



CITY OF POMONA COUNCIL REPORT

December 2, 2019

To: Honorable Mayor and Members of the City Council

From: Linda Lowry, City Manager

Submitted by: Rene Guerrero, Public Works Director

Subject: **WEST VALLEY CONNECTOR PROJECT – PREFERRED
ALTERNATIVE (ALTERNATIVE B)**

RECOMMENDATION: Authorize Staff to communicate the City Council's support to the San Bernardino County Transportation Authority (SBCTA) for the selection of Alternative B as the Preferred Alternative for the West Valley Connector Project, an SBCTA project.

EXECUTIVE SUMMARY: The SBCTA is finalizing completion of the environmental phase of the West Valley Connector Project, a two-phase 35-mile-long bus rapid transit (BRT) project that proposes limited stops, while providing speed and quality improvements to the public transit system within the corridor. The City of Pomona is included in this project corridor. As part of the Federal Transit Administration requirement to proceed with the Finding of Effect needed to complete the National Environmental Policy Act approval process, the SBCTA is asking for the City's support of their selection of Alternative B as the Preferred Alternative for the West Valley Connector Project. Neither alternative has any impact on the corridor within Pomona.

FISCAL IMPACT: None with this action.

PREVIOUS RELATED ACTION: On June 19, 2017, the City Council approved a cooperative agreement with OmniTrans for the West Valley Connector Safe Routes to Transit Project related to the five enhanced bus stop locations planned for Pomona.

DISCUSSION: The West Valley Connector Project is a proposed 35-mile-long BRT improvement project that will connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana with limited stops, while providing speed and quality improvements to the public transit system. The proposed project includes up to 60 stations at 33 locations/major intersections and associated improvements along the corridor, spaced 0.5 to 1 mile apart to facilitate higher operating speeds. Neither Alternative A nor B has any impact on the proposed route (Holt Ave. from Downtown Transit Station to East City Limit) or planned improvements

within the City of Pomona. The SBCTA has selected Alternative B as the Preferred Alternative, and is asking for the City of Pomona's support for this selection. This action will allow the SBCTA to meet the Federal Transit Administration requirement to proceed with the Finding of Effect needed to complete the National Environmental Policy Act approval process, and move forward to the design phase

Prepared by: Ron Chan, Senior Civil Engineer