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a California Way of Life.*

Governor's Office of Planning & Research

AUG 05 2019

STATE CLEARINGHOUSE

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.

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.

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

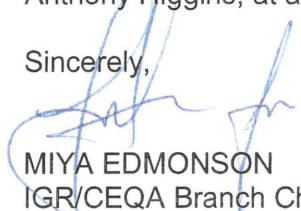
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Order S-3-05, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.

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.

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