



METRO

GOLD

LINE

FOOTHILL
EXTENSION

Agency Coordination Plan

Azusa to Montclair Project

January 2011

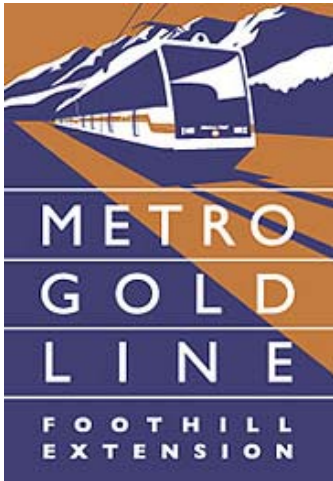
Prepared for:

**Metro Gold Line Foothill Extension
Construction Authority**
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Monrovia, CA 91016-3633

Prepared by:



444 S. Flower Street
Los Angeles, CA



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Abbreviations / Acronyms

AA.....	Alternatives Analysis
ADA.....	Americans with Disabilities Act
CEQA.....	California Environmental Quality Act
CFR.....	Code of Federal Regulations
EIR.....	Environmental Impact Report
EIS	Environmental Impact Statement
FAQ	Frequently Asked Questions
FRA.....	Federal Railroad Administration
FTA.....	Federal Transit Administration
LACMTA.....	Los Angeles County Metropolitan Transportation Authority
LPA.....	Locally Preferred Alternative
LRT	Light Rail Transit
LRTP.....	Long Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA.....	National Environmental Policy Act
NOA	Notice of Availability
NOC	Notice of Completion
NOD.....	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
ROD	Record of Decision
ROW.....	Right of Way
SAFETEA-LU ..	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAG.....	Southern California Association of Governments
TSM.....	Transportation Systems Management



1.0 INTRODUCTION

1.1 STUDY BACKGROUND

The proposed project is an extension of the existing Metro Gold Line light rail transit line, from Azusa to Montclair, with proposed stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The proposed project will improve mobility in eastern Los Angeles County and western San Bernardino County by introducing high-frequency transit service options; enhance the regional transit network by interconnecting existing and planned rail and bus transit lines; provide an alternative mode of transportation for commuters who currently use the congested I-210 corridor; improve transit accessibility for residents and employees who live and/or work along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas emissions.

The Federal Transit Administration (FTA) and Metro Gold Line (MGL) Foothill Extension Construction Authority (the Construction Authority) have initiated a Draft Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) for the Gold Line Foothill Extension Azusa to Montclair. The Draft EIS/EIR is being prepared with the FTA and the Construction Authority as Joint Lead Agencies under the National Environmental Policy Act (NEPA) and the Construction Authority as the Lead Agency under the California Environmental Quality Act (CEQA).

The proposed project is located in Los Angeles and San Bernardino Counties encompassing seven adjoining cities that lie along I-210 and a railroad right-of-way, between the eastern boundary of Azusa on the west and Montclair on the east. The study area includes the cities of, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. In San Bernardino County, it includes the city of Montclair.

A Draft EIS/EIR for Gold Line Phase II Pasadena to Montclair Foothill Extension was issued in April 2004 ("2004 DEIS/EIR"). A Notice of Availability was published in the Federal Register on May 7, 2004. Following the release of the 2004 DEIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004 for the Pasadena to Azusa extension of the Gold Line Phase II Project. In March 2005, a Project Definition Report (PDR) was prepared to refine the station and parking lot locations, grade crossings, two rail grade separations, and traction power substation locations. Following the PDR, the Construction Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Claremont were added. Subsequent to circulation of the 2004 DEIS/DEIR the Construction Authority decided to fund the Pasadena to Azusa extension of the Gold Line Phase II Project without Federal funding and the environmental impact assessment for Phase II no longer proceeded as a joint NEPA/CEQA document but as a CEQA document. The Pasadena to Azusa Extension project of the Gold Line Phase II Pasadena to Montclair Extension was certified under CEQA by the Construction Authority and a FEIR was completed in February 2007. Because the Construction Authority decided to fund the Pasadena to Azusa extension of the Gold Line Phase II Project without Federal funding, the FTA subsequently withdrew the Gold Line Phase II DEIS on June 25, 2010.



To avoid confusion expressed about the terminology used in the Draft EIS/EIR (e.g. Phase I; Phase II, Segments 1 and 2), the Proposed Project described by this Coordination Plan and the attached Notice of Intent (NOI) (Appendix A), which was previously named Gold Line Phase II Segment 2, is now referred to as the Metro Gold Line Foothill Extension Azusa to Montclair Project.

1.2 PROJECT ALTERNATIVES

The three alternatives being evaluated include the No Build Alternative, TSM, and the Build Alternative.

No Build Alternative: The No Build Alternative includes all highway and transit projects and operations that the region and Metro expect to be in place in 2035. The No Build Alternative would not require construction of ancillary facilities other than those included in the projects comprising the alternative. The No Build Alternative is Metro's 2009 LRTP adopted in October 2009. This 2009 LRTP includes a balance of vehicle and transit improvements, including an expanded bus and rail network. Projects within the 2009 LRTP that are relevant to the corridor are stated below.

- Transit projects include countywide (Los Angeles and San Bernardino Counties) bus service improvements; commuter rail (Metrolink) improvements; and light rail and heavy rail transit improvements.
- Freeway improvements include projects on freeways such as the extension of freeway Route 30/I-210 from Foothill Boulevard to I-15 (now completed) and the continuing extension of I-15 to I-215 in the future.
- Smart street projects include improvements such as synchronized traffic signals, on-street parking removal, frontage road and grade separation construction, and key intersection improvements to improve traffic flow.
- Arterial improvement projects include improvements to existing roadways.

Transportation System Management (TSM) Alternative: The EIS/EIR will evaluate transportation and environmental effects of modest improvements in the highway and transit systems beyond those in the No Build Alternative. The TSM Alternative would include low-cost improvements to the No Build Alternative to reduce delay and enhance mobility. The TSM Alternative would emphasize transportation system upgrades, such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, expanded park-and-ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations.

Build Alternative: The Build Alternative utilizes the existing Metro/Construction Authority and San Bernardino Associated Governments rights of way through the San Gabriel Valley for LRT service. The Build Alternative would extend the Metro Gold Line LRT



system from the eastern boundary of Azusa to the Montclair TransCenter (approximately 12.6 miles) located in Montclair, bordering the city of Upland. The same LRT technology and the same types of system components would be used as the existing Metro Gold Line. The Build Alternative would include six new stations, with one in each of the cities along the corridor; Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Potential station locations have been defined in consultation with the corridor cities. Parking facilities would be provided at each new station.

Eight traction power substations (TPSSs) would be constructed along the route in order to provide electrical power to the line. Where possible, TPSS sites would be located near a station. TPSS sites would be located within existing rail right of way or within properties to be acquired for stations or parking. The Build Alternative would include two LRT tracks throughout, and one freight track between the eastern boundary of Azusa and Pomona. In Pomona, the single freight track would then join up with the double Metrolink tracks and continue through to Montclair and beyond.

An overview of the Metro Gold Line Foothill Extension Azusa to Montclair Study Area is shown in Figure 1.

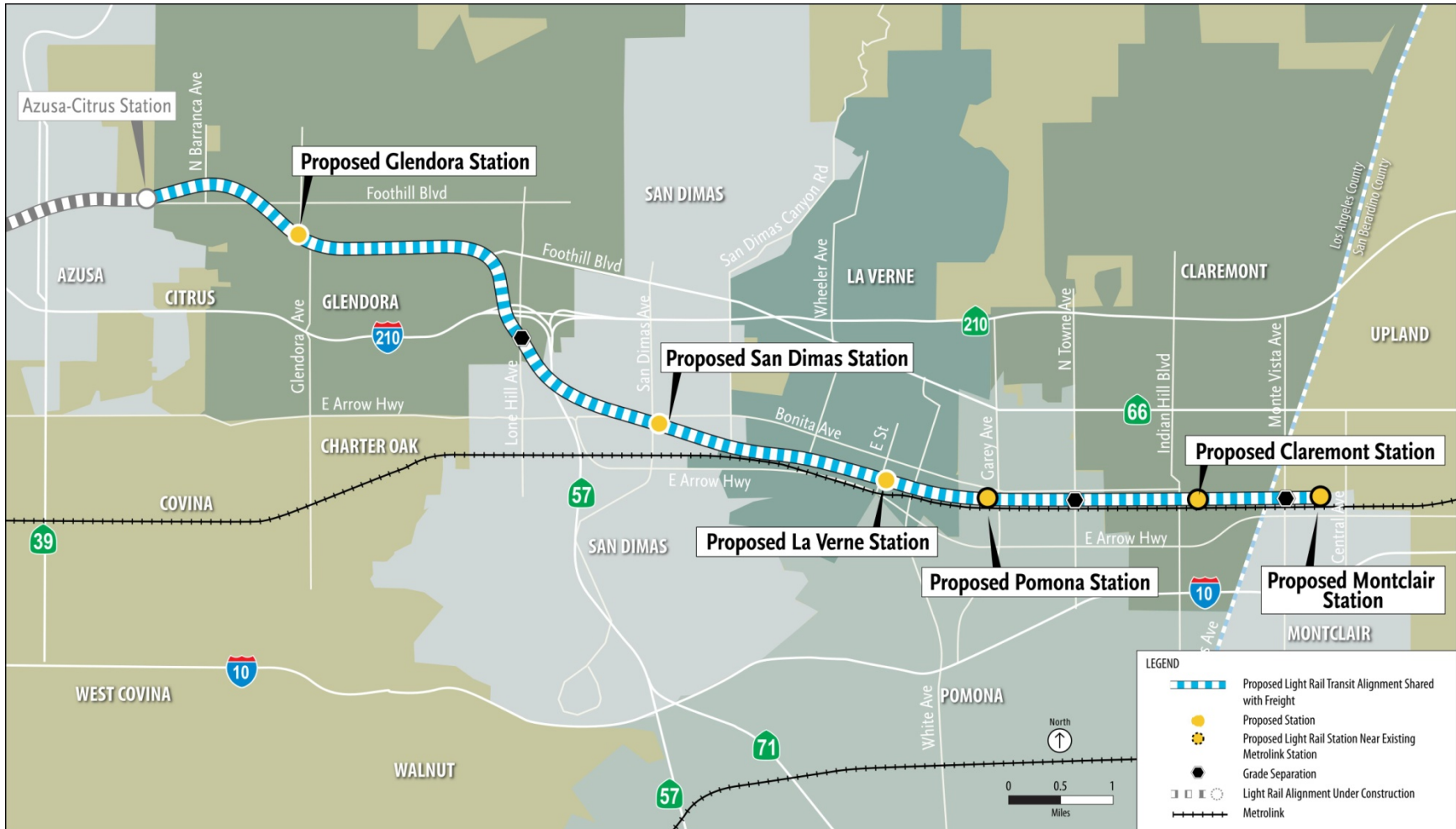
1.3 REPORT PURPOSE AND STRUCTURE

This report describes the agency and public coordination activities that will be ongoing throughout the environmental process for the Metro Gold Line Foothill Extension Azusa to Montclair Project. Agency and public coordination meetings will be held to receive input and comments for consideration during project decision-making. A framework for coordination is laid out in this report, along with the process by which documents will be circulated in accordance with state and federal guidelines. This plan will be updated throughout the project timeline, as needed. This plan has been prepared to comply with the Section 6002 of the Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005.

Section 2 describes the environmental process through which the project is currently progressing, along with key milestones and timeframes. Section 3 describes the agency coordination process, and Section 4 describes the public coordination process.



Figure 1 Metro Gold Line Foothill Extension Azusa to Montclair Study Area





2.0 PROJECT PROCESS / SCHEDULE

There are several key milestones for the Metro Gold Line Foothill Extension Azusa to Montclair project as it passes through the environmental process required by state and federal law. The key steps are listed below and Figure 2 provides a tentative schedule.

- Complete the Notice of Intent (NOI) as required by NEPA and publish in the Federal Register
- Complete the Notice of Preparation (NOP) as required by CEQA and forward to the California State Clearinghouse for distribution
- Complete project scoping to ascertain the scope of the Draft EIS/EIR, obtain input for developing the purpose and need statement, and note potential impacts of the alternatives and potential mitigation measures to be considered in the environmental document
- Prepare a Draft EIS/EIR
- Complete a public review and comment period for the Draft EIS/EIR
- Construction Authority Board consideration of Locally Preferred Alternative (LPA)

Should the Construction Authority Board select and approve an LPA, a Final EIS/EIR may be prepared. The exact timeframe for this process has not yet been determined, but key steps would include:

- Obtain approval from FTA to enter into Preliminary Engineering (If Federal New Starts funding is sought)
- Prepare a Final EIS/EIR
- Public circulation of Final EIS/EIR
- Obtain Metro Board certification of the Final EIS/EIR
- Obtain a Notice of Determination (NOD) as required by CEQA
- Obtain a Record of Decision (ROD) from the FTA as required by NEPA

The completion of the environmental process may allow for the project to subsequently progress to Final Design, Construction, and Revenue Operations.

A tentative project schedule for the Draft EIS/EIR phase of the Metro Gold Line Foothill Extension Azusa to Montclair project is shown in Figure 2.

Figure 2 Metro Gold Line Foothill Extension Azusa to Montclair – Tentative Draft EIS/EIR Schedule

Task	2010			2011											
	Qtr 4			Qtr 1			Qtr 2			Qtr 3			Qtr 4		
Preparation of Draft EIS/EIR	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
NOI/NOP			█												
Scoping Meetings				█											
Circulation of Draft EIS/EIR										█	█				
Public Hearings											█				
Construction Board Selection of LPA												█			





3.0 AGENCY COORDINATION

As the Lead Agencies for the project, the FTA and the Construction Authority are responsible for preparing the Draft EIS/EIR. In accordance with SAFETEA-LU, Section 6002, the FTA and the Construction Authority are required to identify and involve federal, state, regional, and local agencies in the development of the project.

Agency coordination will occur on an ongoing basis throughout the project development process, with key agency coordination points throughout the environmental process including:

- Publication of the NOI/NOP and scoping activities;
- Development of the project purpose and need;
- Development of the scope of Draft EIS/EIR, including issues to be addressed, methodologies to be used to evaluate potential effects and the significance criteria;
- Review of and comment on the Draft EIS/EIR during the public review period, which includes public hearings that will be held to receive comments;
- Comment on the selection of the LPA.

The agency coordination process is described in the following sections.

3.1 AGENCY PARTICIPATION TYPES

Agencies participating in the Metro Gold Line Foothill Extension Azusa to Montclair's environmental process have been divided into two categories: Cooperating and Participating. The differing roles and responsibilities for these agency types are described below, with the draft list of agencies invited to participate in the Metro Gold Line Foothill Extension Azusa to Montclair's environmental process listed in Table 3.1.

3.1.1 Cooperating Agencies

Cooperating agencies are, by definition in 40 Code of Federal Regulations (CFR) 1508.5, federal agencies with jurisdiction, by law or special expertise, with respect to any environmental impact involved in the proposed project. A state or local agency of similar qualifications may, by agreement with the lead agencies, also become a cooperating agency. The cooperating agencies are by definition participating agencies as well, and while the roles and responsibilities of both are similar, the cooperating agencies have a slightly greater degree of authority, responsibility, and involvement in the environmental review process.

In accordance with SAFETEA-LU Section 6002 requirements, the Construction Authority, in coordination with the FTA, will prepare and mail cooperating agency invitation letters to agencies with a potential interest in the project in preparation for project scoping. Agencies currently expected to be cooperating agencies include the Federal Railroad Administration (FRA). The invitation letter is included in Appendix B-1,



and copies of the Scoping Meeting Boards which is included with each letter, is in Appendix C.

3.1.2 Participating Agencies

Participating agencies can be federal, state, tribal, regional, and local government agencies that may have an interest in the project. The responsibilities of these agencies include, but are not limited to:

- Participating in the NEPA/CEQA process starting at the earliest possible time, especially with regards to the development of the purpose and need statement, range of alternatives, methodologies and the level of detail for the analysis of alternatives;
- Participating in the scoping process;
- Identifying, as early as practicable, any issues of concern regarding potential environmental or socioeconomic impacts of the project;
- Participating in the issue resolution process, described in Section 3.5 of this Plan;
- Providing meaningful and timely input on unresolved issues;
- Commenting on the Draft EIS/EIR.

Accepting the designation as a participating agency does not indicate project support and does not provide the agency with increased oversight or approval authority beyond its statutory limits, if applicable. The invitation letter to participating agencies is included in Appendices B-2 and B-3 and copies of the Scoping Meeting boards, which is included with each letter, is in Appendix C. Potential participating agencies for the project are noted in Table 3.1, and agency contact information is contained in Appendix D.

3.2 AGENCY INVITATION LIST

The agencies invited to participate in the environmental process for the Metro Gold Line Foothill Extension Azusa to Montclair Metro Gold Line Foothill Extension Azusa to Montclair project are listed in Table 3.1. While some agency participation activities will involve the entire Study Area, others may be broken up based on agency participation type (Cooperating or Participating, as described in Section 3.1), geographic responsibility, or agency responsibility.



Table 3.1. Participating Agency Invitation List

Agency	Sub-Agencies
Federal	
Advisory Council on Historic Preservation	
Federal Emergency Management Agency	
Transportation Security Administration	
US Department of Defense	US Army Corps of Engineers US Army Corps of Engineers, Regulatory Division
US Department of Energy	
US Department of Health and Human Services	
US Department of Housing and Urban Development	
US Department of the Interior	National Marine Fisheries Office of Environmental Policy US Fish and Wildlife Service
US Department of Transportation	Federal Highway Administration Federal Railroad Administration
US Environmental Protection Agency	
State	
California Business, Transportation and Housing Agency	California Department of Housing and Community Development California Department of Transportation (Caltrans) Caltrans District 7 Caltrans District 8 Caltrans District 7 Office of Regional Planning and Public Transportation Caltrans District 8 Office of Regional Planning and Public Transportation Caltrans, Division of Environmental Analysis Caltrans, Division of Transportation Planning
California Department of Education	
California Department of General Services	
California Division of Occupational Safety and Health	
California Emergency Management Agency	
California Environmental Protection Agency	California Air Resources Board California Department of Toxic Substances Control
California Health and Human Services Agency	
California Joint Legislative Audit Committee	
California Native American Heritage Commission	
California Natural Resources Agency	California Coastal Commission California Department of Conservation California Department of Fish and Game California Department of Forestry and Fire Protection California Department of Parks and Recreation



**Azusa to Montclair Project
AGENCY COORDINATION**

	California Department of Water Resources California Energy Commission California State Office of Historic Preservation State Board of Mining and Geology State Lands Commission
Agency	Sub-Agencies
California Public Utilities Commission	
California State Library Government Publications Section	
California Transportation Commission	
Office of Governor Arnold Schwarzenegger	California Governor’s Office of Planning and Research
Regional	
Los Angeles Regional Water Quality Control Board	
Metropolitan Water District of Southern California	
South Coast Air Quality Management District	
Southern California Association of Governments	
Southern California Regional Rail Authority (Metrolink)	
San Bernardino Associated Governments	
Local	
County of Los Angeles	Chief Executive Office Department of Community and Senior Services Department of Health Services Department of Parks and Recreation Department of Public Health Department of Public Social Services Department of Public Works Department of Regional Planning District Attorney Fire Department Metropolitan Transportation Authority Office of Education Office of the Assessor Public Library Registrar-Recorder/County Clerk Sheriff’s Department Superior Court of California – Los Angeles County



**Agency Coordination Plan
AGENCY COORDINATION**

<p>County of San Bernardino</p>	<p>Chief Executive Office Department of Community and Senior Services Department of Health Services Department of Parks and Recreation Department of Public Health Department of Public Social Services Department of Public Works Department of Regional Planning District Attorney Fire Department Office of Education Office of the Assessor Public Library Registrar-Recorder/County Clerk Sheriff's Department Superior Court of California – San Bernardino County</p>
<p>City of Azusa</p>	<p>City Manager Planning and Building Safety Police Department Public Works Recreation and Parks</p>
<p>City of Glendora</p>	<p>City Manager Planning and Building Safety Police Department Public Works Recreation and Parks</p>
<p>City of San Dimas</p>	<p>City Manager Planning and Building Safety Public Works Recreation and Parks</p>
<p>City of La Verne</p>	<p>City Manager Fire Department Planning and Building Safety Police Department Public Works Recreation and Parks</p>
<p>City of Pomona</p>	<p>City Manager Planning and Building Safety Police Department Public Works Recreation and Parks</p>
<p>City of Claremont</p>	<p>City Manager Planning and Building Safety Police Department Public Works Recreation and Parks</p>
<p>City of Montclair</p>	<p>City Manager Fire Department Planning and Building Safety Police Department Public Works Recreation and Parks</p>



**Azusa to Montclair Project
AGENCY COORDINATION**

City of Upland	City Manager Fire Department Planning and Building Safety Police Department Public Works Recreation and Parks
Non-Government Agencies	
Glendora School District	
Claremont Unified School District	
University of La Verne	
Claremont Colleges	
BNSF Railway	
Agency	Sub-Agencies
Gabrielino Tongva Indians of California Tribal Council	
Gabrielino Tongva Nation	
Gabriel/Tongva Tribal Council of San Gabriel	
Historical Society of Southern California	
Southern California Edison	
Southern California Gas Company	
Ti'At Society	
Tongva Ancestral Territorial Tribal Nation	



3.3 AGENCY COORDINATION OBJECTIVES

The primary objectives of involving these and other agencies throughout the project development process are to:

- Ensure the open and timely exchange of information, ideas, and concerns between the participating agencies, FTA and the Construction Authority throughout the project development process;
- Ensure the appropriate integration of the project into the communities through which it is proposed to operate; and
- Avoid substantial design changes by becoming familiar with city and agency requirements for project design, mitigation and the future permitting process during conceptual and preliminary engineering as practicable.

3.4 AGENCY COORDINATION STRUCTURE

The structure for agency coordination is described in the following sections.

3.4.1 Early Coordination / Scoping

Agency participation and coordination began in fall 2008 during the first phase of the project – the preparation of the Alternatives Analysis (AA) Report. Agency participation and coordination for the Draft EIS/EIR will seek to build off the agency coordination process from the AA phase of study, adding additional agencies and responsibilities, if appropriate, to ensure a smooth environmental process.

Agency coordination was reestablished with the issuance of the NOI/NOP at the start of scoping activities in December 2010. The NOP will be sent to the State Clearinghouse for distribution to certain state and regional agencies, and will be posted at the Los Angeles and San Bernardino Counties Clerk's Office. The NOI will be published in the Federal Register, and mailed with an invitation letter (along with additional scoping information) to relevant federal agencies, native tribes, state, regional, and local agencies to ensure their awareness of the project and invite scoping comments.

An agency scoping meeting will be held during the same period as the public scoping meetings. The agency scoping meeting will provide additional opportunities for agencies to identify their interest in participation and coordination to provide input on the purpose and need, range of alternatives, proposed schedule, potential areas of impact, and the methodologies to be used to evaluate effects.

After considering input received during the scoping process, the Construction Authority and the FTA will further articulate the project's purpose and need. In accordance with existing guidance issued by the Council on Environmental Quality and reaffirmed by Congress in its conference report on SAFETEA-LU, other federal agencies should defer to the FTA's interpretation and articulation of the purpose and need for the project.

3.4.2 Coordination during Project Development

Building on the agency outreach activities accomplished during the AA phase of work, regular agency coordination meetings will be held during the environmental phase of



work to ensure the continual involvement of key stakeholders in an advisory capacity. In addition, meetings will be held as needed with individual agencies, attended by appropriate Construction Authority and consultant staff, to discuss specific concerns and suggestions. In particular, meetings will be held with the local jurisdictions through which the project will run to ensure it is integrated with surrounding land uses and infrastructure. These jurisdictions include the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

3.4.3 Coordination of Review and Comment on Draft EIS/EIR

Participating agencies will provide input, review and comment throughout the environmental process. They will receive a Notice of Availability (NOA) for the Draft EIS/EIR and Notice of Completion (NOC) for the Draft EIR and will be invited to attend public hearings prior to consideration by the Construction Authority Board.

3.4.4 Coordination Subsequent to Draft EIS/EIR and Prior to the ROD/NOD

Coordination of the Final EIS/EIR, if approved to move forward by the Construction Authority Board will be similar to the coordination of review and comment on the Draft EIS/EIR. The participating agencies will receive an NOA/NOC for the Final EIS/EIR and will be invited to attend a public hearing conducted by the Construction Authority Board on the Final EIS/EIR and project approval actions. All participating agencies will receive notification of the issuance of the ROD/NOD.

3.4.5 Coordination Subsequent to the ROD/NOD

Agencies with permitting authority will continue to be consulted throughout the application development process. Lead agencies will submit permit applications and identify data development to support needs.

3.5 ISSUE RESOLUTION PROCESS

The lead agencies and cooperating/participating agencies will work cooperatively in accordance with this section to identify and resolve issues that could substantially delay completion of the environmental review, and issues of concern that could substantially delay or prevent issuance of permits or approvals needed for the project.

The following issue resolution process will be followed:

Every attempt will be made to resolve issues of concern between the lead agencies and cooperating/participating agencies as they arise through direct agency meetings. These meetings will be held, as needed, during the course of the NEPA/CEQA process to discuss and resolve the issues of concern. The meetings will be specific to the issue and agency involved. Therefore, as appropriate, the meetings could range from a single meeting involving technical staff of the agency and the Construction Authority to a series of meetings involving incrementally higher executive-level participation from the participating agency and the Construction Authority. An effort will be made to hold up to three such meetings within a reasonably available time period consistent with the project process and schedule, to resolve an issue of concern in a timely manner. If direct



meetings between the agencies are not sufficient to resolve an issue of concern in a timely manner an official resolution meeting will be scheduled.

If resolution cannot be reached within 30 days following such a meeting, and determination has been made by the FTA that all information necessary to resolve the issue has been obtained, then the FTA will elevate the dispute to the heads of all participating agencies for final concurrence.



4.0 PUBLIC COORDINATION

The Draft EIS/EIR phase of the Metro Gold Line Foothill Extension Azusa to Montclair Project will involve an extensive and inclusive community outreach process that builds upon, and enhances the public engagement efforts developed during the AA. The public participation plan includes outreach not only to Foothill corridor cities stakeholders, but also to current and potential light rail riders – a wider population of transit users in Los Angeles and San Bernardino Counties. This effort will also reengage stakeholders identified during the AA phase while, at the same time, identifying and involving potential new interested stakeholders who may now, more than before, have a special interest in this project. This Plan builds upon the Construction Authority’s experience with the AA, including lessons learned and identification of potential opportunity areas, as well as the Construction Authority’s best practices in public outreach as part of other corridor studies.

4.1 COMPLIANCE WITH FEDERAL REQUIREMENTS (SAFETEA-LU)

SAFETEA-LU has placed a strong federal emphasis on public participation, requiring that public participation plans of the metropolitan planning processes “be developed in consultation with all interested parties and... provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan.” SAFETEA-LU’s broad definition of participation by “interested parties” includes its partners, groups and individuals who are affected by or involved with transportation in the county and the surrounding region. Examples stated include citizens, affected public agencies, users of the potential project, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan. This plan complies with SAFETEA-LU Section 6002, and serves as a plan for coordination (Section 139(g) (1)).

As outlined in SAFETEA-LU, methods to accommodate these goals, to the maximum extent possible, include:

- Holding any public meetings at convenient and accessible locations and times;
- Employing visualization techniques to describe plans;
- Making public information available in electronically accessible formats and means, such as the internet, as appropriate, to afford reasonable opportunity for consideration of public information; and
- Coordinating local public participation/involvement processes with statewide public involvement processes, wherever possible, to enhance public consideration of the issues, plans and programs, and reduce redundancies and costs.

This public coordination section was developed to comply with SAFETEA-LU requirements.



4.2 GOALS AND OBJECTIVES OF PUBLIC PARTICIPATION STRATEGY

The public participation strategy for the Metro Gold Line Foothill Extension Azusa to Montclair Project provides an efficient, proactive and comprehensive guide to community outreach efforts throughout the Draft EIS/EIR phase of this project. The strategy builds on the foundation of the public engagement effort developed during the AA phase of work. The public involvement and consensus building effort for this project has several goals and objectives; it will:

- Utilize an inclusive outreach strategy that maximizes input from a broad range of project stakeholders;
- Provide forums for residents, businesses and community leaders to participate in the planning;
- Create multiple opportunities for the generation of ideas, comments and possible mitigation measures; and
- Establish a forum for educating stakeholders on a regular basis as the project evolves.

The strategy is in compliance with the public participation requirements of NEPA and CEQA.

The intent of the public involvement process is to work cooperatively with the community toward the development of a preferred alternative that meets the purpose and need of the project.

Issues to be addressed during the Draft EIS/EIR outreach process for the Metro Gold Line Foothill Extension Azusa to Montclair Project include further development and refinement of the alternatives, locations of the stations, bus/rail interface and other transit issues, urban design, land use, neighborhood and community impacts, environmental impacts, and identification of potential mitigation measures, if necessary.

4.3 DESCRIPTION OF PUBLIC PARTICIPATION/INVOLVEMENT ACTIVITIES

Key components of the public participation strategy are described in the following sections.

4.3.1 Schedule Overview

The approximate schedule for the public participation process during the Draft EIS/EIR phase is summarized in Table 4.1. A series of community update meetings and formal public hearings will be held at key milestones, as described further in Section 4.3.3 through 4.3.5.



Table 4.1 Public Participation Process - Tentative Schedule

Task	Date
Public Scoping Meetings	January 2011
Circulate Draft EIS/EIR	Summer 2011
Public Hearings on Draft EIS/EIR	Late Summer 2011
The Construction Authority Board Decision Draft EIS/EIR	Fall 2011

4.3.2 Stakeholder Identification and Community Profile

The Construction Authority will maintain and update the stakeholder database developed during the AA to track interested individuals and groups, their areas of interest, communication, and other pertinent information for the duration of the project. Building on the database developed during the AA, the Construction Authority will continue to provide ongoing maintenance and updates to keep the database current. Outreach in the Draft EIS/EIR phase will include all jurisdictions and other stakeholders that could be affected by the Metro Gold Line Foothill Extension Azusa to Montclair Project. There is a range of existing and potential new project stakeholders; many of these stakeholders were identified during the AA, and they will be further engaged during the Draft EIS/EIR process. Stakeholders for this process include, but are not limited to:

- Local, County, State and Federal Elected Officials;
- Neighborhood Associations and Community Councils;
- Business and Labor Associations;
- Residents;
- Retail and Entertainment Centers/Destinations;
- Education, Cultural, Religious, Health Care Institutions (along the existing and proposed alignment);
- Transit Advocacy and Environmental Groups; and
- Public Agencies / Officials.

4.3.3 Project Scoping Meetings

The Construction Authority will conduct four (4) public scoping meetings, one (1) agency scoping meeting (described in Section 3), and one (1) briefing for local elected officials within the scoping period of the project to solicit initial comment and input for the Draft EIS/EIR prior to the deadline for public scoping comments. Public scoping meetings will be held throughout the Study Area, including sites in Glendora, San Dimas, La



Verne/Pomona, Claremont/Montclair. The purpose of these meetings is to inform the public about the Draft EIS/EIR, solicit input on the alternatives to be considered and identify issues and areas of concern that will need to be addressed in the Draft EIS/EIR. A brief presentation will be conducted at these meetings to advise attendees about the project, likely impacts, and the purpose of scoping and the meeting. The copies of the Scoping Meeting boards will be made available to all scoping meeting attendees is included in Appendix C. These meetings will be recorded by a court reporter and documented as a part of the Draft EIS/EIR effort.

4.3.4 Public Hearings

The Construction Authority will hold up to four (4) public hearings after the release of the Draft EIS/EIR to solicit comments from stakeholders and the public in compliance with FTA, NEPA and CEQA guidelines. At the conclusion of the public hearings, the Construction Authority will develop a written summary which will include information about the number of attendees and major issues and concerns raised. All written comments submitted at the public hearing and via email and U.S. mail will be electronically scanned and included in the project documentation. Responses to comments will be prepared throughout the Final EIS/EIR phase of study, if approved by the Construction Authority Board.

4.3.5 Other Meetings

The Construction Authority will proactively continue to coordinate with key project stakeholder groups in the area to engage them in the planning process. At the same time, the Construction Authority will respond to requests from community groups and other organizations to participate in their meetings.

4.3.6 Events

To reach out to those not active in civic issues or who do not typically attend community meetings, the Construction Authority may participate in local events such as festivals, fairs and other grassroots outreach opportunities. In addition to the events in which the Construction Authority already participates in, other local opportunities to raise the project's visibility and awareness within the Study Area will be explored such as farmers markets, mall or shopping center booths or policy forums.

4.3.7 Public Notice and Review

Extensive public noticing will be carried out in advance of each public meeting to maximize project exposure and meeting attendance. Materials will generally be sent out two weeks prior to the meetings, with some reminders closer to the meeting dates. Noticing materials that will be distributed before each round of public meetings include:

- Notifications in local newspapers;
- Email notices (including reminders for upcoming meetings two days prior to first meeting);
- Updates on the Construction Authority's project website;



- “Take One” meeting notices on the Metro Gold Line, Metro buses, Foothill Transit, and Omnitrans buses serving the Study Area. “Take Ones” can also be distributed on municipal bus lines throughout the Study Area, if approved by the transit operating agency; and
- Meeting notices distributed at key gathering places in the affected Study Area such as libraries, Chambers of Commerce, community centers, offices of elected officials and city halls.

The publicity of scoping meetings will be consistent with FTA requirements. All meeting presentation materials will be prepared in multimedia, easy-to-understand, and multi-language formats

4.3.8 Written Materials

The Construction Authority will continue to develop text and visuals for collateral materials, specifically Mailers, Brochures, Fact Sheets, “Take Ones,” and Frequently Asked Questions (FAQs). Materials will be translated, at a minimum, into Spanish.

4.3.9 Website

The project website will be regularly updated to coincide with key project milestones. In addition to distributing study materials and serving as a source for public information, the website will also serve as a way to gather information. The webpage will help facilitate ongoing database additions and provide a way for the community to provide input and ask questions. The Construction Authority will monitor web page use, track activity through the project database, and respond to inquiries.

4.3.10 Media

The Construction Authority takes a proactive role when working with the media to publicize all community meetings and to raise awareness of the Metro Gold Line Foothill Extension Azusa to Montclair Project. This includes the development of press releases. This effort is complemented by outreach to grassroots, ethnic and niche print, broadcasts and new media.

4.3.11 New Media

In the same way that the ever-burgeoning population and changing attitudes have created support for investment in transportation solutions, the combination of younger advocates and busy professionals suggests we search for new methods of engaging impacted communities. Perhaps one of the most effective methods of engaging and tracking public discussions is the widespread utilization of blogs, online discussion groups, electronic town halls, and Internet -posted presentations.

The Construction Authority will utilize media such as blogs, electronic news outlets, chat rooms, discussion boards, etc. to raise awareness of its projects. A complete record of all blogging and other electronic communications on the project will be maintained.



4.3.12 Tours

To help facilitate better understanding of the rail technology explored in this study, configuration options and how to integrate the project in the community, tours of the operational sections of the Metro Gold Line and other appropriate Metro lines will be held as needed. Tours of other comparable non-Metro systems may also be appropriate.

4.3.13 Accommodations

All public meetings will be scheduled at locations accessible by transit users and all buildings for public events will be Americans with Disabilities Act (ADA) accessible for wheelchairs. Information regarding bicycle lockers/storage can also be researched upon request. Interpreters in Spanish or other appropriate languages will be available at public meetings, as appropriate. Interpreters for other languages or other auxiliary aids will be arranged, if requested at least three days prior to the meeting.

4.4 OUTREACH TO TRADITIONALLY UNDERSERVED GROUPS

Federal requirements for public participation plans include a process for considering the needs of those traditionally underserved by existing transportation systems, such as low income and / or minority groups. The Construction Authority has actively worked with organized business and community groups in the Study Area to inform them of community meetings and will continue outreach efforts to transit users.



APPENDIX A FEDERAL REGISTER NOTICE OF INTENT (NOI)

4910-57-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

**Intent to Prepare an Environmental Impact Statement for the Metro Gold Line
Foothill Extension, Azusa to Montclair in Los Angeles and San Bernardino
Counties, California**

AGENCY: Federal Transit Administration, DOT

ACTION: Notice of Intent to Prepare an Environmental Impact Statement

SUMMARY: The Federal Transit Administration (FTA), as the federal lead agency, and the Metro Gold Line Foothill Extension Construction Authority (Construction Authority) intend to prepare an Environmental Impact Statement (EIS) for proposed transit improvements in the Foothill Extension Transit Corridor. FTA is the lead Federal agency with the Construction Authority as a co-lead agency for the National Environmental Policy Act (NEPA) process because the Construction Authority is seeking Federal funding for the proposed project. The proposed project is an extension of the existing Metro Gold Line light rail transit line, from Azusa to Montclair, with proposed stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. The proposed project will improve mobility in eastern Los Angeles County and western San Bernardino County by introducing high-frequency transit service options; enhance the regional transit network by interconnecting existing and planned rail and bus transit lines; provide an alternative mode of transportation for commuters who currently use the congested I-210 corridor; improve transit accessibility for residents and employees who live and/or work

along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas emissions.

The EIS will be prepared in accordance with the requirements of NEPA and its implementing regulations. Prior to commencement of a Final EIS, a locally preferred alternative (LPA) will be identified and adopted by the Construction Authority Board and included in the Los Angeles County Metropolitan Transportation Authority (LACMTA) Constrained Long Range Transportation Plan (LRTP). LACMTA and the Construction Authority do not currently anticipate applying for 43 U.S.C. 5309 New Starts funding.

The Construction Authority will be preparing a joint EIS/EIR document to comply with NEPA and the California Environmental Quality Act (CEQA). The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, to invite public participation in the EIS process (including providing comments on the scope of the Draft EIS), to announce that public scoping meetings will be conducted, and to invite participating and cooperating agencies.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to the Construction Authority on or before February 2, 2011 at the address below. See **ADDRESSES** below for the address to which written public comments may be sent. Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates:

- Wednesday, January 12, 2011; 6:00 to 8:00 PM at the Ganesha Community Center, 1575 North White Avenue, Pomona, CA.

- Thursday, January 13, 2011; 6:00 to 8:00 PM at the Glendora Teen and Family Center, 241 West Dawson Street, Glendora, CA.
- Wednesday, January 19, 2011; 6:00 to 8:00 PM at the Oakmont Elementary School, 120 West Green Street, Claremont, CA.
- Thursday, January 20, 2011; 6:00 to 8:00 PM at the Ekstrand Elementary School, 400 North Walnut Avenue, San Dimas, CA.

The prior planning work, the project's purpose and need, and the description of alternatives will be presented at these meetings. The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Lisa Levy Buch, Director of Public Affairs, Metro Gold Line Foothill Extension Construction Authority, at (626) 305-7004, or llevybuch@foothillextension.org.

Scoping materials will be available at the meetings and are available on the Construction Authority's Web site (<http://www.foothillextension.org>). Hard copies of the scoping materials may also be obtained from Ms. Sylvia Beltran, Community Outreach Coordinator, Metro Gold Line Foothill Extension Construction Authority, at (626) 305-7012, or sbeltran@foothillextension.org.

An interagency scoping meeting will be held on Thursday, January 13, 2011, at 2:00 PM at the Glendora Teen and Family Center, 241 West Dawson Street, Glendora, CA. Representatives of Native American tribal governments and of all federal, state, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate and participate in the

National Historic Preservation Act Section 106 Process.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Ms. Lisa Levy Buch, Director of Public Affairs, Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016-3633, or via e-mail at llevybuch@foothillextension.org. The locations of the public scoping meetings are given above under **DATES**.

FOR FURTHER INFORMATION CONTACT: Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone (213) 202-3950, e-mail ray.tellis@dot.gov.

SUPPLEMENTARY INFORMATION:

Background

A Draft EIS/EIR for Gold Line Phase II Pasadena to Montclair Foothill Extension was issued in April 2004 (“2004 DEIS/EIR”). A Notice of Availability was published in the Federal Register on May 7, 2004. Following the release of the 2004 DEIS/EIR, the public comment period, and input from the cities along the alignment, the Construction Authority Board approved a Locally Preferred Alternative (LPA) in August 2004 for the Pasadena to Azusa extension of the Gold Line Phase II Project. In March 2005, a Project Definition Report (PDR) was prepared to refine the station and parking lot locations, grade crossings, two rail grade separations, and traction power substation locations. Following the PDR, the Construction Authority Board approved a Revised LPA in June 2005. Between March and August 2005, station options in Claremont were added.

Subsequent to circulation of the 2004 DEIS/DEIR the Construction Authority

decided to fund the Pasadena to Azusa extension of the Gold Line Phase II Project without Federal funding and the environmental impact assessment for Phase II no longer proceeded as a joint NEPA/CEQA document but as a CEQA document. The Pasadena to Azusa Extension project of the Gold Line Phase II Pasadena to Montclair Extension was certified under CEQA by the Construction Authority and a FEIR was completed in February 2007. Because the Construction Authority decided to fund the Pasadena to Azusa extension of the Gold Line Phase II Project without Federal funding, the FTA subsequently withdrew the Gold Line Phase II DEIS on June 25, 2010.

The Construction Authority will be seeking Federal funding for the Metro Gold Line Foothill Extension from Azusa to Montclair and an EIS will be prepared. To avoid confusion expressed about the terminology used in the 2004 DEIS/EIR (e.g. Phase I; Phase II, Segments 1 and 2), the proposed project described by this NOI, which was previously named Gold Line Phase II Segment 2, is now referred to as the Metro Gold Line Foothill Extension, Azusa to Montclair Project.

The proposed Metro Gold Line Foothill Extension, Azusa to Montclair Project, is included in the strategic unfunded element of the LACMTA 2009 LRTP. Various transit improvements were explored and opportunities identified in other studies such as the *Gold Line Phase II Extension Pasadena to Claremont Alternatives Analysis, Final Draft Report (January 9, 2003)*, and the *Gold Line Phase II Pasadena to Montclair Foothill Extension Final Environmental Impact Report (2007)* which are available for review at the LACMTA Transportation Library, 15th Floor, One Gateway Plaza, Los Angeles, CA 90012, the Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Suite 202, Monrovia, CA 91016-3633, and on the Construction

Authority's Web site ([http:// www.foothillextension.org](http://www.foothillextension.org)).

Project Initiation and Scoping

The FTA and the Construction Authority will prepare an EIS/EIR for the Metro Gold Line Foothill Extension Azusa to Montclair Project pursuant to 23 U.S.C. 139 and CEQA. The Construction Authority is serving as the local lead agency for purposes of CEQA. FTA is serving as the Federal lead agency and the Construction Authority as a co-lead agency for purposes of NEPA. FTA and the Construction Authority will invite interested Federal, State, Tribal, regional and local government agencies to be participating agencies under the provisions of Title 23 CFR Part 771.111.

Scoping is the process of determining the scope, focus, and content of an EIS. FTA and the Construction Authority invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should focus on: (1) feasible alternatives that may better achieve the project's need and purposes with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives. NEPA "scoping" has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant.

Purpose and Need for the Project

The purpose of this project is to provide a high-capacity transportation improvement that responds to problems associated with the I-210, a freeway that is not

able to accommodate current and forecasted peak-hour travel demands; respond to the limited bus routes and commuter rail service available in the study corridor; respond to problems associated with the corridor's congested arterial network; respond to issues associated with population and employment conditions and forecasts; respond to goals of the region and corridor to improve air quality and avoid or minimize impacts to natural and manmade environments.

Project Location and Environmental Setting

The proposed project is located in Los Angeles and San Bernardino Counties encompassing six adjoining cities that are located along I-210 and a railroad right-of-way, between the eastern boundary of Azusa on the west and Montclair on the east. The project area includes the cities of Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. In San Bernardino County, it includes the city of Montclair.

The Build Alternative is a Light Rail Transit (LRT) system that would begin at the current terminus of the Metro Gold Line at the Azusa-Citrus Station continuing east to Montclair.

Alternatives

The Gold Line Phase II Extension Pasadena to Claremont Alternatives Analysis, Final Draft Report (January 9, 2003), prepared for the Construction Authority, studied a number of alternatives within the study area. This analysis looked at a wide range of alignment and technology options aimed at serving the corridor transportation needs. These included a No-Build Alternative, a Transportation System Management (TSM) Alternative, as well as various modal alternatives. The initial analysis looked at

enhanced bus service, bus rapid transit, LRT, commuter rail, diesel multiple units, high occupancy vehicle facilities, and fixed-guideway facilities. The alignment alternatives included the existing railroad right-of-way, the I-210 freeway, and local major arterials. Operations alternatives varied by mode starting with five-minute headways.

The three alternatives being evaluated include the No Build Alternative, TSM, and the Build Alternative. The freight rail alignment identified in the Alternatives Analysis Report with the LRT technology is the Build Alternative that will be analyzed. In addition, pursuant to 40 CFR 1502.14, the EIS will analyze any reasonable alternatives identified during scoping.

No-Build Alternative: The No-Build Alternative includes all highway and transit projects and operations that the region and LACMTA expect to be in place in 2035. The No-Build Alternative would not require construction of ancillary facilities other than those included in the projects comprising the alternative. The No-Build Alternative is LACMTA's 2009 LRTP adopted in October 2009. This 2009 LRTP includes a balance of vehicle and transit improvements, including an expanded bus and rail network. Projects within the 2009 LRTP that are relevant to the corridor are stated below.

- Transit projects include countywide (Los Angeles and San Bernardino Counties) bus service improvements; commuter rail (Metrolink) improvements; and light rail and heavy rail transit improvements.
- Freeway improvements include projects on freeways such as the extension of freeway Route 30/I-210 from Foothill Boulevard to I-15 (now completed) and the continuing extension of I-15 to I-215 in the future.

- Smart street projects include improvements such as synchronized traffic signals, on-street parking removal, frontage road and grade separation construction, and key intersection improvements to improve traffic flow.
- Arterial improvement projects include improvements to existing roadways.

Transportation System Management (TSM) Alternative: The EIS/EIR will evaluate transportation and environmental effects of modest improvements in the highway and transit systems beyond those in the No-Build Alternative. The TSM Alternative would include low-cost improvements to the No-Build Alternative to reduce delay and enhance mobility. The TSM Alternative would emphasize transportation system upgrades, such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, expanded park-and-ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations.

Build Alternative: The Build Alternative utilizes the existing LACMTA/Construction Authority and San Bernardino Associated Governments rights of way through the San Gabriel Valley for LRT service. The Build Alternative would extend the Metro Gold Line LRT system from the eastern boundary of Azusa to the Montclair TransCenter (approximately 11.4 miles) located in Montclair, bordering the city of Upland. The same LRT technology and the same types of system components would be used as the existing Metro Gold Line. The Build Alternative would include six new stations, with one in each of the cities along the corridor; Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Potential station locations have been defined

in consultation with the corridor cities. Parking facilities would be provided at each new station.

Eight traction power substations (TPSSs) would be constructed along the route in order to provide electrical power to the line. Where possible, TPSS sites would be located near a station. TPSS sites would be located within existing rail right of way or within properties to be acquired for stations or parking. The Build Alternative would include two LRT tracks throughout, and one freight track between the eastern boundary of Azusa and Pomona. In Pomona, the single freight track would then join up with the double Metrolink tracks and continue through to Montclair and beyond.

Probable Effects

The purpose of this EIS process is to study, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and the Construction Authority will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. The probable impacts will be determined as part of the project scoping. Unless further screening illuminates areas of possible impact, resource areas will be limited to those identified during scoping. Measures to avoid, minimize, and mitigate adverse impacts will also be identified and evaluated.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), calls for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and the Construction Authority do the following:

(1) Extend an invitation to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project to become “participating agencies;” (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American tribes that may have an interest in the proposed project. It is possible that FTA and the Construction Authority will not be able to identify all Federal and non-Federal agencies and Native American tribes that may have such an interest. Any Federal or non-Federal agency or Native American tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Community Outreach Coordinator identified above under **ADDRESSES**.

The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations “Environmental Impact and Related Procedures” (23 CFR part 771). Related environmental procedures to be addressed during the NEPA process, include, but are not limited to the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); Section 4(f) of the Department of Transportation Act (23 CFR part 774); and Executive Order 12898 on environmental justice.

Issued on: December 17, 2010

Leslie T. Rogers
Regional Administrator
Region IX, Federal Transit Administration

[FR Doc. 2010-32337 Filed 12/23/2010 at 8:45 am; Publication Date: 12/27/2010]



APPENDIX B-1

COOPERATING AGENCY INVITATION LETTER

**Metro Gold Line Foothill Extension
Construction Authority**

406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

**Cooperating Federal Agency
Invitation Letter**

[Date]

Mr. Al Settje
Regional Administrator
Federal Rail Administration
801 I Street, Suite 466
Sacramento, CA 95814

Re: Invitation to Become a Cooperating Agency in the Metro Gold Line Foothill
Extension Azusa to Montclair EIS/EIR

Dear [insert name]:

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority), in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Metro Gold Line Foothill Extension Azusa to Montclair Project. The proposed project is located in Los Angeles and San Bernardino Counties encompassing seven adjoining cities that lie along I-210 and a railroad right-of-way, between the eastern boundary of Azusa on the west and Montclair on the east. The study area is a 12.6 mile corridor that includes the cities of Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. In San Bernardino County, it includes the city of Montclair.

The purpose of this project is to improve mobility in western Los Angeles County and eastern San Bernardino County by introducing high-frequency transit service; enhance the regional transit network by interconnecting existing and planned rapid transit lines; provide an alternative mode of transportation for commuters who currently use the congested I-210 corridor; improve transit accessibility for residents and employees who live and/or work along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas (GHG) emissions. The enclosed scoping information packet provides more details including a preliminary schedule.

FTA seeks the Federal Railroad Administration's (FRA) cooperation in determining the effects of the proposed construction of the Metro Gold Line Foothill Extension build alternative and its associated facilities. Effects under study include those related to other project alternatives, environmental consequences, and mitigation. We are requesting that your agency be a cooperating agency because the build alternative shares right-of-way (ROW) with an active freight and commuter railroads (BNSF and Metrolink). You can

expect the EIR will, to the greatest extent possible, satisfy the FRA's statutory responsibilities and concerns. The environmental documentation will address environmental and programmatic concerns identified by the FRA and will be sufficiently detailed to enable the FRA to grant necessary permits or other approvals that may ensue from the build alternative under study. If at any point in the process your needs are not being met, please let us know. We expect that at the end of the process, the EIS will satisfy your National Environmental Policy Act (NEPA) requirements.

If your agency does not wish to be a cooperating agency, your agency still has the opportunity to become a participating agency in the environmental review process. Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, improving the transparency of the process, and increasing opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project and invite such agencies to become cooperating agencies in the environment review process.¹

As a cooperating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference call, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If however, you elect not to become a cooperating agency, you must decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. Ray Tellis of the

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in the regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. §§ 1508.5.

Federal Transit Administration (FTA) Los Angeles Metropolitan Office at ray.tellis@dot.gov; please include the title of the official responding.

In order to give your agency sufficient opportunity to determine the relevance of your cooperation in this environmental review process, written responses to this invitation are not due until **February 2, 2011**, after the interagency scoping meeting, which will be held:

- **Thursday, January 13, 2011, at 2:00 PM** at the Glendora Teen and Family Center, 241 West Dawson Street, Glendora, CA.

Enclosed with this letter is a copy of the Federal Register Notice of Intent (NOI), Study Area Map, and copies of the scoping meeting boards, which provide information on the project background, study area, and proposed alternatives. The Agency Coordination Plan, prepared in accordance with the Section 6002 of SAFETEA-LU, includes the project schedule, and will be available on the Construction Authority's website (<http://www.foothillextension.org>) when finalized. The NOI also provides details on how to submit initial scoping comments if you would like to do so. As noted in the NOI, all scoping comments should be submitted on or before February 2, 2011. All scoping materials are available at <http://www.foothillextension.org>.

We look forward to receiving your response to this request to be a cooperating agency on this project. If you have questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact Mr. Ray Tellis of the FTA Los Angeles Metropolitan Office at (213) 202-3956. If you have any questions regarding this invitation, please contact Lisa Levy Buch, Director of Public Affairs, Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Monrovia, CA 91016-3633; llevybuch@foothillextension.org.

Sincerely,

Habib Balian
Chief Executive Officer

Enclosure (3):

1. Federal Register NOI
2. Study Area Map
3. Copies of the Scoping Meeting Boards

cc: Federal Transit Administration, Los Angeles Metropolitan Office

APPENDIX B-2
PARTICIPATING FEDERAL AGENCY INVITATION
LETTER

**Metro Gold Line Foothill Extension
Construction Authority**
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

**Participating Federal Agency
Invitation Letter**

[Date]

[Name, Title and Address of Recipient]

Re: Invitation to Become a Participating Agency in the Metro Gold Line Foothill Extension Azusa to Montclair EIS/EIR

Dear [insert name]:

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority), in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Metro Gold Line Foothill Extension Azusa to Montclair Project. The proposed project is located in Los Angeles and San Bernardino Counties encompassing seven adjoining cities that lie along I-210 and a railroad right-of-way, between the eastern boundary of Azusa on the west and Montclair on the east. The study area is a 12.6 mile corridor that includes the cities of Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. In San Bernardino County, it includes the city of Montclair.

The purpose of this project is to improve mobility in western Los Angeles County and eastern San Bernardino County by introducing high-frequency transit service; enhance the regional transit network by interconnecting existing and planned rapid transit lines; provide an alternative mode of transportation for commuters who currently use the congested I-210 corridor; improve transit accessibility for residents and employees who live and/or work along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas (GHG) emissions. The enclosed scoping information packet provides more details including a preliminary schedule.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, improving the transparency of the process, and increasing opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may

have an interest in the project and invite such agencies to become participating agencies in the environment review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the public facilities located in many parts of this corridor. Accordingly, you are invited to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency, you must decline this invitation in writing indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to Mr. Ray Tellis of the Federal Transit Administration (FTA), Los Angeles Metropolitan Office at ray.tellis@dot.gov; please include the title of the official responding.

We request that your written response accepting designation as a participating agency be transmitted no later than **February 2, 2011**.

In order to give your agency sufficient opportunity to determine the relevance of your participation in this environmental review process, you or your delegate is invited to represent your agency at the interagency scoping meeting will be held:

- **Thursday, January 13, 2011, at 2:00 PM** at the Glendora Teen and Family Center, 241 West Dawson Street, Glendora, CA.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in the regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment."

Enclosed with this letter is a copy of the Federal Register Notice of Intent (NOI), Study Area map, and copies of the scoping meeting boards, which provide information on the project background, study area, and proposed alternatives. The Agency Coordination Plan, prepared in accordance with Section 6002 of SAFETEA-LU, includes the project schedule, and will be available on the Construction Authority's website (<http://www.foothillextension.org>) when finalized. The NOI also provides details on how to submit initial scoping comments if you would like to do so. As noted in the NOI, all scoping comments should be submitted on or before February 2, 2011. All scoping information is also available at <http://www.foothillextension.org>.

If you have any questions regarding this invitation, please contact Lisa Levy Buch, Director of Public Affairs, Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Monrovia, CA 91016-3633; llevybuch@foothillextension.org.

Sincerely,

Habib Balian
Chief Executive Officer

Enclosure (3):
2. Federal Register NOI
3. Study Area Map
3. Copies of Scoping Meeting Boards

cc: Federal Transit Administration, Los Angeles Metropolitan Office

APPENDIX B-3

**PARTICIPATING NONFEDERAL AGENCY INVITATION
LETTER**

**Metro Gold Line Foothill Extension
Construction Authority**
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016-3633

**Participating Non-Federal
Agency Invitation Letter**

[Date]

[Name, Title and Address of Recipient]

Re: Invitation to Become a Participating Agency in the Metro Gold Line Foothill Extension Azusa to Montclair EIS/EIR

Dear [insert name]:

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority), in cooperation with the Federal Transit Administration (FTA), is initiating the preparation of Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Metro Gold Line Foothill Extension Azusa to Montclair Project. The proposed project is located in Los Angeles and San Bernardino Counties encompassing seven adjoining cities that lie along I-210 and a railroad right-of-way, between the eastern boundary of Azusa on the west and Montclair on the east. The study area is a 12.6 mile corridor that includes the cities of Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County. In San Bernardino County, it includes the city of Montclair.

The purpose of this project is to improve mobility in western Los Angeles County and eastern San Bernardino County by introducing high-frequency transit service; enhance the regional transit network by interconnecting existing and planned rapid transit lines; provide an alternative mode of transportation for commuters who currently use the congested I-210 corridor; improve transit accessibility for residents and employees who live and/or work along the corridor; and encourage a mode shift to transit, reducing air pollution and greenhouse gas (GHG) emissions. The enclosed scoping information packet provides more details, including a preliminary schedule.

Section 6002 of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) establishes an enhanced environmental review process for certain FTA projects, improving the transparency of the process, and increasing opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter.

As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may

have an interest in the project and invite such agencies to become participating agencies in the environment review process.¹

Your agency has been identified preliminarily as one that may have an interest in this project, because of the public facilities located in many parts of this corridor. Accordingly, you are invited to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

If you elect to become a participating agency, you must accept this invitation in writing. Your acceptance may be transmitted electronically to Lisa Levy Buch, Director of Public Affairs, Foothill Extension Construction Authority at llevybuch@foothillextension.org. Please include the title of the official responding.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, written responses to this invitation are not due until after the interagency scoping meeting.

The interagency scoping meeting will be held:

- **Thursday, January 13, 2011, at 2:00 PM** at the Glendora Teen and Family Center, 241 West Dawson Street, Glendora, CA.

You or your delegate is invited to represent your agency at this meeting. We request that your written response accepting designation as a participating agency be transmitted no later than **February 2, 2011**.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in the regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. §§ 1508.5.

Enclosed with this letter is a copy of the Federal Register Notice of Intent (NOI), Study Area map, and copies of the scoping meeting boards, which provide information on the project background, study area, and proposed alternatives. The Agency Coordination Plan, prepared in accordance with the Section 6002 of SAFETEA-LU, includes the project schedule, and will be available on the Construction Authority's website (<http://www.foothillextension.org>) when finalized. The NOI also provides details on how to submit initial scoping comments if you would like to do so. As noted in the NOI, all scoping comments should be submitted on or before February 2, 2011. All scoping information is also available at www.foothillextension.org.

If you have any questions regarding this invitation, please contact Lisa Levy Buch, Director of Public Affairs, Metro Gold Line Foothill Extension Construction Authority, 406 E. Huntington Drive, Monrovia, CA 91016-3633; llevybuch@foothillextension.org.

Sincerely,

Habib Balian
Chief Executive Officer

Enclosure (3):

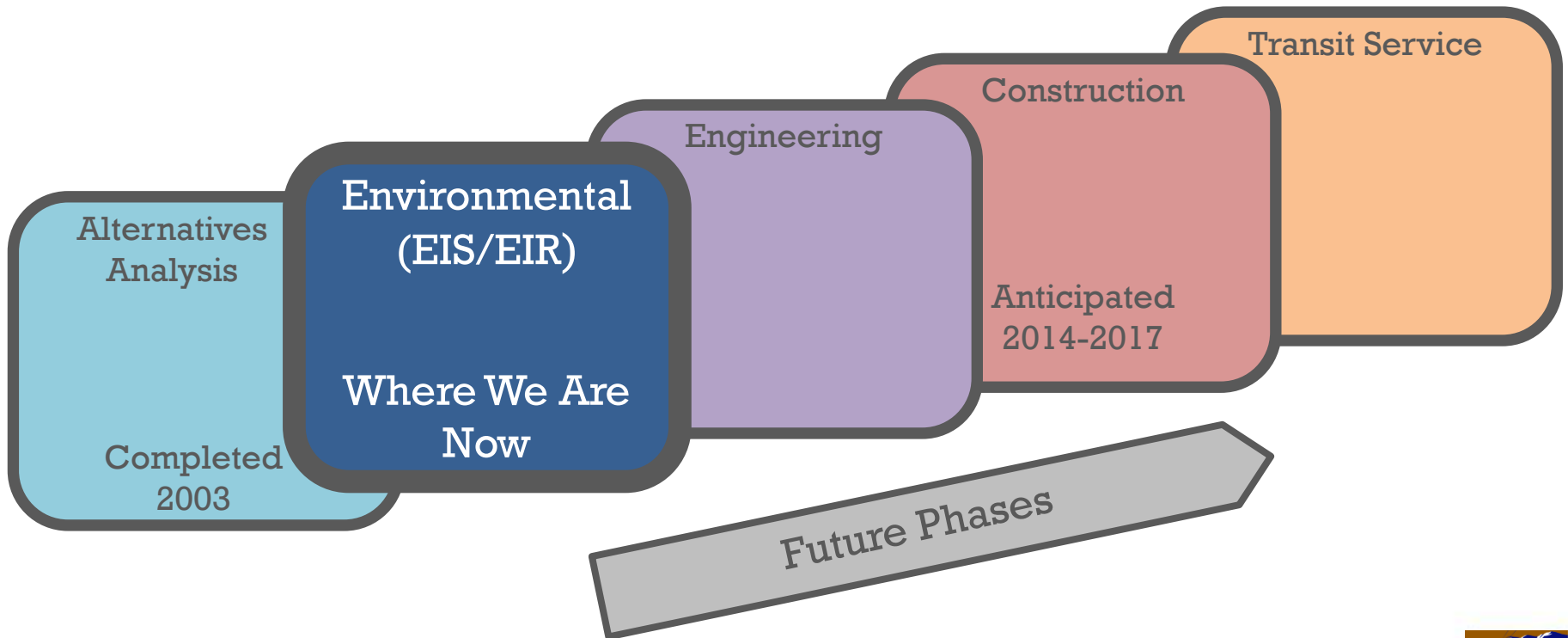
4. Federal Register NOI
2. Study Area Map
3. Copies of Scoping Meeting Boards

cc: Federal Transit Administration, Los Angeles Metropolitan Office

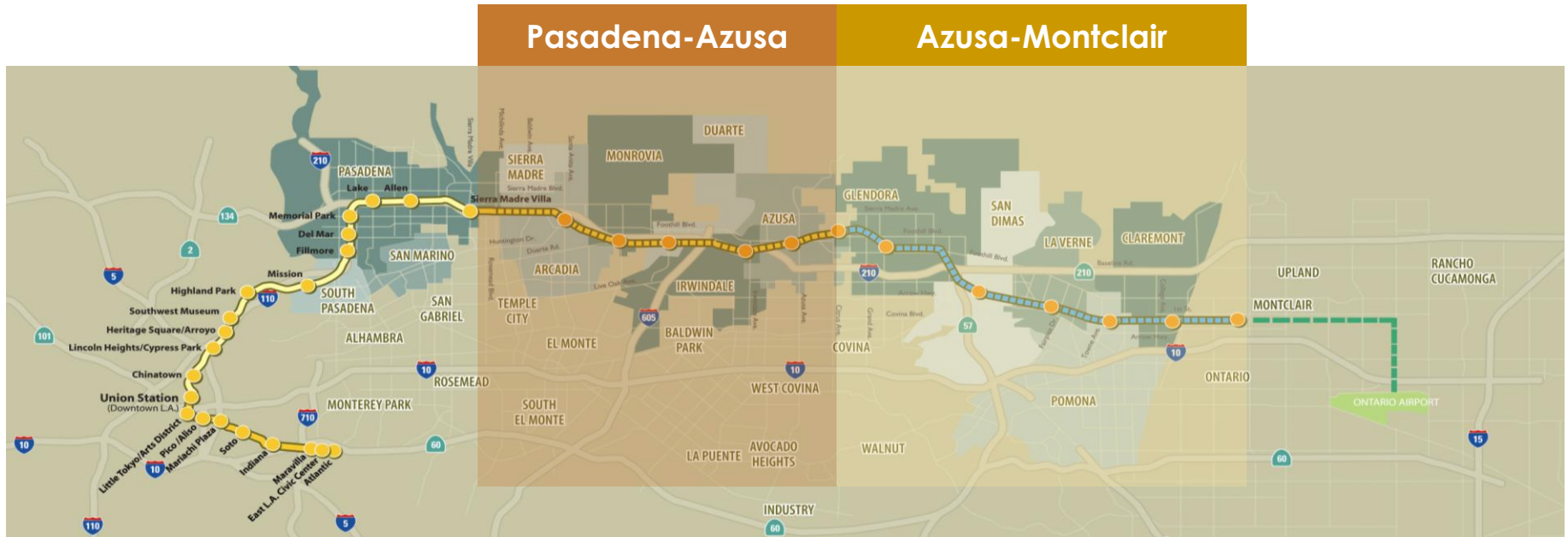
APPENDIX C
COPIES of SCOPING MEETING BOARDS

Project Development Process

5 Main Stages of Project Development



Project Timeline



- **1999:** Creation of the Metro Gold Line Foothill Extension Construction Authority
- **2003:** Initiation of Foothill Extension from Pasadena to Montclair Alternatives Analysis (AA) and Board Selection of Locally Preferred Alternative (LPA)
- **2004:** Circulation of Pasadena to Montclair Draft Environmental Impact Report/Environmental Impact Statement
- **2005:** Board selection of revised LPA
- **2007:** Board decision not to pursue federal funds for Pasadena to Azusa Extension; completion of Final Environmental Impact Report (FEIR)
- **2008:** Measure R approved, partial funding for Azusa to Montclair Extension
- **2009:** Reactivation of Azusa to Montclair Extension Environmental Clearance
- **2010-11:** 'Fresh' Environmental Impact Statement/Environmental Impact Review Process for Azusa to Montclair Extension

Environmental Topics

Environmental Topics to be Reviewed in the Environmental Impact Statement/Environmental Impact Report

- Traffic & Circulation
- Land Use & Development
- Real Estate & Acquisitions
- Communities & Neighborhoods
- Visual & Aesthetics
- Air Quality
- Noise & Vibration
- Ecosystems & Biological Resources
- Geotechnical / Subsurface / Seismic / Hazardous Materials
- Water Resources
- Energy
- Historical, Archaeological & Paleontological Resources
- Parklands & Community Facilities
- Economic Development & Fiscal
- Safety & Security
- Construction Impacts
- Growth Inducing Impacts
- Environmental Justice
- Climate Change
- Cumulative Impacts

Purpose and Need

Purpose

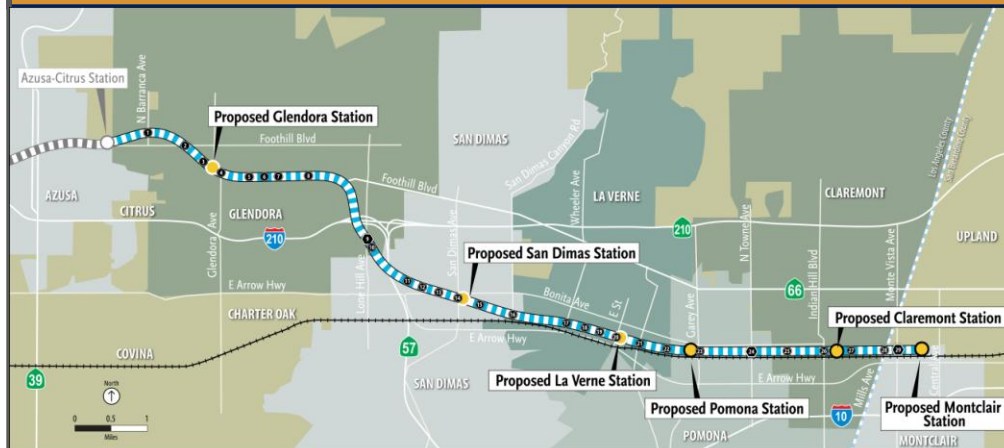
- Improve transit accessibility to major activity centers along the Gold Line
- Introduce more reliable transit service that shortens travel times
- Provide an alternative mode for commuters currently using I-210
- Enhance connections to Metrolink, and regional and local buses
- Encourage mode shifts to transit, reducing air pollution and greenhouse gas emissions

Need

- I-210 cannot accommodate current and forecasted peak-hour travel demand
- Bus and commuter rail service is limited in the corridor
- The corridor's arterial network is congested
- Area population and employment are forecasted to increase, worsening traffic

Grade Crossings

Study Area Crossings



LEGEND

- Proposed Light Rail Transit Alignment shared with Freight
- Proposed Station
- Proposed Light Rail Transit Station Near Existing Metrolink Station
- Grade Separation
- At-Grade Crossing
- Light Rail Transit Alignment Under Construction
- Metrolink

Numbers on the map correspond with the grade crossings proposed for the intersections listed below.

No.	Street	City	No.	Street	City	No.	Street	City	No.	Street	City
1	Baranca Ave	Glendora	9	Lone Hill Ave	Glendora	17	Wheeler Ave	La Verne	25	Cambridge Ave	Claremont
2	Foothill Blvd	Glendora	10	Gladiolus St	San Dimas	18	A St	La Verne	26	Indian Hill	Claremont
3	Alo Ave	Glendora	11	Taota Ave	San Dimas	19	O St	La Verne	27	College Ave	Claremont
4	Glendora Ave	Glendora	12	Catatract Ave	San Dimas	20	E St	La Verne	28	South Hill Rd	Claremont
5	Paradisa Ave	Glendora	13	Monte Vista Ave	San Dimas	21	White Ave	Pomona	29	Monte Vista Ave	Montclair
6	Glenwood Ave	Glendora	14	San Dimas Ave	San Dimas	22	Fulton Rd	Pomona			
7	Elwood Ave	Glendora	15	Walnut Ave	San Dimas	23	Garry Ave	Pomona			
8	Larabee Ave	Glendora	16	San Dimas Canyon Rd	San Dimas	24	Towne Ave	Pomona			

- 26 total at-grade crossings between Azusa and Montclair (18 exist currently)
- 3 grade separations at Lone Hill Boulevard (Glendora), Towne Avenue (Pomona), and Monte Vista Avenue (Montclair)
- Detailed grade crossing analysis to be performed during the Draft EIS/EIR

Example: At-Grade Crossing

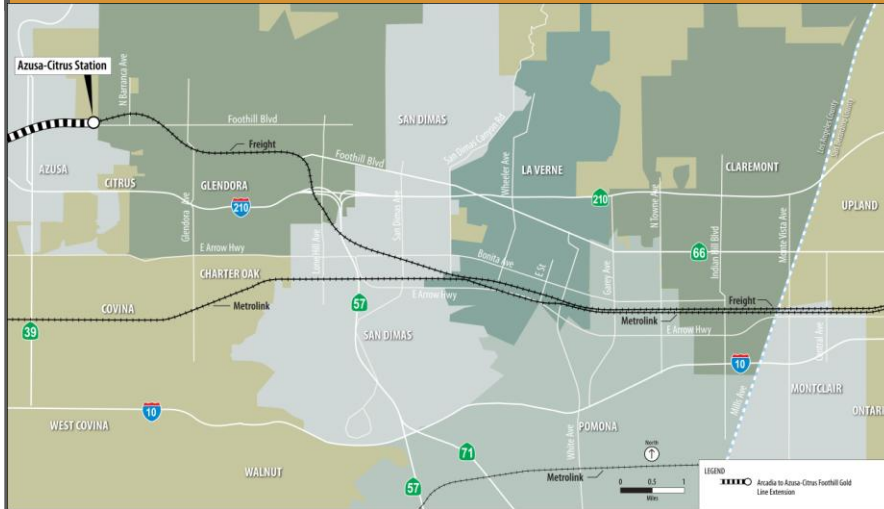


Example: Grade Separation



“No Build” and “Transportation Systems Management (TSM)” Alternatives

“No Build” Alternative



- Represents the Study Area in 2035, if the Project is not built
- Includes all existing highway and transit route facilities, and the committed highway and transit projects specified in:
 - Southern California Association of Governments (SCAG) 2008 Regional Transportation Plan (RTP)
 - Metro 2009 Long Range Transportation Plan (LRTP)
- Includes the Pasadena – Azusa Extension, currently under construction (completion anticipated late 2014)

“TSM” Alternative



- Includes:
 - Intersection improvements
 - Signal synchronization
 - Rapid bus line that resembles service of the Build Alternatives

Build Alternative

Proposed Metro Gold Line Foothill Extension — Azusa to Montclair



- Extends Metro Gold Line 12.6 miles from Azusa to Montclair
- Operates on two light rail tracks next to freight track along the existing Metro-owned right-of-way, also currently used by Metrolink
- Serves up to six new stations in Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair

Ways to Provide Comments

Tonight

- Ask a Question during Q&A
- Complete Comment Card
- Speak to a Court Reporter

After Tonight

- Comment by Mail:
Lisa Levy Buch
Director of Public Affairs
Metro Gold Line Foothill Extension
Construction Authority
406 E. Huntington Drive, Suite 202
Monrovia, CA 91016
- Comment by Email:
llevybuch@foothillextension.org

Comments must be postmarked on or before February 2, 2011

APPENDIX D
AGENCY INVITE LIST

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Cooperating Federal Agencies							
Al	Settje	Regional Administrator	Federal Railroad Administration	801 I Street, Suite 466	Sacramento	CA	95814

Participating Federal Agencies

Sandro	Amaglio	Regional Environmental Officer	Federal Emergency Management Agency	1111 Broadway, Suite 1200	Oakland	CA	94607-4052
Jared	Blumenfeld	Acting Regional Administrator - Region IX	U.S. Environmental Protection Agency	75 Hawthorne St.	San Francisco	CA	94105-3901
Theresa	Camiling	Field Office Director	U.S. Department of Housing and Urban Development	611 W 6th St., Suite 800	Los Angeles	CA	90017
John	Fowler	Executive Director	Advisory Council on Historic Preservation	1100 Pennsylvania Ave. N.W., Suite 803	Washington	DC	20004
LaVerne	Kyriss	Administrator - Western Region	U.S. Department of Energy	114 Park Shore Drive	Folsom	CA	95630-4710
Lorrie	Lau	Planning Liaison	U.S. Department of Transportation	201 Mission St., Suite 1700	San Francisco	CA	941405
Emory	Lee	Regional Director	U.S. Department of Health and Human Services	90 7th St, Ste 5-100	San Francisco	CA	94103
Thomas	Lorentzen	Director, Region IX	U.S. Department of Health and Human Services	90 7th St, Ste 5-100	San Francisco	CA	94103
Joe	Mejia	Chief Inspector	U.S. Department of Transportation	3401 Centrelake Dr. # 550C	Ontario	CA	91761
Reid	Nelson	Director, Office of Federal Agency Programs	Advisory Council on Historic Preservation	1100 Pennsylvania Ave. NW, Ste 803	Washington	DC	20004
Gale	Rossides	Acting Administrator	Transportation Security Administration	601 South 12th St.	Arlington	VA	20598
Nancy	Ward	Administrator, Region IX	Federal Emergency Management Agency	1111 Broadway, Suite 1200	Oakland	CA	94607-4052

Participating Federal Non-Agencies

Linda	Adams	Secretary for EPA	California Environmental Protection Agency	P.O. Box 2815	Sacramento	CA	95814
Andre	Amy	Regulatory Assistance Officer	California Department of Toxic Substances Control	1011 North Grandview Avenue	Glendale	CA	91201-2205
Mark	Bassett	Regional Administrator - Southern Branch	California Emergency Management Agency	4671 Liberty Ave.	Los Alamitos	CA	90720-5158
Diana	Dooley	Secretary	California Health and Human Services	1600 Ninth St., Room 460	Sacramento	CA	95814
Dale E.	Bonner	Secretary	California Business, Transportation and Housing Agency	980 9th Street, Suite 2450	Sacramento	CA	95814-2719

First Name	Last Name	Job Title	Company	Address	City	State	Zip
John	McCammon	Director	California Department of Fish and Game	1416 9th St. Room 1205	Sacramento	CA	95814
Scott	Morgan	Director - Acting	California Governor's Office of Planning and Research	P.O. Box 3044	Sacramento	CA	95812
Mike	Chrisman	Secretary	California Natural Resources Agency	1416 Ninth Street, #1311	Sacramento	CA	95814
Melissa	Jones	Executive Director	State of California: Energy Commission	1516 Ninth Street, MS-29	Sacramento	CA	95814-5512
Paul	Clanon	Executive Director	California Public Utilities Commission	505 Van Ness Ave.	San Francisco	CA	94102
Ruth	Coleman	Director	California Department of Parks and Recreation	P.O. Box 942896	Sacramento	CA	94296-0001
Mark	Cowin	Director	California Department of Water Resources	P.O. Box 942836	Sacramento	CA	94236
Garrett	Damrath	Senior Environmental Planner	California Department of Transportation, Division of Environmental Analysis	100 S. Main St.	Los Angeles	CA	90012
Scott	Harvey	Acting Director	California Department of General Services	P.O. Box 989052	West Sacramento	CA	95798
Milford Wayne	Donaldson	State Historic Preservation Officer	California State Office of Historic Preservation	P.O. Box 942896	Sacramento	CA	94296-0001
Anton	Garabetian	Senior Utilities Engineer - Rail	California Public Utilities Commission	320 W. 4th Street, Suite 500	Los Angeles	CA	90013
James	Goldstene	Executive Officer	California Air Resources Board	P.O. Box 2815	Sacramento	CA	95812
Ken	Pimlott	Director - Acting	California Department of Forestry and Fire Protection	P.O. Box 944246	Sacramento	CA	95814
Ricardo	Lara	Chair	California Joint Legislative Audit Committee	1020 N. St., Rm 107	Sacramento	CA	95814
Cathy E.	Creswell	Director - Acting	California Department of Housing and Community Development	1800 Third Street	Sacramento	CA	95814
Michael	Miles	District Director	California Department of Transportation, District 7- Office	100 S. Main St.	Los Angeles	CA	90012
Dr. Raymond	Wolfe	District Director	California Department of Transportation, District 8	464 W. 4 th St	San Bernardino	CA	92401
Derek	Chernow	Director - Acting	California Department of Conservation	801 K St, MS 24-01	Sacramento	CA	95814
Stephen	Maller	Los Angeles Area	California Transportation Commission	1120 N Street, MS-52	Sacramento	CA	95814

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Dale	Hutchinson	Regional Chief - Southern Region	California Department of Forestry and Fire Protection	1234 East Shaw Ave.	Fresno	CA	93710
Rosa	Munoz	Utilities Engineer	California Public Utilities Commission	320 W. 4th St, Ste 500	Los Angeles	CA	90013
Larry	Myers	Executive Secretary	California Native American Heritage Commission	915 Capitol Mall, Room 364	Sacramento	CA	95814
Tom	Torlekson	Superintendent	on	1430 N. St.	Sacramento	CA	95814
Jose	Pereyra		California Public Utilities Commission	320 W. 4th Street, Suite 500	Los Angeles	CA	90013
Bimla G.	Rhinehart	Executive Director	California Transportation Commission	1120 N Street, MS-52	Sacramento	CA	95814
Jerry	Brown	Governor	State of California	State Capitol Building	Sacramento	CA	95814
Jim	Wittry	Senior Engineer	California Division of Occupational Safety and Health	6150 Van Nuys Blvd., Suite 405	Van Nuys	CA	91401
Saron	Scherzinger	Division Manager - Acting	California Department of Transportation, Division of Transportation Planning	P.O. Box 942874, MS-32	Sacramento	CA	94274
Mark	Stuart	District Chief, Southern District	California Department of Water Resources	P.O. Box 942836	Sacramento	CA	94236
Curtis	Fossum	Executive Officer	State Lands Commission	100 Howe Ave., Ste 100 S	Sacramento	CA	95825
Jose	Pereyra		California Public Utilities Commission	320 W. 4th Street, Suite 500	Los Angeles	CA	90013
Bimla G.	Rhinehart	Executive Director	California Transportation Commission	1120 N Street, MS-52	Sacramento	CA	95814
Jerry	Brown	Governor	State of California	State Capitol Building	Sacramento	CA	95814
Tony	Serpas	Senior Engineer	California Division of Occupational Safety and Health	6150 Van Nuys Blvd., Suite 405	Van Nuys	CA	91401
Joan	Sollenberger	Division Manager	California Department of Transportation, Division of Transportation Planning	P.O. Box 942874, MS-32	Sacramento	CA	94274
Mark	Stuart	District Chief	California Department of Water Resources	P.O. Box 942836	Sacramento	CA	94236
Paul	Thayer	Executive Officer	State Lands Commission	100 Howe Ave., Ste 100 S	Sacramento	CA	95825
Naresh	Amatya	Regional Planning Manager	Southern California Association of Governments	818 W. 7th Street, 12 Floor	Los Angeles	CA	90017

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Deborah Robinson	Barmack	Executive Director	San Bernardino Associated Governments	1170 W. 3 rd Street, 2 nd Floor	San Bernardino	CA	92410
Tracy	Egoscue	Executive Officer	Los Angeles Regional Water Quality Control Board	320 W. 4th Street, Suite 200	Los Angeles	CA	90013
Kate	Froemming	Grants & Strategic Development Planner	Southern California Regional Rail Authority	700 S. Flower Street, 26th Floor	Los Angeles	CA	90017
Hasan	Ikhata	Executive Director	Southern California Association of Governments	818 W. 7th Street, 12th Floor	Los Angeles	CA	90017
Jeffrey	Kightlinger	General Manager	Metropolitan Water District of Southern California	P.O. Box 54153	Los Angeles	CA	90012
Philip	Law	Corridors Program Manager	Southern California Association of Governments	818 W. 7th Street, 12th Floor	Los Angeles	CA	90017
Debra C.	Mancha	Assistant General Manager	Metropolitan Water District of Southern California	P.O. Box 54153	Los Angeles	CA	90054-0153
Delaine	Shane	Manager, Environmental Planning Team	Metropolitan Water District of Southern California	700 N. Alameda Street	Los Angeles	CA	90012
Deborah	Smith	Assistant Executive Officer	Los Angeles Regional Water Quality Control Board	320 W. 4th Street, Suite 200	Los Angeles	CA	90013
Barry	Wallerstein	Executive Officer	South Coast Air Quality Management District	21865 E. Copley Drive	Diamond Bar	CA	91765-4182
Vicente	Aguilar		Los Angeles County Department of Public Works	900 S. Fremont Avenue	Alhambra	CA	91803
Granville M.	Bowman	Director	San Bernardino County Department of Public Works	825 East Third Street	San Bernardino	CA	92415
Jean	Armbruster	Director, PLACE Program	Los Angeles County Department of Public Health	3530 Wilshire Blvd, #800	Los Angeles	CA	90010
Leroy	Baca	Sheriff	Los Angeles County Sheriff's Department	4700 Ramona Blvd.	Monterey Park	CA	91754
Rod	Hoops	Sheriff	San Bernardino County Sheriff's Department	655 East Third Street	San Bernardino	CA	91709
Cynthia	Banks	Director	Los Angeles County Department of Community and Senior Services	3175 W 6th St, 4th Floor	Los Angeles	CA	90020
Philip L.	Browning	Director	Los Angeles County Department of Public Social Services	12860 Crossroads Pkwy S Main Annex	City of Industry	CA	91746
Richard	Bruckner	Director	Los Angeles County Department of Regional Planning	1390 Hall of Records, 320 W Temple St.	Los Angeles	CA	90012
Dena M.	Smith	Director	San Bernardino County Land Use Services Department	385 N. Arrowhead Ave, 1 st Floor	San Bernardino	CA	92415

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Gail	Farber	Director	Los Angeles County Department of Public Works	900 S. Fremont Avenue	Alhambra	CA	91803
Granville	Bowman	Director	San Bernardino County Department of Public Works	825 E. Third Street	San Bernardino	CA	92415-0835
Jonathan	Fielding	Director	Los Angeles County Department of Public Health	313 North Figueroa Street Rm. 806	Los Angeles	CA	90012
Allan	Rawland	Acting Director	San Bernardino County Department of Public Health	351 N. Mountain View Ave, 3 rd Floor, Room 303	San Bernardino	CA	92415-0010
David S.	Freeman	General Manager	Los Angeles Department of Water and Power	111 N Hope St.	Los Angeles	CA	90012
P. Michael	Freeman	Chief	Los Angeles County Fire Department	1320 North Eastern Avenue	Los Angeles	CA	90063-3294
Pat A.	Dennen	Chief	San Bernardino County Fire Department	157 West Fifth Street, 2 nd Floor	San Bernardino	CA	92415-0451
William T.	Fujioka	Chief Executive Officer	Los Angeles County Chief Executive Office	713 Hall of Administration, 500 W. Temple St.	Los Angeles	CA	90012
Gregory C.	Devereaux	County Administrative Officer	San Bernardino County Administrative Office	385 N. Arrowhead Avenue	San Bernardino	CA	92415-0120
George	Grein	Law Enforcement Liaison, Transit Services Bureau	Los Angeles County Sheriff's Department	One Gateway Plaza	Los Angeles	CA	90012
Russ	Guiney	Director	Los Angeles County Department of Parks and Recreation	433 S Vermont Ave.	Los Angeles	CA	90020
Keith	Lee	Director	San Bernardino County Department of Regional Parks	777 East Rialto Avenue	San Bernardino	CA	92415-0763
Steve	Maguin	General Manager	Sanitation Districts of Los Angeles County	1955 Workman Mill Rd.	Whittier	CA	90601
Jeff	Rigney	Director	County of San Bernardino Special Districts Department	157 W. Fifth Street, 2 nd Floor	San Bernardino	CA	92415-0450
Jon R.	Gundry	Interim Superintendent	Los Angeles County Office of Education	9300 E Imperial Hwy, Rm 109	Downey	CA	90402
Gary	Thomas	County Superintendent	San Bernardino County Superintendent of Schools	601 North E Street	San Bernardino	CA	92415-0020
John F.	Schunhoff, Ph.D.	Interim Director	Los Angeles County Department of Health Services	313 N Figueroa St., Rm 912	Los Angeles	CA	90012
Travis	Seawards	Regional Planner	Los Angeles County Department of Regional Planning	1390 Hall of Records, 320 W Temple St.	Los Angeles	CA	90012

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Marta	Sheffield	Chief, Facilities Management	Los Angeles County Department of Health Services	313 N Figueroa St., Rm 707	Los Angeles	CA	90012
Bernie	Sebzda	Program Manager, Facilities	San Bernardino County Department of Public Health	172 West 3 rd St., 64	San Bernardino	CA	92415-0010
Margaret Donnellan	Todd	County Librarian	Los Angeles County Public Library	P.O. Box 7011, 7400 E Imperial Hwy	Downey	CA	90242
Leonard	Hernandez	County Librarian	San Bernardino County Library	104 West Fourth Street	San Bernardino	CA	92415
Patricia	Adler-Ingram, Ph.D	Executive Director	Historical Society of Southern California	P.O. Box 93487	Pasadena	CA	91109
Cindi	Alvitre	Director	Ti'At Society (Gabrielino)	6515 E. Seaside Walk #C	Long Beach	CA	90803
Robert	Dorame	Tribal Chair/Cultural Resources	Gabrielino Tongva Indians of California Tribal Council (Gabrielino Tongva)	5450 Slauson Avenue, Suite 151 PMB	Culver City	CA	90230
Sam	Dunlap	Tribal Secretary	Gabrielino Tongva Nation (Gabrielino Tongva)	501 Santa Monica Blvd, Suite. 500	Santa Monica	CA	90401
John	Fielder	President	Southern California Edison	P.O. Box 800	Los Angeles	CA	90017-3435
Anthony	Morales	Tribal Chairman	Gabrielino/Tongva Tribal Council of San Gabriel	P.O. Box 693	San Gabriel	CA	91766
Michael	Niggli	Chief Operating Officer	Southern California Gas Company	P.O. Box 3150	San Dimas	CA	91773
John T.	Sheridan	Lieutenant General	Los Angeles Air Force Base	483 North Aviation Boulevard	El Segundo	CA	90245
Walter	Smith	General Director, Commuter Construction	BNSF Railway	740 E. Carnegie Drive	San Bernardino	CA	92408
John	Tommy Rosas	Tribal Administrator	Tongva Ancestral Territorial Tribal Nation (Gabrielino Tongva)	4712 Admiralty Way, Suite 172	Marina Del Ray	CA	90292
Lena	Kent	Director, Public Affairs	BNSF Railway	740 E. Carnegie Drive	San Bernardino	CA	92408
Jeffrey	Parker	City Manager	City of Claremont	207 Harvard Avenue	Claremont	CA	91711
Mark	Carnahan	Planning	City of Claremont	207 Harvard Avenue	Claremont	CA	91711
Paul	Cooper	Chief of Police	City of Claremont	570 W Bonita Ave	Claremont	CA	91711
Brian	Desatnik	Director of Community Development	City of Claremont	207 Harvard Avenue	Claremont	CA	91711
Colin	Tudor	Assistant City Manager	City of Claremont	207 Harvard Avenue	Claremont	CA	91711
Craig	Bradshaw	Engineer	City of Claremont	207 Harvard Avenue	Claremont	CA	91711
Chris	Jeffers	City Manager	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741
Jeff	Kugel	Planning Director	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741
Jerry L.	Burke	Assistant Public Works Director/City Engineer	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741

First Name	Last Name	Job Title	Company	Address	City	State	Zip
David	Chantarangsu	Assistant Director of Planning	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741
Dianne	Walter	Planning Manager	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741
Charles	Montoya	Police Chief	City of Glendora	150 S. Glendora Ave.	Glendora	CA	91741
Dave	Davies	Director of Public Works	City of Glendora	116 E. Foothill Blvd.	Glendora	CA	91741
Blaine	Michaelis	City Manager	City of San Dimas	245 E. Bonita Ave.	San Dimas	CA	91773
Krishna	Patel	Public Works Director	City of San Dimas	245 E. Bonita Ave.	San Dimas	CA	91773
Lawrence	Stevens	Assistant City Manager for Community Development	City of San Dimas	245 E. Bonita Ave.	San Dimas	CA	91773
Joseph S.	Hartshorne	Captain	Los Angeles County Sheriff's Department- San Dimas Station	207 S. Walnut Ave	San Dimas	CA	91773
Dan	Coleman	Development Services	City of San Dimas	245 East Bonita Ave	San Dimas	CA	91773
Bob	Russi	City Manager	City of La Verne	3660 "D" Street	La Verne	CA	91750
John	Breaux	Fire Chief	City of La Verne	2061 Third Street	La Verne	CA	91750
Hal G.	Fredericksen	Community Development Director	City of La Verne	3660 "D" Street	La Verne	CA	91750
Amy	Altomare	Associate Planner	City of La Verne	3660 "D" Street	La Verne	CA	91750
Scott	Pickwith	Police Chief	City of La Verne	2061 Third Street	La Verne	CA	91750
Dan	Keeseey	Public Works Director	City of La Verne	3660 "D" Street	La Verne	CA	91750
Ronald	Chan	Engineer Associate	City of Pomona	505 S. Garey Ave.	Pomona	CA	91766
Missi	Kay	Senior Management Analyst	City of Pomona	505 S. Garey Ave.	Pomona	CA	91766
Linda	Lowry	City Manager	City of Pomona	505 S. Garey Ave.	Pomona	CA	91766
Mark	Lazzaretto	Community Development Director	City of Pomona	505 S. Garey Ave.	Pomona	CA	91766
David S.	Keetle	Police Chief	City of Pomona	490 W. Mission Blvd.	Pomona	CA	91766
Daryl R.	Grisby	Director of Public Works	City of Pomona	505 S. Garey Ave.	Pomona	CA	91766
Van Mark	Madrigal	Assistant Fire Chief	City of Pomona	590 S. Park Ave.	Pomona	CA	91766
Edward C.	Starr	City Manager	City of Montclair	5111 Benito St.	Montclair	CA	91763
Troy	Ament	Fire Chief	City of Montclair	8901 Monte Vista Ave.	Montclair	CA	91763
Steve	Lustro	Community Development Director	City of Montclair	5111 Benito St.	Montclair	CA	91763
Keith	Jones	Chief of Police	City of Montclair	4870 Arrow Highway	Montclair	CA	91763

First Name	Last Name	Job Title	Company	Address	City	State	Zip
Marilyn	Staats	Director of Redevelopment/Public Works	City of Montclair	5111 Benito St.	Montclair	CA	91763
Michael C.	Hudson	City Engineer-Redevelopment/Public Works	City of Montclair	5111 Benito St.	Montclair	CA	91763
Robert J.	Voors	Superintendent	Glendora Unified School District	500 N. Loraine Ave.	Glendora	CA	91741
Terry	Nichols	Superintendent	Claremont Unified School District	170 W. San Jose Ave., 3 rd Fl.	Claremont	CA	91711
Richard	Martinez	Superintendent	Pomona Unified School District	800 S. Garey Ave., Suite 209	Pomona	CA	91766
Dr. Gary	Rapkin	Superintendent	Bonita Unified School District	115 W. Allen Ave	San Dimas	CA	91773
Mat	Holton	Superintendent, Montclair	Chaffey Joint Union School District	211 West Fifth Street	Ontario	CA	91762
Dr. James Q.	Hammond	Superintendent, Montclair	Ontario-Montclair School District	950 West D Street	Ontario	CA	91762
Stephen C.	Morgan	President	University of La Verne	1950 Third Street	La Verne	CA	91750
Miriam	Feldblum	Dean of Students	Pomona College	550 N. College Ave	Claremont	CA	91711
Deborah A.	Freund	President	Claremont Graduate University	150 E. 10 th Street	Claremont	CA	91711
Lori	Bettison-Varga	President	Scripps College	1030 Columbia Ave	Claremont	CA	91711
Pamela B.	Gann	President	Claremont McKenna College	500 E. Ninth Street	Claremont	CA	91711
Maria	Klawe	President	Harvey Mudd College	301 Platt Boulevard, Kingston Hall 201	Claremont	CA	91711
Laura	Skandera Trombley	President	Pitzer College	1050 North Mills Ave, Broad Center, 2 nd Fl	Claremont	CA	91711
Sheldon	Schuster	President	Keck Graduate Institute	535 Watson Dr	Claremont	CA	91711