>704</td><td>35</td><td>3</td><td>2</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Vine Ave</td><td>Fern Ave</td><td>70</td><td>3</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Fern Ave</td><td>Palm Ave</td><td>110</td><td>5</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Palm Ave</td><td>Laurel Ave</td><td>250</td><td>12</td><td>4</td><td>5</td><td>0</td><td>2</td><td>5</td></tr><tr><td>Laurel Ave</td><td>Euclid Ave</td><td>85</td><td>4</td><td>0</td><td>0</td><td>3</td><td>1</td><td>0</td></tr><tr><td>Euclid Ave</td><td>Lemon Ave</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Lemon Ave</td><td>Plum Ave</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Plum Ave</td><td>Sultana Ave</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Sultana Ave</td><td>Pleasant Ave</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Pleasant Pl</td><td>Melrose Ave</td><td>380</td><td>19</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td></tr><tr><td>Melrose Ave</td><td>Malcolm Ave</td><td>227</td><td>11</td><td>4</td><td>0</td><td>5</td><td>6</td><td>4</td></tr><tr><td>Malcolm Ave</td><td>Campus Ave</td><td>NP</td><td>0</td><td>0</td><td>4</td><td>0</td><td>0</td><td>2</td></tr><tr><td>Campus Ave</td><td>Bon View Ave</td><td>267</td><td>13</td><td>1</td><td>4</td><td>2</td><td>3</td><td>2</td></tr><tr><td>Bon View Ave</td><td>Cucamonga Ave</td><td>213</td><td>10</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Cucamonga Ave</td><td>Grove Ave</td><td>420</td><td>21</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td></tr><tr><td>Grove Ave</td><td>Walker Ave</td><td>1,575</td><td>78</td><td>8</td><td>6</td><td>7</td><td>6</td><td>5</td></tr><tr><td>Walker Ave</td><td>County Building</td><td>977</td><td>48</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>County Building</td><td>Corona Ave</td><td>510</td><td>25</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>Corona Ave</td><td>Vineyard Ave</td><td>NP</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td colspan="3">Total Spaces and Parked Vehicles</td><td>390</td><td>29</td><td>33</td><td>27</td><td>29</td><td>31</td></tr><tr><td colspan="4">Total Parking Utilization</td><td>7%</td><td>8%</td><td>7%</td><td>7%</td><td>8%</td></tr></table> <p>*Assumed parking length of 20 ft. NP = No Parking Any Time</p>	From	To	Available Parking Length (ft)	Estimated Available Parking Spaces*	Parked Vehicles Per Hour					10 a.m. – 11 a.m.	11 a.m. – 12 p.m.	12 p.m. – 1 p.m.	1 p.m. – 2 p.m.	2 p.m. – 3 p.m.	Benson Ave	Oaks Ave	925	46	3	3	3	2	2	Oaks Ave	Mountain Ave	600	30	6	6	5	6	7	Mountain Ave	Granite Ave	416	20	0	3	2	2	3	Granite Ave	Brooks St	NP	0	0	0	0	0	0	Brooks St	Cypress Ave	80	4	0	0	0	0	0	Cypress Ave	San Antonio Ave	135	6	0	0	0	0	0	San Antonio Ave	Vine Ave	704	35	3	2	0	0	0	Vine Ave	Fern Ave	70	3	0	0	0	0	0	Fern Ave	Palm Ave	110	5	0	0	0	0	0	Palm Ave	Laurel Ave	250	12	4	5	0	2	5	Laurel Ave	Euclid Ave	85	4	0	0	3	1	0	Euclid Ave	Lemon Ave	NP	0	0	0	0	0	0	Lemon Ave	Plum Ave	NP	0	0	0	0	0	0	Plum Ave	Sultana Ave	NP	0	0	0	0	0	0	Sultana Ave	Pleasant Ave	NP	0	0	0	0	0	0	Pleasant Pl	Melrose Ave	380	19	0	0	0	0	1	Melrose Ave	Malcolm Ave	227	11	4	0	5	6	4	Malcolm Ave	Campus Ave	NP	0	0	4	0	0	2	Campus Ave	Bon View Ave	267	13	1	4	2	3	2	Bon View Ave	Cucamonga Ave	213	10	0	0	0	0	0	Cucamonga Ave	Grove Ave	420	21	0	0	0	1	0	Grove Ave	Walker Ave	1,575	78	8	6	7	6	5	Walker Ave	County Building	977	48	0	0	0	0	0	County Building	Corona Ave	510	25	0	0	0	0	0	Corona Ave	Vineyard Ave	NP	0	0	0	0	0	0	Total Spaces and Parked Vehicles			390	29	33	27	29	31	Total Parking Utilization				7%	8%	7%	7%	8%
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11	Consistency with 2018 Fontana General Plan	<p>The Draft EIR/EA (June 2019) analyzed impacts of the project alternatives on land use, including consistency with the Fontana General Plan (2003) and Circulation Master Plan goals directly relevant to the proposed project. In November 2018, the City of Fontana adopted a new General Plan. The new General Plan was evaluated, and a consistency analysis has been provided in Section 4.8, Land Use and Planning, of the Final EIR.</p> <p>As discussed in the Final EIR, the WVCC Project would not conflict with the 2018 Fontana General Plan.</p>																																																																																																																																																																																																																																																								

Number	Topic Comment	Response
12	Relocation/acquisitions, relocation benefits, impacts, and mitigation measures	<p>SBCTA recognizes the impacts to several properties along Holt Boulevard as a result of Alternative B implementation. The Final EIR Section 4.12 addressed the impacts as a result of property acquisition. Displaced residential and commercial property owners and tenants will be provided relocation assistance payments, including moving payments, and advisory assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1987, as amended (Uniform Act).</p> <p>Based on the Draft Relocation Impact Report prepared for this project, comparable adequate relocation sites are available in the project area for residential and commercial properties potentially displaced by the project. Per the Uniform Relocation Act, in addition to receiving fair market compensation for any property acquired on behalf of the project, property owners and tenants would also receive relocation assistance. There are also provisions to ensure that comparable replacement housing is within the financial means of the displaced persons. When such housing cannot be provided using the housing payments allowed within the statutory limits, the Uniform Act provides “housing of last resort” to respond to difficult or unique displacement conditions so displaced persons will be relocated to decent, safe, and sanitary replacement housing.</p> <p>Tenants who are eligible may qualify for rental assistance if the cost to rent a comparable replacement dwelling is greater than their previous rent. Additionally, coordination with the local housing authority representatives by the real estate specialist will be undertaken to determine the availability of vouchers and other options for displaced persons who may face immediate financial hardship. These minimization measures and others to recognize special needs households will be addressed in the Real Estate Acquisition Management Plan (RAMP) if Alternative B is ultimately selected.</p> <p>Relocation assistance benefits and services are to be provided equitably to all property owners and tenants without regard to race, color, religion, age, national origins, and disability as specified under Title VI of the Civil Rights Act of 1964.</p> <p>Additional mitigation measures were also provided, including Mitigation measures ACQ-1, which requires development of an RAMP to provide relocation assistance payments and advisory assistance to displaced persons, and ACQ-2, which requires the provision of transportation for displaced persons to inspect potential relocation housing.</p>
13	Measures to prevent homeless use and vandalism of bus shelters	<p>Safety and security to the public and Omnitrans’ employees are addressed in Section 4.14 of the Final EIR. It is SBCTA’s policy to ensure that the proposed project be designed and constructed in full compliance with FTA requirements for safety and security. Safety and security are priorities in conducting all work within Omnitrans station. Omnitrans has a System Safety Management Plan (SSMP) to achieve this policy. The overall objective of the SSMP is to define activities, management controls, and monitoring processes that ensure that its patrons are adequately protected and local fire and police jurisdictions have appropriate and unimpeded access to the system in the event of an incident.</p> <p>The concern about vandalism and damage to the station is well received. Ongoing monitoring and repair of the facilities, including amenities, will be conducted on a routine basis.</p> <p>As discussed in Section 4.14 of the Final EIR, Omnitrans’ internal security staff and contract security guard services handle security. Issues that arise with passengers on buses are called into the Omnitrans Dispatch Office, and a Field Supervisor is dispatched to the scene. Omnitrans follows the Workplace & Transit System Security Program, Personnel Policy 803. There are 17 security procedures that accompany Security Policy 803. These programs establish security procedures to protect every employee and the public. If incidents escalate beyond the control of Omnitrans drivers and staff, then Omnitrans Dispatch contacts local law enforcement in the city where the incident is taking place. For the</p>

Number	Topic Comment	Response
		study area, local law enforcement includes the Pomona Police Department (PD), Montclair PD, Ontario PD, Rancho Cucamonga PD, Fontana PD, County of San Bernardino Sheriff's Department, and County of Los Angeles Sheriff's Department.
14	Impacts of bus layover on air quality, noise, and aesthetics	The BRT is proposed to have a typical layover of 15 minutes, running from 6:00 a.m. to 8:00 p.m. Monday through Friday. The hours/days of operation may be expanded based on ridership and funding. Because of the limited time period that running buses would be stopping at any one location, including the layovers at Victoria Gardens at Main Street, these impacts would not be considered significant in terms of aesthetics and visual quality. During the layovers, the buses would be temporarily parked and, thus, there would be no emissions or noise from bus engines.
15	Construction impacts to school located close to the construction site	<p>The construction impacts of the project, including schools, are discussed in related topics in Chapter 5 of the Final EIR. Traffic flow, including bicycle lanes and pedestrian walkways along the roadway alignment, would be maintained during construction, although occasionally lane reduction could occur to accommodate construction activities. For the dedicated lane segment, reconstruction of the roadway would be done segment by segment and one side at a time to avoid roadway closure. Mitigation measures, including a TMP, noise and vibration controls, dust and air pollutants emissions control, have been provided.</p> <p>As far as safety is concerned, coordination with fire and police departments and other emergency services will be conducted in advance of construction. The contractor will coordinate with local jurisdictions, community groups, emergency service providers, and motorists if a detour is needed.</p> <p>The following mitigation measures have been added or strengthened into Section 5.3 of the Final EIR to ensure construction impacts near schools are minimized:</p> <ul style="list-style-type: none"> • CI-HAZ-8: Demolition and construction activities, hazardous material abatement activities, and the transport of hazardous materials and wastes shall not be conducted within 200 feet of schools during school hours when school is in session. • The following sentence will be added as a bullet under CI-NC-2: "To the extent practicable, construction activities near the school would be scheduled outside of school hours." • Mitigation Measure CI-AQ-14 has been revised to read: To the extent possible and applicable, construction activities that would involve excavation would be scheduled when school is off session. Contractors shall not cause or allow PM₁₀ levels to exceed 50 µg/m³ when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume samplers reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.
16	Impacts on traffic, noise, school safety, safety and security of residents along Church Avenue in Rancho Cucamonga	<p>As discussed in Section 3.3.6 of the Final EIR, the TOA performed at the Day Creek Boulevard/Church Street intersection and Rochester Avenue/Church Street intersection shows no change in the LOS between the no-build condition and Build Alternatives A and B conditions in the same year of 2023 (Opening Year) and in the future year 2040 (Design Year) (see LOS reported on Tables 3-3, 3-4, and 3-6, Intersections 128 and 129, respectively). The same tables also show the delay between the no-build condition and Build Alternatives A and B under the opening year 2023 and future year 2040 of less than 1 second at each intersection analyzed. Both intersections are expected to operate at LOS D or better under future year with and without project conditions.</p> <p>Access to all schools along the construction routes will be safely maintained during project construction, as Avoidance, Minimization, and/or Mitigation Measure CI-TRA-1 in Section 5.3.9 of the Final EIR states the TMP will outline any</p>

Number	Topic Comment	Response
		<p>necessary pedestrian detours, which provide a protected pathway near, but safely away from station construction in accordance with the California Manual on Uniform Traffic Control Devices or other City-approved standard. Signs will be posted to direct bicyclists and pedestrians to intersections where they may cross.</p> <p>During the project operation, buses must abide by the same rules of the road as all other drivers. As the proposed project would not result in significant traffic impacts at the Day Creek Boulevard/Church Street intersection and Rochester Avenue/Church Street intersection, no impacts to student commute is anticipated.</p> <p>Due to the much higher existing ambient noise levels in the area, the project is not expected to increase the overall or cumulative ambient noise at residences along Church Avenue. As such, there will be no increase in noise levels for residents over that of ambient noise on Church Avenue.</p> <p>Safety and security of the project operation is addressed in Section 4.14 of the Final EIR. Table S-4, Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives (page S-24), includes Measures SS-1 through SS-8 with regards to safety and security measures. Implementation of these measures would ensure the safety of users and residents during project operation.</p>
17	Section 106 National Historic Preservation Act (NHPA), National Register of Historic Properties (NRHP), and Local Historic Properties	<p>Section 4.4 of the Final EIR addresses project impacts on cultural and paleontological resources, including evaluation of historic properties that may be affected by the project in accordance with Section 106 of the NHPA, impacts to properties listed and eligible for listing in the NRHP, and impacts to properties listed in the Ontario Register. In Section 5.3 of the Final EIR, Mitigation Measure CI-CR-4 requires a buffer to avoid character-defining features of each built environment historic property; CI-CR-5 requires alterations to each of the historic properties adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties; and CI-CR-7 requires compliance with the City of Ontario's Historic Preservation regulations.</p> <p>The cities of Fontana and Ontario provided updated information on their local historic resources listing and local policy requirements if the project would result in the impacts to such resources. Based on review of the information provided by the City of Fontana, SBCTA confirms there would be no impacts to any of Fontana's designated historical resources.</p> <p>SBCTA confirms that the City of Ontario local regulations governing historic preservation will be adhered to during implementation of the proposed project. Mitigation Measure CI-CR-7 in Section 5.3 of the Final EIR has been expanded to cite the mitigation measures required by the City of Ontario's historic preservation ordinance.</p>

**Comment Letter No. F-1
Environmental Protection Agency**



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX

**75 Hawthorne Street
San Francisco, CA 94105-3901**

August 8, 2019

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
888 South Figueroa, Suite 1050
Los Angeles, California 90017-5467

Subject: Draft Environmental Impact Report/Environmental Assessment for the West Valley Connector Project, Los Angeles and San Bernardino Counties, California

Dear Ms. Hughes:

The U.S. Environmental Protection Agency (EPA) has reviewed the above-referenced document. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The Proposed Action would construct a Bus Rapid Transit (BRT) corridor through the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The project would deploy a fleet of compressed natural gas (CNG) buses within the 35-mile-long corridor, which would feature up to 60 new station platforms. The Locally Preferred Alternative (Alternative B) would widen a segment of the roadway to accommodate 3.5 miles of dedicated bus lanes.

According to the Draft EA, a new Operations and Maintenance (O&M) facility would need to be constructed in order to service and store the fleet. Three locations south of Holt Boulevard in Ontario are being considered for the new facility, each of which would be located within areas zoned for industrial uses (p. S-13). Buses would travel on nearby roads (e.g., South Campus Avenue, South Bon View Avenue, South Grove Avenue) to access the facility (p. 2-42). EPA recommends that FTA focus coordination with the San Bernardino County Transportation Authority (SBCTA) to identify and select an O&M site and corresponding access route that avoids or minimizes impacts to any adjacent residences and other sensitive receptors to the fullest extent feasible.

F-1-1

We appreciate the opportunity to review this Draft EA and are available to discuss our comments. Please send one electronic copy of the Final EA when it becomes available to this office at the address above (mail code TIP-2). If you have any questions, please contact Morgan Capilla, the lead reviewer for this project, at 415-972-3504 or capilla.morgan@epa.gov.

for

Sincerely,

A handwritten signature in blue ink, which appears to read "Connell Dunning", is written over the typed name.

Connell Dunning, Acting Manager
Environmental Review Branch

Electronic copy: Tim Watkins, San Bernardino County Transportation Authority

Response to Comment Letter F-1

Comment	Response
F-1-1	<p>Comment from the Environmental Protection Agency is appreciated. The San Bernardino County Transportation Authority (SBCTA) has been working in close coordination with the City of Ontario in identifying the appropriate sites for constructing the Operations and Maintenance (O&M) facility. Potential sites are discussed under Section 2.6 of the Final Environmental Impact Report (EIR). The Federal Transit Administration (FTA) understands there are several factors to be considered in selecting the final O&M site, including environmental impacts. Impacts associated with each O&M site are discussed in Chapters 4 and 5 of the Final EIR. SBCTA/FTA will work with the City of Ontario to minimize environmental impacts to adjacent residents and businesses.</p>

Comment Letter No. S-1
California Department of Transportation, District 8

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF LOCAL DEVELOPMENT-INTERGOVERNMENTAL REVIEW
DISTRICT 8, PLANNING
464 W. 4TH STREET, 6TH FLOOR MS-725
SAN BERNARDINO, CA 92401
PHONE (909) 806-3923
TTY 711
www.dot.ca.gov/dist8



*Making Conservation
a California Way of Life.*

July 22, 2019

RECEIVED
JUL 25 2019
San Bernardino County
Transportation Authority

File: 08-SBd-10/15/Various
Holt Blvd/Foothill Blvd
SCH#: 201631071 - DEIR

Mr. Victor Lopez
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Dear Mr. Lopez,

Thank you for including California Department of Transportation (Caltrans – District 8) in the environmental review process for the West Valley Connector project. The proposed project is a 35-mile long Bus Rapid Transit (BRT) project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana in Los Angeles and San Bernardino Counties. The project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance facility for light maintenance activities would also be constructed in one of the three sites identified in the City of Ontario.

As the owner and operator of the State Highway System (SHS), it is our responsibility to coordinate and consult with local jurisdictions when a proposed development may impact our facilities. As a responsible agency as defined by the California Environmental Quality Act, it is also our responsibility to make recommendations to offset associated impacts with the proposed project. Although the project is under the jurisdiction of the San Bernardino County Transportation Authority, due to the project's potential impact to the State facilities, it is also subject to the policies and regulations that govern the SHS.

In response to your request for our comments, we offer the following:

- 1) Caltrans is supportive of projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel.
- 2) In San Bernardino County, the nearest State facilities to the proposed project are Interstate 10 and Interstate 15. We expect you to avoid, eliminate, or mitigate any direct or indirect impact to the existing State transportation facilities related to the implementation of this project.

S-1-1

S-1-2

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Victor Lopez
July 22, 2019
Page 2

- 3) For any work or construction activity occurring within, under, or over the State Right-of-Way for the installation of bus stations or any associated improvements, issuance of a Caltrans Encroachment Permit will be required. S-1-3

For information regarding the Encroachment Permit application and submittal requirements, contact:

Caltrans Office of Encroachment Permits
464 West 4th Street, Basement, MS 619
San Bernardino, CA 92401-1400
(909) 383-4526
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

These recommendations are preliminary and summarize our review of materials provided for our evaluation. If this project is later modified in any way, please forward copies of revised plans as necessary so that we may evaluate all proposed changes for potential impacts to the SHS. If you have any questions regarding this letter, please contact Jacob Mathew at (909) 806-3928 or myself at (909) 806-3923.

Sincerely,



ROSA F. CLARK
Office Chief
Local Development-Intergovernmental Review (LD-IGR)

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Response to Comment Letter S-1

Comment	Response
S-1-1	Comment from the California Department of Transportation's (Caltrans) is appreciated. Caltrans' support of this transit project is acknowledged.
S-1-2	Impacts to the intersections of Archibald Avenue/Interstate 10 (I-10) (#55) and Foothill Boulevard/Interstate 15 (I-15) (#80 and #81) are analyzed in Chapter 3 of the Final Environmental Impact Report (EIR). The analyses in Tables 3-3, 3-4, and 3-6 (pages 3-13 through 3-40) show that Level of Service (LOS) at these ramp intersections would remain at LOS C or better. No impacts to I-10 or I-15 are anticipated.
S-1-3	As discussed in Chapter 2 of the Final EIR, partial and minor acquisitions would occur under along the corridor under both Alternatives A and B, and several full acquisitions would be confined to Holt Boulevard under Alternative B. No bus rapid transit (BRT) stations are proposed near the freeways that may require work within the State's right-of-way, as identified in the project description in Chapter 2 and the discussion of acquisitions and displacements in Section 4.12 including Table 4.12-1, of the Final EIR. A Caltrans Encroachment Permit would not be required.

Comment Letter No. S-2
California Department of Transportation, District 7

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7- OFFICE OF REGIONAL PLANNING
100 S. MAIN STREET, SUITE 100
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

July 11, 2019

Victor Lopez
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

RE: West Valley Connector Project - Draft
Environmental Impact Report (DEIR)
SCH# 2016031071
GTS# 07-MULTIPLE-2019-00112
Vic. LA-10/ PM 45.592

Dear Victor Lopez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced DEIR. The proposed West Valley Connector Project is a 35-mile-long Bus Rapid Transit (BRT) project that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance facility for light maintenance activities would also be constructed.

After reviewing the DEIR, Caltrans has the following comments:

Caltrans is supportive of the proposed mitigations that bicycle and pedestrian detour standards during construction will meet or exceed those required in the California Manual on Uniform Control Devices. Maintaining viable detour routes during construction, that include adequate barriers against motorized traffic, is critical to the safety and comfort of pedestrians and bicyclists.

S-2-1

In Los Angeles County, the nearest State facility to the proposed project is Interstate-10 and Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

S-2-2

Additionally, Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and double trips made by walking and public transit by 2020. The Strategic Plan also seeks to achieve a 15% reduction in statewide, per capita, vehicle miles traveled (VMT) by 2020. Similar goals are embedded in Caltrans' 2040 Transportation Plan, and Southern California Association of Governments' (SCAG) Regional Transportation Plan. Statewide legislation such as AB 32 and SB 375, as well as Executive

S-2-3

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Order S-3-05, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

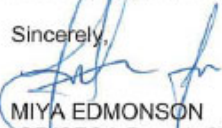
S-2-3

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

S-2-4

In the spirit of cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-MULTIPLE-2019-00112.

Sincerely,



MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse
cc: Candice Hughes, Federal Transit Administration

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Response to Comment Letter S-2

Comment	Response
S-2-1	The commenter's support of the proposed bicycle and pedestrian mitigation measures during construction is acknowledged. The San Bernardino County Transportation Authority (SBCTA) and Omnitrans recognize the importance of maintaining safe bicycle and pedestrian paths during project construction.
S-2-2	Impacts to the intersections of Archibald Avenue/ Interstate 10 (I-10) (#55) and Foothill Boulevard/ Interstate 15 (I-15) (#80 and #81) were analyzed as presented in Chapter 3 of the Final Environmental Impact Report (EIR). The analyses in Tables 3-3, 3-4, and 3-6 (pages 3-13 through 3-40) show that the Levels of Service (LOS) at these ramp intersections would remain at LOS C or better. The project would not cross the I-10 segment in Los Angeles County; thus, impacts to I-10 in Los Angeles County are not anticipated during construction and operation of the project.
S-2-3	The commenter provides information related to State-level policy goals, Caltrans strategic planning efforts, and the Southern California Association of Governments (SCAG) regional planning efforts related to reducing number of driving trips, reducing greenhouse gas (GHG) emissions, and encouraging alternative modes of transportation. The informational content provided does not result in a change in the environmental impact assessment or conclusions related to the project. Also, the proposed project is a transit improvement project and will help California meet GHG reduction goals.
S-2-4	The Transportation Permit required for oversized vehicles has been added to Table S-3 of the Final EIR. The limitation of large size trucks traveling during off-peak commute times has been added to CI-TRA-1 of Table S-5 of the Final EIR.

Comment Letter No. S-3
State of California Office of Planning and Research



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

August 6, 2019

Victor Lopez
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Subject: West Valley Connector Project
SCH#: 2016031071

Dear Victor Lopez:

The State Clearinghouse submitted the above named EIR to selected state agencies for review. The review period closed on 8/5/2019, and the comments from the responding agency (ies) is (are) available on the CEQA database for your retrieval and use. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Check the CEQA database for submitted comments for use in preparing your final environmental document: <https://ceqanet.opr.ca.gov/2016031071/2>. Should you need more information or clarification of the comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Resources Agency

RECEIVED
AUG 12 2019
San Bernardino County
Transportation Authority

S-3-1

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL 1-916-445-0613 state.clearinghouse@opr.ca.gov www.opr.ca.gov

Response to Comment Letter S-3

Comment	Response
S-3-1	<p>This letter from the Office of Planning and Research acknowledged that the Lead Agency has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act (CEQA). The content provided does not result in a change in the environmental impact assessment or conclusions related to the project.</p> <p>Two letters from State agencies were received.</p>

Comment Letter No. A-1
City of Fontana Engineering Department



City Council

Acquanetta Warren
Mayor

Jesse Armendarez
Mayor Pro Tem

John B. Roberts
Council Member

Jesus "Jesse" Sandoval
Council Member

Phillip W. Cothran
Council Member

Via email

info@gosbcta.com

Mr. Tim Watkins

Chief of Legislative and Public Affairs

San Bernardino County Transportation Authority

1170 West Third Street, 2nd Floor

San Bernardino, CA 92410

July 29, 2019

RE: NOA DEIR/EA West Valley Connector Project

Dear Mr. Watkins:

Over the last several years, the City of Fontana (City) has been working collaboratively with the San Bernardino County Transportation Authority (SBCTA) and Omnitrans on the proposed West Valley Connector Project in providing comments, input, and recommendations. We appreciate the opportunity to continue this effort with SBCTA and Omnitrans.

After reviewing the project's initial plans, the City provided your agency a comment letter (see attached) on March 27, 2017 detailing our concerns along with recommendations on the proposed project. Since this project is now in the public circulation phase of the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA), we hereby request that SBCTA consider the 2017 comments and provide responses to these comments in the Final EIR/EA.

In addition to the 2017 comments, the City has the following comments on the DEIR/EA:

1. Since Sierra Avenue along the project segment includes a planned Class II Bicycle Lane, it does not appear the DEIR/EA addressed potential conflicts between bicyclists and buses. Specifically, the City is concerned with the safety of bicyclists traveling Sierra Avenue with buses merging in and out of bicycle lanes along Sierra Avenue.
2. Sierra Avenue and Foothill Boulevard have many commercial uses as well as planned mixed use in the future that consist of residential and commercial uses. Therefore, these streets are currently developed with numerous driveways. It does not appear the DEIR/EA considered the line of sight in areas where there are bus shelters and the potential conflicts with bicyclist/motorists turning into/out of these driveways where the line of sight may be impeded by the buses. There should be analysis to determine if additional design measures are needed to address this issue.

A-1-1

A-1-2

CITY OF FONTANA 8353 SIERRA AVENUE, FONTANA, CALIFORNIA 92335
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- A-1-3 3. The DEIR/EA did not appear to specify if new shelters would include turn-out lanes in areas where buses would need to stop in the general purpose lane to load/unload passengers. Please include this analysis.
- A-1-4 4. There are several senior apartment complexes along Sierra Avenue and a nearby community/senior center. The City recommends they be included in the notification and outreach processes.
- A-1-5 5. The City is requesting that a mitigation measure be included for the posting of a publicly visible sign on the project segments within the City of Fontana's city limits that includes a telephone number and a 24/7 point of contact to address dust, noise, and construction-related impacts. The point of contact should have the authority to commit resources to control dust, or respond to construction-related complaints.
- A-1-6 6. Section 5-365 of the Fontana Municipal Code includes a listing of local historical resources. It appears the project segment within the City's limits could be in the vicinity of these resources. If so, the DEIR/EA should address if the proposed bus shelters and lanes would have the potential to impact these resources.
- A-1-7 7. Consistency with the City of Fontana's General Plan. In Chapter 9 of the General Plan-Goal 2/Action C page 9.21 states: "Fontana's street network is safe and accessible to all users, especially the most vulnerable such as children, youth, other adults and people with disabilities". Also, page 9.21 Action C states: "Maintain acceptable levels of services for transit vehicles, bicyclist, and pedestrians on roads in Fontana".

Please include me in the distribution list for the Final EIR/EA/FONSI and Responses to Comments. Thank you for affording the City the opportunity to provide input on the project and the DEIR/EA. We look forward to continuing to work with SBCTA and Omnitrans on the project.

Sincerely,



Ricardo Sandoval
Director of Engineering/City Engineer

Attachment: March 27, 2017 Comment Letter

c: Michael Milhiser, Interim City Manager
Debbie Brazill, Deputy City Manager
Zai AbuBakar, Director of Community Development

CITY OF FONTANA 8353 SIERRA AVENUE FONTANA CALIFORNIA 92335



City of Fontana CALIFORNIA

March 27, 2017

Dr. Raymond Wolfe
Executive Director, SBCTA
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

RE: West Valley Connector

Dear Dr. Wolfe:

The purpose of this correspondence is to formally document the City's concerns regarding the West Valley Connector project. First we would like to thank you and the staff from Omnitrans and SBCTA for all of the continued efforts in the coordination of this project. As you are aware, City staff has met with Omnitrans and SBCTA staff for a little over four years now and our staff does appreciate the opportunity to provide project input.

The City understands the importance of this project and is aware of the funding constraints and timelines. The City of Fontana is in support of the project however, due to the unique characteristics of Foothill Boulevard and Sierra Avenue we do have some operational concerns.

Until recently, the focus of the ongoing coordination meetings have been based upon identifying and selecting a preferred route. Now that the Omnitrans Board has approved the route, the focus has moved to operation and design details. Now that we have had the opportunity to review the detailed plans we would like to share our concerns and offer some suggestions:

- Bus stop locations blocking lanes-

There will potentially be 9 new bus stop locations blocking lanes. We are concerned about safety as a result of unsafe lane changes from vehicles finding themselves stopped behind a bus. The temptation for the driver, who is stopped behind the bus, is to make an unsafe lane change into faster moving traffic.

We are also concerned about the investment that both the City and developers have made over the past two decades to widen the majority of these two corridors to three lanes in each direction. A stopped bus is, in effect, the same as a sawtooth bottleneck situation. The City has invested millions of dollars along these two main corridors to eliminate bottlenecks caused by sawtooth situations.

Also, there are a few new proposed stops located adjacent to existing Omnitrans' turnouts. In many cases, the developer of the adjacent lot was required to pay for and install these bus turnouts for the current Omnitrans routes. There will certainly be a

A-1-8

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negative perception when these developers see buses stopping before or after the turnouts that they paid for and installed.

- o Suggestion-

A-1-9

The City would like the new West Valley Connector buses to use turnouts. However, rather than installing full width standard turnouts which would require the project to acquire private property, consider partial width turn outs customized for each location. This will provide a minimum 10 feet of clearance so vehicles can still get by the parked bus. The City would be willing to add language to the agreement allowing the project to encroach into the existing City parkway/right-of-way. We have attached right-of-way exhibits for each location so your design team can further evaluate this option.

- Transit Signal Prioritization-

Our concern again is the investment the City and SBCTA have made to establish these two corridors with synchronized signals. Given the early stage of design there just is not enough data to understand what a 10 second extension on a green light will do to the existing system. More information is needed to fully understand these impacts.

Specific to the signal prioritization (Queue Cutter) on north bound Sierra Avenue at Orange Way, the City is willing to support SBCTA's proposed design provided the Metrolink pedestrian crossings are installed and operational prior to these improvements. Additionally, due to the existing number of Jay-walkers currently on Sierra Avenue at this location, we would like to see additional improvements such as a decorative fence that requires pedestrians to cross at Orange Way.

A-1-10

Specific to the south bound proposed stop at the same intersection, the City has serious concerns that the proposed bus stop, leaving only one travel lane, will cause a high probability of conflicting vehicular movements in particular when a normal Omnitrans bus is attempting to pass the West Valley Connector bus and enter the Omnitrans station.

- o Suggestion- North Bound

Specific to the north bound stop on Sierra Avenue at Orange Way, the City would like to suggest additional improvements such as a decorative fence (used in your existing center median stations) that requires pedestrians to cross at Orange Way to restrict the existing number of Jay-walkers on Sierra Avenue.

- o Suggestion #1-South Bound

Specific to the south bound proposed stop at Sierra Avenue and Orange Way, with a major Omnitrans terminal and Metrolink station, this location requires a turn-out. No additional right-of way would be required at this location for the construction of the turn-out.

A-1-10

- o Suggestion #2-South Bound

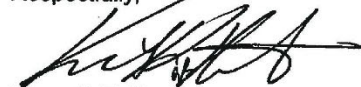
Use the Omni-bus transfer station for the "Driver Break/Rest" location instead of the Kaiser stop. This will allow the buses to exit Sierra Avenue without any added delays to the route times.

- o Suggestion #3-South Bound

Relocate the south bound stop moving it to the south side of the Metrolink tracks. Use the same Queue Jump operation proposed at north bound Sierra Avenue and Orange Way but at Sierra Avenue and Ceres Avenue. We think you will find many benefits to this simple relocation as there is a dedicated right turn lane already existing on Sierra Avenue (*see Exhibit A*).

The City has invested millions of dollars of street improvements along both major corridors over the past two decades. The City has worked diligently to acquire property to eliminate bottle necks and completed several miles of improvements to achieve 3 lanes in each direction on both major corridors with the exception of just a few segments that are currently in design. As previously stated, the City of Fontana supports the West Valley Connector provided the proposed suggestions are incorporated into the project.

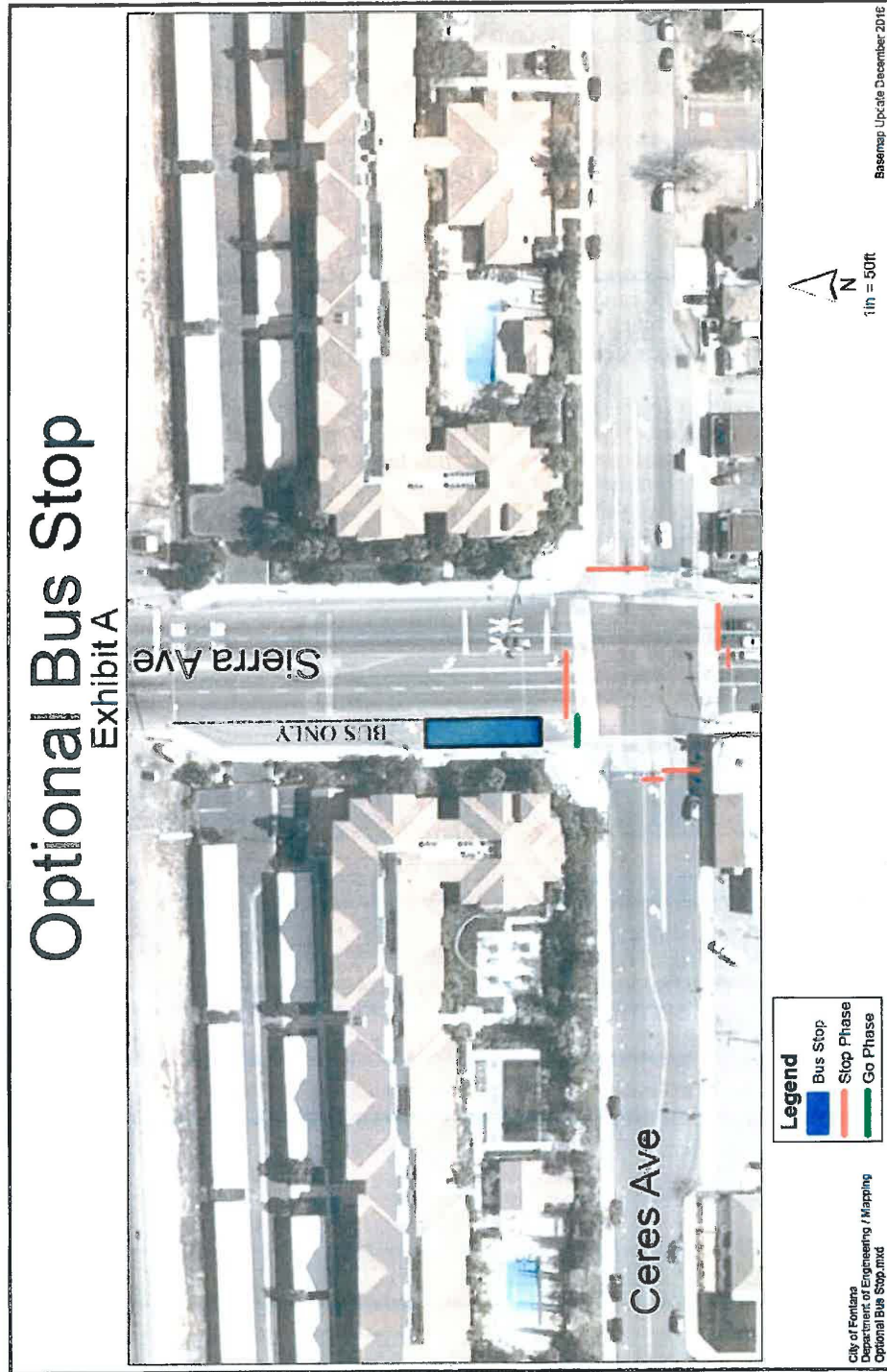
Respectfully,



Kenneth R. Hunt
City Manager

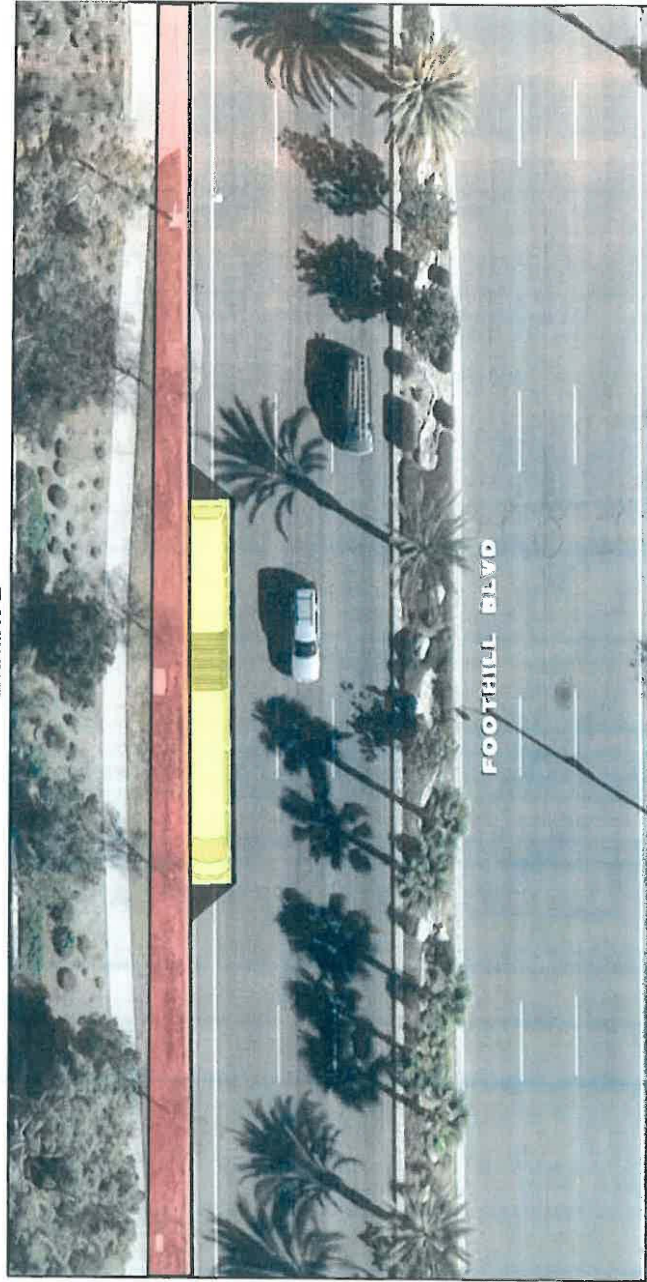
Attachments: Exhibit A- Sierra Avenue at Ceres Avenue
Exhibits B through M- Existing Right-of-Way for Proposed Bus Stops

CC: Acquanetta Warren, Mayor
Jesse Sandoval, Mayor Pro-tem
John Roberts, Council Member, Fontana
Janice Rutherford, Supervisor Elect, County of San Bernardino
Carrie Schindler, SBCTA
Justin Fomelli, SBCTA
Andres Ramirez, SBCTA
Anna Jaiswal, Omnitrans
Jeremiah Bryant, Omnitrans



Existing Right-of-Way for Bus Stop No. 2

Exhibit B



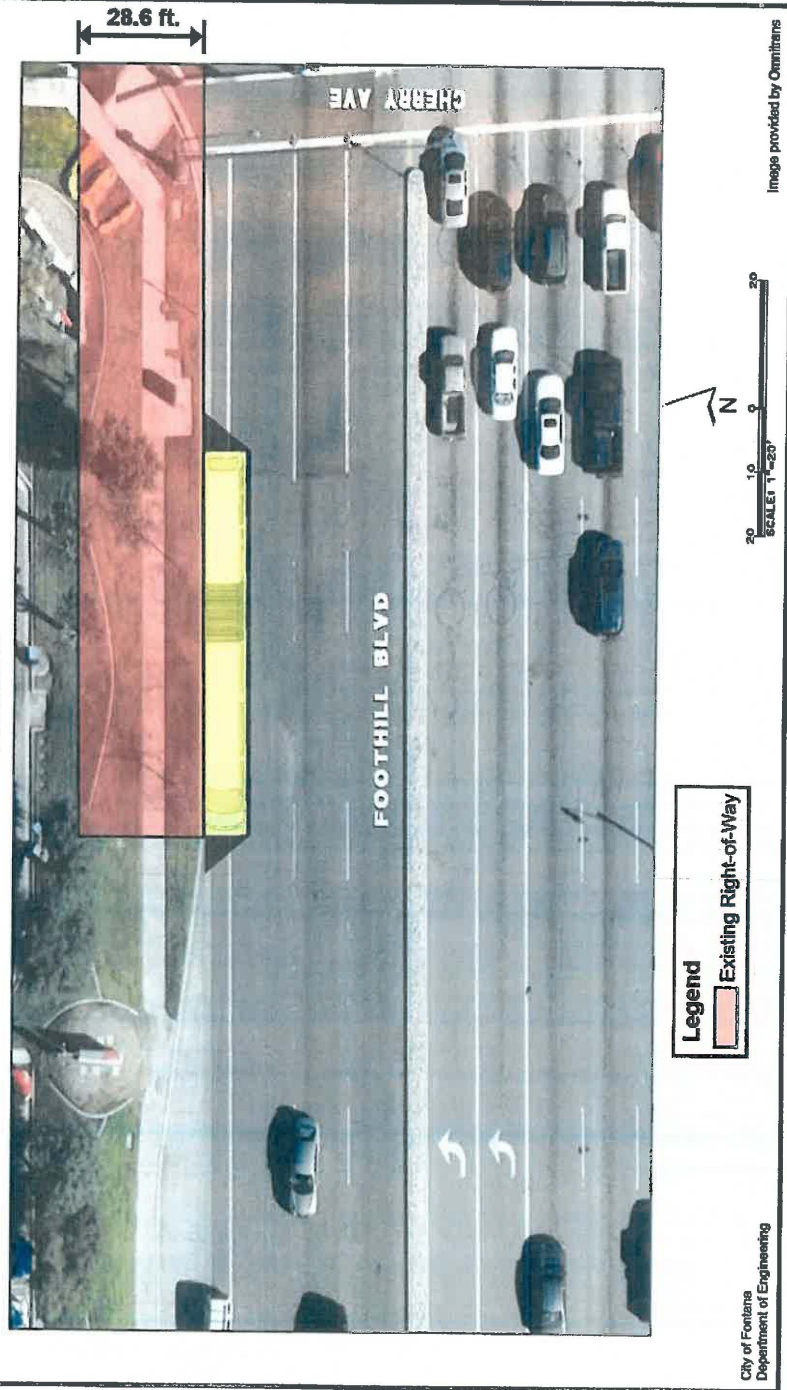
Legend
 Existing Right-of-Way

City of Fortiana
 Department of Engineering

Image provided by Omnitrans

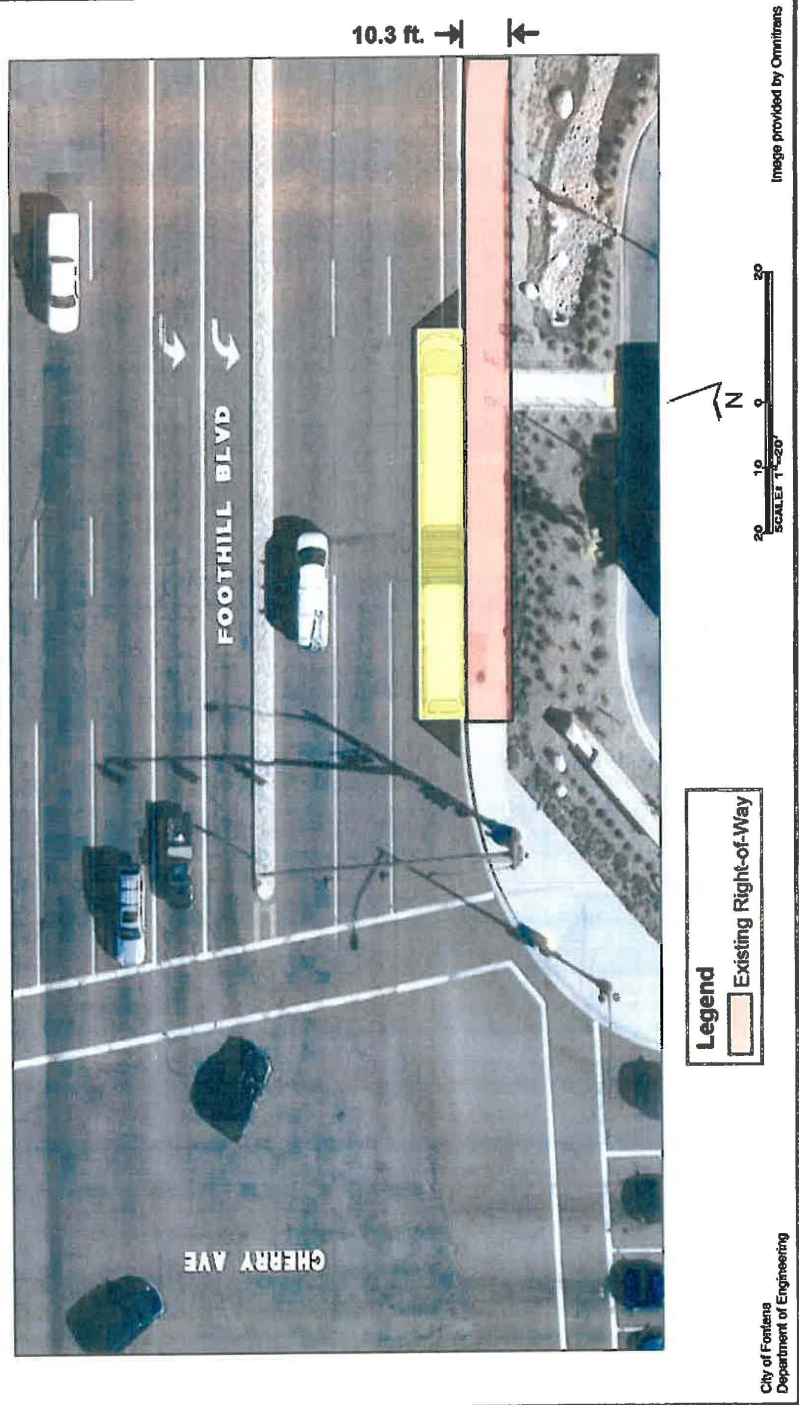
Existing Right-of-Way for Bus Stop No. 11

Exhibit D



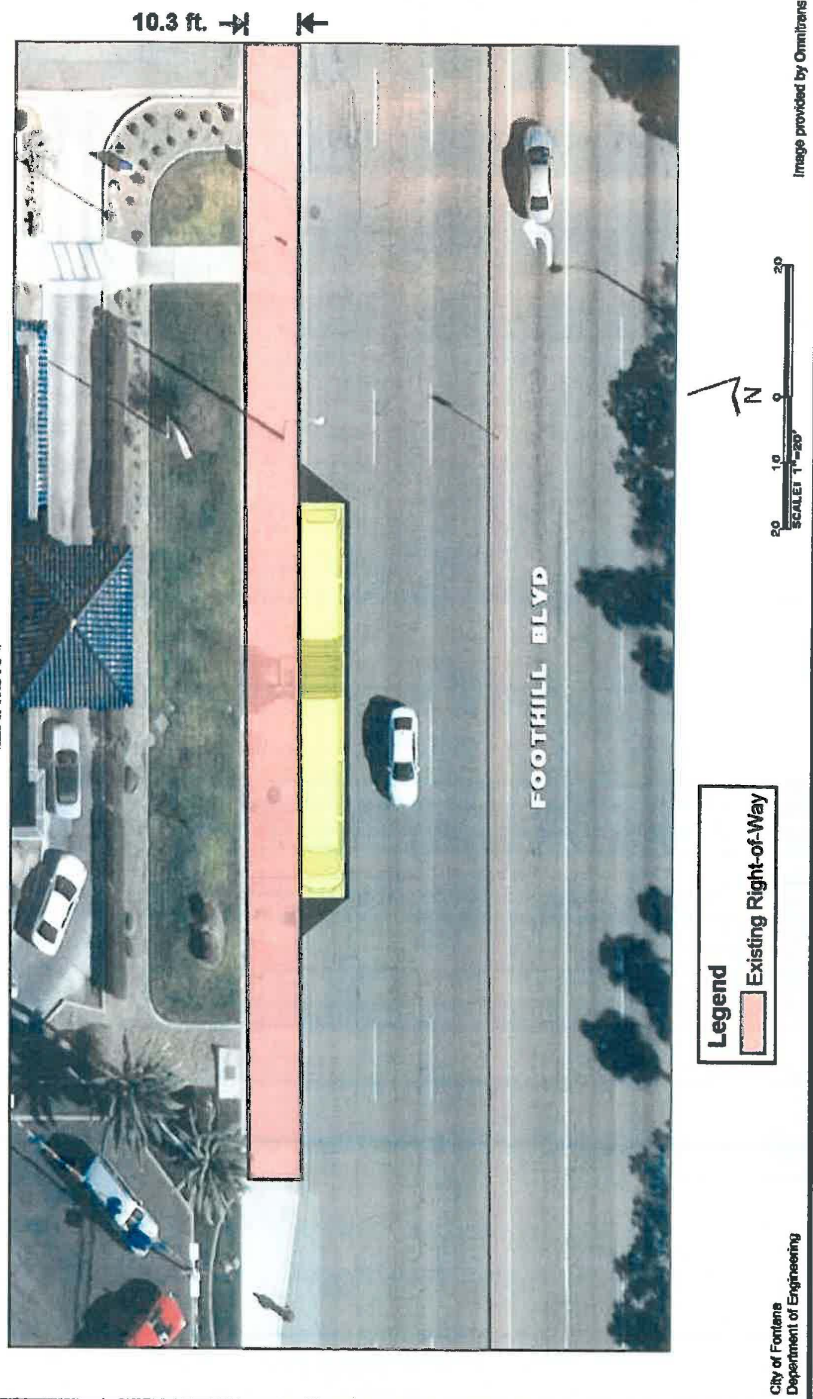
Existing Right-of-Way for Bus Stop No. 12

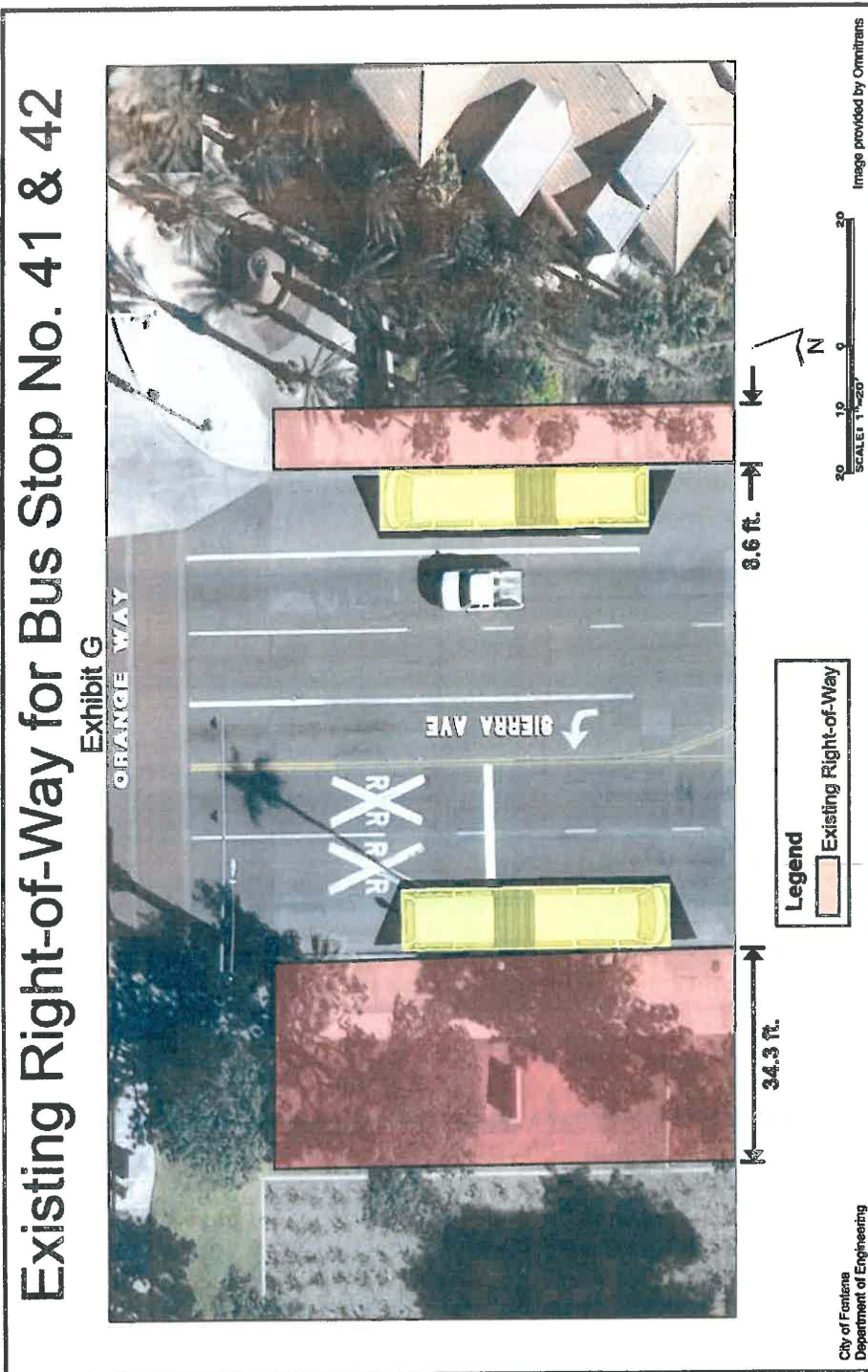
Exhibit E

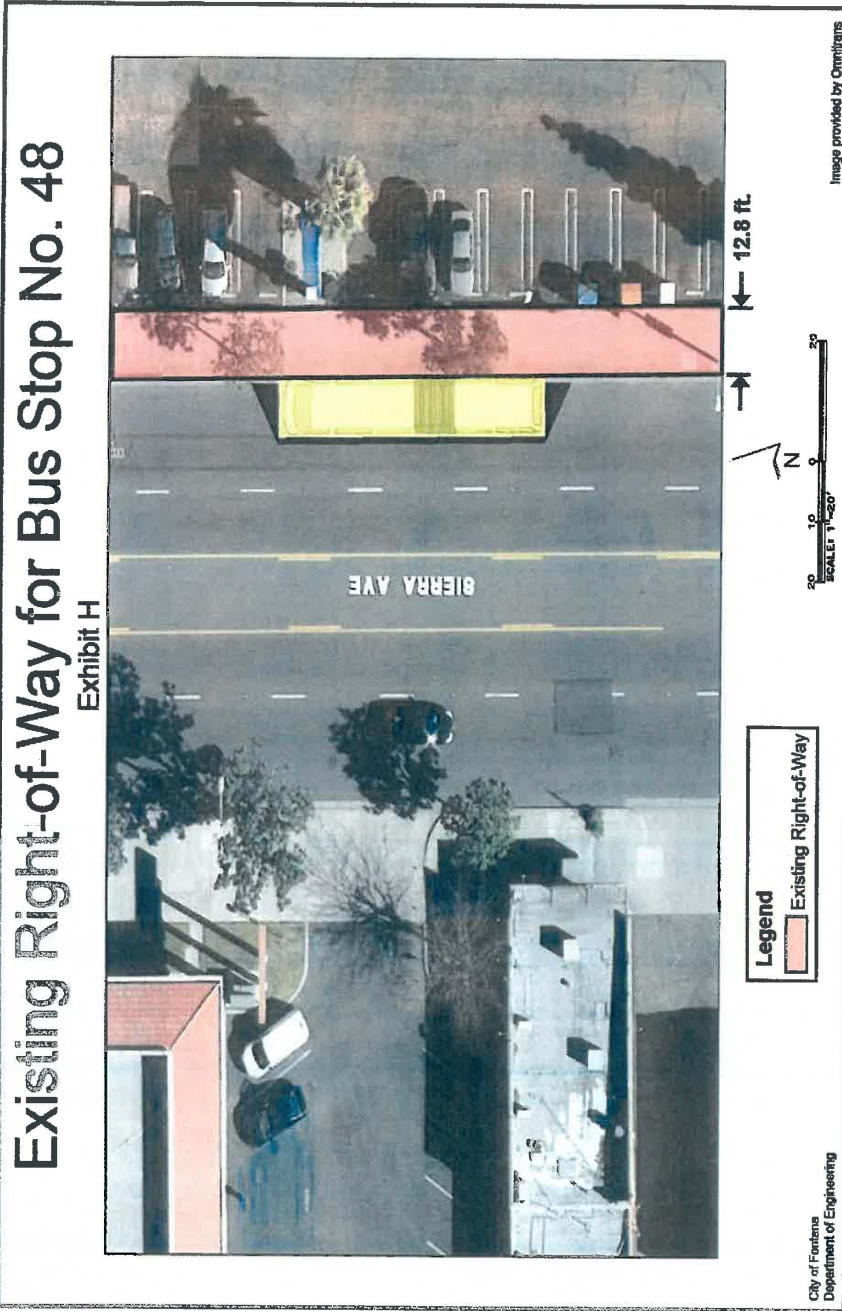


Existing Right-of-Way for Bus Stop No. 22

Exhibit F

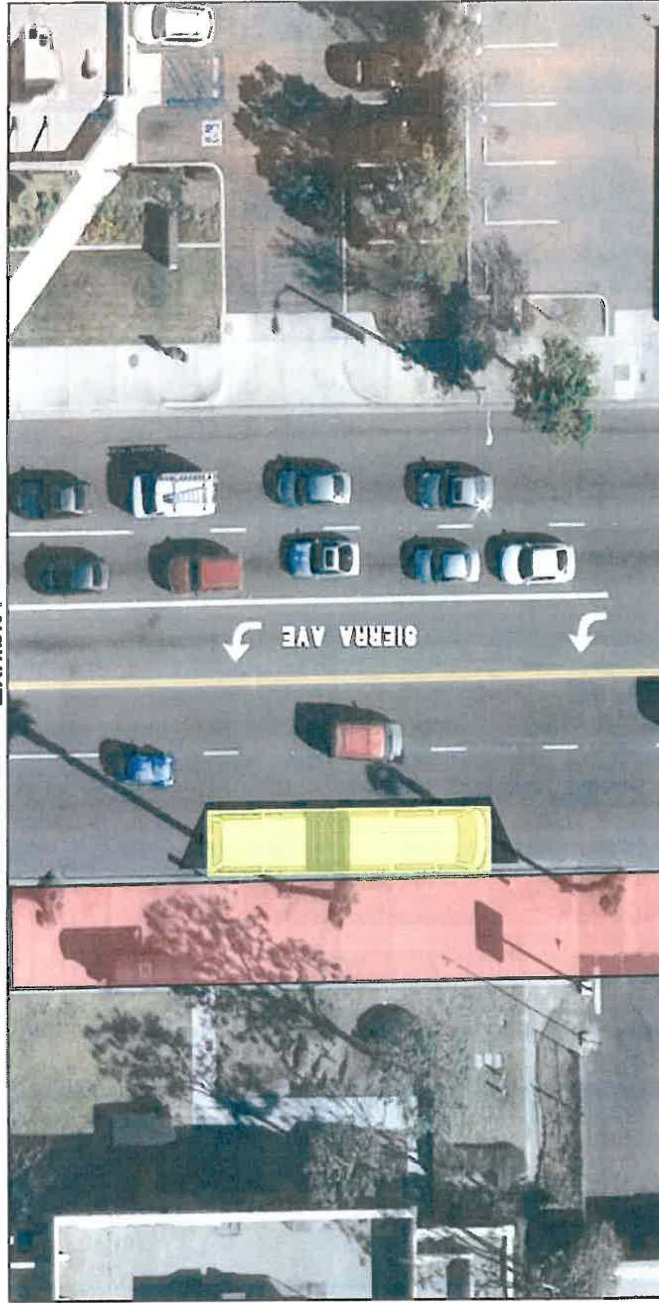






Existing Right-of-Way for Bus Stop No. 50

Exhibit I



17.1 ft

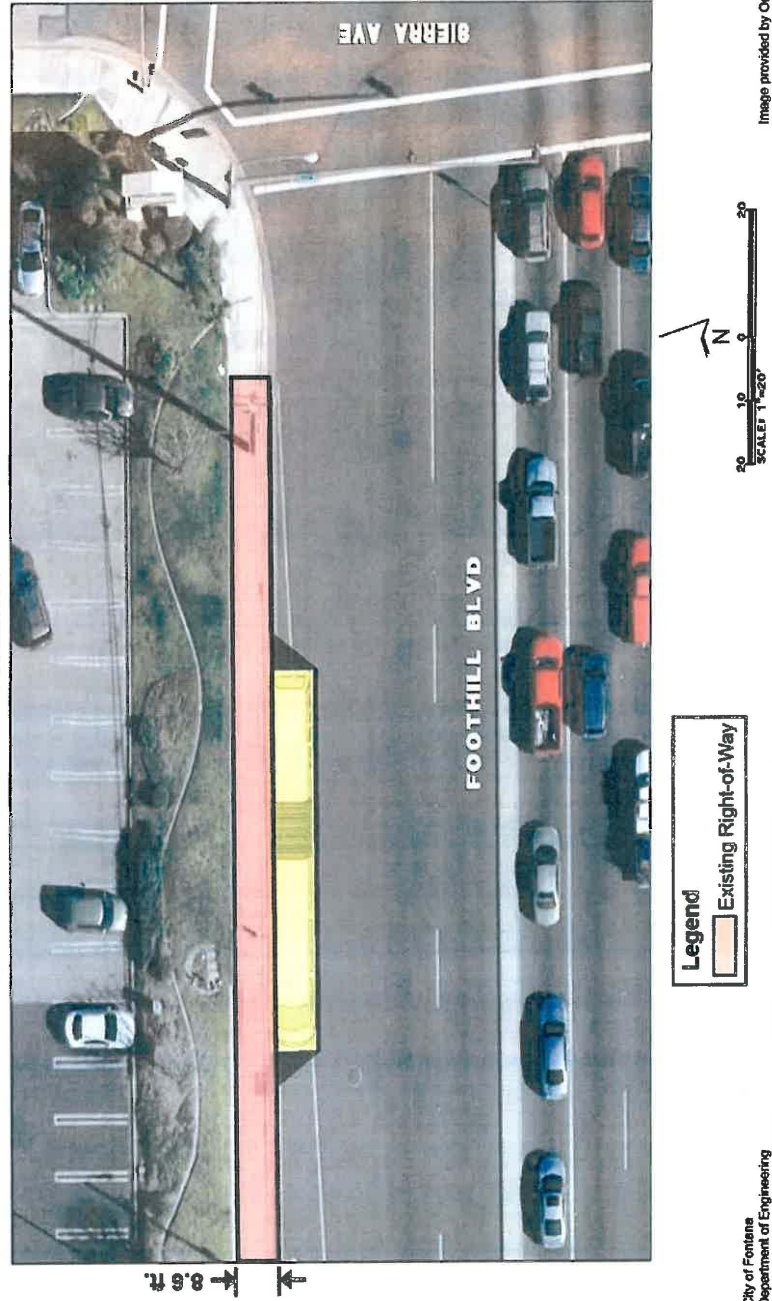


City of Fontana
Department of Engineering

Image provided by Omnitraas

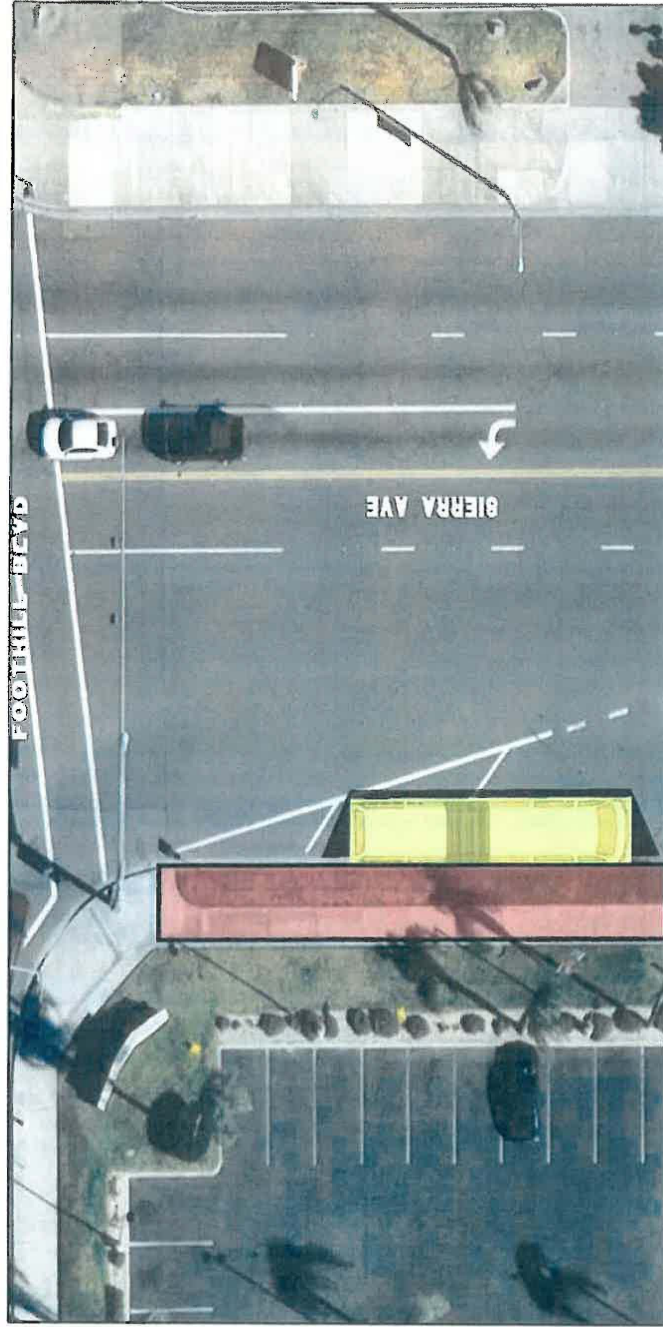
Existing Right-of-Way for Bus Stop No. 32

Exhibit K



Existing Right-of-Way for Bus Stop No. 34

Exhibit L

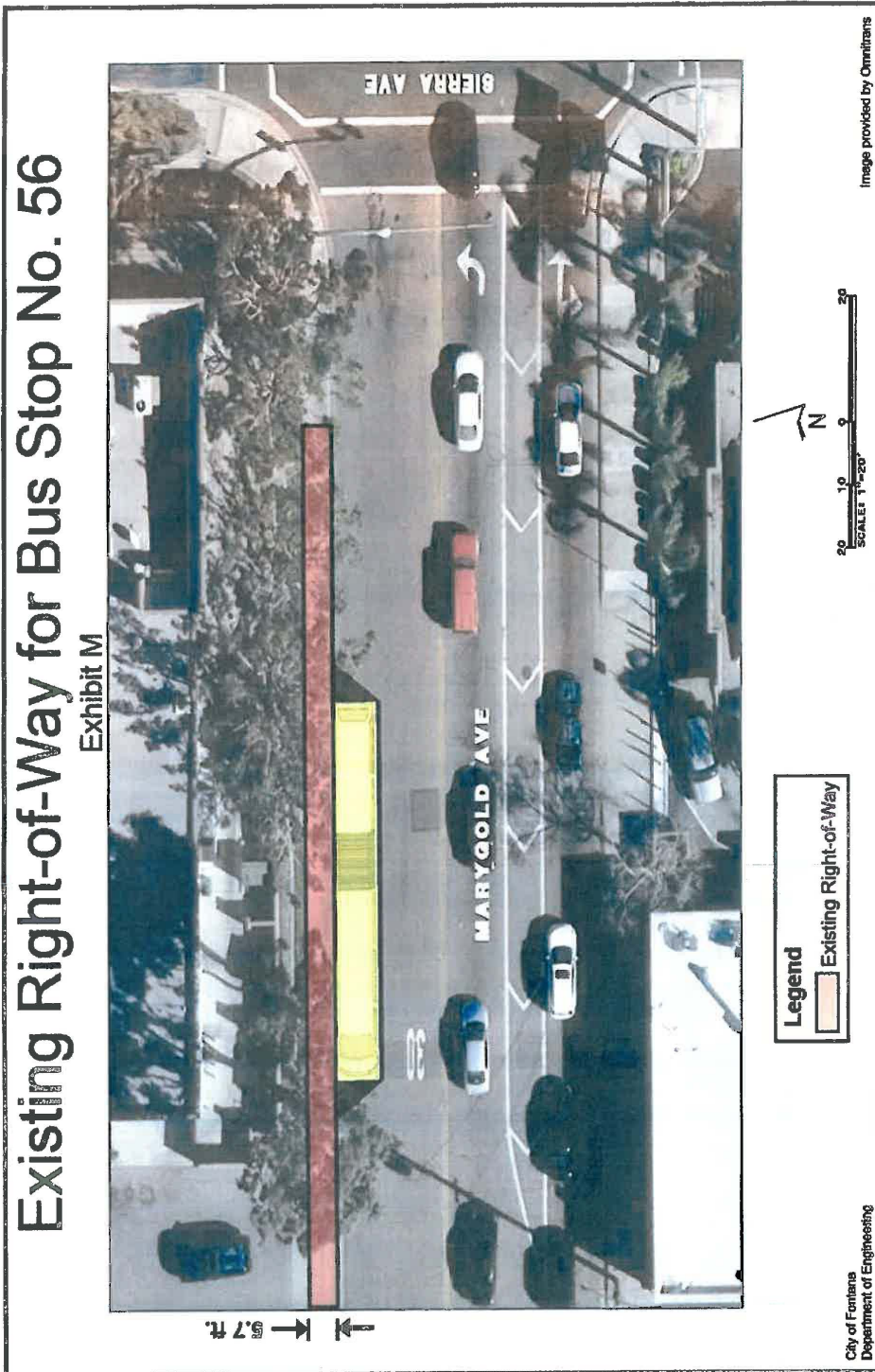


11.4 ft.



City of Fontana
Department of Engineering

Image provided by Onvitrans



Response to Comment Letter A-1

Comment	Response
A-1-1	<p>Pedestrian access and bicycle lane impacts, measures, and improvements were discussed in Master Response # 9 (see Table 2 of this document).</p> <p>Currently, there are no Class II Bike Lanes along Sierra Avenue within the project limits. The West Valley Connector Corridor (WVCC) project will not preclude the City of Fontana's plans to include a Class II Bike Lane along Sierra Avenue within the project limits. Impacts to pedestrian and bicycle facilities are addressed in Sections 3.5 and 4.14 of the Final Environmental Impact Report (EIR). As stated on page 3-54, "The proposed project is expected to provide various enhancements to improve the safety and environment for pedestrians and bicycles along the corridor, including improved station amenities and marked bike lanes."</p> <p>During construction, bicycle access will be maintained or detoured through the construction areas. To ensure safety and security of bicyclists, the maintenance or detour of access will be based on approved standards.</p> <p>For permanent operations, there are multiple ways the planned Class II Bike Lane can be maintained for the safety of bicyclists within the proposed side-running bus stop areas. Some of these options include:</p> <ul style="list-style-type: none"> • Bus pulls in outside of bike lane itself. Provide crosswalk striping for pedestrians to cross the bike lane as they enter the bus. Include a "yield" or stop bar for bicyclists to wait for loading passengers. • Taper the bike lane to the outside of the bus pad, prior to the stop itself, using green pavement markings to draw attention to the bike lane as it transitions. Taper bike lane back to curbside after bus stop. • In the event the City of Fontana proceeds with bike lane installation ahead of the proposed WVCC project, close coordination between the City of Fontana and the San Bernardino County Transportation Authority (SBCTA) would be required to ensure no conflict between the bus rapid transit (BRT) operations and bicyclists would occur. If any modification in the WVCC Project design is warranted, an environmental revalidation may be required.
A-1-2	<p>Section 4.8.2 of the Final EIR discusses the City of Fontana General Plan Update 2015-2035. The General Plan principle is to connect people and places by providing safe and efficient transportation choices, including pedestrian, bicycle, and transit opportunities, along with well-maintained streets, to connect people to city destinations. The Community Mobility and Circulation Goal of the General Plan states that "local transit within the City of Fontana is a viable choice for residents, easily accessible, and serving destinations throughout the City." The proposed WVCC project is consistent with the General Plan principle and the Community Mobility and Circulation Goal.</p> <p>Construction of the proposed stations along Sierra Avenue will not require temporary or permanent right-of-way acquisition. Temporary construction impacts would be mitigated by a traffic management plan which would be implemented under CI-TRA-1 and the maintenance of business access under CI-TRA-2, as listed in Section 5.3.9 of the Final EIR. Please see Master Response # 8 in Table 2 of this document that discusses BRT operation impacts associated with left-turn movements into businesses and U-turns.</p> <p>With the project, the proposed bus stop operations would function similar to the existing bus stop operations along Sierra Avenue with the average dwell time of 30</p>

Comment	Response
	<p>seconds. Therefore, it is anticipated that the project would not result in any impacts to commercial uses/businesses along Sierra Avenue.</p> <p>Section 4.1.8 of the Final EIR analyzed visual impacts of the proposed project. As stated in this section, the BRT buses are longer than a standard bus and would have a greater effect on blocking views at the bus shelters during the stop, but only for a brief period (an average of 30 seconds). Line of sight at the driveways adjacent to the bus shelters will be analyzed during the final design phase of this project. The location of the shelters will be adjusted during this phase to meet line-of-sight requirements.</p>
A-1-3	<p>Reducing station dwell time is an important component of a BRT project, and the introduction of bus turnouts would impact the service performance of the system by extending travel time. In the interest of minimizing right-of-way acquisitions and minimizing bus travel times, the project has buses stopping within the outside general-purpose lane to load passengers at each stop. Regarding traffic simulations of buses blocking the outside through lane, a Vissim traffic simulation was performed, and existing local buses stopping at side stations were recorded to find the average stop time (which is about 30-40 seconds depending on the location and the condition at the time of stopping). The Traffic Analysis performed used the worst-case scenario, which is the buses blocking traffic at each side station. It is known that bus turn-outs would yield better results for the general purpose traffic. However, the purpose of the analysis was to find whether this worst-case scenario would degrade traffic operations to the point of a failing level of service. Chapter 3 of the Final EIR summarizes the traffic impacts of the project alternatives and Section 3.3.8 lists the mitigation measures that would reduce project impacts.</p>
A-1-4	<p>SBCTA has conducted extensive project outreach throughout the project development. Among the various outreach means, a notice was mailed to all property owners and occupants within a 500-foot radius from the project corridor. Chapter 9 of the Final EIR discusses public and agency outreach that have been completed for the project.</p> <p>For all project overview, goals, notification and overview of the WVCC Project, please visit: https://omnitrans.org/news-resources/west-valley-connector/</p> <p>The WVCC Project is being managed by SBCTA. For any information, please contact WestValleyConnector@gosbcta.com or visit www.gosbcta.com/plans-projects.</p>
A-1-5	<p>A temporary construction sign with the requested information will be included in the staging plans created in the final design phase of the project. The Resident Engineer would be the point of contact during construction. This requirement has been added as Mitigation Measure CI-AQ-15 in Section 5.3.2 of the Final EIR.</p>
A-1-6	<p>The list of historical resources identified in Section 5-351 of Article XIII of the City of Fontana Municipal Code were reviewed by the cultural resources team while conducting the background literature search. Several resources in Fontana's local inventory are adjacent to the WVCC Project alignment, but they would not be impacted by the project. No placement of bus pads or stations is proposed between Hemlock Avenue and Almeria Avenue, the portion of Foothill Boulevard (historic Route 66) designated as a historic landmark by the City of Fontana, or on Sierra Avenue adjacent to any of the designated historical resources, namely the Fontana Community Church (8316 Sierra Avenue), Kreis Building (8462 Sierra Avenue), Fontana Theatre (8463 Sierra Avenue), or Kaiser Steel Medical Residence (9107 Sierra Avenue), or near the Malaga Underpass Bridge and Pumping Station. It was determined no proposed project activities under either Build Alternative under either</p>

Comment	Response
	<p>the Milliken Alignment or Haven Alignment, including placement of bus shelters, right-of-way acquisition, temporary construction easements, or any ground disturbances, would have the potential to impact any of Fontana's designated historical resources.</p> <p>As indicated on page 4.4-14 in Section 4.4 of the Final EIR, the State Historic Preservation Office (SHPO) was consulted in the development of the APE Map, and Federal Transit Administration (FTA) received SHPO concurrence in August 2018 on the identification of historical properties.</p>
A-1-7	<p>The WVCC Project Draft EIR/EA (June 2019) analyzed impacts of the project alternatives on land use, including consistency with the Fontana General Plan (2003) and Circulation Master Plan, including General Plan goals directly relevant to the proposed project in Section 4.8.2 of the Draft EIR/EA. In November 2018, the City of Fontana adopted the General Plan Update 2015-2035. The General Plan Update was evaluated and a consistency analysis has been provided in Section 4.8.3, Impacts (Land Use and Planning) of the Final EIR.</p> <p>As discussed in the Final EIR, the WVCC Project would not conflict with the Fontana General Plan Update.</p>
A-1-8	<p>Reducing station dwell time is an important component of the BRT project, and the introduction of bus turnouts would impact the service performance of the system by extending travel time. In the interest of minimizing right-of-way acquisitions and minimizing bus travel times, the project has buses stopping within the outside general-purpose lane to load passengers at each stop. Ultimately, the decision of whether to use turnouts within the City of Fontana must be reached by Omnitrans, SBCTA, and the City of Fontana during the final design.</p> <p>Existing turnouts are currently being used by other Omnitrans bus lines and will continue to do so. No changes are proposed to these lines with this project.</p> <p>Please also see Master Response # 8 in Table 2 of this document that discusses BRT operation impacts associated with left-turn movements into businesses and U-turns.</p>
A-1-9	<p>SBCTA appreciates the idea of using partial bus turnouts in lieu of the standard turnouts. SBCTA also appreciates the City of Fontana's idea of using the existing parkway to avoid private property acquisition to install bus turn-outs. Coordination between the City of Fontana, Omnitrans, and SBCTA will be required during the final design phase to make this determination.</p>
A-1-10	<p>Regarding the effects of the Transit Signal Priority (TSP) and additional green light time to give priority to the buses, please see the results of the Traffic Operations Analysis report, April 2018. The tables of this report compare the existing Level of Service (LOS) at each studied intersection with the future LOS with the project included. Intersections that decrease to a failing LOS with the project are clearly marked as a "yes" in the "Significant Impact?" column. Please note that Alternatives D and E in the Traffic Operations Analysis report correspond to Alternatives A and B in the Final EIR, respectively.</p> <p>Regarding the Metrolink pedestrian crossings, the project team will coordinate with Metrolink. However, this project has no control over when these will go to construction. Decorative fence may be used in the side stations to deter jaywalking. Text has been added to the Final EIR Section 4.14.3 – Build Alternatives – Alternative A – Pedestrian Safety.</p> <ul style="list-style-type: none"> • Suggestion - Northbound: Decorative fence usage for side stations has been added to the Final EIR Section 4.14.3.

Comment	Response
	<ul style="list-style-type: none"> • Suggestion #1- Southbound: SBCTA and FTA have noted that the City of Fontana requires the southbound station at Sierra Avenue and Orange Way to be a turnout, and that no extra right-of-way would be required for the construction of a turnout. However, the location of this station is alongside a public park. Please also see response to Suggestion #3 below. • Suggestion #2- Southbound: The Kaiser station was selected as a rest stop because it is at the end of the line, which is typical for transit service. • Suggestion #3- Southbound: SBCTA and FTA have noted City of Fontana City Manager's suggestion to move the southbound station at Sierra Avenue and Orange Way to south of the Metrolink tracks. However, it is more convenient to passengers to keep this station at its current location, as it is next to the adjacent station, making it easier for passengers to transfer as necessary.

Comment Letter No. A-2 Ontario International Airport

----- Original message -----

From: "Brantley, Michelle" <MBrantley@flyontario.com>

Date: 8/1/19 5:06 PM (GMT-08:00)

To: West Valley Connector <westvalleyconnector@gosbcta.com>

Subject: [WVCP] West Valley Connector Project and OIAA

Hi Tim,

I received a notice in the mail about the West Valley Connector Project. It looks like LAWA was on your project development team several years ago before the airport was returned to local control. I am the new Director of Planning for the Ontario International Airport Authority. I wanted you to have my contact information for matters related to the project because I'm currently doing some long-term planning for the Airport. The terminal and landside configurations would have the most potential impact on your project but I'm guessing it would be relatively minor - only changing where buses might enter and exit the airport terminal drives. We've only just begun this phase of planning right now so I can't even say for sure there would be an impact.

A-2-1

In any event, I'd like to be added to the stakeholder list for the project and I'm happy to set up a time to get on the phone or meet with you in person if you think it would be good. As a side note, I'm also coordinating with Melanie Mullis from the City of Ontario on the Multimodal Transportation Center study she's leading.

A-2-2

Michelle Brantley
Director of Planning
M: 909.227.3055 | O: 909.544.5255
mbrantley@flyontario.com | @flyONT



Response to Comment Letter A-2

Comment	Response
A-2-1	Thank you for reaching out regarding Ontario International Airport's long-term planning. The San Bernardino County Transportation Authority (SBCTA) will continue to coordinate with the Ontario International Airport during the final design phase to check if there is any change in the terminal and landside configurations.
A-2-2	As identified in Appendix D (page D-13), the Ontario International Airport Authority is currently on the project distribution list. SBCTA has also added the commenter's name to the Distribution List. The content provided does not result in a change in the environmental impact assessment or conclusions related to the project.

Comment Letter No. A-3
San Bernardino Department of Public Works

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876

www.SBCounty.gov



Department of Public Works

- Flood Control
- Operations
- Solid Waste Management
- Surveyor
- Transportation

Kevin Blakeslee, P.E.
Director

Transmitted Via Email

August 1, 2019

San Bernardino County Transportation Authority
Attn: Tim Watkins
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
Tel: (909) 884-8276 x 139

File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF THE DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)/ ENVIRONMENTAL ASSESSMENT (EA) FOR THE WEST VALLEY CONNECTOR PROJECT.

Dear Mr. Watkins:

Thank you for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on July 15, 2019** and pursuant to our review, the following comments are provided:

GENERAL COMMENTS

1. There may be storm drains in and around the Project site that may be affected by the proposed Project. It is recommended that any revisions to the drainage should be reviewed and approved by the jurisdictional agency in which the revision occurs. A-3-1
2. According to the most recent FEMA Flood Insurance Rate Map, Panels 06071C8600H, 8605H, 8608H, 8629H, 868651H, 8652H, 8656H, 8658H (dated August 28, 2008); 8635J (dated September 26, 2014); 8609J, 8617J, 8628J, 8630J (dated February 18, 2015), the project lies within Zones A, AE, X-shaded (500-yr. floodplain; protected by a levee), X-unshaded, and the regulatory Floodway. A-3-2

Flood Control Planning Division (Michael Fam, PWE III, 909-387-8120):

1. Portions of the proposed Project are crossing over or within the vicinity of San Bernardino County Flood Control District (SBCFCD) easement, fee owned property and facilities. Any encroachments on the District's right-of-way or facilities, including but not limited to access, utility crossings, staging areas, and lane reconfiguration affecting District access to its facilities will require a permit from the SBCFCD prior to start of construction. Also, SBCFCD facilities built by the Army Corps of Engineers (ACOE) will require the SBCFCD to obtain approval (408-Permit) from the ACOE. The necessity for any, or all of these permits, and any impacts associated with them, should be addressed in the DEIR/EA prior to adoption and certification. A-3-3

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T. Watkins, SBC Transportation Authority
CEQA Comments W Valley Connector Project
August 1, 2019
Page 2 of 2

We respectfully request to be included on the circulation list for all project notices, public reviews, or public hearings. In closing, I would like to thank you again for allowing the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. Should you have any questions or need additional clarification, please contact the individuals who provided the specific comment, as listed above. A-3-4

Sincerely,



MICHAEL R. PERRY
Supervising Planner
Environmental Management

MRP:AG:sr

Email: info@qosbcta.com

Response to Comment Letter A-3

Comment	Response
A-3-1	Thank you for the comment. Any revision to the drainage system within the project area will be reviewed and approved by the appropriate jurisdictional agency.
A-3-2	The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map covering the project area is included in the Floodplain Evaluation Report for the West Valley Connector Project (March 2019). The floodplain information is summarized into Section 4.7 of the Final Environmental Impact Report (EIR) and is consistent with what is described under this comment. The informational content provided does not result in a change in the environmental impact assessment or conclusions related to the project.
A-3-3	Table S-3 of the Final EIR lists potential permits and approvals that would be required for the project. Section 9.5.1 of the Final EIR discusses resource and regulatory agencies coordination. Coordination with the United States Army Corps of Engineers (USACE) was initiated in February 2018. A coordination conference call with Ms. Shannon Pankratz, USACE Project Manager for Los Angeles and San Bernardino County areas, was arranged on April 4, 2018. Ms. Pankratz stated that a USACE Nationwide Permit (NWP) 33 will be needed for the temporary impact to the West Cucamonga Channel. A Preliminary Jurisdictional Delineation (PJD) shall be submitted with the application when the work area is identified. As identified in Section 4.3 (page 4.3-31) of the Final EIR, based on coordination with the San Bernardino County Flood Control District staff (Stacy Serrano, Engineering Technician IV) on April 4, 2018, a permit from San Bernardino County Flood Control District is required, but the Section 408 USACE construction permit is not required.
A-3-4	San Bernardino County Department of Public Works is currently on the project distribution list (see page D-5 of Appendix D of the Final EIR), and will continue to receive notices related to the project. The content provided does not result in a change in the environmental impact assessment or conclusions related to the project.

Comment Letter No. A-4
Southern California Regional Rail Authority



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

August 7, 2019

Tim Watkins
Chief of Legislative and Public Affairs
SBCTA
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Candice Hughes
Environmental Protection Specialist
FTA, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467

**RE: Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR)/
Environmental Assessment (EA) for West Valley Connector Project**

Dear Mr. Watkins and Ms. Hughes:

The Southern California Regional Rail Authority (SCRRA) has reviewed the NOA of the DEIR/EA for the West Valley Connector Project (WVC Project). The WVC Project carries great potential to provide a transit option for riders traveling between eastern Los Angeles County and western San Bernardino County. This DEIR/EA appropriately recognizes the need to increase connectivity within the WVC Project region for travelers and residents alike.

As the operator of the regional commuter rail system known as Metrolink, SCRRA has a shared responsibility to increase mobility across the Southern California region by seeking out opportunities that promise more connectivity and smoother first/last mile journeys for riders.

With this role in mind, we would like to offer the following comments:

Logistics

1. Our administrative office's address has changed since the DEIR was first constructed. Please change our mailing address to Southern California Regional Rail Authority (Metrolink) Planning and Development Department, 900 Wilshire Blvd., Ste. 1500, Los Angeles, CA 90017, in the Distribution List under Appendix D.
2. We recommend clearly distinguishing Phase 1 and Phase 2, taking care to note explicitly that these are two separate bus routes. This is especially important to note on the visual provided in the NOA, for the stakeholders' and general public's benefit.

A-4-1

A-4-2

Connectivity

1. We appreciate the themes of connectivity and multi-modality throughout the DEIR/EA, especially those in relation to Metrolink. As background, SCRRA runs 19 bidirectional trains on the San Bernardino Line (SBL) Monday through Thursday, with 20 bidirectional trains on Fridays. SCRRA runs 6 bidirectional trains on the Union Pacific Railroad-owned Riverside Line. Of the bus rapid transit (BRT) stations that will be served by both Metrolink and the WVC Project, the SBL serves Rancho Cucamonga and Fontana Stations and the Riverside Line serves Downtown Pomona Station. The WVC Project also provides connections to other transit operators, residential neighborhoods, transit-oriented developments (TOD), business districts, and other destinations within the car-dependent West Valley. Thank you for emphasizing the ease and importance of transit use for transit-dependent riders and for those who choose not to use their vehicles. A-4-3
2. Bus headways should align appropriately with current Metrolink train arrival and departure times at the Downtown Pomona and Rancho Cucamonga Metrolink Stations in Phase 1 and the Fontana Metrolink Station in Phase 2. Metrolink train headways on the San Bernardino Line are projected to be as low as every 30-minutes with the completion of an initial phase of Metrolink's Southern California Optimized Rail Expansion (SCORE) program along the San Bernardino Line after 2023. Bus headways should be adjusted once the SCORE improvements have been implemented. This will facilitate multi-modal travel. A-4-4
3. We recommend looking further into providing weekend service. The San Bernardino Line runs 7 days a week and serves Rancho Cucamonga and Fontana Stations with 10 bidirectional trains on Saturdays and 7 on Sundays. Metrolink does not service Downtown Pomona Station on the weekends, but the Station is still serviced by Amtrak, Omnitrans, and Foothill Transit. Ridership demand may decrease on the weekends but will still exist. A-4-5

Potential Stations

1. The Ontario and Rancho Cucamonga General Plans mention potential rail station sites that could be transfer locations to WVC Project BRT stations – Downtown Ontario at Euclid Avenue on the Riverside Line and a revised Rancho Cucamonga station at Haven Avenue as a replacement for Milliken Avenue. Both potential stations are currently unfunded. If funding becomes available in the future, provisions for connectivity should be considered by the WVC Project. Appropriate connectivity measures that will especially benefit Metrolink riders and TOD residents should be pursued by Omnitrans or the respective cities. A-4-6

Rider Experience and Safety

1. As the experience of passengers transferring between rail and bus services is critical, we request that the BRT station platforms and connection pathways to Metrolink stations A-4-7

NOA of DEIR/EA for WVC Project


Page 3

be designed to incorporate features that enhance passenger comfort and safety. This could include shade partitions, lighting, seating, signage and wayfinding from the train station to the bus station, ADA-compliant pathways, and real-time service information (visual and auditory). A-4-7

Thank you again for allowing us to provide commentary on the DEIR/EA. We look forward to further collaboration and continuous involvement in the WVC Project.

If you have any questions, please contact me at (213) 452-0456 or via e-mail at mathieur@scrra.net.

Sincerely,


Ron Mathieu
Planning Manager II

Cc: Roderick Diaz, SCRRRA
Rory Vaughn, SCRRRA
Danielle Dirksen, SCRRRA
Carrie Schindler, SBCTA

Response to Comment Letter A-4

Comment	Response
A-4-1	Thank you for your comment. The Southern California Regional Rail Authority (Metrolink) Planning and Development Department address in Appendix D has been revised as noted.
A-4-2	<p>The West Valley Connector Corridor (WVCC) Project has been developed as a single bus route from the City of Pomona to the City of Fontana, as indicated in the Notice of Preparation (NOP) dated March 17, 2016. Discussions with the City of Rancho Cucamonga on various north-south routes through their City resulted in dividing the project into two phases. The Alternative Analysis Report completed in 2014 recommended the north-south running Milliken Avenue, due to projected ridership and the Metrolink Station connection. The City desires to include BRT or premium service along north-south running Haven Avenue, due to future transit oriented development (TOD) along that corridor. Since several future developments along Haven Avenue are in the permitting phase, in May 2017, the San Bernardino County Transportation Authority (SBCTA) directed staff to include phasing approach for the WVCC Project. The decision advanced the Milliken Avenue corridor ahead of the Haven Avenue corridor. The project has then been divided into two phases covering partially similar routes with minor modifications made to the overlapping areas of each phase.</p> <p>The Draft Environmental Impact Report/Environmental Assessment (EIR/EA) described the two phase approach clearly (see Section 2.2, pages 2 1 through 2-17). All technical studies prepared in support of the Draft EIR/EA preparation analyzed the impacts of both project routes. All the figures in the Draft EIR/EA, technical studies and the Notice of Availability (NOA) dated July 20, 2019 distinguish the alignments of the two phases by color and description. The Final EIR and Findings of No Significant Impact (FONSI) and updated technical studies also presented the two phase approach of the proposed project.</p>
A-4-3	Thank you for providing current operational information for the San Bernardino line and Riverside line. The WVCC Project will provide connections to various destinations as described by the Southern California Regional Rail Authority (SCRRA). The informational content provided does not result in a change to the environmental assessment or conclusions of this project.
A-4-4	SCRRA's input on the bus headway schedule to align with Metrolink train arrival and departure is well taken. Once the project is constructed and test run, the headway schedule will be reviewed and adjusted as appropriate. The informational content provided does not result in a change to the environmental impact assessment or conclusions of this project. SBCTA will continue to coordinate with SCRRA throughout the project design and construction.
A-4-5	Bus service during the weekend will be considered as ridership and funding allow.
A-4-6	If funding becomes available for these proposed rail stations, provisions such as signs directing passengers from one location to the other can be discussed by Omnitrans and SCRRA. If these rail stations are constructed prior to this project, wayfinding signs will be included in the project during the design phase. SBCTA will continue to coordinate with SCRRA throughout the project design and construction.
A-4-7	The project route is planned to stop at two existing Metrolink stations. Both the Pomona and Rancho Metrolink stations will include amenities to enhance passenger comfort and safety. The suggestions provided are all included within the project.

Comment	Response
	<p>Please refer to Master Response # 1 in Table 2 of this document that describes the purpose and need of the project. "The purpose of the proposed project is to improve corridor mobility and transit efficiency in the western San Bernardino Valley from the City of Pomona, in Los Angeles County, to the City of Fontana, in San Bernardino County, with an enhanced, state-of-the-art bus rapid transit (BRT) system (i.e., the system that includes off-board fare vending, all-door boarding, Transit Signal Priority (TSP), optimized operating plans, and stations that consist of a branded shelter/canopy, security cameras, benches, lighting, and variable message signs)."</p> <p>Please also refer to Section 1.5, Bus Rapid Transit Stations – Center-Running Platform Stations, of the Final EIR. "Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms."</p> <p>Wayfinding signs to existing nearby transit stations are included in this project's scope, as listed in Section 2.4.2 of the Final EIR.</p>

**Comment Letter No. A-5
Ontario-Montclair School District**

**Ontario-Montclair
School District**

950 West D Street, Ontario, California 91762 • (909) 418-6366 FAX: (909) 459-2550

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RETURN RECEIPT REQUESTED**

August 8, 2019

Ms. Candace Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467

Subject: West Valley Connector Project

Hello Ms. Hughes:

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Ms. Candace Hughes
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467

PS Form 3800, April 2015 PSN 7535-02-000-9077 See Reverse for Instructions

The Ontario-Montclair School District (District) appreciates the opportunity to address the Federal Transit Administration, Region 9 regarding the West Valley Connector Project (Project). The District understands Federal Transit Administration, Region 9 is seeking information as part of its efforts to prepare an environmental document pursuant to the California Environmental Quality Act ("CEQA") for the Project. Thus, the District is providing the following information as a courtesy based solely on the information provided in the draft Environmental Impact Report (EIR) and Environmental Assessment (EA). Except for the statements made below, the District is not providing any representations or endorsements regarding the Project or compliance with CEQA. The District has not done any independent analysis or investigation regarding the Project or any of the statements and issues included in the draft DEIR/DEA. The District hereby grants permission to Federal Transit Administration, Region 9 to use the information provided below as part of its CEQA analysis but may not indicate or suggest that the District is involved in the Project or Federal Transit Administration, Region 9's efforts to comply with CEQA other than providing the information below for the Federal Transit Administration, Region 9's independent use.

A-5-1

The District has reviewed the Project's potential risks/adverse impacts relative to air quality and hazardous materials exposure, traffic and emergency services, noise and vibrations, as well as other potential disruptions to instruction both during the construction phase(s) and once completed. Noted in the report are findings identifying needed mitigation measures that are to be employed during the project's construction and/or following its completion. In light of these findings, the following comments are provided by the District in regards to ensuring a safe environment exists for the District's students and staff attending Ontario-Montclair District.

General Comments.

During construction of the Project, the following areas will require further consideration to avoid adversely impacting daily operations at Montera Elementary School (MES). The District is very interested in knowing the proposed construction timeline for the project's phases and the potential impacts of any temporary measures to be employed, including the following.

A-5-2

"Our Community, Our Children, Our Commitment, Our Future"

1. **Traffic Management Control Plan**

- a. Signalization/use of crossing guards
- b. Pedestrian/bike rider access
- c. District student transportation services

A-5-3

2. **Construction Activities**

- a. Traffic diversion/detours/road closures due to increase in vehicles and related traffic activities and any impact on emergency services response
- b. Unhealthful air quality levels during demolition and construction activities
- c. Hazardous materials exposure during demolition, transport and/or abatement
- d. Excessive noise/vibrations/other nuisance disturbance

A-5-4

In addition to the above noted General Comments, the following Specific Comments are provided.

Specific Comments

1. **Hazardous Materials – Sections 5.2.6 and 5.3.6**

Sections 5.2.6 and 5.3.6 of the Project indicates a potential for teachers, students, and staff at MES to be exposed to Asbestos Containing Material (ACM) and Lead Based Paint (LBP). As a result, in addition to pre-demolition testing of above ground structures for ABM and LBP, the District requests pre-demolition testing of all asphalt and concrete be included. In addition, the District requests demolition and abatement activities and transporting of hazardous materials near MES occur during non-school days/hours of operation.

A-5-5

2. **Air Quality – Sections 4.8, 5.2.2 and 5.3.2**

Sections 4.8, 5.2.2 and 5.3.2 of the Project indicates a potentially significant risk exists for teachers, students, and staff at MES to be exposed to reduced air quality. The District has concerns with the impact such a condition would have on the school/work environment, school's instructional program. As a result, the District requests such activities be properly mitigated or performed during non-school days/hours of operation.

A-5-6

3. **Noise and Vibration – Sections 4.9 and 5.3.10**

Sections 4.9 and 5.3.10 of the Project indicates a potential risk exists for teachers, students, and staff at MES to be exposed to excessive ground borne vibrations or noise levels. The District has concerns with the impact such a condition would have on the school/work environment and instructional program. As a result, the District requests such activities be properly mitigated or performed during non-school days/hours of operation.

A-5-7

Please continue to send public notices and information regarding the Project to me. If you have any questions, feel free to contact me at 909-418-6369.

Sincerely,



Craig Misso

Director, Facilities Planning & Operations

Response to Comment Letter A-5

Comment	Response
A-5	The San Bernardino County Transportation Authority (SBCTA) received two copies of this letter. As the same content is included in each, one response is given to both letters corresponding identically in response per comment number.
A-5-1	It is acknowledged that the information provided is to be used only as needed for the California Environmental Quality Act (CEQA) analysis, and it does not indicate or suggest that the Ontario-Montclair School District is involved with SBCTA's efforts to comply with CEQA.
A-5-2	<p>Section 1.3 (page S-6) of the Final Environmental Impact Report (EIR) states that Phase I would construct the Milliken Alignment from the Pomona Regional Transit Center (downtown Pomona Metrolink station) to Victoria Gardens in Rancho Cucamonga. Phase II would construct the Haven Alignment from Ontario International Airport to Kaiser Permanente Medical Center in Fontana.</p> <p>If funding is available, the final design for Phase I will begin in early 2022, following completion of the environmental document and project approval (January 2020 to June 2021). Under Alternative B, right-of-way acquisition will commence during the final design phase of the project. Phase II is intended to be constructed immediately following completion of Phase I, depending on the availability of funding.</p> <p>The construction impacts of the project, including those that may affect Montera Elementary School are discussed in Chapter 5 and throughout the Final EIR, as noted in the response to Comment A-5-3 below.</p>
A-5-3	<p>Table S-5 of the environmental document includes a summary of the short-term, temporary construction phase impacts and the proposed avoidance, minimization, and/or mitigation measures for each.</p> <p>Traffic Management Control Plan:</p> <ul style="list-style-type: none"> • Signalization/use of crossing guards – A sentence has been added to the Final EIR in Section 5.1.3, Install/Update Traffic Signals: "It may also be necessary to place crossing guards at affected intersections leading to nearby schools when construction activities occur during school hours." • Pedestrian/bike rider access – As described in Section 5.1.1 of the Final EIR: "Traffic flow, including bicycle lanes and pedestrian walkways along the roadway alignment, would be maintained during construction, although occasionally lane reduction could occur to accommodate construction activities. For the dedicated lane segment, reconstruction of the roadway would be done segment by segment and one side at a time to avoid roadway closure." • District student transport services – It is anticipated that detours will not be needed for Alternative A. For Alternative B, it is possible that detours may be needed. As described in Table S-5 and in Section 5.3.14 of the Final EIR under CI-PS-1 and CI-PS-2, the Contractor will coordinate with local jurisdictions, community groups, emergency service providers, and motorists if a detour is needed.
A-5-4	<p>Section 5.2.15, Safety and Security of the Final EIR states "... the Traffic Management Plan would be prepared to address traffic management procedures". Section 4.11, Demographics & Neighborhoods (page 4.11-25) states "Coordination with fire and police departments and other emergency services will be conducted in advance of construction". In addition, Section 4.14, Safety and Security states that Omnitrans operates a System Safety Management Plan (SSMP) to promote safety</p>

Comment	Response
	<p>throughout its system. The overall objective of this SSMP is to define activities, management controls, and monitoring processes that ensure that its patrons are adequately protected, and local fire and police jurisdictions have appropriate and unimpeded access to the system in the event of an incident.</p> <p>Specifically, the impacts from construction activities are addressed in the Final EIR as follows:</p> <ul style="list-style-type: none"> • Traffic diversions/detours/road closures and impact on emergency service response – Section 5.2.8 (pages 5-24 through 5-25) for the discussion of potential detours. Also, see response to Comment A-5-3 above. • Air quality – Section 5.2.2 (page 5-10 through 5-14) discusses construction air quality impacts and states that “More than 80 percent of localized particulate matter emissions would be related to fugitive dust. The proposed project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), which would reduce emissions by the greatest extent feasible.” Section 5.3.2 lists the avoidance/minimization/mitigation measures for air quality, including applying water/dust palliative as frequently as necessary to avoid fugitive dust emissions, which generally must meet a “no visible dust” criterion either at the point of emission or at the right-of-way line. • Hazardous materials – Section 5.2.6 (pages 5-8 through 5-20) addresses hazardous waste during demolition and construction activities. It acknowledges that hazardous materials may be present in structures to be demolished, creosote and transformers on utility poles, and structures with asbestos and lead-based paint. Hazardous materials used for construction are also identified on page 5-18. Page 5-47 states that the project includes implementation of federal, State, and local policies regarding hazardous materials use, storage, and transport and hazardous materials mitigation measures. Section 5.3.6 lists avoidance/minimization/mitigation measures for hazardous materials, including a survey to screen for asbestos-containing materials (ACM) and lead-based paint (LBP) prior to demolition of aboveground structures, groundwater testing if encountered during construction, and soil testing at certain locations prior to acquisition. • Excessive noise – Section 5.2.10 (pages 5-25 through 5-32) discusses noise and vibration impacts during construction and demolition. Section 5.3.10 lists avoidance/minimization/mitigation measures for noise. The following sentence has been added as a bullet under CI-NC-2: “To the extent practicable, construction activities near the school will be scheduled outside of school hours.”
A-5-5	<p>The risk for teachers, students, and staff at Montera Elementary School (MES) to be exposed to ACM and LBP or other hazardous materials is very low. The closest proposed ground disturbance from MES is about 2,000 feet away where the Holt/Ramona station would be located. Construction of the station would occur within the area of approximately 1,700 square feet. The result of the Phase I Initial Site Assessment prepared for the proposed project revealed no risk of finding hazardous materials in concrete or asphalt along the corridor. Therefore, no testing is warranted. To minimize the risk of hazardous material exposure to teachers, students, and staff of any school along the corridor, minimization measure CI-HAZ-8 has been added to Section 5.3.6 to state: Demolition and construction activities, hazardous material abatement activities, and the transport of hazardous materials and wastes shall not be conducted within 200 feet of schools during school hours when school is in session.</p>
A-5-6	<p>Based on the localized construction emissions analysis, construction activity associated with Alternative B would exceed the localized significance thresholds for</p>

Comment	Response
	<p>particulate matter (PM₁₀). The emissions were calculated based on the 2-acre site disturbance and at 25 meters (82 feet) from the receptor. The closest school along Holt Boulevard where the dedicated lane would be constructed appears to be more than 400 feet from the roadway. The closest proposed ground disturbance from MES is about 2,000 feet away where the Holt/Ramona station would be located. Health effects as a result of PM₁₀ from temporary construction to school staff and students are not anticipated. However, to the extent possible and applicable, heavy construction (e.g., structure demolition excavation) that could affect air quality near any school along the route would be scheduled during off-school hours. Mitigation Measure CI-AQ-14 in Section 5.3.2 of the Final EIR has been revised to read:</p> <p>To the extent possible and applicable, construction activities that will involve excavation will be scheduled when school is off session. Contractors shall not cause or allow PM₁₀ levels to exceed 50 µg/m³ when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume samplers reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.</p>
A-5-7	<p>Section 5.2.10 (pages 5-25 through 5-32) discusses noise and vibration impacts during construction and demolition. As stated on page 5-26, noise impacts are expected if construction activities occur within the distances shown in Table 5-6 and the activity occurs for at least 8 hours. Because the nearest school building is located approximately 400 feet away, noise impacts would be less than significant. The closest proposed ground disturbance from MES is about 2,000 feet away where the Holt/Ramona station would be located; noise impacts from the construction site to MES would be negligible. Vibration impacts would also be less than significant for buildings located more than 36 feet from the source. Section 5.3.10 lists the avoidance/minimization/mitigation measures for noise impacts during construction (CI-NC-1 and CI-NC-2), which would further reduce noise impacts at any nearby schools.</p>

Comment Letter No A-6
City of Ontario



PAUL S. LEON
MAYOR

RUBEN VALENCIA
MAYOR PRO TEM

ALAN D. WAPNER
JIM W. BOWMAN
DEBRA DORST-PORADA
COUNCIL MEMBERS

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CITY MANAGER

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JAMES R. MILHISER
TREASURER

August 8, 2019

Tim Watkins, Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

**RE: NOTICE OF AVAILABILITY (NOA) DRAFT ENVIRONMENTAL IMPACT
REPORT/ENVIRONMENTAL ASSESSMENT AND PUBLIC MEETING FOR
THE WEST VALLEY CONNECTOR PROJECT**

Mr. Watkins,

Thank you for allowing the City of Ontario an opportunity to review and comment on the above referenced project. After reviewing the accompanying NOA, the City of Ontario requests the following comments be addressed:

Section 4.12.2 Acquisitions and Displacements. The three proposed O&M Facility locations are located within the Ontario Municipal Services Center (OMSC) property. The City is preparing a Facility Plan to guide the expansion of the OMSC to meet the increasing service demands from continued growth and build-out of the Ontario General Plan. This effort also includes analyzing the potential for locating the O&M facility within the existing 46 acres owned by both the City and its enterprise operations, Ontario Municipal Utilities Company. Through this study it was determined the only viable location for a potential O&M facility is Site 3 (APN 1049-021-02), on the northern portion of 1333 South Bon View Avenue (currently occupied by the OMUC Revenue Department). The other two properties along Cucamonga Avenue (Sites 1 and 2) are not feasible options as those locations are central and contiguous to existing and future City operations. SBCTA should also consider alternative locations for the O&M facility in order to provide additional options for final site selection. (Letter dated May 9, 2019, sent to SBCTA highlighting the impacts of the O&M facility to the OMSC is attached).

A-6-1

Acquisition of the Site 3 property will require an appraisal and separate agreement with the City of Ontario should SBCTA proceed with this project. If Site 3 property is acquired, preservation of the existing buildings spanning Site 3 and the adjacent property to the south (APN 1049-021-01) is required. The existing buildings to remain on APN 1049-021-01 shall be modified and repaired to accommodate the property ownership and use change. The Final EIR needs to include provisions for property acquisition for the O&M facility.	A-6-1
Section 4.13.2 Impacts, Solid Waste. Please confirm how trash receptacles at bus stops will be maintained in Final EIR.	A-6-2
Section 4.13.2 Impacts, O&M Facility. DEIR states urban services and utilities such as water, sewer and storm drains are already available and sized to accommodate the proposed operations. While this is true for water and sewer, there are no onsite storm water facilities. Currently, Site 3 drains southerly through APN 1409-021-01 owned by the City to an existing bioswale. Site 3 will be required to contain, retain and treat its storm water subject to current NPDES regulations. Sewer discharge will also be subject to current industrial wastewater requirements.	A-6-3
Section 5.2.6 Hazardous Waste, O&M Facility. Site 3 is a Recognized Environmental Condition (REC) and subject to regulatory oversight by the Department of Toxic Substances Control. SBCTA should also consider alternative locations for the O&M facility in order to provide additional options for final site selection.	A-6-4
Section 10.0 Potential Mitigation Measures, Pages 171-173 of the Traffic Operations Analysis – Some of the intersections that are labeled as having <i>significant impact</i> are not consistent with the LOS Tables 5-4 thru 7-7. For instance, intersection #48 on page 173 is labeled as having significant impact in Build Alternative C and F. But, Table 6-4 is showing intersection #48 as not having significant impact. Please verify.	A-6-5
Section 10.0 Potential Mitigation Measures, Page 174, Table 10-1 of the Traffic Operations Analysis – It is unclear if the mitigation measures will be part of the WVC BRT project.	A-6-6
Section 10.0 Potential Mitigation Measures, Page 174, Intersection 43 of the Traffic Operations Analysis – It is unclear if the recommended mitigation measure at Grove/Holt will be part of the WVC BRT project. The mitigation measure shall be included as part of the project.	A-6-7
Section 5.5 Environmental Justice of the Community Impact Report – The Project bisects the City of Ontario's Transformative Climate Communities (TCC) project boundary and a Displacement Avoidance Plan (DAP) is in place for the TCC project. Coordination with the Ontario Housing Authority regarding the DAP should be established.	
Although the buses will be CNG, for the O&M facility, suggest exploring opportunities for future alternative fuels (e.g. electric/hydrogen) to be incorporated.	A-6-8
Additional consideration should be taken in the suggested bus routes to the potential O&M Facility and impacts related to this identified Disadvantage Community.	

City of Ontario Local Regulations Governing Historic Preservation

In 2001, the City of Ontario became a Certified Local Government (CLG). The CLG program is a partnership among local governments, the State of California (OHP), and the National Park Service (NPS) which is responsible for administering the National Historic Preservation Program. The City of Ontario Planning Department is responsible for administering the City's Historic Preservation Program and implementing the rules, regulations, and standards established in the Ontario Development Code. Section 4.02.050 Historic Preservation- Certificates of Appropriateness and Demolition of Historic Resources requires approval of a Certificate of Appropriateness for any alteration to or demolition, in part or whole, of a historic resource that is listed on the local Ontario Register. The local register includes properties that have been identified, documented and evaluated for historic significance, and determined to be eligible, nominated or designated historic resources at a the local, state and/or national registers. (A list of locally historically significant properties located within the APE is attached).

The City's Historic Resource Tier System, Section 4.02.040, Historic Preservation – Local Historic Landmark and Local District Designations, Historic Resources Tiering, and Architectural Conservation Areas, establishes a ranking of historic resources, based upon a set of criteria used to evaluate and determine the historical significance of each resource. Tier I historic resources should not be demolished or significantly altered under any circumstances. Demolition or significant alteration to Tier II and Tier III historic resources should be avoided where possible, but may be appropriate under certain circumstances for Tier III historic resources only. The level of environmental review required for demolition, in whole or part, or significant alteration of a Tier I and Tier II historic resource requires preparation of an EIR. Demolition, in whole or in part, or significant alteration of any historic resource listed on the Ontario Register requires completion of the following mitigation measures:

1. Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including, but not limited to: [i] the preparation of site plans, floor plans, exterior and interior elevations, and detail drawings of character defining features (such as moldings, stairs, etc.); and [ii] photographs of the resource, including the exterior, interior, and interior and exterior character defining features (such as moldings, light fixtures, trim patterns, etc.);
2. A mitigation fee established pursuant to Section 7.01.025 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the Environmental Impact Report process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources;
3. A Certificate of Appropriateness shall not be issued for the demolition of an historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure has been approved by the City, and appropriate permits have been issued for its construction, unless: [i] a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of this Section; [ii] a deferral of the replacement structure requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of this Section; or [iii] demolition is required pursuant to Section 7.01.050 (Unsafe or Dangerous Conditions) of the Development Code; and

A-6-9

4. In an effort to preserve features and artifacts from historic resources, a determination items within or on the resource should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description and dimension (as necessary), and the location of each item on a floor plan.

A-6-9

Requested Items Needed for Evaluation

1. The Historic Resources Evaluation Report (HRER) prepared for the project.
2. DPR523 records prepared for Ontario Ice Rink, 1225 W. Holt Blvd (APN: 1011-12-105), United States Post Office, 123 W. Holt Blvd (APN: 1049-05-701), Vince's Spaghetti, 1206 W. Holt Blvd. (APNs: 1010-54-301 & 1010-54-302), Grinder Haven, 724 W. Holt Blvd. (APN: 1048-604-14), Jacob Lerch House, 541 E. Holt Blvd. (APN:1048-523-17)

A-6-10

Recommended Changes to EIR/EA

The following comments should be considered for incorporation in the EIR/EA:

1. **Summary 1.11 Permits and Approvals Needed - Table S-3 Potential Permits or Approval, page S-15** should include a Certificate of Appropriateness for full acquisition, partial acquisition and/or temporary construction for historic properties that are listed on the Ontario Register from the City of Ontario. Historic properties listed on the Ontario Register that have been identified within the APE for acquisition, in full or in part, and temporary construction sites will require approval of a Certificate of Appropriateness prior to commencement of any work.
2. **Table S-5 Summary of Short-term, Temporary Construction Phase Impacts and Proposed Avoidance, Minimization and/or Mitigation for Project Alternatives, CI-CR-7, page S-32** should be revised to include the adopted local standard mitigation measures listed above in Part A. This will ensure that the proposed WVC EIR Mitigation Measures are adequate in the event that local historic resources are significantly altered or demolished, in whole or part.
3. **Summary, page 4.4-22.** The City of Ontario historic preservation discussion should be expanded to include the information provided above.
4. **Summary, pages 4.4-21 and 4.4-22.** The properties located at 745 W. Holt Blvd and 639 E. Holt Blvd are not local historic resources and can be removed from the lists of locally designated historically significant properties subject to partial acquisition and full acquisition on.
5. Use the list of local historic properties from the Ontario Register to identify properties that will require full acquisition, partial acquisition and temporary construction within the APE. Revise lists and tables in EIR/EA accordingly.

A-6-11

A-6-12


A-6-13

A-6-14

A-6-15

We appreciate being involved in the environmental review of the project and look forward to continued communications regarding this project. If you have any questions regarding our comments, please contact me at (909) 395-2282, or Richard Ayala, Senior Planner, at (909) 395-2421.

Sincerely,


Cathy Wahlstrom
Planning Director

Enclosures:

- Letter from Dennis Mejia, Utilities Engineering Director
Dated May 9, 2019
- City of Ontario Historic Properties List

A-6-16

CITY OF

303 EAST "B" STREET, CIVIC CENTER

ONTARIO



ONTARIO

CALIFORNIA 91764-4105

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COUNCIL MEMBERS

May 9, 2019

SCOTT OCHOA
CITY MANAGER

SHEILA MAUTZ
CITY CLERK

JAMES R. MILHISER
TREASURER

Victor Lopez, P.E.
San Bernardino County Transportation Authority (SBCTA)
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Subject: Proposed Bus Maintenance Facility at the Ontario Municipal Services Center

Dear Mr. Lopez,

This letter is to follow-up on our coordination regarding the SBCTA's proposal to construct a new Omnitrans bus maintenance facility within the City of Ontario's Municipal Services Center (OMSC) located at 1425 South Bon View Avenue and surrounding properties. As you know, the City has been preparing a Facilities Plan to guide the expansion of the OMSC to meet the increasing service demands from continued growth and build-out of the Ontario General Plan. In cooperation with SBCTA, this effort also includes analyzing the potential for locating a 5.16-acre bus maintenance facility within the existing 46 acres owned by both the City and its enterprise operations, Ontario Municipal Utilities Company. On March 28, 2019, we had discussed the status of this effort and the following results of the analysis.

Site plan alternatives were developed by the City's consultant, Griffin Structures, Inc. both with and without the bus maintenance facility. Through this process, it was determined that the only viable location for a potential bus facility is on the northern portion of 1333 South Bon View Avenue (currently occupied by the OMUC Revenue Department). The other properties along Cucamonga Avenue which SBCTA expressed interest in were not feasible options as those locations are central and contiguous to existing and future City operations.

Through this evaluation it was determined that the potential use of 5.16 acres for the bus maintenance facility has a significant impact to the cost for meeting the OMSC needs in the smaller remaining site footprint. The primary impact is the need for parking structure(s) in lieu

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of surface parking and a three story Administrative and Operations building in lieu of a single story building. Attached are conceptual site plans for both alternatives.

Our next steps are to consider potential phasing alternatives to begin implementing the needed expansion at OMSC. Factors affecting such phasing include current operations, interim conditions and facilities, and available funding from the respective operational units. Since the need for parking structures and multi-story buildings is driven by the bus maintenance facility, incremental cost increases need to be considered and included in any future agreement for SBCTA to acquire the property.

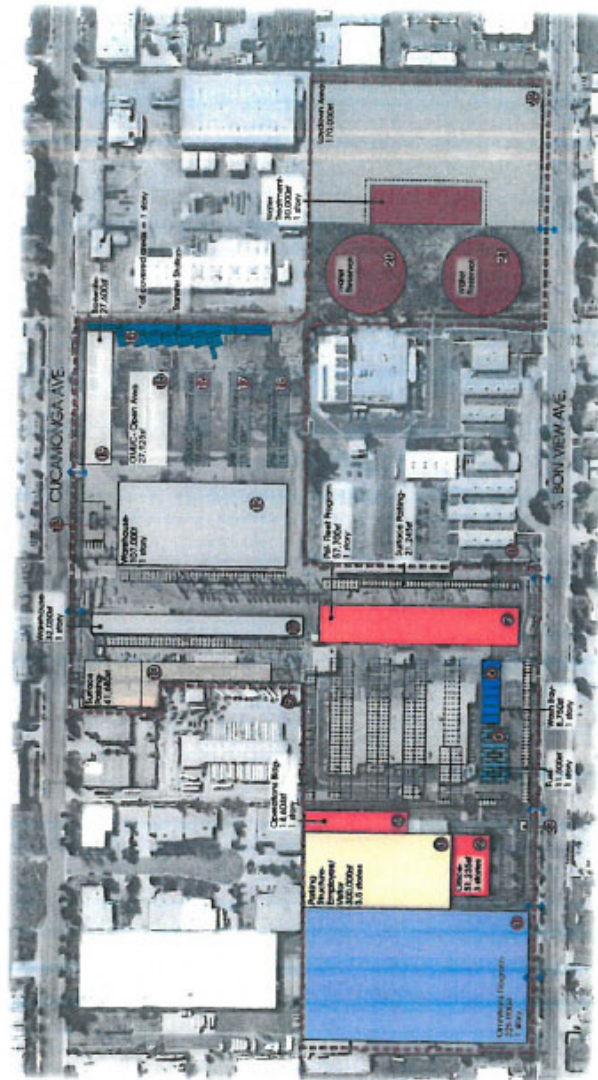
In order to complete our planning effort and near-term facility needs, we are seeking a decision from SBCTA on its intention to acquire the property and locate a bus facility at OMSC. Should SBCTA desire to continue pursuing this site for the bus maintenance facility, next steps include a property appraisal and starting work on terms of an agreement.

Sincerely,



Dennis Mejia, P.E.
Utilities Engineering Director

Cc: Scott Ochoa, City Manager
Scott Burton, Utilities General Manager



conceptual site plan
scale: 1" = 200'-0"
0 30' 60' 90'

TOTAL COST
\$237M

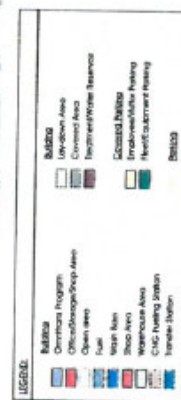
**OPTION 4A-
HYBRID APPROACH**

Local Services Center
1111 New Ave., Ontario, CA 91761
March 06, 2019

DRAFT

Ontario Municipal Services Center
1333 S. Bon View Ave., Ontario, CA 91741
DRAFT March 06, 2019

conceptual site plans



Alternative A				Alternative B				Historic Properties (Locally Identified) Within Project Boundaries			
Full Acquisition	Partial Acquisition	TCE	Full Acquisition	Partial Acquisition	TCE	Parcel	EIR Address	EIR Historic Status	Ontario Address	Ontario Historic Status	Tier
						NA		NRHP			
						104905703			100 S. Euclid Ave.	Designated	1
						104856409			101 N. Euclid Ave.	Designated	1
						104856410			104 & 108 & 110 & 112 W. Holt Blvd.	Designated	2
						104856412			108 N. Laurel Ave.	Eligible	3
						104857301			110 N. Vine Ave. (426 W. Holt Blvd.)	Nominated	3
				X		104847123	1101 E. Holt Blvd.	Local	1101 E. Holt Blvd.	Eligible	2
						104905702			111 & 117 W. Holt Blvd.	Eligible	3
						104856411			114 W. Holt Blvd.	Eligible	2
						104856412			116 W. Holt Blvd.	Eligible	2
						104856417			118 W. Holt Blvd.	Eligible	2
						104856417			120 W. Holt Blvd.	Eligible	3
					X	101054301 & 101054302		NRHP Eligible	1206 W. Holt Blvd.	Eligible	3
						104856417			122 & 124 W. Holt Blvd.	Eligible	3
					X	101112105			1225 W. Holt Blvd.	Eligible	2
						104905701			123 W. Holt Blvd.	Designated	1
						11013106	1300 E. Holt Blvd.	Local	1300 E. Holt Blvd. (1264 E. Holt Blvd.)	Eligible	2
				X		11011106	1670 E. Holt Blvd.	Local	1670 E. Holt Blvd.	Eligible	3
						11010101	1744 E. Holt Blvd.	Local	1744 E. Holt Blvd.	Eligible	3
						104906301	204 E. Holt Blvd.	Local	204 E. Holt Blvd.	Eligible	3
						104905504			205 W. Holt Blvd.	Eligible	3
						104905503			209 & 213 W. Holt Blvd.	Eligible	3
						104856308			210 & 212 & 214 W. Holt Blvd.	Eligible	3
						104856308			210 & 212 & 214 & 218 W. Holt Blvd.	Eligible	3
						104906302	212-214 E. Holt Blvd.	Local	214-218 E. Holt Blvd.	Designated	3
						104905502			215 & 217 W. Holt Blvd.	Eligible	3
						104856308			218 W. Holt Blvd.	Eligible	3
						104906302			220-222 E. Holt Blvd.	Eligible	3
						104856308			316 W. Holt Blvd.	Eligible	3
						104857305			400 W. Holt Blvd.	Eligible	3
						104906602	444 E. Holt Blvd.	Local	444 E. Holt Blvd. (416 E. Holt Blvd.)	Eligible	3
						104852317	541 E. Holt Blvd.	NRHP Eligible	541 E. Holt Blvd.	Eligible	2
						104852316	545 E. Holt Blvd.	Local	545 E. Holt Blvd.	Eligible	3
						104902108			555 W. Holt Blvd.	Eligible	3
						104809301	616 E. Holt Blvd.	Local	616 & 618 E. Holt Blvd.	Eligible	3
						104902103	627 W. Holt Blvd.	Local	634 Brooks St. (624 W. Holt Blvd.)	Eligible	3
						104902103	627 W. Holt Blvd.	Local	635 W. Holt Blvd.	Eligible	3
						104902103	639 E. Holt Blvd.	Local	639 E. Holt Blvd.	Removed	3
						104860414	724 W. Holt Blvd.	NRHP Eligible	724 W. Holt Blvd.	Eligible	3
						104851218	741 E. Holt Blvd.	Local	741 E. Holt Blvd.	Eligible	3
						104910107	742 & 744 & 745 E. Holt Blvd.	Local	744 E. Holt Blvd.	None	3
						104851217	745 E. Holt Blvd.	Local	745 E. Holt Blvd.	Eligible	3
						104910108	748 E. Holt Blvd.	Local	748 E. Holt Blvd.	Removed	3
						104851211	765 E. Holt Blvd.	Local	765 E. Holt Blvd.	Eligible	3
						104910108	748 E. Holt Blvd.	Local	754 E. Holt Blvd.	Removed	3
						104851211	765 E. Holt Blvd.	Local	765 E. Holt Blvd.	Eligible	3
						101114107	961 W. Holt Blvd.	NRHP Eligible	961 W. Holt Blvd.	Nominated	1

Response to Comment Letter A-6

Comment	Response
A-6-1	<p>Page 2-42 of the Final Environmental Impact Report (EIR) states that the potential Operations and Maintenance (O&M) sites are all owned by the City of Ontario. These sites were initially identified based on consultations with the City of Ontario. The San Bernardino County Transportation Authority (SBCTA) understands that it will need to negotiate for the purchase, lease, or use of either site as the O&M site for the project.</p> <p>SBCTA appreciates the City of Ontario for providing the information regarding selection of the O&M site. SBCTA acknowledges that the City of Ontario has selected Site 3 (Assessor's Parcel Number [APN] 1049-021-02) as the best option of the three O&M sites. Based on this information, SBCTA has selected Site 3 as a preferred O&M site and it is documented in Section 2.9 of the Final EIR. However, if SBCTA determines that neither of the three sites is available or feasible at the time of construction, SBCTA may identify a new location for the O&M facility construction and operation. The new site will undergo the appropriate environmental review process prior to commencement of construction.</p>
A-6-2	<p>Trash receptacles at the proposed bus rapid transit (BRT) stations would be maintained by Omnitrans staff. This information has been included in the Final EIR. Please see Section 2.6, Operations and Maintenance, of the Final EIR.</p>
A-6-3	<p>The Final EIR has been updated with this information pertaining to stormwater and sewer utilities at O&M Site 3. Please see Section 4.7.3 of the Final EIR.</p>
A-6-4	<p>Based on the information provided by the City of Ontario, SBCTA has selected Site 3 as a preferred O&M site and it is documented in Section 2.9 of the Final EIR. SBCTA recognizes that Site 3 is a Recognized Environmental Concern and is subject to regulatory oversight by Department of Toxic Substance Control. Prior to the use of the site, regulatory requirements would be carried out. SBCTA has not currently identified any alternative locations for the O&M site in the event that neither of these sites is feasible or available at the time of negotiation for acquisition, lease or use. Please see response to Comment A-6-1.</p>
A-6-5	<p>As described in Master Response # 6 in Table 2, the Traffic Operations Analysis (TOA) analyzed six alternatives, A through F. Alternatives D and E in the TOA are the same as Alternative A and B in the Final EIR. The mitigation measures discussed in Section 10.0 of the TOA are based on Opening Year and/or Design Year results, as well as for Alternative A through F.</p> <p>As described in Section 3.1 of the TOA, "A significant impact is considered to occur if an intersection that is forecast to operate at Level of Service (LOS) D or better in "No Build" conditions exceeds LOS D in "Build" conditions. In addition, a significant impact is considered to occur if the project results in any increase in delay at an intersection forecast to operate at LOS E or F in "No Build" conditions."</p> <p>Please refer to Table 6-4 and Table 7-4 of the TOA for significant impact results with Alternative C condition under Opening and Design years, respectively. Build Alternative C has existing LOS D (morning hours [AM]) and C (afternoon hours [PM]), LOS D (AM) and C (PM) in 2023 conditions, and LOS F (AM) and D (PM) in 2040 conditions. Therefore, this is a significant impact only in 2040, which matches what is shown in the tables.</p> <p>As indicated earlier, Alternatives D and E are the same as Alternatives A and B analyzed in the Final EIR. Alternatives A, B, C, and F were eliminated (Final EIR</p>

Comment	Response
	<p>Chapter 2). Therefore, only mitigation measures associated with Alternative D and E in TOA were included in the project improvements.</p> <p>Intersection 48 would have significant impacts under Alternative C and F by the year 2040, as listed in Tables 7-4 and 7-7 of the TOA. It won't have significant impact by the year 2023; therefore, it is not listed in Table 6-4. The mitigation measures listed in Table 3-8 in Chapter 3 of the Final EIR only include the intersections impacted by Alternatives A and B (which are equivalent to Alternatives D and E in the TOA). Feasible mitigation measures in Final EIR Table 3-18 will be included as part of the proposed project, as discussed in Chapter 3.</p>
A-6-6	<p>Only mitigation measures to minimize the traffic impacts of Alternatives A and B would be implemented as part of the project, as listed in Table 3-8 of the Final EIR and in Table S-4 under measure TRA-2. All other measures in Section 10.0 of the TOA will not be implemented because Alternatives A, B, C, and F in the TOA were eliminated, and TOA Alternatives D and E are the same as Alternatives A and B analyzed in the Final EIR.</p>
A-6-7	<p>As shown in the TOA Table 10-1, Intersection 43, Grove Avenue and Holt Boulevard, requires a mitigation measure for the analyzed Alternatives C and F. However, Alternatives C and F were eliminated. Alternatives D and E, which are the same as Build Alternatives A and B in the Final EIR, did not require mitigation. Therefore, no mitigation measures for Intersection 43 were listed under TRA-2 in Section 3.3.8 of the Final EIR.</p>
A-6-8	<p>The Final EIR has been updated to include coordination with the Ontario Housing Authority to discuss the Displacement Avoidance Plan (DAP), as shown in Section 4.12.2.</p> <p>The purchase of a new fleet of buses that use alternate fuels is based on funding availability.</p> <p>The selection of the bus routes and O&M facility locations for this project has considered disadvantaged communities, as stated in Section 1.4 of the Final EIR.</p>
A-6-9	<p>SBCTA acknowledges receipt of the regulations pertaining to the City of Ontario's Historic Preservation Program. Under Alternative B, these local regulations will be applied for historic properties listed on the Ontario Register during the right-of-way acquisition and construction phases of the project as discussed under CI-CR-7 in Sections 4.4.6 and 5.3.4 of the Final EIR. The informational content provided does not result in a change to the assessment or conclusions of the Final EIR.</p> <p>The City of Ontario's local regulations are consistent with and do not alter the regulatory processes used under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) in determining the significance of historic properties and assessing project impacts on those resources. Under CEQA, resources are considered historically significant "if the resource meets the criteria for listing on the California Register of Historical Resources" [Title 14 California Code of Regulations 15064.5 (3)]. The California Register's four criteria for determining a property's significance are closely modeled after the four evaluation criteria used by National Register of Historic Places, and in fact, all resources listed in or formally determined eligible for the National Register are automatically listed in the California Register. Under NEPA, Section 106 of the National Historic Preservation Act (NHPA) of 1966 is used as the regulatory framework in which federal agencies consider the effects of their undertakings on historic properties and to consult with the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and other parties. The NEPA regulations also require that to the fullest extent</p>

Comment	Response
	<p>possible, agencies shall integrate environmental impact analyses with related studies required under Section 106.</p> <p>Please also see Master Response # 17 in Table 2 of this document that discusses Section 106 of NHPA, National Register of Historic Properties (NRHP), and Local Historic Properties.</p>
A-6-10	<p>The Historical Resources Evaluation Report (HRER) has been forwarded to the City of Ontario's Planning Director under separate cover. The Department of Parks and Recreation (DPR) 523 forms for the Ontario Ice Rink, Vince's Spaghetti, Grinder Haven, and the Jacob Lerch house are included in the HRER. Because the United States (U.S.) Post Office (123 W. Holt Boulevard) is not located in the Area of Potential Effects, no DPR 523 form was completed for it.</p>
A-6-11	<p>Table S-3 regarding Potential Permits for Approval has been revised in Summary of the Final EIR (Section 1.11) to include the Certificate of Appropriateness from the City of Ontario for any partial or full acquisition, or temporary construction easements for historic properties listed on the Ontario Register.</p>
A-6-12	<p>CI-CR-7 in Table S-5 and in Sections 4.4.6 and 5.3.4 of the Final EIR was expanded to cite the mitigation measures required by the City of Ontario Development Code pertaining to historic preservation.</p>
A-6-13	<p>The City of Ontario's historic preservation policies are provided in Section 4.4.5 [Cultural and Paleontological Resources] Impacts - Build Alternatives-Alternative B - Historical Architectural Resources (page 4.4-22). As noted, "none of the [Locally designated historically significant properties subject to partial acquisition/full acquisition] are subject to fall into the City of Ontario's Tier 1 category. The discussion on the City of Ontario's historic preservation process was expanded in Section 4.4.1 of the Final EIR.</p>
A-6-14	<p>Thank you for clarifying that the properties at 745 W. Holt Boulevard and 639 E. Holt Boulevard are no longer considered local historical resources by the City of Ontario. The list has been revised in the Final EIR.</p> <p>Both of these properties were also formally evaluated by a qualified architectural historian and it was determined they did not meet the eligibility criteria for listing in the National Register of Historic Places as part of the Section 106 process. The SHPO concurred with these findings in August 7, 2018. As part of the same evaluation process using California DPR 523 forms, neither the building at 745 W. Holt Boulevard nor at 639 E. Holt Boulevard is considered a historical resource for the purposes of CEQA in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.</p>
A-6-15	<p>Thank you for providing a list of historic properties on the Ontario Register that are located within the project boundaries. The team's chief architectural historian compared the new list of property addresses with the list contained Section 4.5 in the Final EIR. Following that step, the updated Ontario Register list was then forwarded to the project team's design engineers for their review to determine whether any subsequent project activities that may affect historic properties, including full or partial right-of-way acquisition, or temporary construction, involve any of the historic properties identified on the most current list provided by the City. Section 4.5 of the Final EIR has been updated, as necessary.</p>

Comment	Response
A-6-16	SBCTA acknowledges receipt of the two enclosures: Letter from Dennis Mejia, Utilities Engineering Director, dated May 9, 2019, and City of Ontario Historic Properties List. The letter from Dennis Mejia was sent to SBCTA as part of the ongoing coordination of the proposed project development and is not a comment letter to the Draft EIR/EA but is provided as a reference.

**Comment Letter No. A-7
San Gabriel Valley Water Company**

SAN GABRIEL VALLEY WATER COMPANY

August 8, 2019

Mr. Tim Watkins
Chief Legislative and Public Affairs
San Bernardino County
Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Subject: SBCTA West Valley Connector Project

Dear Mr. Watkins:

A Notice of Preparation was recently submitted for the above referenced project. Available plans were reviewed for potential conflicts with existing San Gabriel Valley Water Company's Fontana Water Company Division facilities. Due to the preliminary nature of available plans, the exact level of interference is unknown. However San Gabriel anticipates that fire hydrants, services, and mains will need to be relocated to facilitate the construction of the proposed SBCTA West Valley Connector improvements. San Gabriel will need to receive and review the final design plans to ascertain the extent of work needed to accommodate this project. A copy of Fontana Water Company Atlas Maps has been attached with the approximate locations of improvements indicated by green dots. Please provide progress plan sets for San Gabriel's review as they become available.

A-7-1

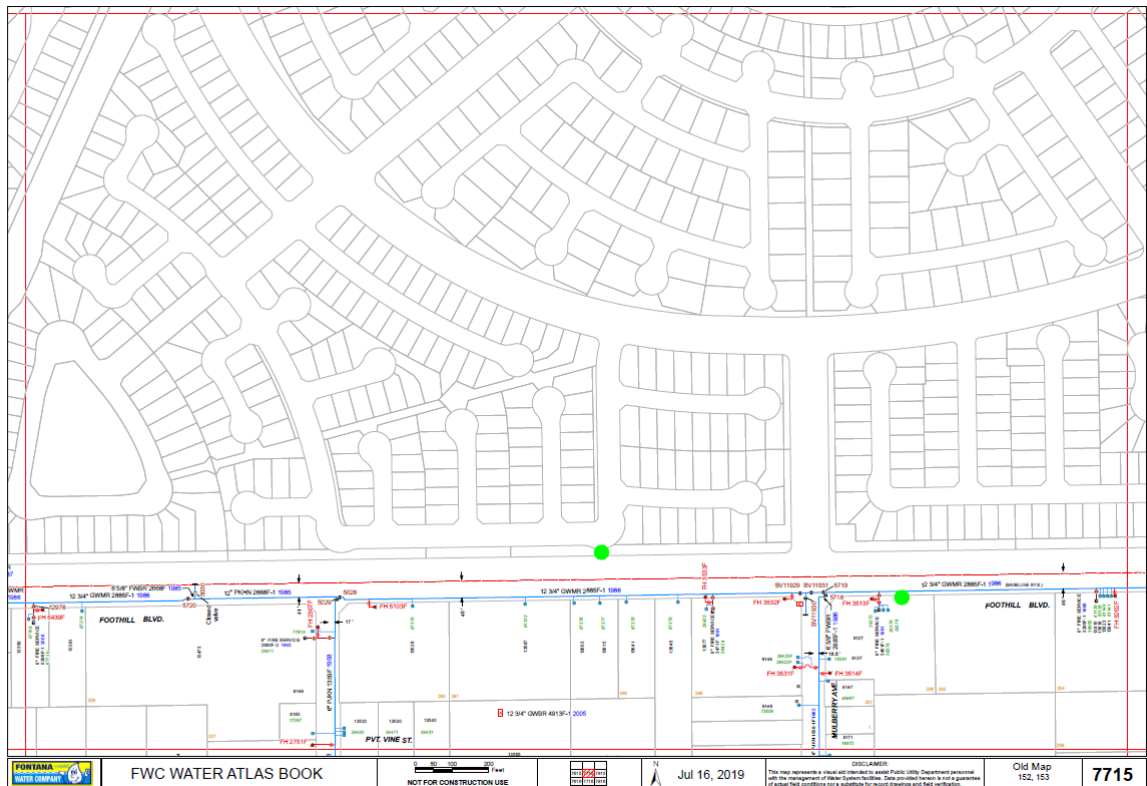
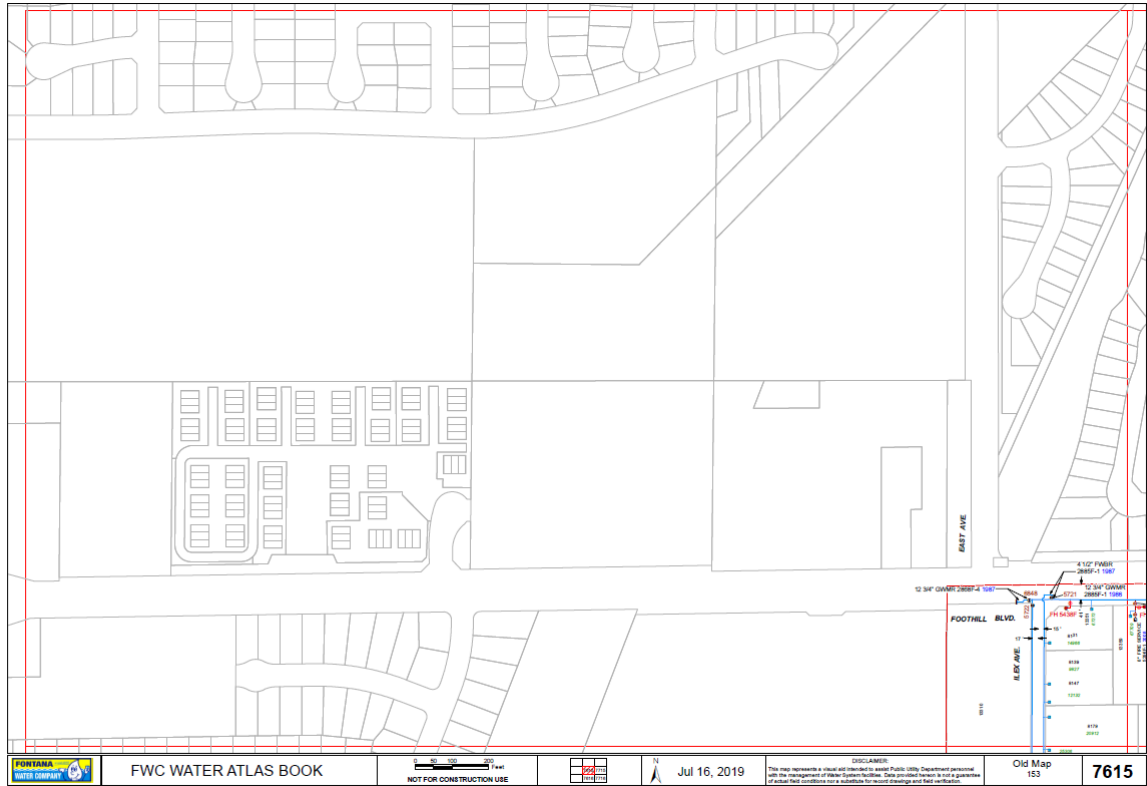
Please let me know if you have any questions. You can reach me via email at lzzhou@sgvwater.com or by phone at (909) 201-7347.

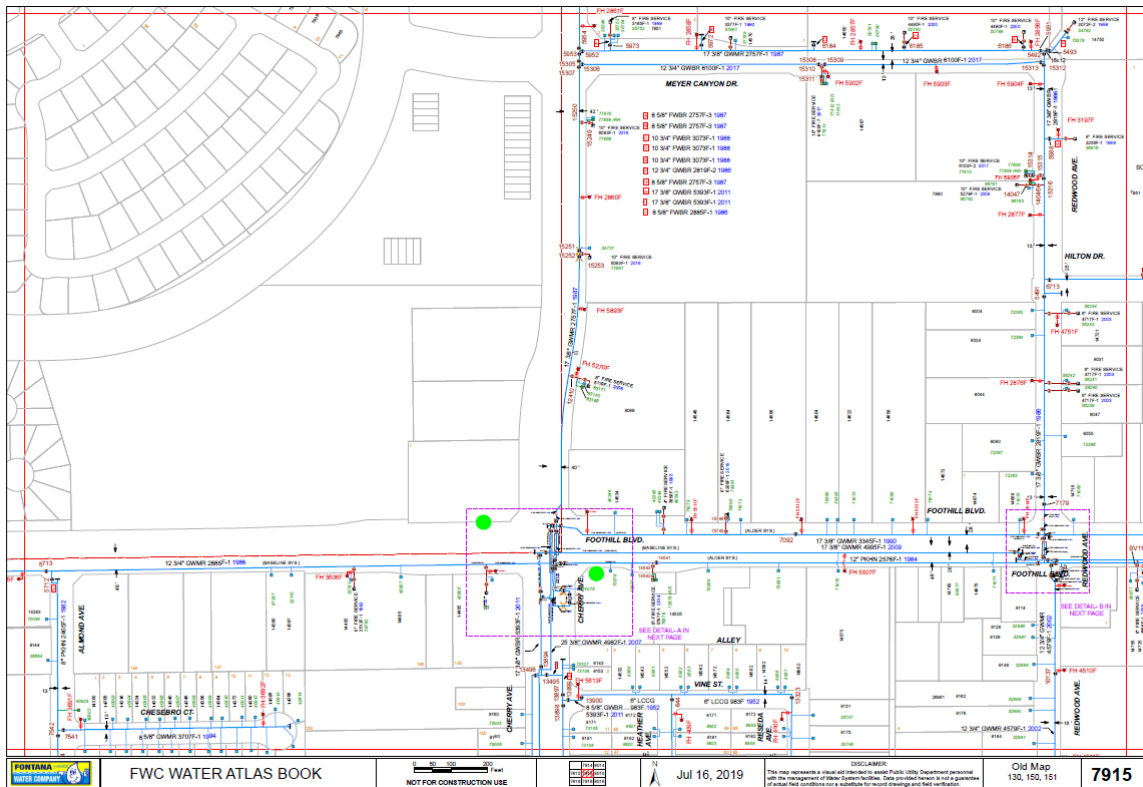
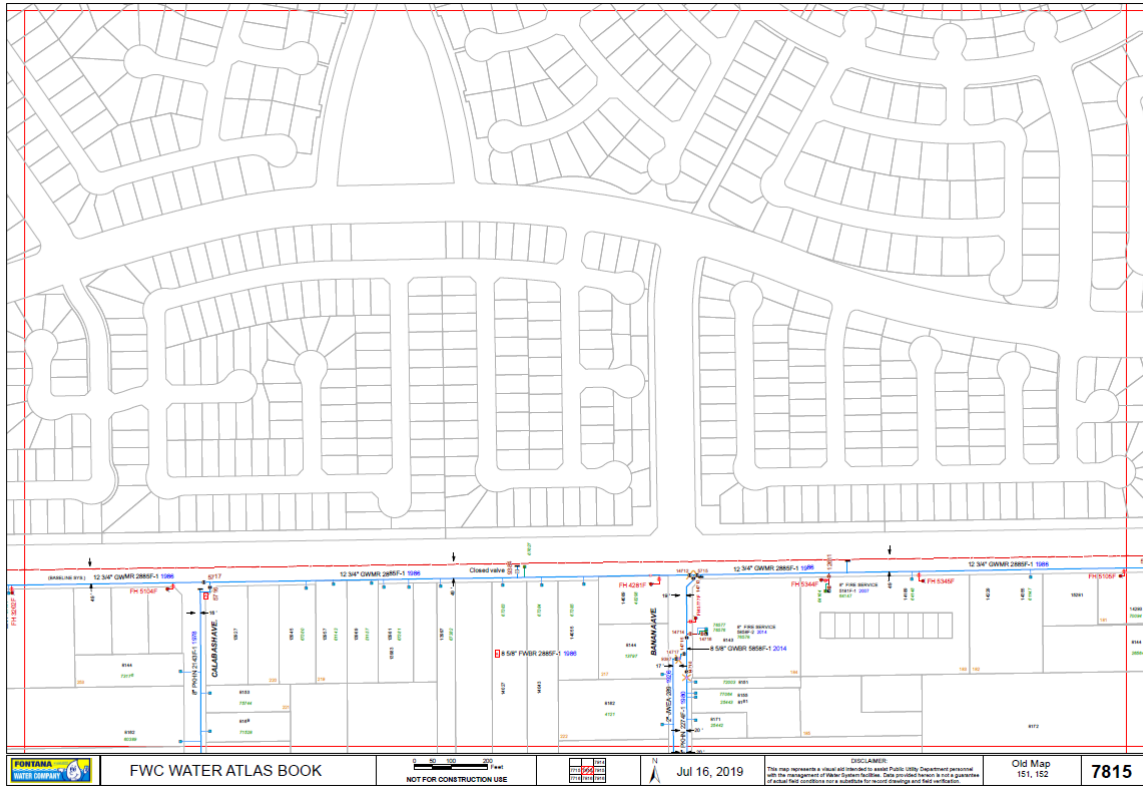
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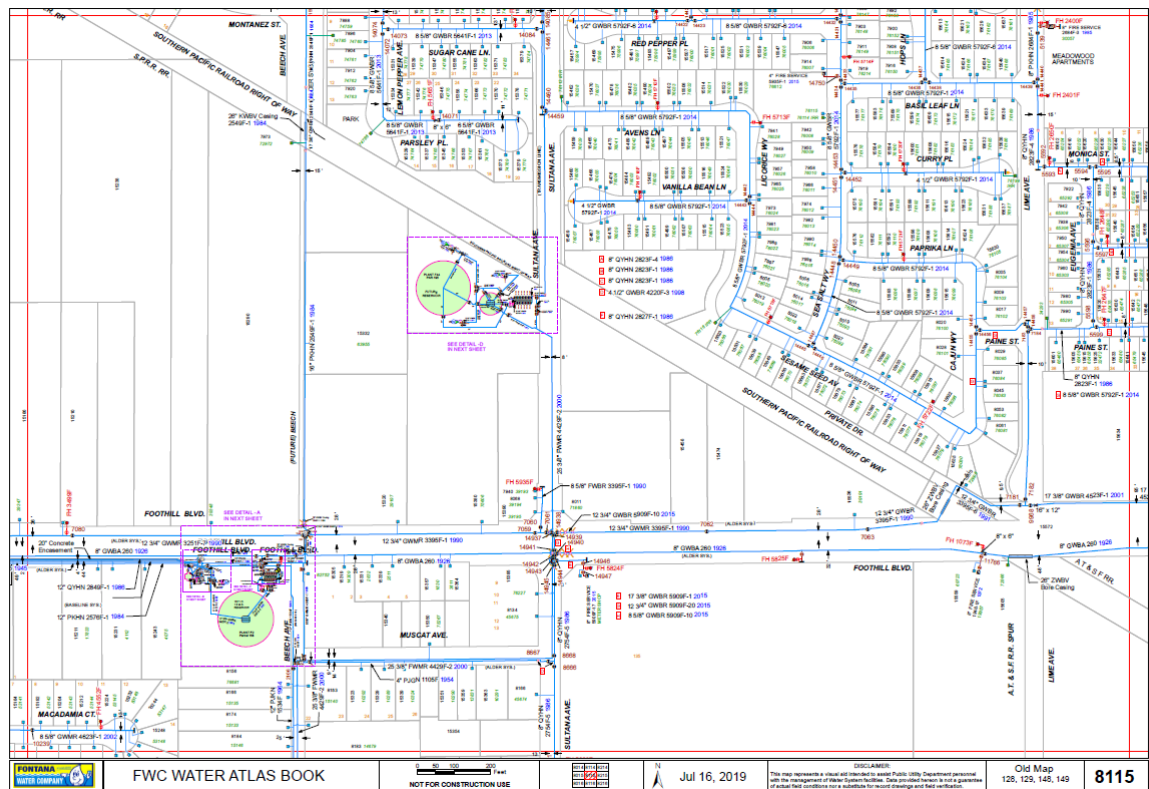
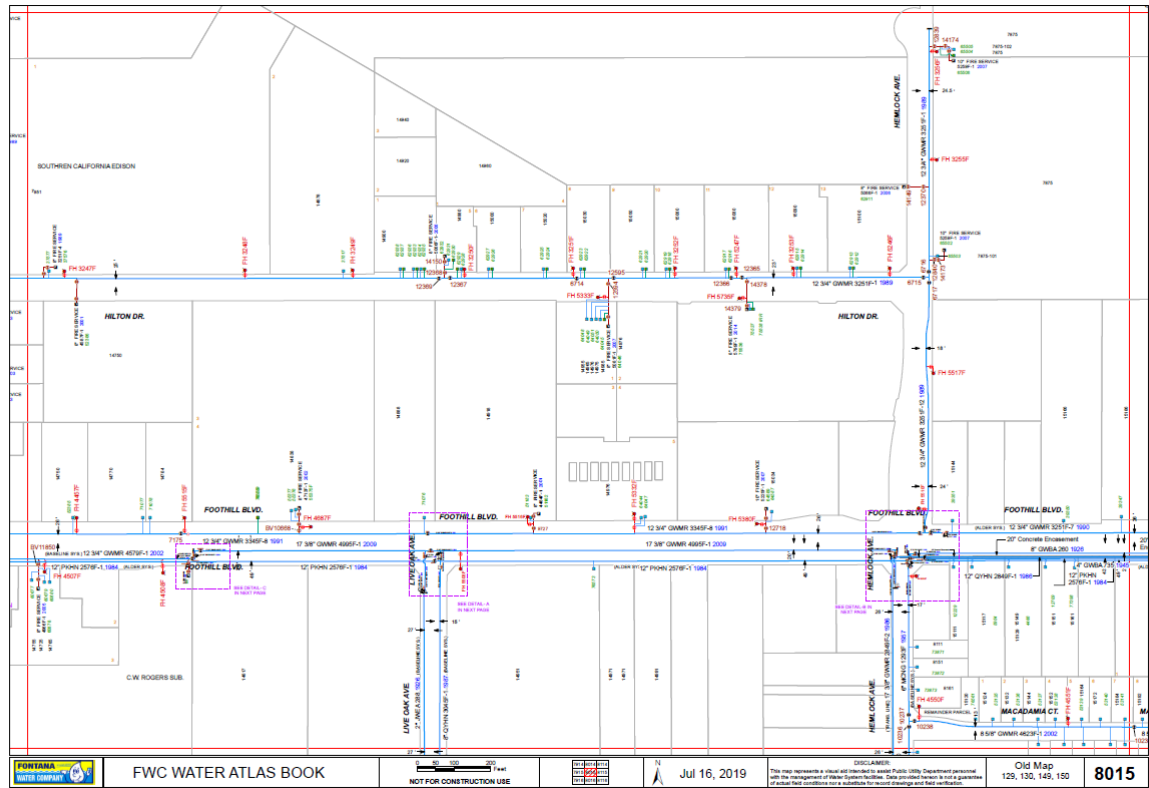

Liuzong Zhou
Design Manager

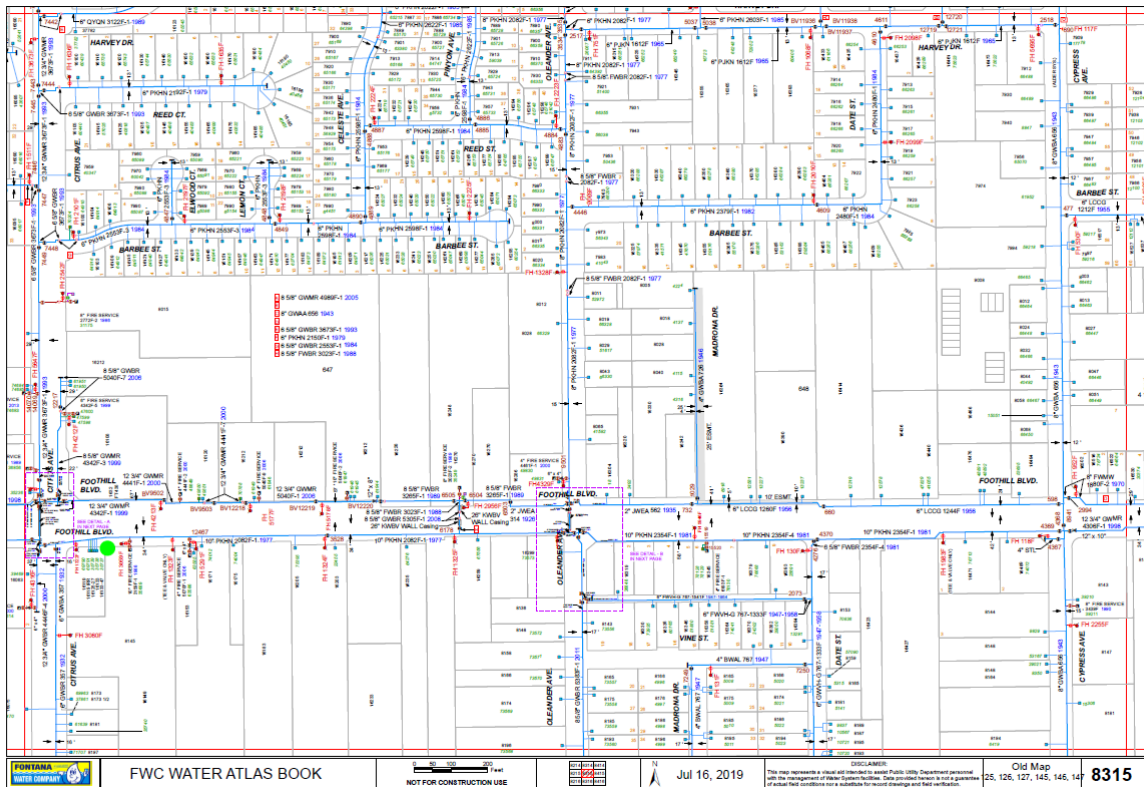
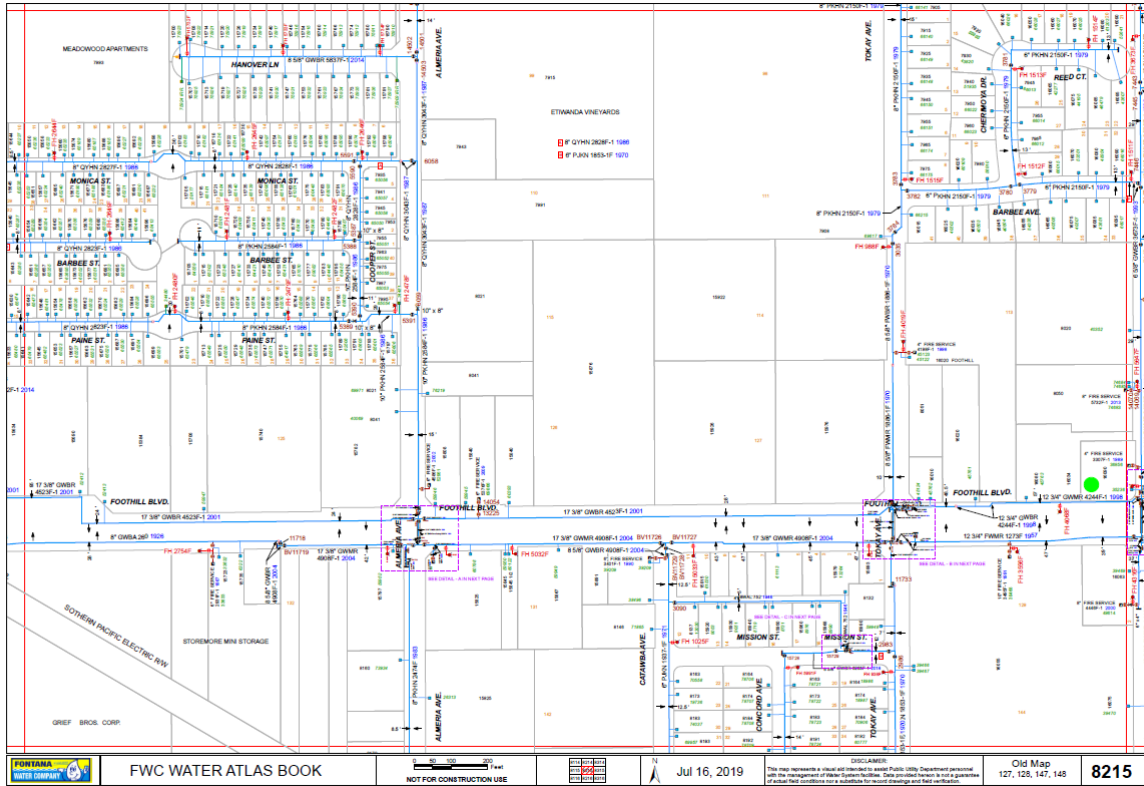
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Enclosures

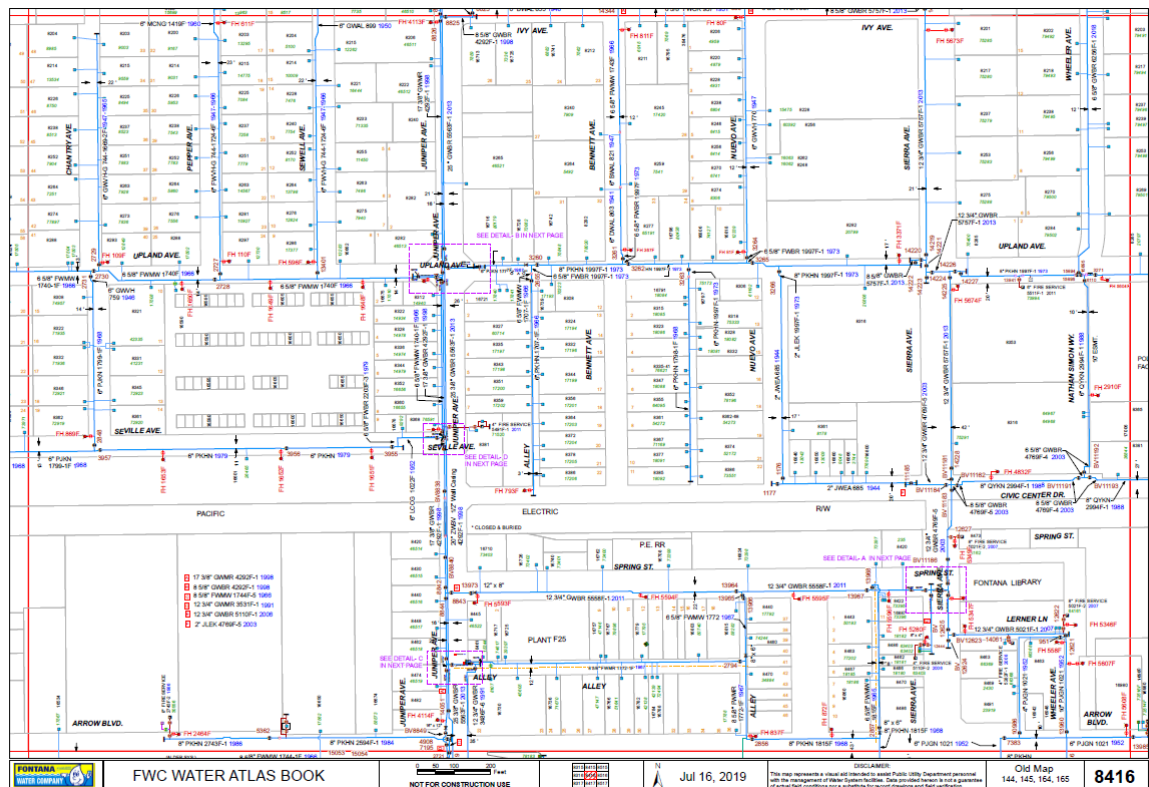
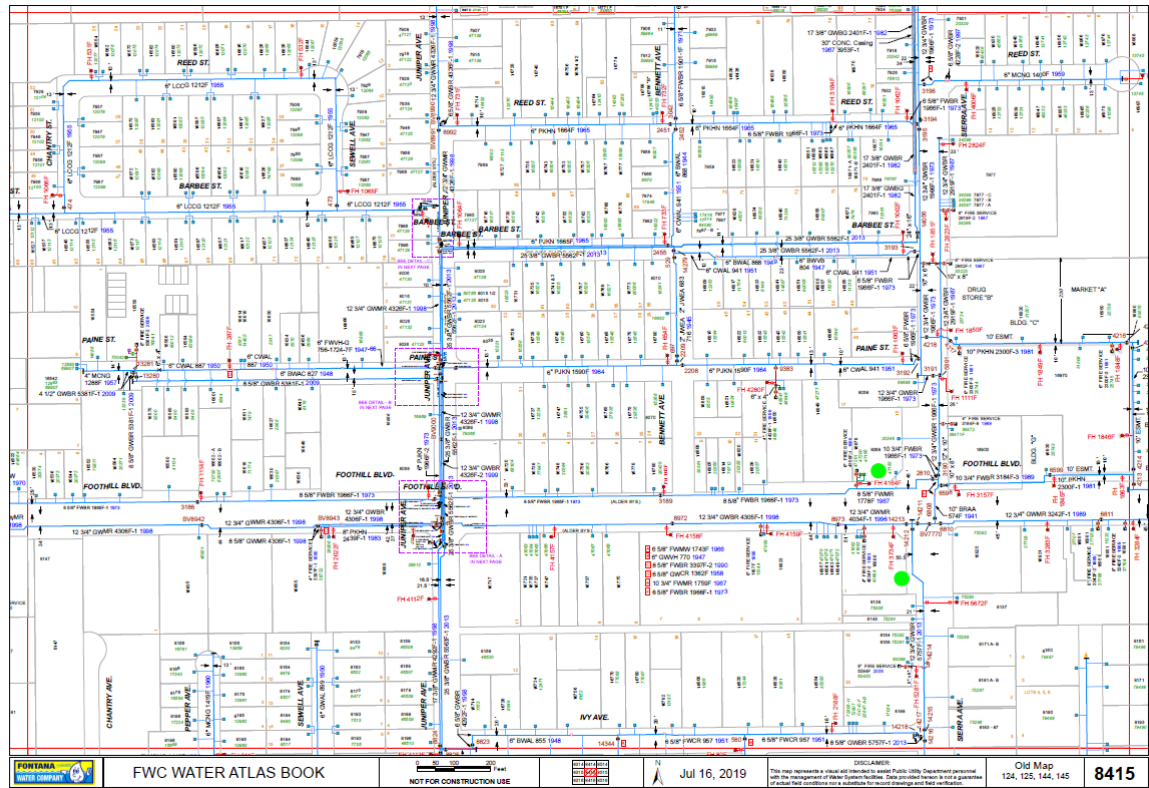
ENGINEERING DEPARTMENT
15966 ARROW ROUTE • FONTANA, CALIFORNIA 92335 • (909) 201-7375 • Fax (909) 201-7377

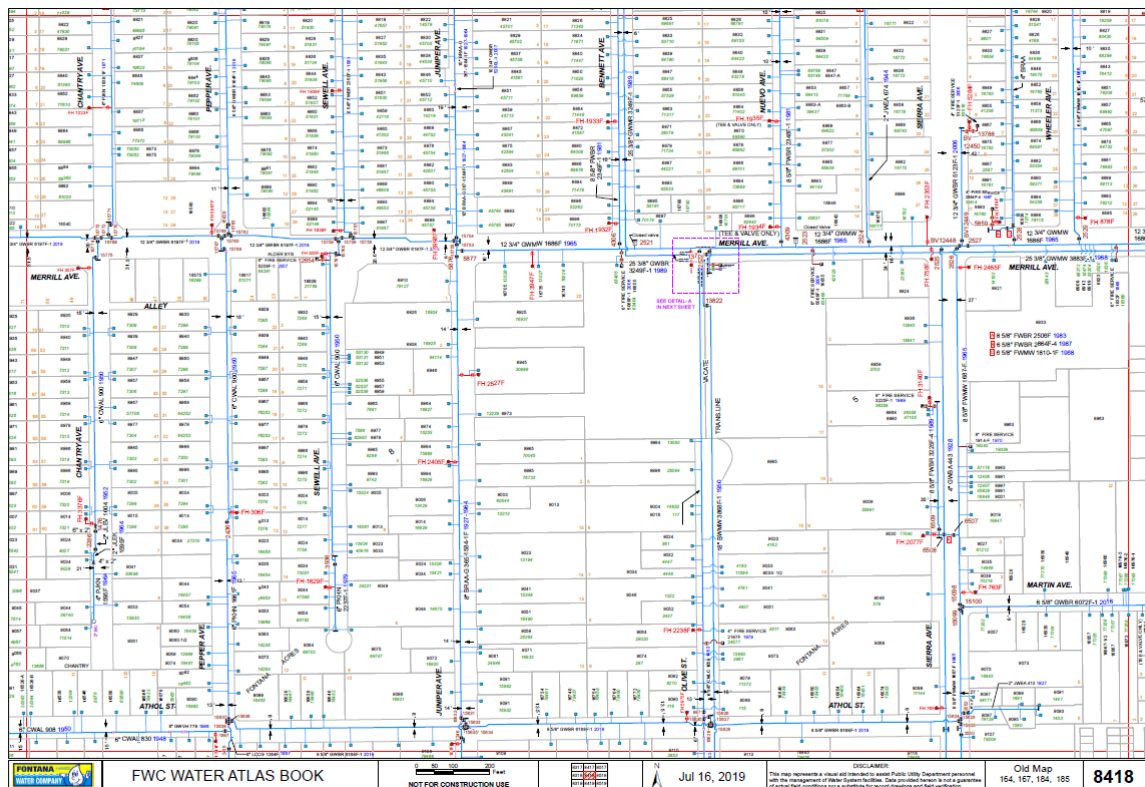
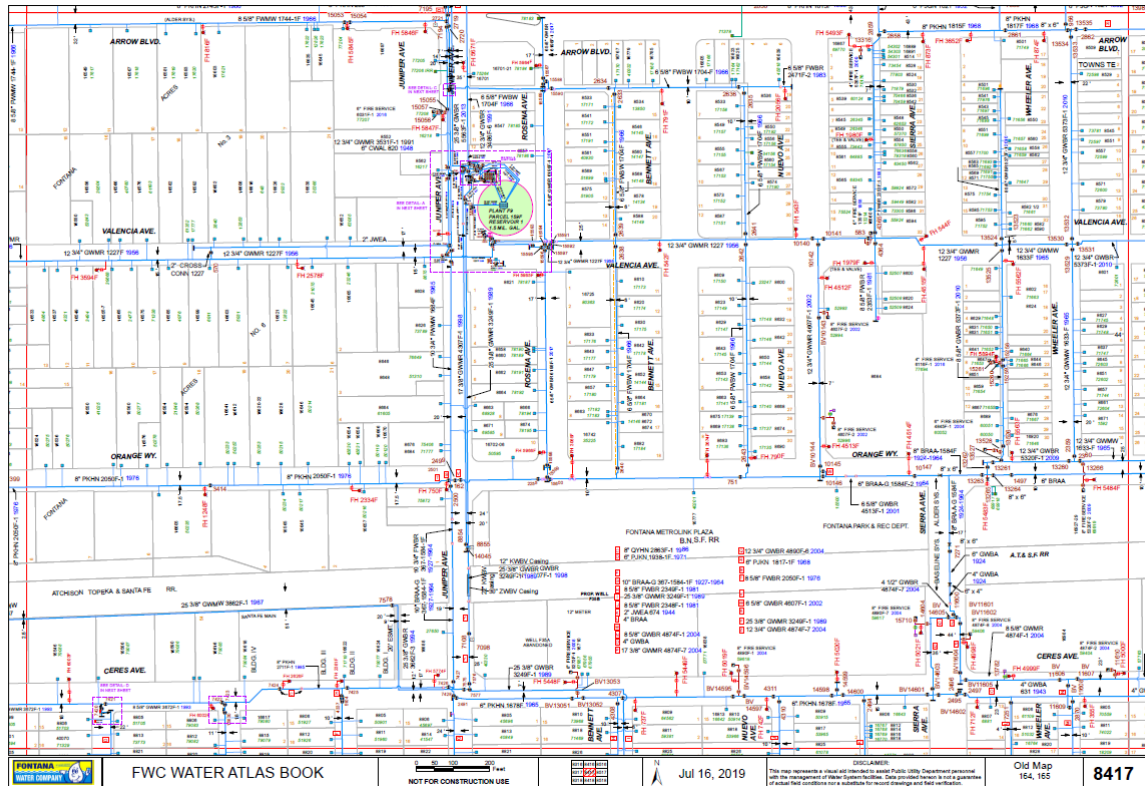


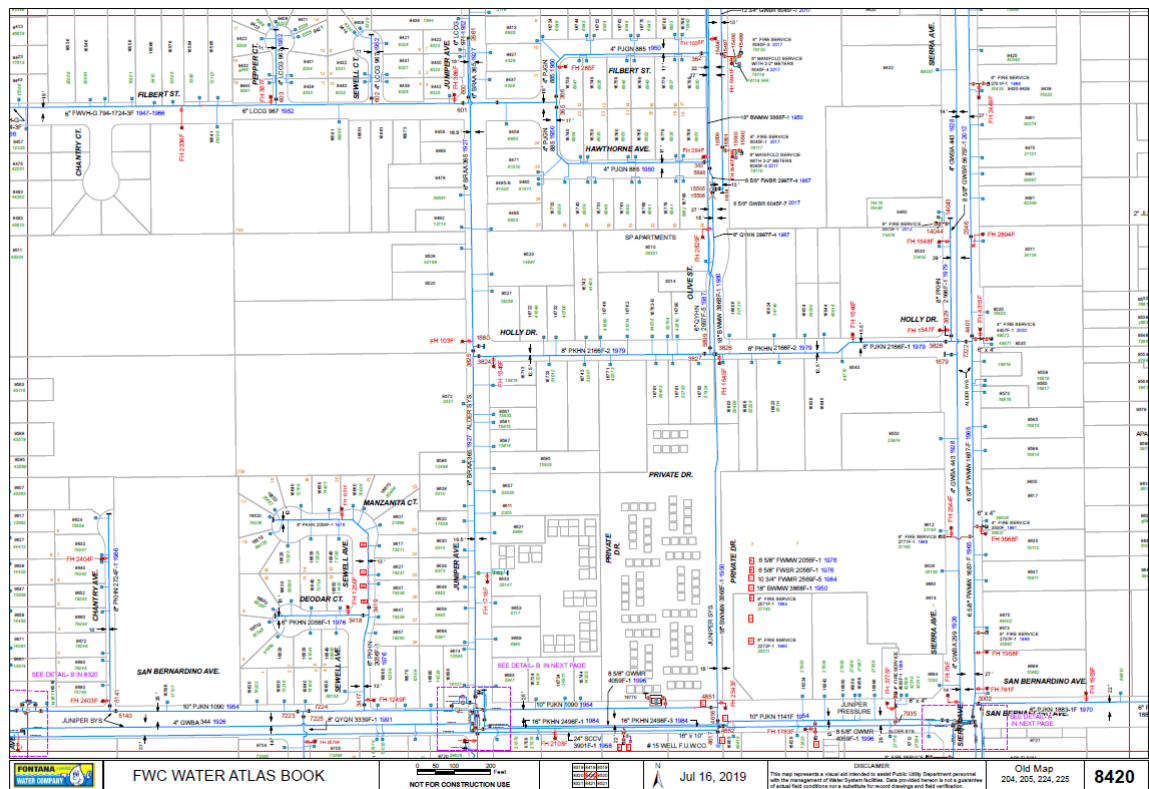
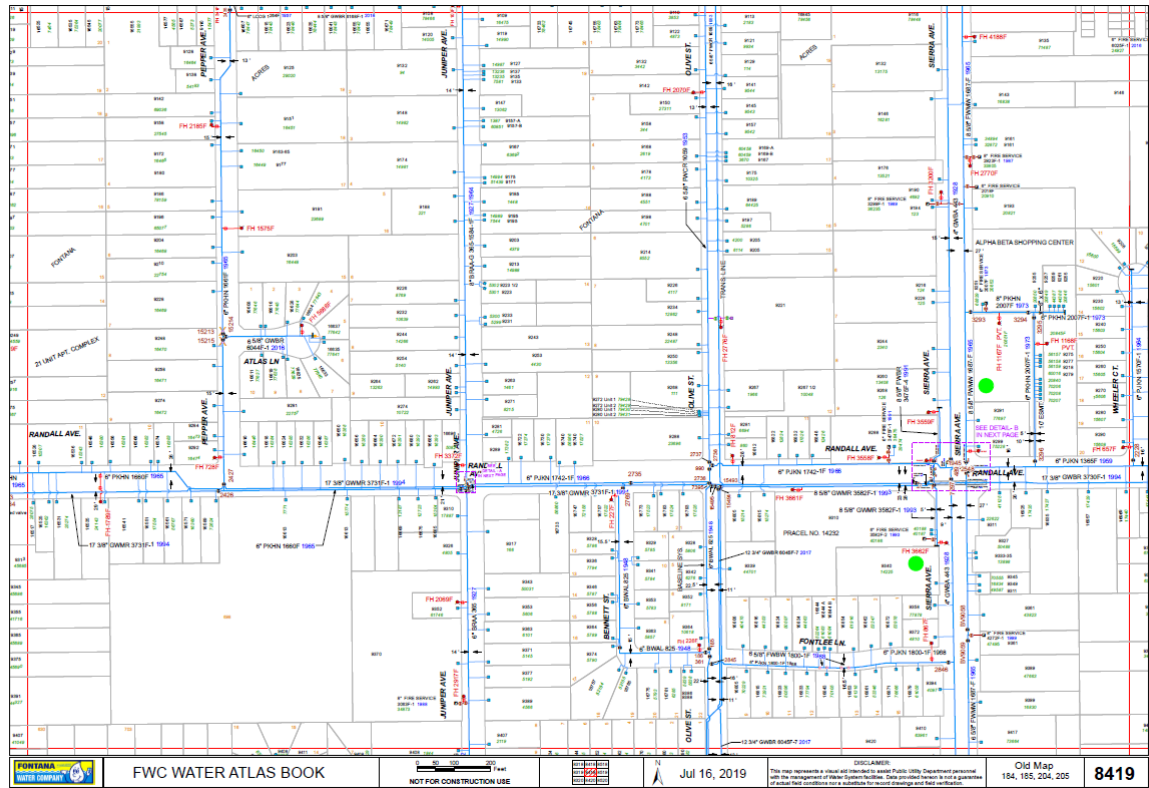


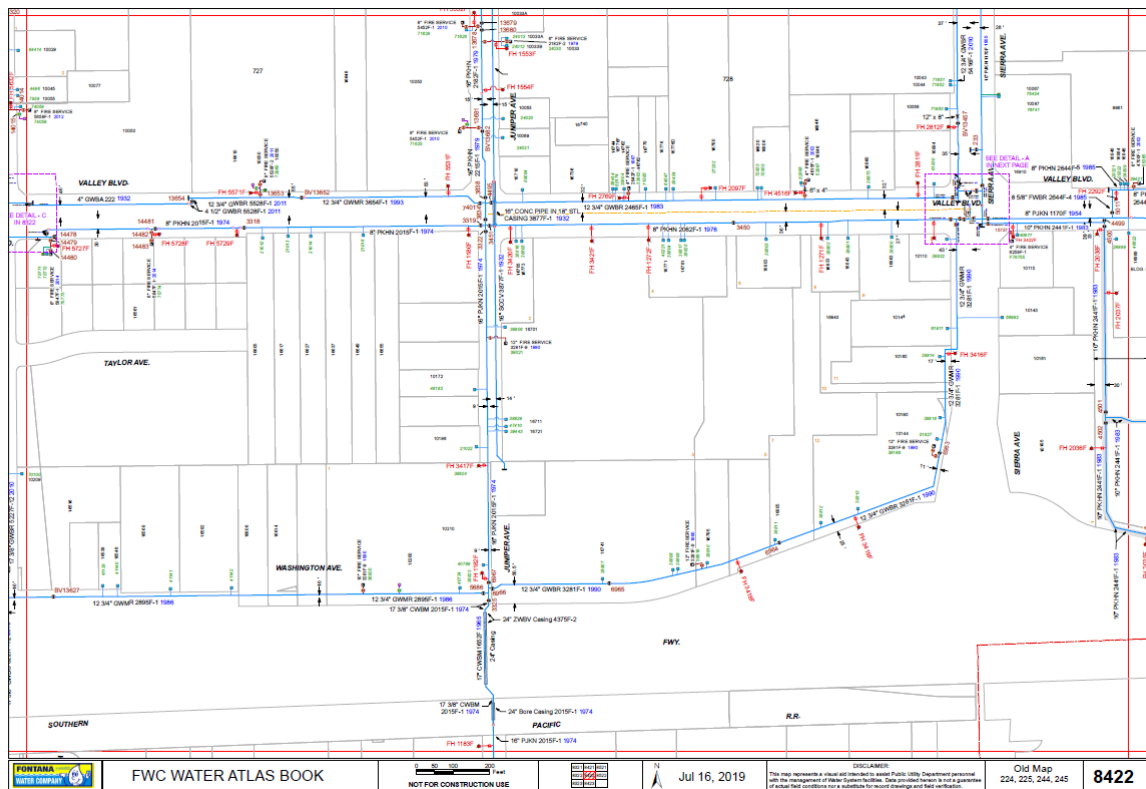
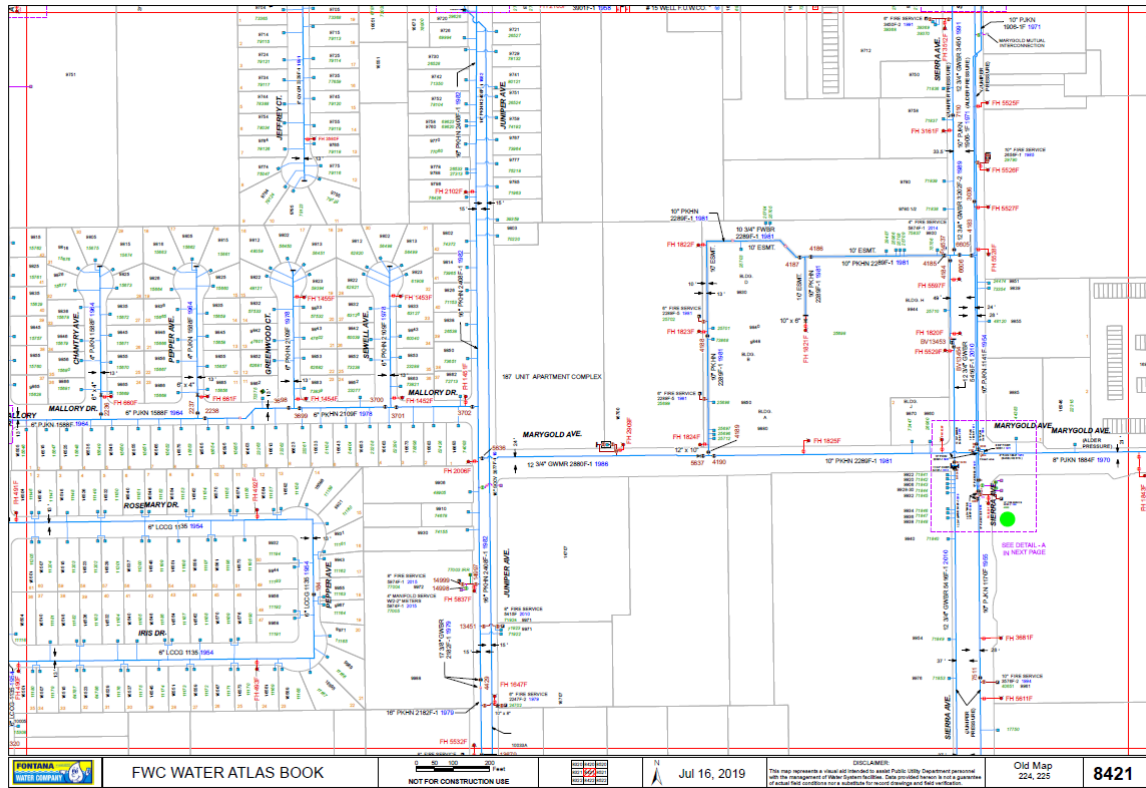












Response to Comment Letter A-7

Comment	Response
A-7-1	Thank you for providing comments and maps. During the final engineering design, the San Bernardino County Transportation Authority (SBCTA) will work closely with all utility providers, including San Gabriel Valley Water Company (SGVWC) Fontana Water Company Division, to ensure all required utility relocation plans are reviewed and approved by the respective utility providers before construction takes place.

**Comment Letter No. A-8
City of Rancho Cucamonga**

Mayor L. Dennis Michael | Mayor Pro Tem Lynne B. Kennedy
Council Members Ryan A. Hutchison, Kristine D. Scott, Sam Spagnolo
City Manager John R. Gillison



CITY OF RANCHO CUCAMONGA

10500 Civic Center Drive | Rancho Cucamonga, CA 91730 | 909.477.2700 | www.CityofRC.us

August 8, 2019

Tim Watkins
Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa Street, Suite 1050
Los Angeles, CA 90017-5467

**SUBJECT: WEST VALLEY CONNECTOR PROJECT - DRAFT ENVIRONMENTAL IMPACT REPORT
(DEIR)/ ENVIRONMENTAL ASSESSMENT (EA) SCH#2016031071**

Dear Mr. Watkins and Ms. Hughes:

The City has appreciated the opportunity to work collaboratively with SBCTA and Omnitrans on the West Valley Connector Project and looks forward to continued collaboration as the project moves forward. I want to thank you for the opportunity to review the above referenced Draft Environmental Impact Report (DEIR) for the West Valley Connector project located in the Counties of Los Angeles and San Bernardino and the Cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana.

Staff has reviewed the document and identified several sections that contain inaccuracies or incomplete statements relating to Technical Studies, Operations, Transportation/Traffic, Aesthetics, Noise and Construction Scenarios in the document that should be revised to address the City's comments about the project. Our detailed comments are provided in the attachment to this letter.

The City recommends that the draft Environmental Impact Report be revised to address the City's comments that are attached. If you have any questions, please contact me by phone at (909) 477-2750, ext. 4011, Monday through Thursday from 7:00 a.m. to 6:00 p.m., or e-mail at Jason.Welday@CityofRC.us at your convenience.

Sincerely,
ENGINEERING SERVICES DEPARTMENT

Jason C. Welday, P.E., T.E.
Director of Engineering Services/City Engineer

ATTACHMENT

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
WEST VALLEY CONNECTOR PROJECT
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) COMMENTS
AUGUST 8, 2019

GENERAL COMMENTS

- The City's support of the project is premised on Omnitrans providing enhanced transit service on Haven Avenue as a necessary component of Phase 1 of the project. A-8-1
- Technical studies referenced in the EIR were not available on SBCTA's website at the time of release of the EIR. They were subsequently made available. It is suggested that the comment period be extended to allow for adequate review of these studies. A-8-2
- Section 1.3 Proposed Project (Page S-6): This section indicates that a layover will occur at Victoria Gardens at Main Street (sic). What is the estimated period of time of the identified layover? Are there certain days of the week, how many vehicles at a time, etc.? It does not appear that the estimated time for the layover has been accounted for in the analysis for Air Quality, Noise, and Aesthetics. A-8-3

TRANSPORTATION/TRAFFIC

- Section 1.4.2 Current and Future Transportation Conditions (Page 1-15) and Section 3.3.3 Effect Determination (Page 3-6): These sections state that, "[t]he jurisdictions do not have specific significant impact criteria for unsignalized intersections." In the City of Rancho Cucamonga, this is incorrect. The General Plan adopts a Level of Service D as the standard for the City's street network regardless of the type of intersection control in operation (General Plan, Page CM-17). A-8-4
- Section 3.3.2 Traffic Operations Methodology (Page 3-6): The second paragraph indicates that the Highway Capacity Manual (HCM) 2000 methodology was used to evaluate Level of Service for the study intersections. The Highway Capacity Manual (HCM) 2010 is the City's standard for determining Level of Service and would be a more appropriate methodology for the analysis. A review of a recent large-scale project utilizing HCM 2010 indicated significantly higher delays than published in the West Valley Connector EIR at intersections within the City. A-8-5
- Section 3.3.3 Effect Determination (Page 3-6): The first paragraph indicates that, "[a] significant impact under CEQA is considered to occur if an intersection that is forecast to operate at LOS D or better in no-build conditions exceeds LOS D under the build alternatives." In the City of Rancho Cucamonga, this is incorrect. In order to establish conformity with the General Plan (General Plan, Page CM-17), a significant impact occurs if the build condition is at a LOS E or worse regardless of the baseline condition. A-8-6
- Section 3.3.4 Existing (2016) Traffic Conditions for BRT Corridor (Page 3-8): The study indicates that, "[e]xisting traffic counts were collected in April, May, July, and September 2016. Standard practice for traffic analyses is to collect traffic data for use as an average day, mid-week, under good weather conditions, and while school is in session. The July 2016 counts may not be accurate since school was likely not in session at the time. A-8-7

- Section 3.3.6 Traffic Impact Analysis for BRT Corridor (Page 3-41): The study states that, "[f]or intersections that could not be mitigated to the level of less than significant under CEQA, further coordination with local jurisdictions would be required to identify appropriate traffic improvement compensation." This statement appears to defer mitigation and indicate provision of an in-lieu fee in place of providing mitigation. This would leave these impacts in an unmitigated state upon completion of the project. This would require adoption of a Statement of Overriding Considerations. No mention is made of such a proposed Statement in this section. A-8-8

AESTHETIC

Section 4.1 Aesthetic and Visual Resources: Any improvements to existing bus shelters with the City shall require City review to ensure that design and architecture are compatible with existing structures and station platforms. In addition, all lighting fixtures shall be compatible with existing design and shall be shielded to prevent glare on adjacent properties. A-8-9

NOISE

Section 4.9 Noise and Vibration: PA and noise operating systems shall not exceed City performance standards and shall be directed away from adjacent nearby residential. A-8-10

PUBLIC SAFETY

Section 4.14 Safety and Security: Coordinate surveillance and monitoring equipment with the City's Police Department to ensure shared information and management of best practices. A-8-11

CONSTRUCTION SCENARIOS

Section 5.1 Construction Scenarios | Paragraph 5.1.1 Phase I/Milliken Alignment | Alternative A (Page 5-1). The last paragraph leaves the option of proposing a temporary rock-crushing plan near the work area. It does not appear that the impacts of this operation on Air Quality, Noise, and Aesthetics have been adequately addressed in the analysis of the construction impacts. A-8-12

Response to Comment Letter A-8

Comment	Response
A-8-1	<p>The San Bernardino County Transportation Authority (SBCTA) appreciates comments and input from the City of Rancho Cucamonga.</p> <p>Based on discussions with City of Rancho Cucamonga, City of Fontana, and City of Ontario stakeholders, it was decided that Haven Avenue would be included within Phase II of the West Valley Connector Corridor (WVCC) Project. Later, the SBCTA Board approved the build alternatives included in the Draft Environmental Impact Report/Environmental Assessment (EIR/EA), with the Haven alignment within Phase II.</p>
A-8-2	<p>Technical studies were prepared in support of the environmental document, the results of which are summarized in the Draft EIR/EA. SBCTA provided the technical reports to requesting parties within the 45-day review period. During the preparation of the Final EIR and the Finding of No Significant Impact (FONSI), the technical studies have also been updated.</p>
A-8-3	<p>As stated in Section 2.5 of the Final EIR, the bus rapid transit (BRT) is proposed to have a typical layover of 15-minutes, running from 6:00 a.m. to 8:00 p.m. Monday through Friday. The hours/days of operation may be expanded based on ridership and funding. Because of the limited time period that running buses would be stopping at any one location, including the layovers at Victoria Gardens at Main Street, these impacts would not be considered significant in terms of aesthetics and visual quality. This sentence has been added to the end of Section 4.1.8 of the Final EIR. During the layovers, the buses would be temporarily parked and thus, there would be no emissions or noise from the engines.</p>
A-8-4	<p>Sections 1.4.2 and 3.3.3 of the Final EIR have been updated to state that the City of Rancho Cucamonga has a standard of Level of Service (LOS) D for their city street network. Note that no unsignalized intersections in Rancho Cucamonga were analyzed in the Traffic Operations Analysis (TOA) Report.</p>
A-8-5	<p>The Traffic Operations Analysis Report used Highway Capacity Manual (HCM) 2000 for the intersections in all jurisdictions for consistency. The HCM 2010 introduces a method to evaluate signalized intersections for non-ideal cases. The project was evaluated for an ideal case at signalized intersections. The method in the HCM 2010 for evaluating ideal cases is equivalent to the HCM 2000.</p>
A-8-6	<p>Section 3.3.3 of the Final EIR has been revised to reflect the City of Rancho Cucamonga's standard of LOS E or worse regardless of the baseline condition. The use of LOS E as a threshold instead of LOS D in the Traffic Operation Analysis for the WVCC Project is not in conflict with the significant impact of City of Rancho Cucamonga's General Plan. There has been no change to the results of impact evaluation at the intersections within Rancho Cucamonga.</p>
A-8-7	<p>The overall size of the study area dictated an extensive traffic count collection process. During this process, traffic counts needed to be collected over the course of weeks and months. Traffic counts for this project were conducted throughout the year, including the month of July. Based on the estimated number of BRT buses planned for operation along the project alignment, it is not anticipated that the results of traffic analysis would be significantly changed based on the collection of traffic data in July 2016.</p> <p>Traffic impacts are anticipated to occur in the vicinity of the stations under construction along the alignment on a temporary basis. Implementation of Mitigation</p>

Comment	Response
	Measures CI-TRA-1 and CI-TRA-2 would minimize traffic impacts during project construction. During operation, it is not anticipated that future BRT buses would significantly deviate from the analysis prepared for this project. The SBCTA is willing to work with local school districts to identify additional measures if the traffic conditions along the alignment appear to worsen due to the BRT operations.
A-8-8	The CEQA process is explained in Section 1.10 of the Final EIR. It states that “after the Final EIR is circulated, if the SBCTA Board decides to approve the project, a Notice of Determination will be published for compliance with CEQA. If impacts cannot be mitigated below a level of significance based on the threshold established by local jurisdictions pursuant to CEQA, SBCTA will prepare a Statement of Overriding Considerations.”
A-8-9	The final design submittals will be sent to each of the five cities within the project corridor for their review. Features such as lighting fixtures will be discussed after the 65 percent submittal. Note that Measure AV-4 in Section 4.1.9 of the Final EIR indicates that the project is to meet any currently established streetscape design requirements that address this concern.
A-8-10	Impacts of the stationary noise sources including the public addresses (PA) system were analyzed in Section 4.9.5 of the Final EIR. Two stations located near the residential areas that could be affected by the PA system were identified along Foothill Boulevard in the City of Fontana. Implementation of Mitigation Measure NOI-1 would minimize these impacts. No impacts from the PA system are anticipated to occur within the City of Rancho Cucamonga during the project operations. To ensure the impacts from the PA system is minimized, the direction of the PA installation away from the residential areas will be included in the project specifications.
A-8-11	Section 4.14 of the Final EIR addresses safety and security issues and states that monitoring equipment and in-vehicle and station surveillance will be provided as part of the project (SS-1 and SS-2 on page 4.14-5 of the Final EIR). Also, coordination with local police departments would be implemented (SS-4). The comment on coordinating the surveillance and monitoring equipment with the City Rancho Cucamonga’s Police Department is acknowledged.
A-8-12	Section 5.1 of the Final EIR states that the contractor may propose to set up temporary rock-crushing equipment near the proposed action to recycle concrete and asphalt rubble for use as crushed miscellaneous base to be placed under the street pavement. The use of rock-crushing equipment is part of Construction Scenario Step 2 (Site Clearing and Demolition) and would likely occur in the City of Ontario under Alternative B (dedicated lane). The use of rock crushers would replace other equipment or haul truck trips and would result in similar air quality emissions. The equipment will be used on a temporary basis for approximately 2 months, if desired by the contractor. Impacts from site clearing and demolition are addressed in Section 5.2 of the Final EIR, including temporary impacts on aesthetics (Section 5.2.1), air quality (Section 5.2.2) and noise (Section 5.2.10). Section 5.3.2 includes CI-AQ-1, CI-AQ-4, CI-AQ-5, CI-AQ-6, CI-AQ-13, and CI-AQ-14 which will reduce dust from rock crushing operations. Noise impacts from rock crusher would be similar to the use of heavy duty equipment. Implementation of mitigation measure CI-NC-1 presented in Section 5.3.10 would minimize noise impact from the use of heavy duty equipment, including rock crushers.

**Comment Letter No. O-1
Augustine Band of Cahuilla Indians**



AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236

Telephone: (760) 398-4722

Fax (760) 369-7161

Tribal Chairperson: Amanda Vance

Tribal Vice-Chairperson: William Vance

Tribal Secretary: Victoria Martin

July 29, 2019

Tim Watkins
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410



Re: West Valley Connector Project

Dear Mr. Watkins-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

O-1-1

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

O-1-2

Very truly yours,

Victoria Martin

Tribal Secretary

Response to Comment Letter O-1

Comment	Response
O-1-1	<p>Thank you for the feedback. The Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA) have reached out to every government on the consultation list of tribes with traditional lands or cultural places located within the boundaries of the proposed project, as provided by the Native American Heritage Commission (NAHC). Several tribes have requested consultation, and FTA and SBCTA have been actively participating in the ongoing consultation, as discussed in Section 4.4.4 of the Final Environmental Impact Report (EIR).</p>
O-1-2	<p>As stated in the response above and as discussed in Section 4.4.4 of the Final EIR, local Native American tribes have been offered the opportunity to consult and ongoing consultation is occurring.</p> <p>Mitigation Measure CI-CR-1 in Sections 4.4.6 and 5.3.4 of the Final EIR calls for archaeological monitoring, when applicable, to be conducted by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology. Tribal monitor(s) shall be retained and compensated and are required to be approved by the consulting Tribal Government(s) and are listed under the NAHC's Tribal Contact list for the area of the project location. That list of individuals, however, would need to be provided to SBCTA for review and final selection. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be finalized prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors, describing the protocols and procedures for monitoring, identifying locations or construction activities requiring monitoring, and defining the procedures for the recordation and treatment of new findings.</p> <p>SBCTA will keep the Augustine Band of Cahuilla Indians informed of any significant discovery as a result of the project undertaking.</p>

Comment Letter No. P-1
Jeff Stewart

From: Nydia Doolittle <ndoolittle@gosbcta.com>
Date: July 17, 2019 at 5:35:25 PM PDT
To: West Valley Connector <westvalleyconnector@gosbcta.com>
Cc: Tim Watkins <twatkins@gosbcta.com>
Subject: [WVCP] Fwd: West Valley Connector Project

----- Forwarded message -----

From: "Jeff Stewart" <jstewart@stewartcorp.us>
Date: Tue, Jul 16, 2019 at 5:02 PM -0700
Subject: West Valley Connector Project
To: "Public Information" <info@gosbcta.com>, "candice.hughes@dot.gov" <candice.hughes@dot.gov>

Mr. Watkins and Ms. Hughes:

I have seen what another similar project that Omnitrans and the San Bernardino County Transportation Authority implemented in San Bernardino, California on E Street and Hospitality Lane has done to local businesses and private vehicle owners and it is quite frightening. Have either of you tried to drive a vehicle up and down this street on a regular basis?

I understand that this boondoggle in San Bernardino was done with the best of intentions, which most big government projects are, but it was done at the expense of business owners and their customers. From what I recall, the idea was to create a fast bus line for student riders going from Cal State San Bernardino to Loma Linda University. Really, they cross educate their students from these two universities? This makes absolutely no sense to me. Was there some other reason I missed? Was it a faster route for drug users and free loaders to gain access to better freeway on ramps where they could beg for even better "donations" each day. Who exactly was served by this "speedy bus service" from San Bernardino to Loma Linda? Did bus riders actually articulate how inconvenienced they were by all the numerous red lights along the way? Was that the "ah ha moment" when someone came up with this idea.

P-1-1

Allow me to explain my frustration. I have clients on Hospitality Lane and in downtown San Bernardino off of E Street. I used to take E Street and Hospitality lane several times a week to visit clients and often times I would stop for lunch or conduct retail business along the way. However, after the extended center divider was put in place down both streets and having to stop for extended stop lights at intersections where a bus with six to eight people on it were given the right away, I have skipped that route and use the freeway instead. I timed it two times and I saved from 10-13 minutes by taking the freeway instead of E Street and Hospitality Lane. Now I am sure you have done your traffic studies and believe that the wait time is reasonable. However, I don't believe you have received enough input from the tax payers who are impacted the most: business, their clients and personal vehicle drivers.

P-1-2

On a regular basis, I am still forced to drive down Hospitality Lane between Waterman Ave. and E Street. Whenever I need to visit clients on both sides of the street. The irritating part as a driver is having to go up a few blocks to make a u-turn in order to access a business on the other side of the street. The u-turn takes forever because you not only have all the controls for the rest of the intersection, but then you have to throw in extra waiting time for the buses, whom I understand simply push a button or it automatically picks up a single from the bus and it gives the bus a green light. In the meantime, all the

tax payers who actually are paying taxes have to sit at red lights all around the intersection and wait for the subsidized bus riders to zip through the intersection.

You are living a pipe dream if you think that some fraction of automobile drivers are going to look at the bus zipping through the intersection in front of them and think, "hey, maybe riding the bus would be faster and make my life easier than driving in my car." Trust me, the people riding on the bus look longingly out the bus window at the various makes and models of vehicles and dream of the day when they will own one. They are not looking out the window thinking, look at those chumps waiting at the red light in their nice shiny air conditioned cars.

I have a guy who works with me and he takes the bus to work. He hates it. He is saving up to buy a car. He has to walk three quarters of a mile to and from the bus stop each day and in this heat, he complains all the time.

I don't know what your selling point is on this idea of replicating the absolute mess that you created in San Bernardino by spreading it to Ontario, Rancho and Fontana. I am sure it is the usual environmental and traffic control talking points that government transportation agencies and bus company's use to convince urban planners and city governments that this is a great idea. It is a suckers bet. Oh sure, the San Bernardino County Transportation Authority or Omnitrans will either pay for or find Federal and State money to pay for the re-paving of the streets, but the price the tax payers and businesses along the route of travel end up paying is destructive. Businesses along these proposed routes will lose 30-40% of their clientele and tax paying citizens will see their commute time to work or simply driving to go shopping or dining increase by 25% and the politicians who voted for it will be voted out office by the citizens. The lessons that should have been learned from this colossal mistake will be easily forgotten by the uninformed electorate.

P-1-3

P-1-4

So, I no longer drive down E Street or parts of Hospitality Lane in San Bernardino if I don't have to. Therefore, the restaurants and other retail businesses on those streets no longer receive my business. I have heard the same thing from my clients in San Bernardino. They no longer go to restaurants on those streets during their lunch breaks and those who live in the area avoid it in the evenings and on weekends.

Therefore in conclusion, it appears that the people who benefit from your proposed program is Omnitrans and city governments who want to get their streets paved for free. Oh, don't let me forget the bus riders who longingly can't wait to get a set of wheels themselves in the meantime will get from point A to point B at the expense of real tax payers. The result is ugly designed streets with reflective flexible lane dividers going down the middle of the road, drivers who have to wait at longer signal controlled intersections to make a u-turn to access a business they could have just made a left turn into and no meaningful increase in bus ridership, which I assume is your long term goal. If the plan is to make driving miserable for individual vehicle owners so they will ride the bus instead, it will not succeed. No reasonable person is going to give up their car to take a city bus from Ontario to Fontana or vice versa.

P-1-5

In case I have not made my opposition to this proposal clear, I vote NO!

P-1-6

I look forward with an open mind to hearing back from you on this subject.

Jeff Stewart

(909) 532-9139

Response to Comment Letter P-1

Comment	Response
P-1-1	<p>Please see Master Response # 4 in Table 2 of this document that outlines the funding sources for the project. Please also see Master Response # 1 for the purpose of the West Valley Connector Corridor (WVCC) Project. This is a separate project from previous San Bernardino County Transportation Authority (SBCTA) public transit projects.</p>
P-1-2	<p>Traffic operations analysis covering the project study area was conducted using the SBCTA's Congestion Management Program Traffic Analysis guidelines as described in Section 3.3 of the Final Environmental Impact Report (EIR) and Master Response # 6 in Table 2 of this document.</p> <p>The purpose of the bus rapid transit (BRT) is to improve speed and reliability of bus transit. Although the current Omnitrans routes within the project corridor have been planned and refined to work well together, frequent stops and slow, sometimes uneven, operations in congested conditions increase the likelihood of missed connections or protracted waiting times. Decreasing travel time and reducing the number of stops by means of the proposed project would create a stronger sense of reliability. In addition, the proposed project would improve fleet speed and service efficiency by reducing delays from running in mixed-flow traffic and during slow boarding and descending of passengers. The investment in exclusive bus-only lanes, stations, and multi-door boarding means that the improvement in travel time and reliability would continue to provide a high-quality transit alternative with less service degradation due to increased traffic congestion and increased ridership boardings compared to a typical local mixed-flow service.</p> <p>Please refer to Master Response # 8 which explains the U-Turn and traffic signaling impacts. Note that the Transit Signal Priority (TSP) does not automatically give a green light to the buses—it only provides an additional 10 seconds (approximately) of green time if the light is already green for the bus to make it through. Unlike emergency vehicles, which can automatically change a signal light to green, the BRT bus must make a request, and may wait some time before a green light is granted.</p>
P-1-3	<p>The project involves construction of the stations along existing roadways. For these locations, concrete bus pads will be required at stations, but no new roadway paving would be required beyond the station construction areas. For the Alternative containing 3.5 miles of dedicated center-running lanes, the existing roadway in the City of Ontario will need to be widened. Please see Master Response # 4 in Table 2 of this document that outlines the funding sources for this project.</p>
P-1-4	<p>The statement that businesses along the proposed route will lose 30 to 40 percent of their clientele and the commute time of the vehicle driver will increase by 25 percent has not been substantiated by the commenter. The results from the traffic analysis shows vehicles may experience a few seconds of delay, up to six times an hour when a bus approaches an intersection. However, with the implementation of Transit Signal Priority (TSP), the expectation is that the location of the bus will be known at all times, such that when the bus approaches an intersection, a green time cycle will be called such that both the bus and "vehicle driver" traffic passes through the intersection, without stopping, benefitting the bus and other vehicles simultaneously. Although the bus may on occasion stop and call a signal, TSP increases the opportunity for the bus to pass through the intersection without stopping.</p> <p>According to the Traffic Operations Analysis prepared for this project, traffic conditions at the 129 study intersections would be similar under build and no-build conditions with the proposed mitigation incorporated. Tables 3-5 and 3-7 in Section</p>

Comment	Response
	<p>3.3.6 of the Final EIR present the future year traffic conditions comparison between the No Build Alternative and Alternatives A and B, respectively. Based on these tables, the maximum delay at the intersections that cannot be mitigated under Alternative A is 2.4 seconds (Rochester Avenue/Foothill boulevard) and 21.7 seconds under Alternative B (Euclid Avenue/ Foothill Boulevard).</p> <p>Please see Master Response # 12 in Table 2 of this document that outlines the relocation/acquisition impacts, relocation benefits, impacts, and mitigation measures for the project.</p>
P-1-5	<p>Instead of flexible delineators, the project proposes a raised median to divide opposite sides of traffic. The raised median is a cost effective solution to the flexible delineators under this project. The purpose of the project is to efficiently move people through the corridor and to serve a growing population. People who are disabled or those that simply cannot drive for safety reasons rely on public transit for mobility. Although not all taxpayers will use public transit, many taxpayers do and will use the services of this project. This project provides an alternative mode of movement, which would move people more efficiently than individual cars. It provides the community with an option other than the driven vehicle and reduces the number of vehicle miles traveled (VMT) associated with the driven vehicle. A typical station plan layouts for side-running station and center-running station are presented in Section 2.4.2 of the Final EIR. Most of the side-running stations would include new or improved shelters with passenger amenities such as benches, bicycle racks, trash receptacles, variable message signs, security cameras, lighting integrated with the shelter, and more. The center-running platform stations would be located in the center of the street right-of-way (ROW) on a raised platform with an end-block crossing. Access would be provided by crosswalks at intersections and Americans with Disabilities Act (ADA)-compliant ramps to the station platforms. Please refer to Master Response # 8 which explains the U-Turn and traffic signaling impacts.</p>
P-1-6	<p>The objection to the project is acknowledged. Please see Master Response # 3 in Table 2 of this document that describes that Alternative B has been selected to be a Preferred Alternative for this proposed project. The Final EIR will be made available for public review prior to the consideration for approval and certification by the Federal Transit Authority (FTA) and the SBCTA Board. Once the Final EIR is certified and the project is approved, SBCTA will proceed with the final design. The Phase I (Milliken Alignment) of the proposed project is scheduled to begin construction in 2022.</p>

Comment Letter No. P-2
Matthew Slowik



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019 6:00 p.m. – 8:00 p.m. Fontana City Hall	July 18, 2019 6:00 p.m. – 8:00 p.m. Ontario Senior Center	July 31, 2019 6:00 p.m. – 8:00 p.m. Pomona Council Chamber	August 1, 2019 6:00 p.m. – 8:00 p.m. Rancho Cucamonga Central Park
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Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

A minimum 10 day advance notice of any hearing/meeting on the project under EIR/EA

Contact Information (Optional)

Name: MATTHEW SLOWIK
Street Address: 17556 Upland Ave
City: Fontana State: CA Zip Code: 92335
Phone: 909 329-9348
Email Address: _____
Preferred Contact Method: ☐ Email ☒ Mail

Your Comments/Questions About the West Valley Connector Project.

Please use reverse side for additional input.

F

P-2-1

July 17, 2019

OMNITRANS
1700 WEST FIFTH STREET,
SAN BERNARDINO, CA 92411

RE: WEST VALLEY CONNECTOR BUS RAPID TRANSIT PROJECT -
DRAFT EIR/EIS

ATTN: OMNITRANS:

BELOW ARE COMMENTS PROVIDED FOR THE WEST VALLEY
CONNECTOR BUS RAPID TRANSIT ^(WVC-BRT) PROJECT DRAFT EIR/EIS.
NOTE, THIS INFORMATION WAS ALSO PROVIDED
DURING THE PUBLIC SCOPING MEETINGS (IN 2016).

1. FIRST, OMNITRANS WAS INFORMED TO EVALUATE A
PROPOSED ALTERNATIVE ^{WVC} BRT ROUTE ALIGNMENT THAT
DOES NOT INCLUDE SIERRA AVE. (BETWEEN FOOTHILL BLVD.
AND SAN BERNARDINO AVE). IF THE ENVIRONMENTAL
IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS)
DOES NOT INCLUDE A PROPOSED ^{WVC} BRT ALTERNATIVE
ROUTE/ALIGNMENT THAT EXCLUDES (I.E. DOES NOT INCLUDE)
SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE),
THEN THE EIR/EIS IS INADEQUATE.

NOTE: PROPOSED ^{WVC} BRT ALTERNATIVE ROUTES/ALIGNMENTS
(EXCLUDING SIERRA AVE) WERE PROVIDED TO OMNITRANS
DURING THE SCOPING-STAGE MEETINGS (IN 2016);
AND, AN ADDITIONAL COPY OF THE ^{WVC} BRT ALTERNATIVE
ROUTES/ALIGNMENTS ARE ATTACHED (HEREIN) TO
THIS CORRESPONDENCE [SEE ATTACHMENT].

(145)

P-2-2

THE ETR/ETS MUST INCLUDE A ^{WV}BRT PROJECT ALTERNATIVE WITH A PROPOSED ALTERNATIVE ROUTE/ALIGNMENT THAT EXCLUDES (I.E. DOES NOT INCLUDE) SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE). P-2-2

2. SECOND, PROPOSED ^{WV}BRT ALTERNATIVE ROUTES/ALIGNMENTS TO THE FONTANA METROLINK STATION, AND FONTANA KAISER HOSPITAL, MUST ACCESS AND EGRESS THESE LOCATIONS FROM ROADWAYS THAT ARE EASTERLY - WESTERLY (WESTERLY - EASTERLY) IN DIRECTION, ONLY (SEE PROPOSED ^{WV}BRT ALTERNATIVE ROUTES/ALIGNMENTS, ATTACHED). SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE) IS NOT TO BE UTILIZED FOR ANY BUS RAPID TRANSIT PROJECT. THE ATTACHED PROPOSED ALTERNATIVE ^{WV}BRT ROUTES/ALIGNMENTS (EXCLUDING ROUTING/ALIGNMENT ALONG SIERRA AVE.) WILL RESULT IN FASTER (MORE EFFICIENT) SERVICE, AND, WILL RESULT IN SIMILAR-TO-REDUCED POTENTIAL ENVIRONMENTAL IMPACTS, AS COMPARED TO THE PROPOSED ^{WV}BRT ROUTE/ALIGNMENT (ALONG SIERRA AVE, BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE). P-2-3
- AS SUCH, A PROPOSED ^{WV}BRT ALTERNATIVE ROUTE/ALIGNMENT THAT DOES NOT INCLUDE SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE), IS THE "PREFERRED ALTERNATIVE" (I.E., BEST OPTION).

3. AS PROPOSED, THE ^{WVC}BRT ROUTE/ALIGNMENT ALONG SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.), IS "INCONSISTENT" WITH THE CITY OF FONTANA ADOPTED GENERAL PLAN (INCLUDING THE DOWNTOWN AREA PLAN). AS SUCH, ANY REFERENCE, INFERENCE, OR ASSERTION IN THE DRAFT ETS/ETS THAT THE PROPOSED ^{WVC}BRT PROJECT (INCLUSIVE OF A ROUTE/ALIGNMENT ALONG SIERRA AVE., BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.) IS CONSISTENT WITH THE FONTANA GENERAL PLAN, IS FACTUALLY INCORRECT. ONLY ^{WVC}BRT ROUTES/ALIGNMENTS TO THE FONTANA METROLINK STATION AND FONTANA KAISER HOSPITAL ACCESSING AND EGRESSING THESE LOCATIONS TO/FROM ROADWAYS THAT ARE EASTERLY-WESTERLY (WESTERLY-EASTERLY); AND, NOT ALIGNING SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.), ARE ACCEPTABLE.

P-2-4

4. AS PROPOSED, THE ^{WVC}BRT ROUTE/ALIGNMENT ALONG SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.) WOULD:
1) DIVIDE THE COMMUNITY, 2) LACK COMPLIANCE WITH THE CITY OF FONTANA GENERAL PLAN, AREA PLANS, AND LAND USE PLANS, AND 3) CREATE TRAFFIC AND ENVIRONMENTAL IMPACTS THAT CAN OTHERWISE BE AVOIDED/LESSENED (I.E. THROUGH ALTERNATIVE ROUTES/ALIGNMENTS OTHER THAN SIERRA AVE., BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.).

P-2-5

6. IT IS HIGHLY RECOMMENDED THAT THE DRAFT EIR/EIS FOR THE WEST VALLEY CONNECTOR BUS RAPID TRANSIT PROJECT EVALUATE A PROPOSED ALTERNATIVE WVC/BRT ROUTE/ALIGNMENT THAT DOES NOT INCLUDE SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE). IT IS PARTICULARLY CRITICAL TO INCLUDE SUCH EVALUATION AS PART OF THE DRAFT EIR/EIS SINCE THE PROPOSED WVC/BRT ROUTES/ALIGNMENTS (AS I PREVIOUSLY PROVIDED AT THE 2016 SCOPING SESSIONS; AND REPEATEDLY ATTACHED TO THIS CORRESPONDENCE) WHICH EXCLUDE ROUTING/ALIGNMENT ALONG SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE) WILL RESULT IN FASTER (MORE EFFICIENT) SERVICE; AND WILL RESULT IN SIMILAR-TO-REDUCED POTENTIAL ENVIRONMENTAL IMPACTS (PARTICULARLY REGARDING TRAFFIC IMPACTS, EMISSIONS IDLING AT TRAFFIC/STOP LIGHTS, SAFETY IMPACTS, LAND USE IMPACTS, ETC.), AS COMPARED TO THE PROPOSED WVC/BRT ROUTE/ALIGNMENT ALONG SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE).

P-2-6

6. WITHOUT SUCH EVALUATION OF A PROPOSED ROUTE/ALIGNMENT ALTERNATIVE THAT DOES NOT INCLUDE SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE), THE EIR/EIS IS INADEQUATE, AS THE CITY OF FONTANA HAS NO PLAN FOR ANY BUS RAPID TRANSIT ROUTE/ALIGNMENT ALONG SIERRA AVE. (BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE). FURTHER, "AS PROPOSED" (ROUTE/ALIGNMENT ALONG SIERRA AVE) THE WVC/BRT PROJECT CANNOT BE APPROVED AS IT IS INCONSISTENT WITH, CONTRADICTORY TO, AND DOES NOT COMPLY WITH, THE FONTANA GENERAL PLAN.

P-2-7

7. THIS LETTER IS ALSO MY WRITTEN REQUEST FOR OMNITRANS TO PROVIDE ME A MINIMUM 10-DAY ADVANCED WRITTEN NOTICE OF ANY/ALL HEARINGS/MEETINGS REGARDING THE WEST VALLEY CONNECTOR BUS RAPID TRANSIT PROJECT AND/OR EIR/EIS. ANY/ALL SUCH HEARING/MEETING NOTICE(S)

P-2-8

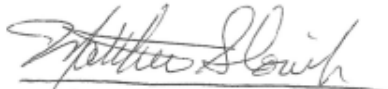
5 of 5

SHALL BE SENT TO MY ADDRESS, AS FOLLOWS:

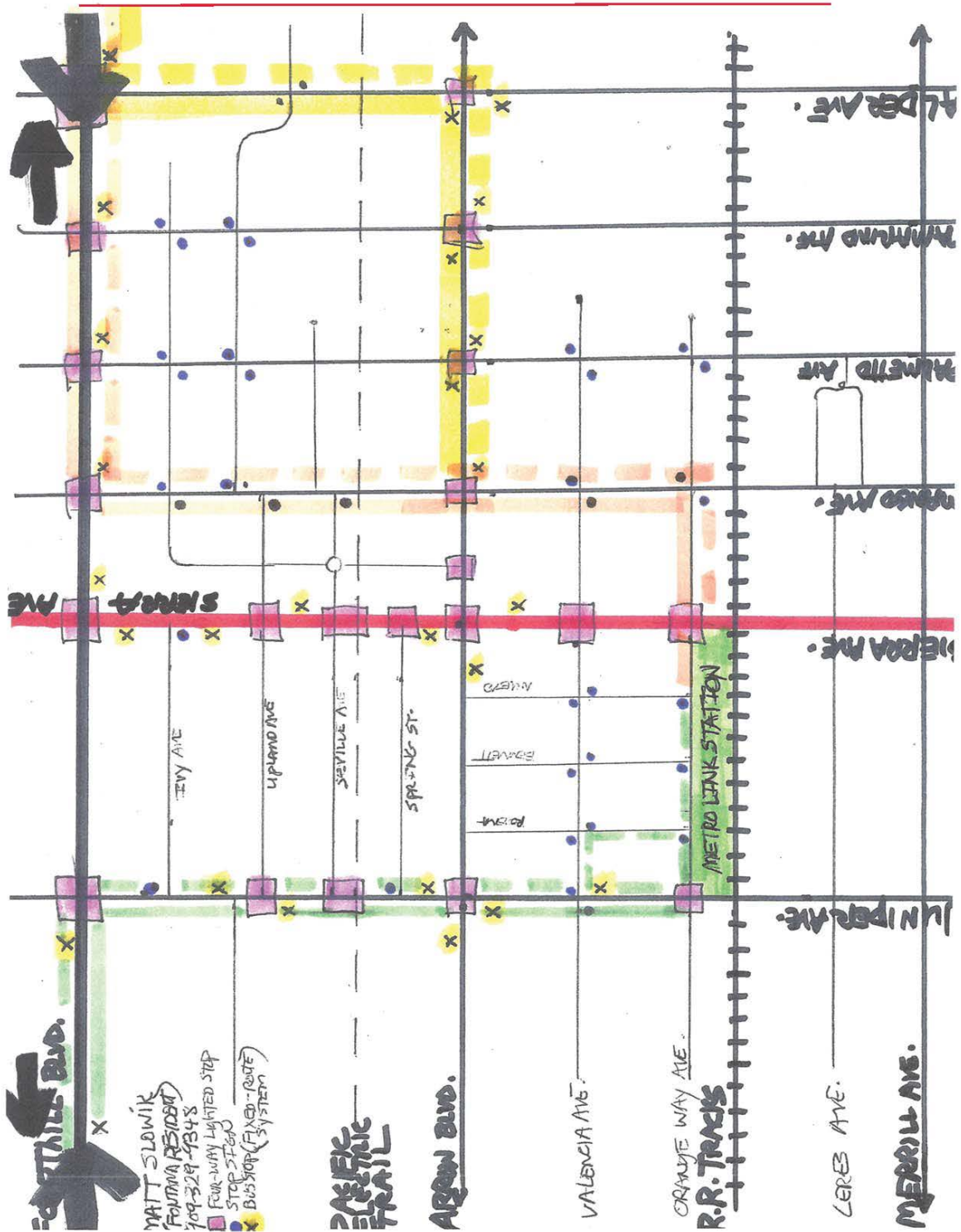
MATTHEW SLOWIK
17556 UPLAND AVE.
FONTANA, CA 92335

IF YOU HAVE ANY QUESTIONS, PLEASE CONTACT ME
AT (909) 329-9348. THANK YOU.

SINCERELY,


MATTHEW SLOWIK

ATTACHMENT: ALTERNATIVE WVC/BRT ROUTES/ALIGNMENTS
THAT DO NOT INCLUDE SIERRA AVE.
(BETWEEN FOOTHILL BLVD. AND SAN BERNARDINO AVE.)



Response to Comment Letter P-2

Comment	Response
P-2-1	<p>The commenter requested that notice of any hearing/meeting on the project and the Environmental Impact Report/Environmental Assessment (EIR/EA) be given at a minimum of 10 days in advance. It has been the practice of the Federal Transit Administration (FTA) and the San Bernardino County Transportation Authority (SBCTA) to provide a notice with adequate time for the public to attend. The Notice of Availability (NOA) of the Draft EIR/EA for the West Valley Connector Corridor (WVCC) Project in both English and Spanish was issued on June 24, 2019. The notice was sent to affected public agencies, stakeholders, and residents and properties within a 0.25-mile radius of the project site. The full circulation period is 45 days. SBCTA also sent a series of electronic notices at least 1 week prior to the public meetings as a reminder to the public.</p>
P-2-2	<p>The Draft EIR/EA (June 2019) and the Final EIR documented the Juniper Avenue and Mango Avenue alignment alternatives as suggested by a local stakeholder from Fontana during the scoping phase in April 2016. Please refer to Section 2.10.2, Alternatives Developed by Omnitrans, of the Final EIR. The following is the excerpt from Section 2.10.2.</p> <p>Juniper Avenue and Mango Avenue Alignment Alternatives – During the scoping phase of the project in April 2016, a local stakeholder from Fontana proposed Juniper Avenue and Mango Avenue as alternative alignments to Sierra Avenue due to less congestion and fewer traffic signals. Per the City of Fontana Circulation Element, Juniper Avenue and Mango Avenue are two-lane local streets designed to serve a residential area, whereas Sierra Avenue is a four-lane divided arterial serving the main commercial core of Fontana. The WVCC Project uses Sierra Avenue because it includes major destinations such as Kaiser Permanente Medical Center, Fontana Civic Center, Chaffey College Fontana Campus, and the Fontana Metrolink Station. The project supports the City of Fontana’s Circulation Element Goal #2 by providing enhanced bus service to the City of Fontana, thereby making it more attractive for choice riders who otherwise may drive along Sierra Avenue today. Enhancements to Sierra Avenue include Transit Signal Priority (TSP), which increases (or advances) green time for approaching buses, but it also benefits individual motorists approaching the same intersection. The individual motorists approaching the intersections in the same direction as the bus would benefit from the same increased green time and reduced delay. Through implementation of the enhanced bus rapid transit (BRT) service, a reduction in local bus service along Sierra Avenue is anticipated. The proposed frequency of the BRT is not anticipated to have an adverse effect on future traffic on Sierra Avenue between Kaiser Permanente Medical Center and Foothill Boulevard.</p> <p>Section 2.10 of the Final EIR considered an alternative route to Sierra Avenue as described in the response above. The Juniper Avenue and Mango Avenue Alignment Alternative was one of six alternatives considered by SBCTA in the West Valley Connector BRT Project Assessment Report, all of which were developed by Omnitrans but eliminated from further consideration due to not meeting the criteria set forth in the project scope.</p>
P-2-3	<p>The WVCC Alternative Analysis Report (2014) evaluated Route 61 & 66 for east west movement, as they are the existing highest ridership. Furthermore, an alternative that was recommended at the April 2016 Notice of Preparation meeting in Fontana, recommended Juniper Avenue & Mango Avenue as alternatives. Upon evaluation, since Juniper Avenue & Mango Avenue are 2-lane local streets designed to serve a</p>

Comment	Response
	<p>residential area, whereas Sierra Avenue is a 4-lane divided arterial serving the main commercial core of Fontana, the alternatives were withdrawn from further evaluation.</p> <p>The traffic analysis performed along Sierra Avenue is summarized in Section 3.3.5 of the Final EIR. With the WVCC Project, the majority of intersections along Sierra Avenue will perform at a Level of Service (LOS) A, with only 2 intersections performing below the acceptable LOS. With the implementation of transit signal priority (TSP), it is anticipated that traffic moving in the same direction as the bus will benefit from the extended green time from the bus.</p>
P-2-4	<p>Please refer to Master Response # 11 regarding the consistency with 2018 Fontana General Plan.</p> <p>As discussed in Section 4.8.3 of the Final EIR, the WVCC Project would not conflict with the 2018 Fontana General Plan.</p> <p>The commenter's statement that the WVCC alignment along Sierra Avenue (between Foothill Boulevard and San Bernardino Avenue) is not acceptable is an opinion and is noted.</p>
P-2-5	<p>The following subsections responded to each topic raised in this comment.</p> <p>1. Dividing community</p> <p>Sierra Avenue is an existing roadway that is currently utilized by Omnitrans buses. The addition of WVCC buses on Sierra Avenue would not change the configuration of the existing roadway, nor require displacement of existing land uses along this roadway. Thus, the WVCC Project would not divide the communities located on both sides of Sierra Avenue.</p> <p>2. Lacking compliance with the City of Fontana General Plan, Area Plans, and Land Use Plans</p> <p>Please refer to Master Response # 11 regarding the consistency with 2018 Fontana General Plan. As discussed in Section 4.8.3 of the Final EIR, the WVCC Project would not conflict with the 2018 Fontana General Plan, Area Plans, and Land Use Plans.</p> <p>3. Creating Traffic and environmental Impacts along Sierra Avenue between Foothill Boulevard and San Bernardino Boulevard that can otherwise be avoided/lessened</p> <p>Traffic impacts associated with the proposed WVCC Project Alternatives A and B are analyzed in Section 3.3.6 of Chapter 3, Traffic and Transportation, of the Final EIR. The analysis shows that, during the period 2023 to 2040, increases in vehicle delays at Intersections 84 to 112, which are located in Fontana, would be less than significant except for several intersections that would operate at degraded Level of Service (LOS) E or worse under Alternatives A and B. As indicated in the Final EIR, although LOS is degraded slightly at several intersections (based on California Environmental Quality Act [CEQA] thresholds), the project would introduce a new transit line designed to move a higher volume of people more efficiently than lower-volume passenger vehicles, thus providing a more positive short- and long-term effect to the environment. Traffic operational improvements consisting of various right-turn geometric improvements, traffic signal timing and phasing improvements, and other transportation systems management (TSM) improvements are recommended to reduce impacts to less than significant levels.</p> <p>SBCTA will work with local jurisdictions to improve local roadway conditions where traffic operation impacts have been identified. SBCTA will include feasible intersection improvement measures as part of the proposed project. SBCTA will be responsible to</p>

Comment	Response
	<p>fund the full cost for feasible improvements to be undertaken by local jurisdictions. For intersections that could not be mitigated to the level of less than significant under CEQA, further coordination with local jurisdictions would be required to identify appropriate traffic improvement compensation.</p> <p>Significant unavoidable impacts are expected at the intersection of Foothill Boulevard and Citrus Avenue, but impacts at intersections along Sierra Avenue would be less than significant or less than significant after mitigation (see Table 3-8 of the Final EIR).</p> <p>SBCTA has also considered Juniper Avenue and Mango Avenue alignments as alternatives to Sierra Avenue between Foothill Boulevard and San Bernardino Avenue, as presented in Section 2.10, Alternatives Considered but Withdrawn from Further Consideration (pages 2-49 through 2-50), of the Final EIR. This alternative was eliminated from further consideration due to not meeting the criteria set forth in the project scope. Therefore, no environmental impacts of this alignment were evaluated in great detail.</p>
P-2-6	<p>Please see response to Comment P-2-2. Section 2.10.2 of the Final EIR evaluated Juniper Avenue and Mango Avenue Alignment Alternatives between Foothill Boulevard and San Bernardino Avenue instead of Sierra Avenue. The Juniper Avenue and Mango Avenue Alignment Alternatives was one of six alternatives considered by SBCTA in the West Valley Connector BRT Project Assessment Report, all of which were developed by Omnitrans but eliminated from further consideration due to not meeting the criteria set forth in the project scope.</p>
P-2-7	<p>Please see response to Comment P-2-6 above.</p> <p>Please refer to Master Response #11 (Consistency with 2018 Fontana General Plan) in Table 2 of this document; both Alternatives A and B would not conflict with the 2018 Fontana General Plan.</p>
P-2-8	<p>Please see response to Comment P-2-1. Mr. Slowik is on the mailing list as the representative for the Fontana Rotary Club. As requested, SBCTA has added Mr. Slowik's other address to the WVCC Project mailing list in Appendix D of the Final EIR.</p>

Comment Letter No. P-3
Girish Solanth

West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: GIRISH SOLANTH
Street Address: 5128 NELLIE CT
City: RANCHO CUCAMONGA State: CA Zip Code: 91739
Phone: 925-707-9022
Email Address: JERRY THE SMOOTH @HOTMAIL.COM
Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

I OWN CONVIENET STORE OFF HUIT BLVD
WITH ALTERNATIVE B - MY BUSINESS WOULD
NOT SURVIVE -
WITH B-ALTERNATIVE PAY ME FOR LOSE OR CLISUR
OFF MY BUSINESS

WITH B-ALTERNATIVE I WOULD BE VERY
INCONVIENET - SO I HOPE THERE WILL BE
BETTER SITUATION

Please use reverse side for additional input.

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P-3-1

Response to Comment Letter P-3

Comment	Response
P-3-1	<p>Thank you for the comment.</p> <p>The commenter owns a convenience store on Holt Boulevard. The commenter indicates that with Alternative B, his business would not survive but did not provide the address or specify the concern. Therefore, the San Bernardino County Transportation Authority (SBCTA) is unable to determine whether this property is considered in the Relocation Impact Report.</p> <p>As indicated in Master Response # 3 in Table 2 of this document, Alternative B has been selected as a Locally Preferred Alternative (LPA). Under this alternative, the bus would run within dedicated lanes, and access to the stores along Holt Boulevard would be maintained. Visitors can continue to access these stores by personal vehicle, bus, or walking. Table 4.12-1 and Table 4-12-2 of the Final Environmental Impact Report (EIR) provide a list of properties subject to full and partial acquisition by Appraisal Parcel No. (APN) or address, respectively. The commenter can check the level of impacts the project would result to his property. If the property is proposed for full or partial acquisition, fair compensation and/or relocation benefits will be provided, as discussed in Section 4.12 of the Final EIR and Master Response #12 (relocation/acquisitions, relocation benefits, impacts, and mitigation measures) in Table 2 of this document.</p>

Comment Letter No. P-4
John Roubian

West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: John Roubian

Street Address: 117 S. MELROSE AVE

City: _____ State: _____ Zip Code: 91761

Phone: 909 986-6405

Email Address: JB0007@PRODIGY.NET

Preferred Contact Method: ☐ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

RIGHT OF WAY MAP PLAN 'B'

Please use reverse side for additional input.

○

P-4-1

Response to Comment Letter P-4

Comment	Response
P-4-1	<p>The right-of-way map for Alternative B was sent to Mr. Roubian by Josephine Alido, the consultant planner, on July 22, 2019.</p> <p>As indicated in Master Response # 3 in Table 2 of this document, Alternative B has been selected as a Locally Preferred Alternative (LPA). Table 4.12-1 and Table 4-12-2 of the Final Environmental Impact Report (EIR) provide a list of properties subject to full and partial acquisition by Appraisal Parcel No. (APN) or address, respectively.</p>

Comment Letter No. P-5 Hank Fung

From: Nydia Doolittle
Sent: Monday, July 22, 2019 8:42 AM
To: West Valley Connector
Cc: Tim Watkins
Subject: [WVCP] FW: Comment on West Valley Connector BRT EIR/EA

-----Original Message-----

From: Hank Fung [<mailto:hank@bleeble.org>]
Sent: Friday, July 19, 2019 12:32 AM
To: Public Information; candice.hughes@dot.ca.gov
Subject: Comment on West Valley Connector BRT EIR/EA

To whom it may concern:

I support the conclusion of the report and SBCTA's locally preferred alternative of Alternative B, with center running lanes in the City of Ontario, and I encourage SBCTA to look into other locations where right of way for center running lanes is available.

P-5-1

I do not support the location of the Holt/Clark station. It should be moved a quarter mile west to Reservoir Street to connect with local transit (Foothill Line 195) and allow for access from businesses and residents who are south of the railroad tracks, since Clark has no grade crossing or separation.

P-5-2

For the Haven alignment (phase 2), there should be a station at Haven/Inland Empire. There is a station on the Milliken alignment (Phase 1) at this intersection. Was this an oversight? This would enable transfers between the two branches.

P-5-3

While Ontario Mills is a major trip generator, going into the mall may be problematic to keep service on time, especially during major shopping events such as the December holiday season. It also advantages the mall compared to the many other businesses in the Ontario Center area. The impact on reliability due to peak hour congestion at the mall, during late November and December evenings, should be considered. I would recommend studying a station at Inland Empire/Ferrari in addition to or replacing the Ontario Mills station. Inland Empire/Ferrari provides better access to the Toyota Center arena and the businesses on the west side of Ontario Mills. Currently the predominant development style is car oriented but this could change with BRT presence. Also, consider a station at Milliken/4th to provide access to high density housing (Empire Lakes) and the businesses at that intersection, without interfering with traffic going to and from Ontario Mills.

P-5-4

Regarding access to Rancho Cucamonga Metrolink station, the current proposed BRT route will add several minutes to the trip in the eastbound/northbound direction due to the extensive doubling back. A signalized intersection should be studied at Milliken and Azusa Court.

P-5-5

Or, to avoid buses having to pull in and out of the Metrolink station, consider a signalized crosswalk (without vehicles crossing the median) and stations at Milliken and Azusa, combined with a landscaped and shaded passageway to the platforms.

While the station for Victoria Gardens is somewhat far from Foothill Boulevard (about 2000 feet), it may be justified due to increasing closeness to the main portion of the shopping center and high density housing near the mall. Locating the station at Victoria Gardens Lane and Day Creek, however, should be

P-5-6

considered, to provide better transfers to Foothill Boulevard bus riders from the east and shopping on the south side of Foothill Boulevard.

P-5-6

Changes in the Ontario and Rancho Cucamonga area will enable faster end to end travel time for the majority of riders who will be passing through Ontario Mills and Rancho Cucamonga Metrolink, rather than getting off there.

P-5-7

While the study of a station for Phase 2 at Foothill and Etiwanda is deferred until further study by the City of Rancho Cucamonga, I concur that this station must be added. There is a gap in stations of two miles between Foothill/Cherry and Foothill/Citrus. A station should also be added at Foothill and Beech.

P-5-8

With respect for mitigation for traffic and transportation, why is SBCTA still using the outdated Level of Service metric? State law requires analysis of VMT, not LOS, for traffic impacts. By increasing transit ridership by 27%, it is clear this project would reduce VMT. In particular, within the City of Pomona, the "mitigation" calls for added right turn only lanes which cause conflict for bicyclists and detract from the curb extensions/bulbouts that the City of Pomona has been placed along Holt Avenue. I do not want to see them removed as part of the project. Also, it may require left turn signal modifications which are not necessary under a VMT standard, but considered a cost of the project, since they are built to mitigate the project.

P-5-9

The proposed operation duration of 6 a.m. to 8 p.m. weekdays only, while possibly appropriate for a starter line, should not constrain future operation. SBX, the San Bernardino Valley's bus rapid transit system, operates until 11 p.m. and on Saturdays. It should be clear that the environmental impacts are evaluated based on the maximum service envelope, which should be closer to 24 hour service, seven days a week.

P-5-10

The Silver Streak BRT operated by Foothill Transit operates 24 hours a day and it is conceivable within the medium term future that this route could run 24 hours based on the development and the job types served.

Although most of the documents referred to in the EIR are posted online at https://urldefense.proofpoint.com/v2/url?u=http-3A__www.gosbcta.com_sbcta_plans-2Dprojects_projects-2DTrail-2DWestValleyConnector.html&d=DwlFAG&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYldfxlg10&r=Deg6D-pVeP9W2JyiOqTDEDrSZS6jiUoRM8R3zcRo5el&m=2X5ArOYsdUZaPLMsbaXS1oUBI0cn7gpy_dwejWcOOmI&s=rSiN68MGs7cB21-VN_3vohQpnU2F9GudGwB99y9kqmQ&e=, the Public Outreach Summary Reports are not. I formally request an electronic copy to be mailed to me either to my postal address on file or this email address.

P-5-11

Thank you for considering my comments.

Sincerely,

Hank Fung

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use,

Response to Comment Letter P-5

Comment	Response
P-5-1	Thank you for the comments. The commenter's support of the conclusion of the report and the San Bernardino County Transportation Authority's (SBCTA's) Preferred Alternative as Alternative B is acknowledged.
P-5-2	The Omnitrans West Valley Connector Corridor (WVCC) Alternatives Analysis (AA) Report (2014) included an analysis of possible station locations with an average 1-mile spacing, based on 2015 current ridership statistics, adjacent existing and proposed land uses, transfer opportunities, connections to other nearby activity centers, and input from city stakeholders. A station was considered at Holt Boulevard/Reservoir Street to service Route 61; however, the location of Holt Boulevard/Clark Avenue was ultimately chosen because of the currently significant ridership on Route 61 and approximately ½ mile spacing from the initial 18 BRT stations with higher station access. The AA Report is summarized in Section 1.1.2 of the Final Environmental Impact Report (EIR).
P-5-3	Station locations through the corridors were extensively studied during the alternative analysis phase. The station at the Inland Empire Boulevard and Haven Avenue was originally proposed in the West Valley Connector Corridor AA Report. At the preliminary engineering stage, several engineering challenges were revealed at the originally proposed station locations. On May 17 th , 2016, a meeting was held with Omnitrans to review possible changes to station locations in the AA Report. At that meeting, challenges associated with locating the station at the Inland Empire Boulevard and Haven Avenue intersection were presented, which included locating proposed stations next to existing free-right turns. For safety reasons, the free-right turns would need to be removed. To avoid significant roadway modifications, the station at Inland Empire Boulevard and Haven Avenue was proposed to be moved eastward to Inland Empire and Porsche Way. The revised station locations (including the Inland Empire and Porsche Way location) were presented to each of the stakeholder cities in follow-up meetings. None of the stakeholder cities had had any objections to the revised station locations along the corridor.
P-5-4	<p>The Omnitrans West Valley Connector Corridor AA Report evaluated station locations, which included input from City stakeholders, including the City of Ontario. The locations of the stations were confirmed in this phase of the project evaluating catchment areas, which are 0.5 mile around future stations, using data provided by the City of Ontario.</p> <p>The two closest intersections to the Ontario Mills Transfer center is Milliken Avenue/ Inland Empire Boulevard and Milliken Avenue/Concours Street. Based on the result of the traffic operations analysis, both intersections are projected to perform at acceptable level of service (LOS) during the AM and PM peak hours, as seen in Table 3-6 of the Final EIR. Accordingly, it is anticipated that the reliability of on-time performance of the BRT buses would not be impacted. The stations at Inland Empire/Ferrari and Milliken Avenue/4th Street were not selected because of their short distance (less than half mile) to the Ontario Mills Transfer Station. The Ontario Mills Station is a major transfer hub for other transit providers and was thus selected as a key station for the project. Empire Lakes residences have the option to transfer at the Ontario Mills station or the Rancho Metrolink station to use the West Valley Connector.</p>
P-5-5	With the WVCC Project, connectivity to Rancho Cucamonga Metrolink station will remain the same as existing Route 81 with access via 7th Street. Currently, Milliken Avenue /7th Street operates at LOS A and is predicted to operate at LOS A with the

Comment	Response
	<p>proposed project. The analysis for the project anticipated using the same traffic patterns as the current condition; therefore, a signalized intersection was not anticipated to be included at the Milliken Avenue and Azusa Court intersection.</p> <p>Separate from the WVCC Project, the proposed Empire Yards development is evaluating a reconfiguration of the Rancho Cucamonga Metrolink/Omnitrans station, which may improve or reconfigure the connection of Azusa Court with Milliken Avenue. Additional information about the Empire Yard development project can be found at the following link: http://sustain.scag.ca.gov/Documents/EmpireYards.pdf</p> <p>Regarding the suggested crosswalk, the WVCC Project evaluated placing a station within the existing transit bus stop area to provide connectivity and walkability to other bus lines and the Metrolink trains.</p>
P-5-6	<p>Victoria Gardens was included in the AA Report, as summarized in Section 1.1.2 of the Final EIR. However, the nearest station to Victoria Gardens that provides transfers and better meets the project purpose, is located at Foothill Boulevard and Rochester Avenue. The 0.5 mile to 1.0 mile spacing for this station includes fewer stops and reduced travel time.</p>
P-5-7	<p>The comment states that changes in the project area will allow faster travel through Ontario Mills and the Rancho Cucamonga Metrolink station, rather than getting off at these locations. This comment does not require in a change the assessment or conclusions of the Final EIR.</p>
P-5-8	<p>The commenter's concurrence on the need to add a station at Foothill Boulevard and Etiwanda Avenue is acknowledged. The reason a stop is not considered at Foothill Boulevard/Beech Avenue is because of the lack of sidewalk connection and boarding pads on Beech Avenue due to dead ends in the northbound direction, which would result in low ridership.</p> <p>The reasons for not placing the stations at Foothill Boulevard/Cherry Avenue and Foothill Boulevard/Citrus Avenue were based on the results of ridership analysis done as part of the alternative analysis for the WVCC Project.</p>
P-5-9	<p>The comment regarding the use of vehicle miles traveled (VMT) in analyzing the project impact is correct. The purpose of using the VMT metric is to support the following statutory goals: the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Although Senate Bill (SB) 743 directed the Office of Planning and Research (OPR) to establish specific criteria for determining the significance of transportation impacts of projects, lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence. In preparing this EIR, SBCTA has used VMT metric in determining the Greenhouse Gas emission impacts as outlined in Section 4.17 of the Final EIR.</p> <p>As for the traffic analysis in Chapter 3 of the Final EIR, the Federal Transit Administration (FTA) and SBCTA chose to analyze impacts to the intersection Level of Service (LOS) to determine impacts from traffic operations with the proposed project to ensure that impacts at any intersections under study are reasonably mitigated.</p> <p>As far as bicycle operation is concerned, bike lanes shall run parallel to the travelled lane, and safety grates will be utilized where bicycle routes run along portions of the alignment.</p>

Comment	Response
	During construction, implementation of Traffic Management Plan (TMP) would provide safe and efficient movement for motorists, pedestrians, bicyclists, construction equipment, workers, etc. If temporary blockage of bicycle lanes is necessary, a bike detour lane with barriers or the latest bicycle detour standard per California Manual of Traffic Control Device (MUTCD) or respective city's approved standard will be provided. High visibility green paint will be used where cyclists and cars have crossing movements.
P-5-10	The data provided within the environmental document are based on anticipated service for the WVCC Project (6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday). The peak-hour analysis conducted in the <i>Traffic Operations Analysis</i> (December 2017) and summarized in Chapter 3 of the Final EIR represents the worst-case conditions, and extended services are not expected to have any further significant impacts. If there is additional need and if funding becomes available, Omnitrans may extend the service hours at a future date through a separate project evaluation.
P-5-11	The public outreach summary report has been posted to the SBCTA Web site per request.

Comment Letter No. P-6
Frank Cuccia



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. Comments on the Draft EIR/EA is requested by August 8, 2019. Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: FRANK CUCCIA VINCES SPAGHETTI

Street Address: 1206 W. HOLT BLVD

City: ONTARIO State: CA Zip Code: 91762

Phone: 951-777-8408

Email Address: CUCCIAVINCES@VERIZON.NET

Preferred Contact Method: ☒ Email ☐ Mail

RECEIVED
JUL 25 2019
San Bernardino County
Transportation Authority

Your Comments/Questions About the West Valley Connector Project.

PLAN B WOULD CAUSE PROBLEMS FOR MY CUSTOMERS, TRYING TO GET IN AND OUT OF MY PARKING LOT WITH NO ACCESS TO LEFT AND RIGHT TURNS WITH A BUS LANE DOWN THE MIDDLE OF HOLT. MOST PEOPLE DON'T LIKE HAVING TO GO TO END OF BLOCK TO MAKE A U-TURN. WE ALREADY HAVE BUSES RUNNING BOTH WAYS WITH A LOT OF STOPS. MY NEIGHBORS WILL HAVE PROBLEMS, THEY ARE PULLING TRAILERS THAT CAN'T MAKE U-TURNS

P-6-1

Please use reverse side for additional input.

Response to Comment Letter P-6

Comment	Response
P-6-1	<p>Thank you for the comment. The commenter's objection to Alternative B is acknowledged.</p> <p>As indicated in Master Response # 3 in Table 2 of this document, Alternative B has been selected as a Locally Preferred Alternative (LPA). Under this alternative, the bus would run within dedicated lanes, and access to the stores along Holt Boulevard would be maintained. Visitors can continue to access these stores by personal vehicle, bus, or walking. If the property is proposed for full or partial acquisition, fair compensation and/or relocation benefits will be provided, as discussed in Section 4.12 of the Final Environmental Impact Report (EIR) and Master Response #12 (relocation/acquisitions, relocation benefits, impacts, and mitigation measures) in Table 2 of this document.</p> <p>Please refer to Master Response #8 in Table 2 of this document for the discussion regarding impacts to businesses along Holt Boulevard due to inability of vehicles to make left and right turns, driveway blockage, and inability of trailers to make a U-turn.</p>

**Comment Letter No. P-7
ESRI, Veronica Burgess**

From: Veronica Burgess [<mailto:vburgess@esri.com>]
Sent: Friday, July 26, 2019 1:28 PM
To: West Valley Connector
Cc: Veronica Burgess
Subject: [WVCP] West Valley Connector Bus Rapid Transit - APNs 0110-081-03, 08, 10, 11 and 0110-091-05

Hi Tim

I am reaching out to you regarding the West Valley Connector Project. We own APNs 0110-081-03, 08, 10, 11 and 0110-091-05 under Holt Blvd, LLC. I have a few questions regarding the proposed "Taking" and "Temporary Easement" areas as I've recently seen a map which shows the plan is to take quite a bit of property which appears to include our main driveway entrance for 1623 E. Holt Boulevard (APN 0110-081-03 & 10) and 1627 E. Holt Boulevard (APN 0110-081-08). While we highly support the upcoming SBCTA Projects, we also want to ensure these proposed projects are not going to permanently interfere with our building access. It's possible that the maps I received are in error.

P-7-1

I look forward to hearing from you.

Respectfully,

Veronica Burgess | Property Specialist
Real Estate Transactions and Management
380 New York Street | Redlands, CA 92373-8118
Office: 909-793-2853 x 2269 | Direct: 909-307-3103
Fax: 909-798-2041
vburgess@esri.com [esri.com] | esri.com [esri.com]



PRIVILEGED AND CONFIDENTIAL: The preceding message is only for use of the intended recipient, and may contain information that is confidential or legally privileged. If you have received this message in error, please so indicate by return email to vburgess@esri.com, and then delete this message immediately without retaining any copies or other record of its contents. Thank you for your cooperation.

Response to Comment Letter P-7

Comment	Response
P-7-1	<p>Thank you for the comment.</p> <p>As indicated in Master Response # 3 in Table 2 of this document, Alternative B has been selected as a Locally Preferred Alternative (LPA). Based on Table 4.12-1 of the Final Environmental Impact Report (EIR), APNs 0110-081-03, 08, 10, 11 and 0110-091-05 are subject to full acquisition. The property's owner will receive fair compensation and/or relocation benefits, as discussed in Section 4.12 of the Final EIR and Master Response #12 (relocation/acquisitions, relocation benefits, impacts, and mitigation measures) in Table 2 of this document.</p>

Comment Letter No. P-8
Lina Yeung



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

☒ July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: LINA YEUNG
Street Address: 846 E. Holt Ave.
City: Pomona State: CA Zip Code: 91767
Phone: 714-482-8866
Email Address: lina3839@gmail.com
Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

Agree! Support this project, it's good for people and business!

P-8-1

Please use reverse side for additional input.

Response to Comment Letter P-8

Comment	Response
P-8-1	The commenter's support of the proposed project is acknowledged.

Comment Letter No. P-9
Lai Yeung



West Valley Connector Bus Rapid Transit Project



Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

☒ July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: Lai Yeung (Y & L Properties)

Street Address: 846 E Holt Ave

City: Pomona State: CA Zip Code: 91767

Phone: 714-494-5722

Email Address: Karman.Yeung17@gmail.com

Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

I support this Project.
It will be convenient for us.

P-9-1

Please use reverse side for additional input.

Response to Comment Letter P-9

Comment	Response
P-9-1	The commenter's support of the proposed project is acknowledged.

Comment Letter No. P-10
Jun Shao



West Valley Connector Bus Rapid Transit Project



Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

☒ July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: Jun Shao

Street Address: 846 E. Holt Ave.

City: Pomona State: CA Zip Code: 91767

Phone: 714-686-3437

Email Address: jenshao2839@gmail.com

Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

I wish the project will be completed soon.

P-10-1

Please use reverse side for additional input.

Response to Comment Letter P-10

Comment	Response
P-10-1	<p>Thank you for the comment.</p> <p>The commenter's support of the project is acknowledged. The proposed project will proceed when funding is available. The San Bernardino County Transportation Authority (SBCTA) will keep the public informed of project progress on a regular basis.</p>

Comment Letter No. P-11
Maria Rojas



Proyecto del Autobús de Transporte Rápido
del Conector West Valley



Proyecto de Informe de Impacto Ambiental / Declaración Ambiental
Tarjeta de Comentarios

17 de julio, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

18 de julio, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

☒ 31 de julio, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

1 de agosto, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Gracias por su interés en el Proyecto del Autobús de Transporte Rápido del Conector West Valley. Los comentarios sobre el Borrador de EIR / EA (por sus siglas en inglés) se solicitan antes del 8 de agosto de 2019. Complete la información de contacto a continuación e indique la mejor manera de comunicarse con usted si desea recibir actualizaciones sobre el proyecto.

Información de Contacto (opcional)

Nombre: MARIA ROJAS
Dirección: 220/222 East Holt Blvd.
Ciudad: ONTARIO Estado: CA. Zip Code: 91761
Teléfono: (909) 986-6058
Correo Electrónico: rojas_enterprises@yahoo.com
Método de Contacto Preferido: ☒ Correo Electrónico ☐ Correo

Sus Comentarios / Preguntas Sobre el Proyecto de West Valley Conector.

We would like to know when will a rep. get in touch with us regarding the property of ours that is not eligible for listing NHP. Need info. on compensation for loss of Property.
- ROJAS Enterprises
220 - 222 East Holt Blvd.
ONTARIO, CA. 91761

P-11-1

We are very happy to see these project. We are very supportive with this project.

P-11-2

Thank you, Maria Rojas
Por favor use el reverso para la entrada adicional.
07/31/19 fawar.

Response to Comment Letter P-11

Comment	Response
P-11-1	<p>Thank you for the comment.</p> <p>Based on the results of historic property identification performed as part of the environmental document preparation and as summarized in Section 4.4 of the Final Environmental Impact Report (EIR), the properties at 220-222 East Holt Boulevard are not eligible for listing in the National Register of Historic Places (NRHP) in accordance with the criteria set forth in Section 106 of the National Historic Preservation Act (NHPA). However, the City of Ontario Planning Department has designated these properties as historically significant; therefore, they are considered historical resources under the California Environmental Quality Act (CEQA). For more information, please refer to Master Response #17 in Table 2 of this document regarding Section 106 of the NHPA, NRHP, and Local Historic Properties.</p> <p>Please refer to Master Response #12 in Table 2 of this document regarding the relocation/acquisitions, relocation benefits, impacts, and mitigation measures.</p>
P-11-2	The commenter's support of the project is acknowledged.

Comment Letter No. P-12
Danielle Dirksen



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

☒ August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: Danielle Dirksen
Street Address: 8263 Bella Vista Dr.
City: Alta Loma State: CA Zip Code: 91701
Phone: 909 560 0345
Email Address: ddirksen@usc.edu
Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

Dear Mr. Watkins and Mr. Hughes:
Speaking as a Rancho Cucamonga native, I wholeheartedly support the West Valley Connector Project. Granted, I cannot say I've used transit within the Inland Empire since I didn't discover my passion for transit until I "left" for college in LA. Even still, I genuinely appreciate this project's potential as it provides a ~~more~~ car-free alternative to getting around the West Valley Corridor. The West Valley is a perfect embodiment of SoCal's car culture but we can help to gradually offset people's reliance on single occupancy vehicles (and help those who are transit-dependent) by finding feasible and reliable alternatives. Especially crucial to

Please use reverse side for additional input.

West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment Comment Card

this project is the emphasis on connectivity. Again, speaking as a student (and not on behalf of Metrolink/SCTRA), native Inland Empire resident, and transit-~~addicted~~ aficionado, this project is crucial to connecting riders to other transit services - including Metrolink, other Omnitrans buses, Foothill Transit, and so on. I would like to request that extra effort be put in to ensure that headways align appropriately with other transit service arrival and departure times, particularly Metrolink trains to and from ZAS since they are relatively infrequent. I also firmly believe that shade partitions and benches should be the bare minimum for all bus stops and stations - please at least consider installing these features at every station for passenger safety and comfort. Metro "Next Stop" speakers at select ~~stations~~ stations are really helpful and I'd love if SbX could install these at major stops, along with screens displaying headways. Thanks for the effort on this project! Contact me with any questions.

Thank you,
Danielle Dirksen

Add'l thought: Please coordinate Phase 1 stop times and headways with the overlap on Phase 2 route (whenever finding is discovered...)

Comments may be submitted at time of meeting or submitted by mail or email to:

Tim Watkins
Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
(909) 884-8276 x139
westvalleyconnector@gosbcta.com

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467
(213) 629-8613
candice.hughes@dot.gov

Response to Comment Letter P-12

Comment	Response
P-12-1	Thank you for the comment. The commenter's support of the project is acknowledged.
P-12-2	As indicated in Section 2.5 of the Final Environmental Impact Report (EIR), sbX buses would generally operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the sbX buses would operate on 10-minute peak headways and 15-minute off-peak headways. Additional service hours, including weekend service, may be added if additional operating funds become available in the future.
P-12-3	The suggestion to include shade partitions and benches at every station is acknowledged. As described in Section 2.4.2 of the Final EIR, benches and shelters would be included as part of the station design in all cities except Rancho Cucamonga, in which only an sbX-branded pylon with signature light is proposed for this project, as was requested by the City of Rancho Cucamonga.
P-12-4	The suggestion to have a "Next Stop" announcement at sbX bus stations is acknowledged and will be brought to Omnitrans' attention.
P-12-5	Thank you for the additional thought on the coordination of Phase I stop times and headways with the overlaps on the Phase II route. This comment will also be conveyed to Omnitrans, who will commence testing the route and preparing bus schedules after construction completion.

Comment Letter No. P-13
Johnson Marine



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: **JOHNSON MARINE**
Street Address: **1237 W. HOLY BLVD.**
ONTARIO, CALIF. 91762
City: **ONTARIO** State: _____ Zip Code: _____
Phone: _____
Email Address: **RHeadrickson@johnson-marine.com**
Preferred Contact Method: ☒ Email ☐ Mail

RECEIVED
JUL 31 2019
San Bernardino County
Transportation Authority

Your Comments/Questions About the West Valley Connector Project.

The median would stop our business ^{customers} from turning into our business with their boats attached causing them to drive quite a distance to access the business. ^{trailer} trailers delivering boats & freight couldn't make access conveniently either.
Bad idea! Its hard enough being a small business without having to deal with more head blocks.

P-13-1

Please use reverse side for additional input.



West Valley Connector Bus Rapid Transit Project



Draft Environmental Impact Report/Environmental Assessment
Comment Card

This would make our customers drive out of their way to enter our business with their boats.

P-13-1
cont.

Response to Comment Letter P-13

Comment	Response
P-13-1	<p>Thank you for the comment.</p> <p>As indicated in Master Response # 3 in Table 2 of this document, Alternative B has been selected as a Locally Preferred Alternative (LPA). Under this alternative, the bus would run within dedicated lanes, and access to the stores along Holt Boulevard would be maintained. Visitors can continue to access these stores by personal vehicle, bus, or walking.</p> <p>Regarding the ability for trucks with trailers to U-turn at each of the intersections, it is the intent of the project to provide multiple intersections wide enough for large trucks/vehicles towing vessels to navigate U-turns. In particular, the current preliminary design for the Mountain Avenue/Holt Boulevard intersection, which is the intersection closest to the commenter's store, is wide enough for a large recreational vehicle (RV) towing a boat to make a U-turn.</p> <p>Please refer to Master Response # 12 regarding economic/business/community impacts and mitigation measures and Master Response #8 regarding U-Turn and traffic signaling impacts for more information about your concern.</p>

Comment Letter No. P-14
Teri Rowlands Ludwig



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: Teri Rowlands Ludwig
Street Address: 324 W 1st Street
City: Ontario State: CA Zip Code: 91762
Phone: (909) 553-0290
Email Address: teri at gbdorning.com
Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

Please See Attached

Please use reverse side for additional input.



1744 E. Holt Blvd
Ontario CA 91761
Ph: 909-983-2089 Fax: 909-988-5628
email-www.gbdorning.com

August 1, 2019

Here are a couple of our concerns about the Rapid Bus Transit Project. From my understanding after attending the Ontario project meeting is that our building is fine we will lose some of the parking lot and side walk. Not thrilled about this but we can live with it. My big concern is the temporary construction site which is in the middle of our main driveway. We are a Kubota tractor dealership we have customers coming and going all day long 5 and a half days a week. There is room on the east side of our building that wouldn't interfere with our day to day business as much if you would take that into consideration. My biggest concern is the median you are talking about down the center of Holt Blvd. our customers would not be able to turn in coming from the east. We have our big delivery truck tractor trailer coming in and out all day long our drivers can learn to deal with this, but we get customers and deliveries with tractor trailer all day also they can't just do a U turn anywhere this would be bad for our business as well as the traffic if these trucks try to make U turns down the street. I did see by City Rentals on Vineyard just south of 4th in Ontario they put a break in the median to enter their business and we are like businesses, maybe you could look at doing something like that for us. The business just west of us is going to have the same issues regarding having tractor trailers coming and going.

P-14-1

P-14-2

P-14-3

P-14-4

Sincerely,

Teri Rowlands Ludwig
(909) 553-0290

Response to Comment Letter P-14

Comment	Response
P-14-1	<p>Thank you for the comment.</p> <p>Table 4.12-2 in Section 4.12 of the Final Environmental Impact Report (EIR), a partial acquisition of a sliver of land along Holt Boulevard in front of Dorning Tractors (Assessor's Parcel Number [APN] 011010101) to construct driveway and sidewalk improvements (about 2,113 square feet) may be required. No acquisition of the parking lot would be needed. During the final design, the San Bernardino County Transportation Authority (SBCTA) will try its best to avoid the impacts to the property as much as possible. In the event impacts could not be avoided, please refer to Master Response #12 in Table 2 of this document that discusses relocation/acquisitions, relocation benefits, impacts, and mitigation measures.</p>
P-14-2	<p>The commenter is concerned about the temporary construction site in the middle of the main driveway which may be obstructed by the project construction and operations. The SBCTA will work with Dorning Tractor to ensure that access to all driveways is maintained during the hours of operation. As part of Alternative B implementation, the SBCTA will work with the affected property owners to identify the convenient time that the construction could occur. The hours in which the contractor may construct the driveways would then be included in the project specifications. For businesses open 24 hours, seven days a week (24/7), driveways would be constructed in halves, keeping one-half open at all times, and work would be done during the least busy hours, as identified by the owner. For businesses open during daytime business hours, for example, driveways would be constructed at night.</p>
P-14-3	<p>As discussed under P-14-1, construction of Alternative B would require a sliver of land along Holt Boulevard in front of Dorning Tractors of approximately 2,113 square feet to construct driveway and sidewalk improvements. No other piece of land is required either on the east side or the current parking lot on the west side of the building would be required.</p>
P-14-4	<p>The raised median improvements are consistent with and conform to the City of Ontario's General Plan requirements. The closest bounding intersections, Holt Boulevard at Corona Avenue and Holt Boulevard at County Building would be operated at acceptable levels of service. Eastbound motorists on Holt Boulevard to Dorning Tractors would not be affected by the raised median. Trucks will be not be able to make a U-turn at the Holt Boulevard and County Building intersection. However, a break in the median to allow access to the existing property driveway may be accommodated with approval from the City. City of Ontario.</p> <p>Please refer to Master Response # 8 in Table 2 of this document that discusses U-Turn and traffic signaling impacts.</p>

Comment Letter No. P-15
Steven Dawson



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. Comments on the Draft EIR/EA is requested by August 8, 2019. Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: Steven Dawson

Street Address: 7740 Hyssop Dr.

City: Rancho Cucamonga State: CA Zip Code: 91739

Phone:

Email Address: stevenrdawson50@gmail.com

Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

A) How will this project affect the portion of Church St. between Day Creek Blvd. and Rochester Ave., in Rancho Cucamonga:

1. What direction will the buses travel?
2. What will be the frequency of the buses?
3. What will be the daily hours, that the buses will be operating?
4. Will there be any dedicated bus lanes?
5. Will the signals at Church St./Day Creek Blvd. and at Church St./Rochester Ave. be adjusted for bus priority?

B) What studies were done and/or factors contributed to the necessity of this project?

C) What is the funding source(s) and overall projected cost of the entire project?

SEE SECOND PAGE

Please use reverse side for additional input.



**Draft Environmental Impact Report/Environmental Assessment
Comment Card**

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Response to Comment Letter P-15

Comment	Response
P-15-1	<p>Thank you for the comment.</p> <ol style="list-style-type: none"> 1. Bus route along Church Street between Day Creek Boulevard and Rochester Avenue is part of the Phase I Milliken Alignment. As described in Section 2.2 of the Final Environmental Impact Report (EIR) in Rancho Cucamonga, the alignment makes a loop into the Rancho Cucamonga Metrolink Station off Milliken Avenue and then continues up Milliken Avenue and turns east onto Foothill Boulevard. The alignment continues east on Foothill Boulevard, turns north onto Day Creek Boulevard, and then terminates with a layover at Victoria Gardens at Main Street. From Victoria Gardens, the bus line begins a return route by continuing north on Day Creek Boulevard, turns west onto Church Street, turns south onto Rochester Avenue, and then turns west back onto Foothill Boulevard. 2. Bus rapid transit (BRT) buses would generally operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. From the Pomona Metrolink Transit Center station to Inland Empire Boulevard, the BRT buses would operate on 10-minute peak headways and 15-minute off-peak headways. 3. BRT buses would generally operate from 6:00 a.m. to 8:00 p.m. with peak headways for 4 hours and off-peak headways for 10 hours per day for a total span of service of 14 hours per day, Monday through Friday. Service hours may change depending on funding availability. Additional service hours, including weekend service, may be added if additional operating funds become available in the future (see Section 2.5 of the Final EIR). 4. Under Alternative A, BRT buses would operate entirely in the mixed flow lanes throughout the corridor (please refer to Figure 2-5 of the Final EIR for a typical cross section of roadway under Alternative A). Under Alternative B, the BRT buses would operate in the mixed flow lanes similar to that described under Alternative A with an exception of the 3.5-mile segment in the City of Ontario where the buses would be operated in the dedicated bus lane in each direction at the center of the roadway. Please note that Alternative B has been selected as a Locally Preferred Alternative (LPA) as discussed in the Master Response # 3 in Table 2 of this document. 5. The purpose of the BRT is to improve corridor mobility and transit efficiency. Transit signal priority (TSP) is proposed at all signals along the bus route. Please see more information about the TSP in Master Response #8 in Table 2 of this document.
P-15-2	<p>As stated in Section 1.1.1 of the Final EIR, in 2004, Omnitrans developed the Omnitrans System-Wide Plan that identified major transit corridors for potential improved service and in 2010 updated the plan. The San Bernardino County Transportation Authority (SBCTA), as the County Transportation Commission, included the corridors from the Systemwide Plan in its own San Bernardino County Long Range Transit Plan in 2010. The corridors were also included as strategic corridors in the 2012 Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) produced by the Southern California Association of Governments (SCAG), the region's Metropolitan Planning Organization. (Note that the corridor was also included in the 2016 RTP/SCS.) The Omnitrans System-wide Plan and SBCTA Long Range Transit Plan (SBCTA, 2009) determined that, based on the level and character of transit demand, the most appropriate technology for premium transit service in the 10 major corridors is bus rapid transit (BRT). The proposed West Valley</p>

Comment	Response
	<p>Connector Corridor (WVCC) Project would provide premium transit service in portions of 4 of the 10 major corridors along Holt Boulevard, Haven Avenue, Foothill Boulevard, and Sierra Avenue.</p> <p>The needs for the proposed project were identified based on the following factors as described in Section 1.4 of the Final EIR:</p> <ul style="list-style-type: none"> • Current and future population and employment within the cities along the corridor based on the U.S. census (2014 American Community Survey) and the statistics from SCAG's 2016 RTP/SCS. • Current and future transportation conditions along the corridor based on the traffic operations analysis prepared in 2014 as part of the WVCC Alternative Analysis (AA) and in 2017 as part of the draft environmental document preparation. • Transit-related opportunities based on the current land uses within the project study area. <p>Based on these needs, the Alternative Analysis and project scoping were developed for the identified transit corridor.</p>
P-15-3	Please refer to Mater Response # 4 in Table 2 of this document for the funding sources and the amount allocated for the construction of Phase I, Milliken Alignment.
P-15-4	The WVCC was based on the identification of 10 corridors within the Omnitrans Systemwide Plan. The Plan identified corridors based on the level and character of transit demand and most appropriate for premium transit service. The WVCC combines two of the identified corridors within the Systemwide Plan. A dedicated bus route between the City of Rancho Cucamonga Metrolink station and the Corona North Main station was not identified in the Omnitrans Systemwide Plan nor was it evaluated for feasibility.

Comment Letter No. P-16
John Roubian

Sensitive / Proprietary

From: John Roubian [<mailto:jb0007@prodigy.net>]
Sent: Monday, August 5, 2019 3:39 PM
To: Hughes, Candice (FTA) <candice.hughes@dot.gov>
Subject: West Valley Connector - Property Owner Comment Sheet

Hello Ms. Hughes-

I am submitting my comment sheet that is due no later than August 8th, 2019. I hope this reaches the people in charge of decision making and they reconsider Plan B! I am a property owner along the corridor....

Than You!

John Roubian



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. Comments on the Draft EIR/EA is requested by August 8, 2019. Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: JOHN ROUBIAN
Street Address: 630, 636 E. HOLT BLVD
City: ONTARIO State: CA Zip Code: 91761
Phone: (909) 986-6405
Email Address: JB0007@PRODIGY.NET
Preferred Contact Method: ☒ Email ☐ Mail

Your Comments/Questions About the West Valley Connector Project.

I AM A PROPERTY OWNER WITHIN THE 'PLAN B' 3.5 MILE PROJECT. I ATTENDED THE MEETING ON JULY 18th. WHERE WERE ANY CITY OFFICIALS? THE ONLY PEOPLE REPRESENTING THE PROJECT WERE PARSONS EMPLOYEES. IT SEEMED A BIT ODD TO ME UNTIL THEY STARTED THEIR POWERPOINT PRESENTATION. PARSONS, THE CONTRACTOR. THE ONE THAT WILL PROFIT FROM THIS PROJECT. TELLING US HOW GREAT EVERYTHING WILL BE! NINETY PERCENT OF THE PRESENTATION WAS PERTAINING TO 'PLAN B' WITH LITTLE DISCUSSION ABOUT 'PLAN A'. WHY IS THAT? I'VE BEEN INVOLVED IN PLENTY OF PROJECTS AND 'PLAN A' WOULD ALWAYS BE THE PRIMARY PLAN. AND 'PLAN B' WOULD BE THE ALTERNATE OR BACKUP PLAN. 'PLAN B' - THE 3.5 MILE STRETCH OF A 35 MILE PROJECT. ANYONE WITH SENSE WOULD LOOK AT 'PLAN B' AND SEE THAT THE

P-16-1

P-16-2

Please use reverse side for additional input.

West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment
Comment Card

3.5 MILES THAT 'PLAN B' CONSISTS OF WOULD BE THE MOST VALUABLE TO THE CITY OF ONTARIO (PROPERTIES). WHY THIS ELABORATE BUS PROJECT? TRAFFIC ALONG HOLT BLVD. HASN'T INCREASED MUCH. I WITNESS IT. I DRIVE IT EVERY DAY. THE BUSES AREN'T AT OR NEAR CAPACITY. IS THIS AN OPPORTUNITY FOR THE CITY TO ACQUIRE PRIVATELY OWNED PROPERTY? I HAVE A VERY GOOD LONGTIME TENANT OCCUPYING THE BUILDING ON HOLT BLVD. I ALSO OWN PROPERTY ADJACENT TO 630, 636 E. HOLT BLVD. MY BUSINESS HAS BEEN IN THE CITY OF ONTARIO SINCE 1988. WHAT ABOUT THE JOBS LOST? IS THAT A CONCERN OF THE CITY? IT CERTAINLY ISN'T A CONCERN OF PARSONS! BUSINESSES HAVING TO RELOCATE? MY FAMILY RELIES ON ME. I'M SURE OTHERS WITHIN THIS 3.5 MILE CORRIDOR DO AS WELL. ARE MY OTHER PROPERTIES GOING TO BE TARGETED NEXT WITH THE CITY? AS A PROPERTY OWNER I DON'T HAVE ~~CONFIDENCE~~ CONFIDENCE WITH THE CITY OF ONTARIO ABOUT MY WELFARE. AS A BUSINESS OWNER I DON'T HAVE CONFIDENCE WITH THE CITY OF ONTARIO. I HAVE ALWAYS FELT PROUD TO OWN A BUSINESS IN ONTARIO, I'M FEELING VICTIMIZED SEEING THE PRIMARY PROJECT LABELED AS 'PLAN B'. SEEMS ALMOST LIKE A LAND GRAB OPPORTUNITY.

P-16-3

P-16-4

THE NOTICE YOU HAD SENT IN LATE JUNE SAID IF WE HAD ANY QUESTIONS ABOUT THE PROJECT TO CALL A MR. TIM WATKINS. WELL I CALLED MR. WATKINS ON THREE DIFFERENT OCCASIONS AND LEFT MESSAGES EACH TIME THE SECRETARY CONNECTED ME TO HIS VOICE MESSAGE. HE NEVER CALLED ME BACK! HOW DISAPPOINTING! A PROJECT THAT MIGHT HAVE SUCH AN IMPACT ON MY LIFE? MY FAMILY MEMBER'S LIVES? MY EMPLOYEES LIVE? THAT GUY SHOULD BE TERMINATED!

I HOPE THIS COMMENT SHEET REACHES SOMEONE DIRECTLY INVOLVED WITH THE DECISION MAKING REGARDING 'PLAN B' AND RECONSIDERS.

REGARDS,

JOHN ROUBIAN

Response to Comment Letter P-16

Comment	Response
P-16-1	<p>Thank you for the comment.</p> <p>According to the sign-in sheets, the following representatives attended the meeting: 1 from the Federal Transit Administration (FTA), 3 from the San Bernardino County Transportation Authority (SBCTA), 1 from Omnitrans, 2 from the City of Ontario, 4 from Parsons, and 4 from Arellano Associates (outreach facilitator). Everyone wore a badge that identified each attendee by name and organization.</p> <p>Parsons has been selected to conduct the feasibility study, preliminary engineering design, and environmental preparation for this project. Other consultants have also been hired to assist SBCTA in conducting work elements on various projects in which SBCTA does not have the specialized skill in-house. The informational content provided does not result in a change in the impact assessment or conclusions related to the project as presented in the environmental document.</p>
P-16-2	<p>Each of the alternatives was developed to adequately comply with the environmental requirements. The alternatives are also equally evaluated with the development of the purpose and need and alternatives with other federal agencies that have jurisdiction under those laws (23 U.S.C. § 139(d)(8)). Alternative A and Alternative B would include the 35-mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/ Haven Alignment, and 60 side-running stations at up to 33 locations/major intersections. However, for Alternative A, the BRT buses would operate entirely in the mixed-flow lanes. Implementation of Alternative A would require slivers of land for use as temporary construction easements (TCEs).</p> <p>Alternative B would include two mixed-flow lanes and one transit lane in each direction and five center-running stations, as well as permanent right-of-way acquisition and TCEs.</p>
P-16-3	<p>The needs for the proposed project were identified based on the following factors as described in Section 1.4 of the Final EIR:</p> <ul style="list-style-type: none"> • Current and future population and employment within the cities along the corridor based on the U.S. census (2014 American Community Survey) and the statistics from SCAG's 2016 RTP/SCS. • Current and future transportation conditions along the corridor based on the Traffic Operations Analysis (TOA) prepared in 2014 as part of the WVCC Alternative Analysis (AA) and in 2017 as part of the draft environmental document preparation. • Transit-related opportunities based on the current land uses within the project study area. <p>According to the TOA report prepared for this project, five intersections along the project corridor operated at the Level of Service (LOS) E or worse. One out of these five is on Holt Boulevard. Based on the traffic forecast, by 2040, 21 additional intersections would be operated at the LOS E or worse, seven of which would be along Holt Boulevard.</p> <p>Note that traffic along Holt Boulevard is not the only factor to determine the need for the project. The ridership forecast was performed as presented in Table 3-1 of the Final EIR. As shown in Table 3-1, Phase I/Milliken Alignment of the proposed project is forecast to provide service for 5,800 riders in the opening year. When coupled with ridership that would be maintained from local Bus Routes 61 and 66, total daily public transit ridership along the corridor in opening year is estimated to be approximately</p>

Comment	Response
	<p>11,000. This amounts to more than 2,300 new daily transit trips, or a 27-percent increase over the forecast ridership without the proposed project.</p> <p>As stated in Section 3.2.3 of the Final EIR, the Phase II/Haven Alignment is planned to be constructed after the Phase I/ Milliken Alignment is completed and when the funding is available. The opening year for Phase II/Haven Alignment would be sometime between 2023 and 2040. Both phases of operation combined are forecast to provide service for 8,290 riders at the opening year. When coupled with ridership on the local bus routes, total daily ridership along the corridor is estimated to be approximately 12,000 daily transit trips, a 36-percent increase over the forecast ridership without the proposed project.</p> <p>The two alignments of the proposed project are forecast to serve 10,170 transit riders daily in horizon year 2040, further improving the overall transportation system in the study area and helping reduce automobile travel. When coupled with ridership on the local bus routes, total daily ridership along the corridor in 2040 is estimated to be approximately 14,700 daily transit trips, a 41-percent increase over the forecast ridership without the proposed project. The proposed project's overall effect on transit would be beneficial; it would not cause any negative impacts to the transit system in the study area.</p>
P-16-4	<p>SBCTA recognizes the impacts to several properties along Holt Boulevard as a result of Alternative B implementation. It is SBCTA's intention to minimize the impacts to properties subject to acquisition as much as possible. Refinement to further minimize impacts to properties along Holt Boulevard will be done during the final design phase. Please note that the properties subject to acquisition presented in Table 4.12-1 of the Final EIR are those within the project footprint. No other properties beyond this area of potential effects would be acquired. The Final EIR Section 4.12 addressed the impacts as a result of property acquisition. The properties at 630 and 636 E. Holt Boulevard are subject to full acquisition under Alternative B. Please refer to Master Response Matrix # 12 in Table 2 of this document that discusses relocation/acquisitions, relocation benefits, impacts, and mitigation measures.</p>

Comment Letter No. P-17
Kiernan McCloskey

Sensitive / Proprietary

From: "Kiernan E. McCloskey" <kemccloskey@cpp.edu>
Date: August 6, 2019 at 8:52:18 PM PDT
To: "info@gosbcta.com" <info@gosbcta.com>, "candice.hughes@dot.gov" <candice.hughes@dot.gov>
Subject: West Valley Connector Comment

Dear Tim and Candace,

As a resident of Claremont, a commuter to Cal Poly Pomona, and a person living car-free, I welcome the opportunity for expansion of the OmniTrans SBX bus rapid transit system to the West Valley. Although I applaud the inclusion of bus lanes on a portion of the corridor, I would encourage longer segments of such exclusive lanes as the project matures. Congestion on the roads traversed by the Connector could worsen, which could pose a hazard to the rapid service envisioned for the corridor. Additionally, I would like to see weekend service on the corridor: flights to Ontario Airport do not solely operate on weekdays, and it could be attractive for visitors to use a BRT service to reach their lodging more quickly, for example. I enjoy the routing as well, which allows for connectivity to multiple regional transportation hubs in addition to the airport: passengers can transfer to the ever-popular Metrolink San Bernardino Line in Rancho Cucamonga, or the multiple Foothill Transit bus routes and the Metrolink Riverside Line in Pomona.

P-17-1

P-17-2

P-17-3

P-17-4

Best,

Kiernan McCloskey

MediaVision Student Assistant

Maximizing Engineering Potential (MEP)
Kellogg Honors College
California State Polytechnic University, Pomona
Civil Engineering
kemccloskey@cpp.edu

Response to Comment Letter P-17

Comment	Response
P-17-1	Thank you for the input. The commenter's support of the project is acknowledged. The request for the San Bernardino County Transportation Authority (SBCTA) to consider extending the exclusive bus lanes in the future so that transit passengers can avoid the congested roadway is well received. There are many factors to be considered for the segment of exclusive bus lanes including, but not limited to, ridership, funding, and environmental impacts.
P-17-2	The commenter raised the concern that congestion on the roads traversed by the proposed project could worsen which could pose a hazard to the rapid service envisioned for the corridor. The traffic operation analysis has been performed along the corridor and project vicinity. A total of 129 intersections have been studied. The analysis results revealed that traffic condition with the project would worsen based on the level of service and delay when compared to the no-build condition at up to 12 intersections by 2040. Out of these 12 intersections, impacts to 5 intersections along the corridor and 2 intersections near the proposed Operation and Maintenance (O&M) facility would not be mitigated to a level of less than significant in 2040. Please refer to Master Response # 6 for the traffic operations analysis methodology and Master Response # 7 for traffic impacts of project construction and implementation.
P-17-3	Weekend service to the Ontario Airport is not currently planned as part of the project. However, additional service hours, including weekend service, may be added if additional operating funds become available in the future. Your comment on having operation on weekends is being documented for consideration.
P-17-4	The stations that were selected as part of the WVCC Project were designed to increase the multimodal access to regional hubs such as the Ontario Airport, the Pomona Metrolink Station, Rancho Cucamonga Metrolink Station, Fontana Metrolink Station, hospitals, etc.

Comment Letter No. P-18
Sharon Alvey

From: Sharon Pawnshop [<mailto:sharon@ajssuperpawn.com>]
Sent: Wednesday, August 07, 2019 11:43 AM
To: West Valley Connector
Subject: [WVCP] Comments

Sharon Alvey

496 E Holt Ave, Pomona, CA 91767

Sharon@ajssuperpawn.com

My son and I own a business at the corner of Towne and Holt in Pomona. We have been at this location for 40 years.

Thank you for the information meeting regarding the West Valley Connector Bus Rapid Transit Project.

The primary comments and concerns center around the bus shelter appearance and ongoing maintenance. In speaking with the various representatives at the meeting, I expressed concern about tagging, acid etching, scribing of the panels. I understand that the shelters are "very industrial" and there is a significant plan for dealing with the vandalism and damage, which will be both inevitable and significant. I would look for assurance that OmniTran has such a serious plan and the funding for ongoing repairs, as the bus line will have less of a positive impact on Pomona if the shelters are not nice and maintained promptly.

P-18-1

The other area of concern is the homeless who tend to park on the benches for sleeping and sitting. When this happens, it means that the seniors and disabled individuals who need these services do not have access to the benches to wait for the buses. Again, I was assured that OmniTrans has a security plan to negate this problem.

P-18-2

Both of these serious concerns require funding to mitigate the problems.

Thank you,

Sharon Alvey

Response to Comment Letter P-18

Comment	Response
P-18-1	<p>Thank you for the comment. Safety and security to the public and Omnitrans' employees are addressed in Section 4.14 of the Final Environmental Impact Report (EIR). It is the San Bernardino County Transportation Authority's (SBCTA's) policy to ensure that the proposed project be designed and constructed in full compliance with the Federal Transit Administration (FTA) requirements for safety and security. Safety and security are priorities in conducting all work within the Omnitrans stations. Omnitrans has a System Safety Management Plan (SSMP) to achieve this policy. The overall objective of the SSMP is to define activities, management controls, and monitoring processes that ensure that its patrons are adequately protected and local fire and police jurisdictions have appropriate and unimpeded access to the system in the event of an incident.</p> <p>The concern about vandalism and damage to the station is well received. Ongoing monitoring and repair of the facilities, including amenities, will be conducted on a routine basis.</p>
P-18-2	<p>As discussed in Section 4.14.2 of the Final EIR, Omnitrans' internal security staff and contract security guard services handle security. Issues that arise with passengers on buses are called into the Omnitrans Dispatch Office, and a Field Supervisor is dispatched to the scene. Omnitrans follows the Workplace & Transit System Security Program, Personnel Policy 803. There are 17 security procedures that accompany Security Policy 803. These programs establish security procedures to protect every employee and the public. If incidents escalate beyond the control of Omnitrans drivers and staff, then Omnitrans Dispatch contacts local law enforcement in the city where the incident is taking place. For the study area, local law enforcement includes the Pomona Police Department (PD), Montclair PD, Ontario PD, Rancho Cucamonga PD, Fontana PD, County of San Bernardino Sheriff's Department, and County of Los Angeles Sheriff's Department.</p>

Comment Letter No. P-19
James Oana



West Valley Connector Bus Rapid Transit Project

Draft Environmental Impact Report/Environmental Assessment Comment Card

July 17, 2019
6:00 p.m. – 8:00 p.m.
Fontana City Hall

July 18, 2019
6:00 p.m. – 8:00 p.m.
Ontario Senior Center

July 31, 2019
6:00 p.m. – 8:00 p.m.
Pomona Council Chamber

August 1, 2019
6:00 p.m. – 8:00 p.m.
Rancho Cucamonga Central Park

Thank you for your interest in the West Valley Connector Bus Rapid Transit Project. **Comments on the Draft EIR/EA is requested by August 8, 2019.** Please complete the contact information below and indicate the best way to reach you if you would like to receive updates on the project.

Contact Information (Optional)

Name: James Oana

Street Address: 6321 Cloverhill Dr.

City: Highland State: CA Zip Code: 92346

Phone: 909-725-1785

Email Address: Joana.EnergizedElectric@gmail.com

Preferred Contact Method: ☒ Email ☒ Mail

Your Comments/Questions About the West Valley Connector Project.

In regards to 9327 + 9333 Sierra Ave, Fontana CA. Please add
my home address for any mailings see above

P-19-1

Please use reverse side for additional input.

Response to Comment Letter P-19

Comment	Response
P-19-1	Thank you for submitting the comment card. The commenter's address has been added to the project distribution list in Appendix D of the Final Environmental Impact Report (EIR).

**Comment Letter No. P-20
Michael Patrick Farrell**

Law Offices of

MICHAEL PATRICK FARRELL

32072 Camino Capistrano □ 2nd Floor □ San Juan Capistrano □ California □ 92675 □ (949) 443-1900

August 8, 2019

Via U.S. Mail and e-mail to WestValleyConnector@gosbcta.com, info@gosbcta.com and
candice.hughes@dot.gov

Tim Watkins
Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410

Candice Hughes
Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467

Re: Proposed West Valley Connector Project

Dear Mr. Watkins and Ms. Hughes:

This office represents Frank J. Cuccia and Susan K. Cuccia, as co-trustees of the Frank J. Cuccia Family Trust as well as Vince's Spaghetti, Inc. in connection with the property and restaurant business located at 1206 W. Holt Boulevard in the City of Ontario ("City"). We have received the Notice of Availability dated June 24, 2019 ("Notice") with respect to the Draft EIR for the referenced project ("Draft EIR"). Without conceding any of the below comments on the Draft EIR, please know that our clients' strong preference is for the "No Build" Alternative or Alternative A as described in the Draft EIR.

On behalf of our clients, we are bringing to your attention certain procedural deficiencies as well as specific comments to the Draft EIR for the referenced project. First, the Notice was transmitted to us by our client, not by the proponents of the project. Our records indicate that we did not receive a copy of the Notice directly, despite our request for same set forth in our letter to SBCTA dated June 16, 2017 addressed to Andres Ramirez, PMP, Program Manager, a copy of which is enclosed. Please be sure to send all future notices and determinations, including the response to the EIR comments to this office directly as well as to our clients.

P-20-1

Secondly, at the public meeting held on July 18, 2019 at the City of Ontario Senior Center, representatives of SBCTA and DOT made a presentation. Following the presentation, the assembled public had common questions which they wished to ask and have answered. The response of your representatives was that the members of the public should step away from the public presentation area and present questions individually to various consultants in another area. This appeared to the public to be an attempt to “divide and conquer.” Several members of the public stated that they wanted to be able to ask questions to the SBCTA and DOT representatives collectively and remain assembled for responses, as was done the previous night at the City of Fontana public meeting. The failure to take public questions and facilitate public response to the Draft EIR was wrongful as it was designed to stifle public comment. The very purpose of the meeting, according to your letter of June 24, 2019, was to inform the public of the proposed project and “encourage public input.” Your presentation format did not do so.

P-20-2

The following are our substantive comments:

(i) **Prior Comments.** We hereby reiterate each and every element of our June 16, 2017 letter as a comment to the Draft EIR—these aspects are not adequately evaluated and mitigated in the project documents;

P-20-3

(ii) **Temporary Construction Easement.** The current description and depiction of the Project shows a temporary construction easement in front of the easternmost driveway at Vince’s. If in fact a temporary construction easement is absolutely necessary, it should be for the most minimal time necessary, be noticed to the owner substantially in advance of the blockage and must ONLY obstruct the westernmost driveway at Vince’s. Vince’s two driveways and adjacent parking are not interchangeable, the impact of any construction easement in front of the easternmost driveway will have a significantly more severe impact on all aspects of our clients’ operations as that is the primary driveway and parking lot used by patrons. The proposed measure in Sections 5.2.4 and 5.3.4 that “Temporarily disturbed surface areas will be returned to pre-project conditions once construction is completed...” is wholly unsatisfactory as the construction period has been estimated to exceed a year. No mitigation for loss of earnings is stated. Given those facts, this plan constitutes a taking, for which compensation must be made. Thus, this impact is not adequately evaluated and mitigated in the project documents.

P-20-4

(iii) **Street Parking.** The current description and depiction of the Project shows that all street parking will be eliminated. This impact is significant to our clients because their customers will have fewer spaces to park with the closest proximity to the restaurant entrance. This impact is not adequately evaluated and mitigated in the project documents.

P-20-5

(iv) **Proposed Median.** The proposed solid median with no breaks would absolutely be detrimental to vehicular access to Vince’s because it will be impossible to turn left into the parking lot and it will be impossible to turn left out of the parking lot. This permanent obstruction would be a serious impediment to our client’s business and to the valuation of their property because such left turns have historically been available in all of the decades since Vince’s was established. Furthermore, under Alternative B, there

P-20-6

will be no more side stations with closer access, thus any bus patrons will need to get off the bus many blocks away and walk for many blocks to get to the restaurant. This design will also negatively impact Vince's and neighboring businesses whose customers regularly tow in equipment, nautical vessels and other vehicles. Those towing will have to go completely around city blocks to access QSM Sports, American Canvas, Johnson Marine et al. The fewer customers they have, the fewer customers Vince's has. The decline in customer base will undermine the viability of the "Demographics and Neighborhoods" (Section 4.1.1) entire area and hasten its decline. This impact has not been adequately evaluated and mitigated in the project documents.

P-20-6

As you can see, our clients have many very serious concerns with the proposed project and its impact. In no way should this project be permitted to threaten the viability of this well-established and long-standing business and the others in the same area.

Can this Draft EIR be fixed?

In a word – yes. But it will take a sustained effort by the proponents of the Project and its EIR consultant. The Draft EIR has failed to perform its CEQA function of accurately disclosing to the public and decision-makers the Project's true potential impacts. As a result, potential mitigation measures and feasible Project alternatives have been overlooked. The Project requires the preparation and recirculation of a significantly revised draft EIR that: accurately describes a feasible Project, meaningfully analyzes traffic impacts, accurately discusses cumulative impacts with a view to reasonably foreseeable present and future projects; and considers a reasonable range of alternatives/mitigation measures to the Project.

P-20-7

Thank you for this opportunity to comment on the Draft EIR. Again, please send all future notices to Frank and Susan Cuccia, Co-Trustees and a separate notice to Vince's Spaghetti, Inc., both at 1206 W. Holt Boulevard, Ontario, California 91762 as well as to me at the address set forth above. At any time, please do not hesitate to contact me to discuss any questions you may have.

P-20-8

Very truly yours,

LAW OFFICES OF MICHAEL PATRICK FARRELL


Michael Patrick Farrell, Esq.
Attorney at Law

cc: Frank and Susan Cuccia, Co-Trustees
Vince's Spaghetti Inc.
Enclosure as stated.

Law Offices of

MICHAEL PATRICK FARRELL

32072 Camino Capistrano □ 2nd Floor □ San Juan Capistrano □ California □ 92675 □ (949) 443-1900

June 16, 2017

Via U.S. Mail and e-mail to WestValleyConnector@gosbcta.com

Andres Ramirez, PMP
Program Manager
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Re: Proposed West Valley Connector Project

Dear Mr. Ramirez:

This office represents Frank J. Cuccia and Susan K. Cuccia, as co-trustees as well as Vince's Spaghetti, Inc. in connection with the property and restaurant located at 1206 W. Holt Boulevard in the City of Ontario ("City"). We have received your letter dated May 23, 2017 regarding your request for comments on the proposed projects. Accordingly, we thought it important for you to understand the background of our clients' business/property and their concerns with your proposals.

As you may know, the Cuccia family arrived in Ontario as World War II was ending. Once in California, in September 1945 they opened a six stool, open air French Dip Stand. One of Frank Cuccia's uncles happened to be eating a plate of his mother's spaghetti when a customer spied it and asked if the plate of pasta with meatballs was on the menu. It wasn't, but they would do anything for a good customer so a plate of spaghetti was brought in from the family's home. The rest is history. Today Vince's is still owned and operated by the Cuccia family and operates out of its original restaurant on Holt Boulevard. Over the years, Vince's Spaghetti has supported countless community causes, has employed hundreds and has attracted thousands of patrons to the City. Vince's is certainly a historical institution in Ontario, and a superb corporate citizen.

Our clients have many concerns after reviewing the information depicted at the Open House on June 13, 2017. Among them are the following:

1. **Size, Noise and Duration of the Project**. There is no doubt that the size, noise and duration of the Project will cause extreme disruption to our client's business. With the streets torn up for an extended period of time, and construction noise interrupting their meals, restaurant patrons will no

P-20-9

doubt seek to eat elsewhere during the construction project, notwithstanding Vince's loyal following. There is a real risk that some customers will never return even after the noise, street closures and construction debris subside. This could easily result in having to lay off staff, among other unhappy consequences.

P-20-9

2. **Temporary Construction Easement.** The temporary construction easement as depicted would absolutely kill business as it would block our client's customers from entering and exiting the parking lot. The planner at the Open House indicated that something could be done to have a path through the construction easement, but our clients are adamant that the current driveway and the forward parking spaces must remain completely open and navigable.

P-20-10

3. **The Iconic Vince's Sign and Building.** The large street side Vince's sign has long beckoned patrons to the restaurant. It is fair to say that it is a historical landmark. Our clients are concerned that the contemplated re-engineering of the sidewalk and/or street widening may interfere with the existing sign. Our clients would view this as a taking. In addition, any change may require approval of the City, thus SBCTA would need to procure such consent without any requirement of a change to the sign. In addition, any re-engineering of the sidewalk and/or street widening would need to be done so as not to interfere with the footprint of the restaurant building. Again, any City requirements regarding setbacks would need to be met by SBCTA without impinging on the street side dining and the building footprint.

P-20-11

4. **The Proposed Median/Vehicular and Bus Patron Access.** The proposed solid median with no breaks would absolutely be detrimental to vehicular access to Vince's. A conservative estimate is that business would be reduced by 20% because it will be impossible to turn left into the parking lot and it will be impossible to turn left out of the parking lot. This permanent obstruction would be a serious impediment to our clients' business and to the valuation of their property. Furthermore, under Alternative B, there will be no more side stations with closer access, thus any bus patrons will need to get off the bus many blocks away and walk for many blocks to get to the restaurant.


P-20-12

As you can see, our clients have many very serious concerns with the proposed project and its impact. In no way should this project be permitted to threaten the viability of this well-established and long-standing business.

Please send all future notices to Frank and Susan Cuccia, Co-Trustees and a separate notice to Vince's Spaghetti, Inc., both at 1206 W. Holt Boulevard as well as to me at the address set forth above. At any time, please do not hesitate to contact me to discuss any questions you may have.

Very truly yours,

LAW OFFICES OF MICHAEL PATRICK FARRELL



Michael Patrick Farrell, Esq.
Attorney at Law

cc: Frank and Susan Cuccia, Co-Trustees
Vince's Spaghetti Inc.

Response to Comment Letter P-20

Comment	Response
P-20-1	Thank you for the comment on the Draft Environmental Impact Report/Environmental Assessment (EIR/EA) for the West Valley Connector Corridor (WVCC) Project. The address of the commenter's law firm was in the project distribution list in Appendix D of the Final EIR.
P-20-2	The Notice of Availability (NOA) distributed to the public stated that the meeting would be arranged in an open house format with various exhibits and a brief presentation explaining details of the project. Following the presentation, attendees would be encouraged to review the exhibits and consult with members from the Federal Transit Administration (FTA), the San Bernardino County Transportation Authority (SBCTA), Omnitrans, and the consultant team. While the California Environmental Quality Act (CEQA) does not prescribe a specific format for the public meeting, SBCTA wanted to provide the opportunity for the public to review the project exhibits and ask questions to project staff. SBCTA encouraged the attendants to provide comments in the comment cards so that all comments would be reviewed and responded to by the specialists with direct knowledge of the project.
P-20-3	The comments received on the commenter's June 16, 2017 letter have been included herein with responses and issues evaluated in the Final EIR.
P-20-4	<p>Please refer to master Response # 12 (see Table 2 of this document) regarding relocation/acquisitions, relocation benefits, impacts, and mitigation measures.</p> <p>Table 4.12-3 in Section 4.12 of the Final EIR shows that Alternative B would require a Temporary Construction Easement (TCE) in front of Vince's Spaghetti (Assessor's Parcel Numbers [APN] 101054301 and 101054302) to construct driveway and sidewalk improvements. The position of the forward parking spaces is not anticipated to conflict with the driveway apron construction; however, this will be confirmed as engineering design progresses. The project team will work to minimize disruption to Vince's Spaghetti to the extent practicable by maintaining driveway access to the property throughout construction of the project.</p>
P-20-5	Please refer to Master Response #10 (see Table 2 of this document) for the discussion on impacts associated with loss of street parking.
P-20-6	<p>Please refer to Master Response #8 (see Table 2 of this document) for the discussion on impacts associated with BRT operations, including mid-block left turn movements into businesses and U-turns.</p> <p>The raised median improvements are consistent with and conform to the City of Ontario's General Plan requirements. In addition, Alternative B would require a raised median for safety reasons. Westbound motorists on Holt Boulevard to Vince's Spaghetti would not be affected by the raised median. However, it is anticipated that eastbound motorists on Holt Boulevard would need to make a U-turn at the signal at Mountain Avenue to make a right turn into Vince's Spaghetti. It is anticipated that eastbound motorists leaving Vince's Spaghetti would travel westbound to the Holt Boulevard/Benson Avenue intersection to make a U-turn. Currently, the local bus stop in the westbound direction of Holt Boulevard is located east of Mountain Avenue. Under Alternative B, the WVCC station would be located west of Mountain Avenue, which would be closer to Vince's Spaghetti. In addition, it is anticipated that transit ridership would increase over time with the WVCC Project, which in turn would provide greater exposure of Vince's Spaghetti to transit riders who may become new restaurant patrons.</p>

Comment	Response
P-20-7	<p>The Final EIR has addressed all the issues raised by the commenter as described above.</p> <p>Please refer to Master Response #2 in Table 2 of this document for the discussion on range of alternatives evaluated for this project.</p> <p>Please refer to Master Response #6 in Table 2 of this document for the discussion on traffic operations analysis performed for this project.</p> <p>As for cumulative Impacts, the Final EIR fully disclosed cumulative impacts of the proposed project alternatives as presented in Section 4.16.1, Cumulative Impacts, of the Final EIR. Cumulative impacts identified for the WVCC Project are those impacts that result from past, present, and reasonably foreseeable future actions within the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, Fontana and surrounding areas. A total of 54 reasonably foreseeable past, present, and future projects were identified (as listed in Tables 2-3 and 2-4 of the Final EIR) and analyzed with the proposed project. Avoidance, Minimization, and Mitigation measures are included in various sections of the Final EIR for all environmental impacts listed.</p>
P-20-8	<p>Frank and Susan Cuccia and Michael Farrell are on the mailing list. The address for Vince's Spaghetti, Inc. has been added to the project distribution list in Appendix D of the Final EIR, as requested.</p>
<p>For comments P-20-9 through P-20-12, the commenter is directed to the responses provided on October 10, 2017, from Andres Ramirez, Chief of Transit and Rail Programs.</p>	
P-20-9	<p>As discussed in Section 4.12 of the Final EIR, construction in front of Vince's Spaghetti (APN 101054301 and 101054302) would occur under Alternative B. Impacts from constructions and mitigation measures to minimize impacts during construction were discussed in Chapter 5 of the Final EIR. Please also see Master Responses # 12 that discusses relocation/acquisitions, relocation benefits, impacts, and mitigation measures.</p>
P-20-10	<p>Please see response to P-20-4.</p>
P-20-11	<p>Please refer to Master Response #17 in Table 2 of this document for the discussion on impacts to historic properties and mitigation measures.</p> <p>Vince's Spaghetti, at 1206 W. Holt Boulevard, Ontario, is an NRHP-eligible property as documented in Final EIR Section 4.4.3, Identification of Historic Properties. Impacts to Vince's Spaghetti property are discussed in Section 4.4.5, Impacts (Historic Architectural Resources). Construction of the project in front of Vince's Spaghetti would involve reconstruction of two driveways and sidewalks fronting Holt Boulevard, and a small sliver portion of the parking lot. This minor work is not expected to have an adverse effect on the historic property, as it does not alter any of the character-defining features of the property, including the historic neon pole sign.</p>
P-20-12	<p>Please see response to P-20-6.</p>

Comment Letter No. P-21
Kimberly Crenshaw

From: [Kimberly Crenshaw](#)
To: info@qosbcta.com; [Hughes, Candice \(FTA\)](#)
Subject: West Valley Connector Bus Rapid Transit Project
Date: Thursday, August 8, 2019 4:45:44 PM

Good Evening,

I have the following questions/concerns regarding the West Valley Connector Bus Rapid Transit Project.

- | | |
|---|--------|
| 1. Have you tested the amount of vibration the buses will create when driving by the housing tract on Church Avenue in Rancho Cucamonga? If so, what was the outcome? If not, requesting a survey be done before any final decision on the project. If not possible, why not? | P-21-1 |
| 2. Has another route other than Church Avenue been researched, such as Baseline Road or going south on Daycreek back to Foothill? If so, what was the outcome? If not, why not? They are both major streets. | P-21-2 |
| 3. How much increased noise will there be for the residents along Church Avenue? Please explain in terms that the residents can compare daily activities to, not decibels. | P-21-3 |
| 4. Has a needs assessment been completed by the City of Rancho Cucamonga residents to find out if the proposed route will be utilized by any of the residents? If so, what was the outcome? If not, should one be done? If not, why? | P-21-4 |
| 5. What will be the increased traffic on Church Avenue going from Daycreek to Rochester? How will it affect the residents of that area if the buses will be going by every 10 minutes and they have the ability to manipulate the traffic signal? | P-21-5 |
| 6. Has it been considered that Church Avenue is a route to several local schools and what affect the buses will have on students getting to school? | P-21-6 |
| 7. Has it been considered that Church Avenue/Rochester Avenue is a school crosswalk? If so, what safety measures will be taken to protect the students/parents using the crosswalk? | P-21-7 |
| 8. What will be done to keep Rancho Cucamonga's residents safe? | P-21-8 |
| 9. How is this project being funded? Will it increase any city or county taxes? If so, how much? | P-21-9 |

Thank you and I look forward to your responses.

Kimberly Crenshaw

Response to Comment Letter P-21

Comment	Response
P-21-1	<p>No actual vibration measurement was done for the bus rapid transit (BRT) buses as part of the Final Environmental Impact Report (EIR) preparation for this project. Vibration impact assessment was conducted following the Federal Transit Administration (FTA) procedures and guidelines. FTA has prescribed vibration levels for use in analyzing the vibration levels of rubber-tire vehicles (e.g., buses). Therefore, no additional measurements of vibration of bus pass-bys were necessary.</p> <p>As described in the vibration impact assessment in Section 4.9.5 of the Final EIR (page 4.9-34), building damage due to operation of the BRT would be highly improbable. Vibration impact from rubber tire-fitted vehicles is extremely rare because they are not as massive as railway vehicles. Additionally, they are typically well isolated by the vehicle suspension design and rubber tires, which act as a highly effective barrier to vibration transmission from the vibration-generating carriage and the main propagation medium for vibration excitation, the ground. Potential vibration impact for building damage from rubber tire-fitted vehicles such as those proposed for the West Valley Connector Corridor (WVCC) Project can be reasonably dismissed under general conditions.</p> <p>In terms of vibration impact for human annoyance, the “root-mean-square” (RMS) velocity level from a rubber-tired transit vehicle at 45 miles per hour (mph) is estimated at 66 to 67 vibration decibels (VdB) at 50 feet from the alignment centerline (page 4.9-36 of the Final EIR). Referring to Table 4.9-3, which establishes the vibration impact threshold for human annoyance, the estimated RMS velocity levels for a rubber-tired transit vehicle at 45 mph are 5 decibels (dB) below the impact threshold for human annoyance vibration impact for residential (Land Use Category 2, residences and buildings where people normally sleep) buildings and 8 dB below the impact threshold for institutional (Land Use Category 3, institutional land uses with primarily daytime use) buildings without any adjustments for environmental factors such as effective propagation and soil conditions. Although these conditions sometimes exist, they are not typically presumed unless evidence demonstrating the contrary is apparent.</p> <p>With consideration to the residential structures along Church Street, which are as close as 35 feet to the nearest travel lane, the estimated RMS vibration velocity level for operations would be no more than 71 VdB, which is below the impact threshold of 72 VdB for residential structures. Furthermore, the majority of residential structures are farther than 35 feet, which would reduce the estimated RMS vibration velocity level further below 71 VdB.</p> <p>There are no construction activities proposed on Church Street.</p>
P-21-2	<p>Other routes besides Church Street were analyzed in the Alternatives Analysis Report (2014). As written in this report, the San Bernardino County Transportation Authority’s (SBCTA’s) Integrated Transit/Land Use Study for the Foothill Boulevard Corridor and Rancho Cucamonga’s General Plan provide alternative alignments and station locations to increase connectivity and access to Victoria Gardens. These alternatives included potential alignments on Day Creek Boulevard, Church Street, and Victoria Gardens Lane. Station locations include Day Creek Boulevard/Victoria Gardens Lane, Victoria Gardens Lane/Kew Avenue, and Day Creek Boulevard/Church Street. Additional potential alternative stations include Day Creek Boulevard/Main Street and Victoria Gardens Lane/Main Street. Ultimately, the Church street alignment was chosen because it provides the most time-efficient turnaround after the final stop of the line (at Victoria Gardens Lane/Main Street) for the bus to continue north on Day Creek Boulevard, turn west onto Church Street, then south onto Rochester Avenue</p>

Comment	Response
	until retracing its steps on Foothill Boulevard. The alignment was selected after discussion with the City of Rancho Cucamonga, SBCTA, and Omnitrans.
P-21-3	<p>Based on the 2018 FTA Transit and Vibration Impact Assessment Manual (Table 4-5) and existing noise levels collected from field measurements along Church Street of 61, 67, and 68 dBA, Ldn (day-night sound level), operational noise impacts would not occur when project noise (noise from operations only) are below 59, 63, and 63 Ldn dBA, respectively. The operational project noise level (Ldn) was calculated to be 46, 50, and 51 dBA, respectively; therefore, the cumulative noise levels along Church Street would be 61, 67, and 68 Ldn dBA, respectively, which results in no increase (0 dB) in noise levels.</p> <p>Along Church Street, there are no proposed construction activities; therefore, there will be no increase (0 dB) in noise levels.</p> <p>Noise levels of 61 to 68 Ldn dBA are equivalent to “quiet” to “very noisy” urban residential areas per the typical Ldn reference noise levels as shown in the 2018 FTA manual.</p>
P-21-4	<p>A ridership analysis was conducted by SBCTA in coordination with the City of Rancho Cucamonga. This information is included in the Alternatives Analysis Report (2014), which can be found at: https://www.omnitrans.org/news-and-resources/plans-reports-and-guidelines/files/FinalAAReporWithCover09-2014_pdf_1228284463.pdf.</p>
P-21-5	<p>As summarized in Chapter 3 of the Final EIR, the traffic operation analysis performed at the Day Creek Boulevard/Church Street intersection and Rochester Avenue/Church Street intersection shows no change in the Level of Service (LOS) between the no-build condition and Build Alternatives A and B conditions in the same year of 2023 (Opening Year) and in the future year 2040 (Design Year) (see LOS reported on Tables 3-3, 3-4, and 3-6, Intersections 128 and 129, respectively). The same tables also show the delay between the no-build condition and Build Alternatives A and B under the opening year 2023 and future year 2040 of less than 1 second at each intersection analyzed. Both intersections are expected to operate at LOS D or better under future year with and without project conditions.</p> <p>Residents living along Church Street between Day Creek Boulevard and Rochester Avenue would not be impacted due to project construction because no stations are located nearby. During operations, it is not anticipated that the residents along Church Street between Day Creek Boulevard and Rochester Avenue would experience traffic congestion or delay as a result of the rapid transit bus operations.</p>
P-21-6	<p>As indicated in response to Comment P-21-5, traffic impacts are considered negligible. Access to all schools along the construction routes will be safely maintained during project construction, as Avoidance, Minimization, and/or Mitigation Measure CI-TRA-1 in Section 5.3.9 of the Final EIR states the Traffic Management Plan (TMP) will outline any necessary pedestrian detours, which provide a protected pathway near, but safely away from station construction in accordance with the California Manual on Uniform Traffic Control Devices or other City-approved standard. Signs will be posted to direct bicyclists and pedestrians to intersections where they may cross.</p> <p>During the project operation, buses must abide by the same rules of the road as all other drivers. As the proposed project would not result in significant traffic impacts at Day Creek Boulevard/ Church Street intersection and Rochester Avenue/Church Street intersection and based on the fact that the nearest school to Church Street between Rochester Avenue and Day Creek Boulevard is about half mile away (see Figure 4.13-1 in the Final EIR), no impacts to student commute are anticipated.</p>

Comment	Response
P-21-7	<p>As described in response to comment P-21-6 above, the nearest school to Church Street between Rochester Avenue and Day Creek Boulevard is about half mile away and there would be no station construction along Church Street; no impacts to school crosswalks during construction are anticipated. During operation, buses must abide by the same rules of the road as all other drivers, including stopping for pedestrians. Pedestrians using this crosswalk will remain unaffected by the addition of bus rapid transit (BRT) buses. Any curb ramps and crosswalks added with this project would be fully Americans with Disabilities Act (ADA) compliant and uphold the latest standards for accessibility. A crossing guard, which is normally provided by the kindergarten to grades 12 (K-12) schools during the morning and afternoon commute times would also provide safety measures to the students using the crosswalk during the commuting hours.</p>
P-21-8	<p>Safety and security of the project operation is addressed in Section 4.14 of the Final EIR. Section 4.14.4 and Table S-4 Summary of Long-Term, Operational Impacts and Proposed Avoidance, Minimization, and/or Mitigation Measures for the Project Alternatives (page S-24) includes Measures SS-1 through SS-8 with regards to safety and security measures. Implementation of these measures would ensure the safety of users and residents during project operation.</p>
P-21-9	<p>Please refer to Master Response # 4 that describes funding sources and project costs.</p>

Comment Letter No. P-22
Aaron Skaggs

From: Aaron Skaggs [<mailto:askaggs9@oreillyauto.com>]
Sent: Monday, August 12, 2019 1:05 PM
To: Public Information
Subject: San Bernardino County West Valley Connector Project- O'Reilly Auto Parts

Good Afternoon,

Please provide a list of the expected stores that will be impacted by this project. P-22-1

Thank You.

Aaron Skaggs

Lease Administrator
CA, OR, AK, HI
Phone: (417) 862-2674 ext. 1876
Fax: (417)874-7112
askaggs9@oreillyauto.com



233 S. Patterson Avenue
Springfield, MO 65802

Response to Comment Letter P-22

Comment	Response
P-22-1	<p>Tables 4.12-1 and 4.12-2 in Section 4.12, Acquisitions and Displacements, of the Final Environmental Impact Report (EIR) list the Assessors' Parcel Numbers (APNs) and addresses of stores/businesses that would be subject to full and partial acquisitions, respectively. The O'Reilly Auto Parts store at 907 E. Holt Boulevard is listed in Table 4.12-2 as subject to partial acquisition but is incorrectly identified as a grocery store. The use type shall be revised to auto parts store.</p>

ATTACHMENT A

NOTICE OF AVAILABILITY OF THE DRAFT EIR/EA FOR THE WEST VALLEY CONNECTOR CORRIDOR PROJECT



June 24, 2019

Responsible Agencies, Review Agencies,
Trustee Agencies, Property Owners, Stakeholders
and Individuals interested in the West Valley Connector Project

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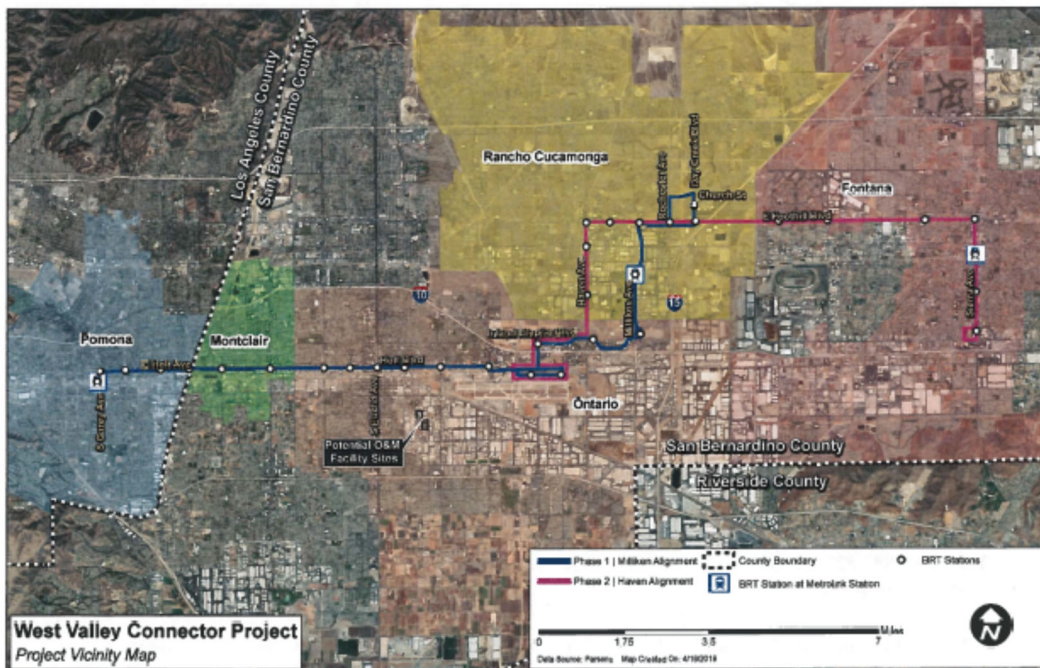
Jun 21 2019

Dean C. Logan, Registrar-Recorder/County Clerk

Electronically signed by SHERON SMITH

Notice of Availability Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) and Public Meeting for the West Valley Connector Project

The San Bernardino County Transportation Authority (SBCTA) and the Federal Transit Administration (FTA), in coordination with Omnitrans, have completed a Draft Environmental Impact Report (EIR)/Environmental Assessment (EA) for the West Valley Connector (WVC) Project. The project proposes to construct a 35-mile-long bus rapid transit (BRT) corridor that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana. It would include up to 60 station platforms at 33 locations/major intersections and associated improvements. A new operation and maintenance (O&M) facility for light maintenance activities would be constructed.



THIS NOTICE WAS POSTED

ON June 21 2019

UNTIL July 22 2019

REGISTERED RECORDS/CLERK

The proposed project would be constructed in two phases, including Phase I/Milliken Alignment, from the Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga and Phase II/Haven Alignment, from Ontario International Airport to Kaiser Permanente Medical Center in Fontana. Phase I is scheduled for operation in late 2023. Construction of Phase II/Haven Alignment is scheduled to occur after the completion of Phase I when funding is available. One of the project alternatives also contemplates an approximately 3.5 miles of exclusive BRT lanes. Transit Signal Priority (TSP) and other transportation systems management improvements, such as queue jump lanes, would be included. The BRT system will be operated by Omnitrans.

The Draft EIR/EA is being circulated for public review beginning June 24, 2019 and ending August 8, 2019. It can be downloaded at the SBCTA website: <http://www.gosbcta.com/sbcta/plans-projects/projects-rail-WestValleyConnector.html>. The document can also be viewed at the following locations:

- Fontana Lewis Library, 8437 Sierra Avenue, Fontana, CA 92335
- Ovitt Family Community Library, 215 E. C Street, Ontario, CA 91764
- Pomona Public Library, 625 S. Garey Avenue, Pomona, CA 91766
- Law Library for San Bernardino County, 8409 Utica Avenue, Rancho Cucamonga, CA 91730
- Rancho Cucamonga Public Library, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739

Four public meetings will be held at the following dates, times, and locations to inform the public of the proposed project and encourage public input.

Date	Time	Location	Address
July 17, 2019	6-8pm	City of Fontana – Flex Conference Room, City Hall	8353 Sierra Ave Fontana, CA 92335
July 18, 2019	6-8pm	City of Ontario Senior Center MPR	225 East B Street, Ontario, CA 91764
July 31, 2019	6-8pm	City of Pomona City Council Chambers	505 Garey Avenue, Pomona, CA 91766
August 1, 2019	6-8pm	City of Rancho Cucamonga Central Park – Etiwanda Room	11200 Base Line Road Rancho Cucamonga, CA 91730

The meeting will be an open house format with various exhibits and a brief presentation explaining details of the project. Following the presentation, attendees will be encouraged to review the exhibits and consult with members from FTA, SBCTA, Omnitrans, and the consultant team. The Draft EIR/EA examines the potential impacts resulting from the proposed project, and the public is encouraged to review the project to clarify any potential questions.

Comments on the Draft EIR/EA must be submitted by **August 8, 2019** to:

Tim Watkins, Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
Tel: (909) 884-8276 x 139
Email: info@gosbcta.com

Candice Hughes, Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467; Tel: (213) 629-8613
Email: candice.hughes@dot.gov

Additional Information. For additional information or to request the document in alternative formats, please contact Tim Watkins or Candice Hughes as listed above.

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

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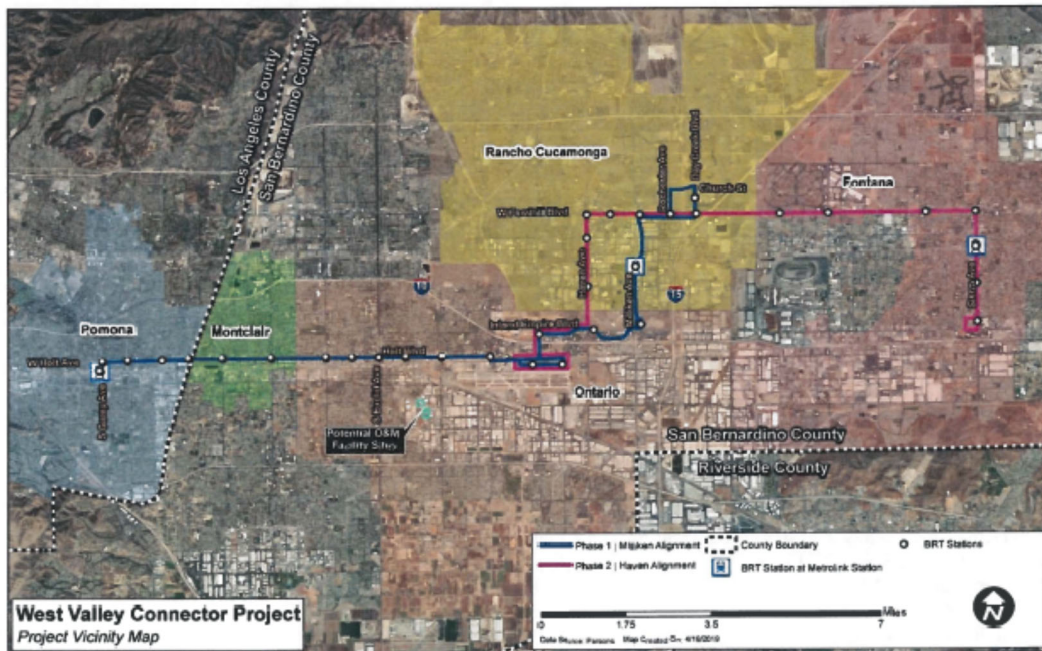


24 de junio de 2019

Agencias Responsables, Agencias de Revisión, Agencias Fiduciarias, Dueños de Propiedades, y Partes e Individuos interesados en el Proyecto del Corredor West Valley

Notificación de Disponibilidad del Borrador del Reporte de Impacto Ambiental/Declaración Ambiental y la Junta Comunitaria para el Proyecto del Corredor West Valley

La Autoridad de Transporte del Condado de San Bernardino (SBCTA, por sus siglas en inglés) y la Administración Federal de Transporte (FTA) completaron un Borrador del Reporte de Impacto Ambiental/Declaración Ambiental para el Proyecto del Corredor West Valley. El proyecto propone la construcción de un corredor para autobús de transporte rápido (BRT) de 35 millas de largo que conectaría a las ciudades de Pomona, Montclair, Ontario, Rancho Cucamonga y Fontana. Incluiría hasta 60 plataformas de estaciones en 33 localidades/intersecciones importantes y mejoramientos asociados. Se construiría una nueva instalación de operación y mantenimiento (O&M) para actividades menores de mantenimiento.



El proyecto propuesto sería construido en dos fases, incluyendo la Fase I/Alineamiento Milliken, desde el Centro de Transporte Regional de Pomona hasta Victoria Gardens en Rancho Cucamonga, y la Fase II/Alineamiento Haven, desde el Aeropuerto Internacional de Ontario hasta el Centro Médico Kaiser Permanente en Fontana. La Fase I está programada para entrar en operaciones a finales de 2023. La construcción de la Fase II/Alineamiento Haven está programada para ser realizada después de completar la Fase I, cuando los fondos estén disponibles. Una de las

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Dean C. Lopez, Registrar - Recorder/County Clerk

alternativas del proyecto también contempla 3.5 millas de carriles exclusivos para el BRT. El sistema de Prioridad de la Señal de Tránsito (TSP) y otras gestiones de mejoras a sistemas de transporte, como “queue jump lanes” (un sistema que ayuda a dar prioridad a los autobuses en intersecciones), serían incluidas. El sistema BRT será operado por Omnitrans.

El Borrador EIR/EA entrará en circulación para revisión pública entre el 24 de junio de 2019 y el 8 de agosto de 2019. Se puede descargar en la página web de SBCTA: <http://www.gosbcta.com/sbcta/plans-projects/projects-rail-WestValleyConnector.html>. El documento también se puede ver en las siguientes ubicaciones;

- Biblioteca Lewis de Fontana, 8437 Sierra Avenue, Fontana, CA 92335
- Biblioteca Comunitaria Ovitt Family, 215 E. C Street, Ontario, CA 91764
- Biblioteca Público de Pomona, 625 S. Garey Avenue, Pomona, CA 91766
- Biblioteca de Leyes del Condado de San Bernardino, 8409 Utica Avenue, Rancho Cucamonga, CA 91730
- Biblioteca Público de Rancho Cucamonga, 12505 Cultural Center Drive, Rancho Cucamonga, CA 91739

Se realizarán cuatro reuniones públicas en las siguientes fechas, horarios y lugares, para informar al público sobre el proyecto propuesto y fomentar la participación pública.

Fecha	Hora	Lugar	Dirección
17 de julio, 2019	6-8pm	City of Fontana – Flex Conference Room, City Hall	8353 Sierra Ave Fontana, CA 92335
18 de julio, 2019	6-8pm	City of Ontario Senior Center MPR	225 East B Street, Ontario, CA 91764
31 de julio, 2019	6-8pm	City of Pomona City Council Chambers	505 Garey Avenue, Pomona, CA 91766
1 de agosto, 2019	6-8pm	City of Rancho Cucamonga Central Park – Etiwanda Room	11200 Base Line Road Rancho Cucamonga, CA 91730

Las reuniones tendrán un formato de casa abierta, con varias exposiciones y una breve presentación en la cual se explicarán los detalles del proyecto. Después de la presentación, se invitará a los asistentes a revisar las exposiciones y consultar con los miembros de FTA, SBCTA, Omnitrans y el equipo de consultores del proyecto. El Borrador EIR/EA examina los impactos potenciales resultantes generados por el proyecto propuesto, y se pide al público que revisen el proyecto para aclarar cualquier duda que puedan tener.

Los comentarios sobre el Borrador EIR/EA tienen que ser enviados antes del **8 de agosto del 2019**, a:

Tim Watkins, Chief of Legislative and Public Affairs
San Bernardino County Transportation Authority
1170 West Third Street, 2nd Floor
San Bernardino, CA 92410
Tel: (909) 884-8276 x 139
Email: info@gosbcta.com

Candice Hughes, Environmental Protection Specialist
Federal Transit Administration, Region 9
Los Angeles Metropolitan Office
888 South Figueroa, Suite 1050
Los Angeles, CA 90017-5467
Tel: (213) 629-8613
Email: candice.hughes@dot.gov



Información Adicional. Para obtener información adicional o solicitar el documento en formato electrónico, por favor contacte a Tim Watkins o a Candice Hughes, como se indica arriba.

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

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