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## Abbreviations

The following acronyms, initialisms, and short forms are used in this report.

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<td>ACHP</td>
<td>Advisory Council on Historic Preservation</td>
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<tr>
<td>BRT</td>
<td>bus rapid transit</td>
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<tr>
<td>Caltrans</td>
<td>California Department of Transportation</td>
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<td>CEQA</td>
<td>California Environmental Quality Act</td>
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<tr>
<td>CFR</td>
<td><em>Code of Federal Regulations</em></td>
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<tr>
<td>ED</td>
<td>environmental document</td>
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<tr>
<td>FEIR</td>
<td>Final Environmental Impact Report</td>
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<td>FEIS</td>
<td>Final Environmental Impact Statement</td>
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<tr>
<td>FEMA</td>
<td>Federal Emergency Management Agency</td>
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<td>FHWA</td>
<td>Federal Highway Administration</td>
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<td>FTA</td>
<td>Federal Transit Administration</td>
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<tr>
<td>HOV</td>
<td>high-occupancy vehicle</td>
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<tr>
<td>I</td>
<td>Interstate</td>
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<tr>
<td>LOS</td>
<td>level of service</td>
</tr>
<tr>
<td>LPA</td>
<td>Locally Preferred Alternative</td>
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<td>LRT</td>
<td>light rail transit</td>
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<tr>
<td>MPO</td>
<td>metropolitan planning organization</td>
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<tr>
<td>MTDB</td>
<td>Metropolitan Transit Development Board</td>
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<tr>
<td>MTS</td>
<td>Metropolitan Transit System</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act of 1969, as amended</td>
</tr>
<tr>
<td>NFIP</td>
<td>National Flood Insurance Program</td>
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<tr>
<td>NHPA</td>
<td>National Historic Preservation Act</td>
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<tr>
<td>NOI</td>
<td>Notice of Intent</td>
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<tr>
<td>NPS</td>
<td>U.S. National Park Service</td>
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<tr>
<td>OTTC</td>
<td>Old Town Transit Center</td>
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<td>PIP</td>
<td>Public Involvement Plan</td>
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<td>PWG</td>
<td>Project Working Group</td>
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<tr>
<td>RCP</td>
<td><em>Regional Comprehensive Plan for the San Diego Region</em></td>
</tr>
<tr>
<td>Acronym</td>
<td>Description</td>
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<td>---------</td>
<td>-------------</td>
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<tr>
<td>ROD</td>
<td>Record of Decision</td>
</tr>
<tr>
<td>RTP</td>
<td>2030 San Diego Regional Transportation Plan: Pathways for the Future</td>
</tr>
<tr>
<td>SANDAG</td>
<td>San Diego Association of Governments</td>
</tr>
<tr>
<td>SANDAG Board</td>
<td>SANDAG Board of Directors</td>
</tr>
<tr>
<td>SEIS/SEIR</td>
<td>Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report</td>
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<tr>
<td>SHPO</td>
<td>State Historic Preservation Officer</td>
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<tr>
<td>SR</td>
<td>State Route</td>
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<tr>
<td>THPO</td>
<td>Tribal Historic Preservation Officer</td>
</tr>
<tr>
<td>UCSD</td>
<td>University of California, San Diego</td>
</tr>
<tr>
<td>USD</td>
<td>University of San Diego</td>
</tr>
<tr>
<td>UTC</td>
<td>University Towne Centre</td>
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<td>VA</td>
<td>Veterans Administration</td>
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1.0 INTRODUCTION

The Federal Transit Administration (FTA) and the San Diego Association of Governments (SANDAG) have initiated preparation of a Mid-Coast Corridor Transit Project Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project in San Diego, California. The SEIS/SEIR will be prepared in accordance with the National Environmental Policy Act of 1969, as amended (NEPA), the California Environmental Quality Act (CEQA), and all applicable environmental laws, regulations, and executive orders. A Notice of Intent to prepare the SEIS was issued on July 12, 2011 and published in the Federal Register on July 19, 2011. The FTA is serving as lead agency for NEPA and SANDAG is serving as lead agency for CEQA.

The Draft SEIS/SEIR will build upon and update the following previous transit planning, engineering, and environmental studies and decisions for the Mid-Coast Corridor, including:

- The Final Environmental Impact Report (FEIR), completed in December 1995
- Adoption, in 1995, of a Locally Preferred Alternative (LPA) – an 11-mile extension of the Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) to University City
- The Final Environmental Impact Statement (FEIS) for the first portion of the LPA extending from the OTTC to Balboa Avenue completed in June 2001
- The Mid-Coast Corridor Transit Project Scoping Report (SANDAG, 2010) completed for the CEQA scoping period
- An update to the 1995 LPA alignment, adopted in December 2003, to serve the University of California, San Diego (UCSD) campus on both the sides of Interstate 5 (I-5) and to connect the Trolley with the University Towne Centre (UTC) Transit Center
- Inclusion of the project in the extension of TransNet half-cent sales tax for transportation projects, approved by voters in November 2004

The Draft SEIS/SEIR analysis will incorporate the changes to conditions in the Mid-Coast Corridor since the previous environmental studies were completed.

The Mid-Coast Corridor LRT Project is included in the 2030 San Diego Regional Transportation Plan: Pathways for the Future (RTP) (SANDAG, 2007) under both the Revenue Constrained and the Reasonably Expected Revenue Scenarios. TransNet will provide 50 percent of the project’s capital cost, with the remaining 50 percent assumed to come from the FTA Section 5309 New Starts program. Securing these funds will require successfully completing the FTA New Starts requirements.
1.1 Project History and Background

The Mid-Coast Corridor Transit Project was first identified as a transit project in 1987 when voters approved Proposition A, the county’s half-cent transportation sales tax measure (TransNet). In 1991, the Metropolitan Transit Development Board (MTDB), now known as the Metropolitan Transit System (MTS), began planning studies and environmental review for the Mid-Coast Corridor in accordance with the FTA Alternatives Analysis process for New Starts, NEPA, and CEQA.

The AA/DEIS/DEIR, which evaluated a full range of reasonable alternatives, was completed in February 1995. In December 1995, MTDB certified the AA/DEIS/DEIR and adopted a LPA to extend the existing Trolley LRT system from OTTC north to University City.

After completing the FEIR in December 1995, MTDB elected to divide the project into two separate phases for implementation. The first phase would have extended the LRT system from Old Town to Balboa Avenue (Balboa Extension) and the second phase would have extended the LRT system from Balboa Avenue to University City (University City Extension). In September 1996, the FTA approved the initiation of preliminary engineering for the first phase. The FEIS for the first phase was completed in June 2001, and the FTA issued a Record of Decision (ROD) in August 2001.

In 2003, as a result of state legislation, all MTDB planning, programming, project development, and construction functions were transferred to SANDAG. SANDAG is also designated as the San Diego region’s metropolitan planning organization.

In December 2003, the SANDAG Board of Directors (SANDAG Board) approved an update to the 1995 LPA alignment for the Mid-Coast LRT Project to better serve the UCSD campus on both the east and west sides of I-5 and to integrate the LRT with existing and planned transit services at the UTC Transit Center. The Mid-Coast LRT project was included in the re-authorization of TransNet, approved by voters in November 2004. In April 2005, the SANDAG Transportation Committee approved re-combining the Balboa Extension with the University City Extension into a single project extending the LRT system from the OTTC to University City and initiating the environmental review for the project. The FTA concurred with SANDAG’s decision on July 24, 2006.

In 2008, SANDAG initiated an analysis of changed conditions in the Mid-Coast Corridor since the previous environmental studies were completed. The analysis of changed conditions was the initial step in the preparation of the SEIS/SEIR and included consideration of alternatives to the 2003 LPA alignment and station locations, as well as an evaluation of bus rapid transit and commuter rail alternatives. During May 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the alternatives under consideration. The results of the CEQA scoping process and the alternatives considered are described in the Mid-Coast Corridor Transit Project Comparative Evaluation of Alternatives Report (SANDAG, 2010). Comments received by SANDAG during CEQA scoping are summarized in the Mid-Coast Corridor Transit Project Scoping Report.
The SANDAG Board received the *Mid-Coast Corridor Transit Project Draft Comparative Evaluation of Alternatives Report* in March 2010, which documented the process of identifying alternatives that addressed the purpose and need, evaluating the alternatives, and selecting alternatives that were presented during the scoping process. After review of the report and receiving input from stakeholders, including the Mid-Coast Corridor Transit Project Working Group (PWG), University City Planning Group, and stakeholder agencies, the SANDAG Board adopted three LRT alternatives for consideration during the CEQA scoping process. As a result of that scoping process, on July 23, 2010, the SANDAG Board reconfirmed the previously adopted LPA, as refined to include direct service to UCSD and UTC.

1.2 Description of the Mid-Coast Corridor

The Mid-Coast Corridor (as shown in Figure 1-1) centers on I-5 and extends from Downtown San Diego on the south to University City on the north. It is bounded by the Pacific Ocean on the west and Interstate 805 and State Route 163 on the east.

The Mid-Coast Corridor is located entirely within the City of San Diego and includes the following communities (either in entirety or portions of): Downtown San Diego, Uptown, Old Town, Mission Beach, Pacific Beach, Linda Vista, Clairemont Mesa, La Jolla, and University City. The project corridor contains a variety of physical terrains—from coastal beaches and bays to inland areas that contain steep hillsides and narrow canyons. In addition, the project corridor contains a number of environmentally sensitive lands including Rose Canyon Open Space Park, Mission Bay Park, and Marian Bear Memorial Park.

A variety of land uses exist within the project corridor, including single-family and multi-family residential uses, institutional uses, commercial (employment, retail, and visitor) uses, and even industrial uses. The corridor includes:

- Two major universities—University of San Diego (USD) and UCSD—and two large community colleges—San Diego Mesa College and San Diego City College
- Three regional shopping malls—Westfield Horton Plaza, Westfield UTC shopping center, and Fashion Valley
- Six regional hospitals—Scripps Green Hospital, Scripps Mercy Hospital, Veterans Administration (VA) Medical Center, Scripps Memorial Hospital La Jolla, UCSD Medical Center-Hillcrest, and UCSD Thornton Hospital
- Three major regional parks and visitor attractions—SeaWorld San Diego, Old Town San Diego State Historic Park, and Mission Bay Park
- Major government employment centers located in Downtown San Diego

Significant growth is projected in the Mid-Coast Corridor. By 2030, SANDAG projects that the Mid-Coast Corridor’s population will exceed a quarter million, 14 percent more than in 2003. Employment in the corridor also is projected to increase by 14 percent, to almost 200,000 jobs. Increased population and employment will lead to increased travel demand in the corridor. Additionally, the *Regional Comprehensive Plan for the San Diego Region* (RCP) (SANDAG, 2004) identified both the Downtown San Diego and University City areas as places of high residential and employment densities.
Figure 1-1. Mid-Coast Corridor
The SANDAG RTP envisions that the dense population and employment centers anchoring both the northern and southern ends of the corridor would be served by improved transit. This improved system would attract new transit riders with service that has greater frequency, speed, and reliability than is possible with the current system composed of buses, commuter rail, and LRT extending only to the OTTC. The existing COASTER commuter rail service has widely spaced stations and therefore, provides limited service to the specific areas of transit opportunity within the corridor. The speed and reliability of bus service are hindered by roadway congestion. With increased congestion projected to occur in the future, the level of service, reliability, and efficiency of the existing transit system will decrease, with no additional priority improvements for transit.

1.3 Purpose of Report

This report documents the results of the NEPA scoping process, which is the first step in preparing the Draft SEIS. SANDAG and the FTA invited interested individuals, organizations, Native American tribes, and federal, state, and local agencies to participate in defining the purpose and need for, and refining the scope of, the Mid-Coast Corridor Transit Project SEIS/SEIR. SANDAG used the scoping process to inform the public and involved agencies about the project, describing the corridor’s transportation needs, including the transit alternatives identified to meet these needs, the criteria to be used for evaluating the alternatives, and the environmental issues to be studied. The goal of scoping was to encourage the active two-way communication of issues and concerns to help shape the scope of the Draft SEIS/SEIR.

During May 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the project alternatives to be carried forward. All comments received during the CEQA scoping will be considered during the preparation of the SEIS/SEIR. This report documents the lead agencies’ compliance with the scoping requirements of NEPA.
2.0 PURPOSE AND NEED PRESENTED DURING SCOPING

The Mid-Coast Corridor is characterized by dense urban centers and an abundance of regional activity centers and other major trip generators. Dense population and employment centers currently anchor both the northern and southern ends of the Mid-Coast Corridor, with existing, planned, or potential San Diego Association of Governments (SANDAG)-designated smart growth centers in between. The Regional Comprehensive Plan for the San Diego Region (RCP) (SANDAG, 2004) and the 2030 Regional Transportation Plan: Pathways for the Future (RTP) (SANDAG, 2007) reference regional population, housing, land use, and economic growth, including increased density in Downtown San Diego and in the University of California, San Diego (UCSD) and University Towne Centre (UTC) areas of University City. Increased population and employment will lead to increased travel demand in the corridor.

The existing transit system in the Mid-Coast Corridor does not offer the level of service (LOS) needed to meet the region’s goals for mobility, accessibility, reliability, and efficiency. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to UCSD or UTC. The existing San Diego Trolley Blue Line currently terminates at the Old Town Transit Center (OTTC). While transit mobility and accessibility to northern portions of the corridor are provided by express and local buses, the speed and reliability of bus service are hindered by roadway congestion. With congestion projected to increase in the future, the level of service, reliability, and efficiency of the transit system will all decrease. To meet regional goals, the study corridor needs a transit system that focuses on key destinations and has the frequency, speed, and reliability to attract new riders.

2.1 Transportation Needs

Following is a summary of the transportation needs in the Mid-Coast Corridor.

2.1.1 Transportation Capacity Needs to Be Expanded

Freeways and arterials in the corridor are generally congested, with many segments experiencing LOS D, E, and F in the peak periods. Interstate 5 (I-5) and I-805 generally experience LOS E or F in both the peak periods and peak directions. Projected future growth in the corridor will contribute to increased congestion and degradation of level of service. There is a need to increase transportation capacity in the corridor to address and accommodate the existing and future travel demand. The Mid-Coast Corridor Transit Project, high-occupancy vehicle (HOV) lanes, and Managed Lanes are among the improvements identified in the RTP for the Mid-Coast Corridor.

2.1.2 Alternatives to Congested Freeways and Roadways Need to Be Provided

Topography and development in the corridor restrict the ability to widen freeways and major arterials to address congestion and increase capacity. As a result, efficient, high-capacity transit alternatives to the automobile need to be provided to increase overall transportation choices and “person throughput” in the corridor. In addition, to achieve regional air quality goals and greenhouse gas mandates, transit alternatives to the
single-occupant automobile will need to play a growing role in meeting the region’s mobility needs.

2.1.3 Improvements that Complement and Integrate with Existing Transit Systems Need to Be Provided

Travel patterns in the study area are diverse, with people traveling to, from, within, and through the study area. Transit improvements thus need to provide convenient connections to other elements of the regional transit system—the existing light rail, COASTER, and bus systems. Where possible, transit improvements should provide direct connections, with a minimum number of transfers and minimal inconvenience to passengers.

2.1.4 Transit Improvements that Minimize Dependence on Auto Travel Need to Be Provided

Pedestrian- and bicycle-friendly transit centers need to be included to help reduce commuter automotive travel and parking demand.

2.1.5 Transit Needs to Be Reliable and Competitive with the Auto in Terms of Travel Time

Existing transit in the corridor follows slow, circuitous, and/or congested routes. As a result, transit travel times to and through the corridor are not competitive with the automobile, even for the two north-south express bus routes (Metropolitan Transit System [MTS] Routes 50 and 150). In addition, freeway and roadway congestion contribute to poor on-time performance for key transit routes, particularly for north-south MTS Routes 30, 50 Express, and 150 Express. Direct transit routes with transit priority facilities and treatments are needed to provide fast and reliable transit that can compete with automotive travel and can attract riders.

2.1.6 Transit Needs to Effectively Serve the UCSD and University City Areas

The UCSD and University City areas, in the northern portion of the Mid-Coast Corridor, are among the region’s major trip generators, yet neither is served by efficient or direct transit. Providing reliable transit connections to both the UCSD West and East Campuses and the University City area from key travel markets will help make transit a viable alternative to automotive travel and accommodate existing and projected travel demand.

2.1.7 Transit Needs to Better Support—and Be Supported by—Planned Development and Growth in the Corridor

To help achieve regional livability and sustainability goals, as stated in SANDAG’s RTP and RCP, new transit improvements in the corridor need to be integrated with existing and planned transit-supportive land use. The University City, UCSD, and Clairemont areas all have high existing and projected trip densities, have high population and employment densities, and have been designated as smart growth areas in the RCP. The transportation system needs to provide improved transit to these areas to meet existing and future densities and regional goals.
2.2 Purpose of the Project

The purpose of the proposed project is to provide for the implementation of a transit project that addresses the identified transportation needs for the Mid-Coast Corridor. The Mid-Coast Corridor Transit Project would improve public transit services between University City, Old Town, and Downtown San Diego and would connect corridor residents with other Trolley lines, thereby enhancing direct public access to other regional activity centers. The project would improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.
3.0 SCOPING PROCESS

This chapter documents the activities completed before and during the National Environmental Policy Act (NEPA) scoping process for the Mid-Coast Corridor Transit Project. These activities were completed by the San Diego Association of Governments (SANDAG) and the Federal Transit Administration (FTA) to ensure awareness of the project and opportunities for the public, agencies, and Native American tribes to comment on the project during NEPA scoping.

3.1 Public Outreach

To ensure public awareness of the Notice of Intent (NOI) and initiation of NEPA scoping, including information on how interested individuals and organizations could submit comments (i.e., U.S. Mail or e-mail), SANDAG conducted a number of activities, as listed below.

3.1.1 Noticing and Publicizing the SEIS/SEIR

- Providing an update to the SANDAG Transportation Committee on July 15, 2011. The update, which discussed the NOI and NEPA scoping, was posted on the SANDAG Web site (www.sandag.org). The update is provided in Appendix B.
- Posting notice of the NOI and NEPA scoping on the SANDAG “Notices” Web site (www.sandag.org/notices). The notice is provided in Appendix B.
- Notifying the Mid-Coast Corridor Transit Project Working Group (PWG) via e-mail of the NOI and NEPA scoping. The PWG membership list is provided in Appendix B.
- Distributing a project eNewsletter to individuals and organizations on the stakeholder e-mail list (609 individuals and organizations). The project eNewsletter, which was posted on the project Web site, is included in Appendix B.
- Updating the project Web site (www.sandag.org/midcoast) to include information on the NOI and NEPA scoping. A screenshot of the project Web site is included in Appendix B.

As California Environmental Quality Act (CEQA) scoping had already been completed, the relationship of the NOI to the prior CEQA Notice of Preparation and scoping was explained in all communications. SANDAG indicated in the NOI and in all public outreach materials that comments previously submitted during CEQA scoping also would be considered as part of NEPA scoping.

3.1.2 Maintaining the Mid-Coast Corridor Transit Project Working Group

The PWG was established in July 2009 to provide input on the project purpose and need; alternatives for consideration in the environmental review process; the Mid-Coast Corridor Transit Project Draft Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report (SEIS/SEIR); and the Mid-Coast Corridor Transit Project Public Involvement Plan (PIP). The PWG includes members from community planning groups, the business sector, environmental organizations, the
University of California, San Diego (UCSD), the health care industry, transit riders, students, and other stakeholders in the corridor.

3.1.3 Maintaining and Updating Project Web sites

The project Web site (www.sandag.org/midcoast) contains up-to-date project information, reports, and other informational materials, a link to sign up for the eNewsletter, meeting notices, and a link to a dedicated e-mail address for comments on the project. The project Web site address is promoted in all written materials, presentations, and other communications. The project Web site is updated frequently with information about the project, including public meetings, reports, and other information to enable the public to be kept informed about the progress of the project.

The project also is featured on the TransNet Web site (www.KeepSanDiegoMoving.com). The TransNet Web site includes information about the project, its status and schedule, and how the public can get involved. Links also are provided on the TransNet Web site to direct the public back to the primary project Web site (www.sandag.org/midcoast).

3.2 Agency Coordination

In addition to the above public outreach activities, the FTA sent letters of invitation to potential participating federal, state, and local agencies, and the region’s 17 Native American tribes. A Scoping Information Packet, which discussed the NOI, was attached to each letter. The Scoping Information Packet provided information on the project history and background, purpose and need, and alternatives. The NOI is included in Appendix A. The Scoping Information Packet and NEPA Letters of Invitation are included in Appendix D.

In total, eight agencies responded to the NEPA Letters of Invitation, including four federal agencies, two state agencies, and two local agencies. Agency letter and e-mail responses accepting or rejecting the invitation to become a participating agency are provided in Appendix E. One federal agency rejected the invitation, six agencies accepted the invitation, and one federal agency accepted the invitation but noted limited involvement (unless increased involvement is warranted in the future). Of the eight agencies, three agencies also submitted comments on the project, which are discussed in Chapter 4.0.

3.3 Outreach Plans

To guide the involvement of the public, agencies, and Native American tribes during the environmental review process, the PIP and the Mid-Coast Corridor Transit Project Preliminary Agency Coordination Plan were developed. The Mid-Coast Corridor Transit Project Preliminary Agency Coordination Plan, which includes the PIP as an appendix, is included in Appendix C.

3.3.1 Public Involvement Plan

The PIP (Appendix C) details the comprehensive public involvement effort developed by SANDAG to communicate information about the project and to provide opportunities for public input during the environmental review process. The goal of the PIP is to foster a
public involvement process that will support the development of the project. The PIP is designed to ensure that the public receives timely and useful information about the project, has a broad range of opportunities to provide input on draft plans and environmental documents, and understands how comments have been responded to and utilized in the decision-making process.

3.3.2 Agency Coordination Plan

The Mid-Coast Corridor Transit Project Preliminary Agency Coordination Plan (Appendix C) was developed to guide agency involvement in decision making related to the completion of the NEPA environmental review process. The plan builds upon the agency and public coordination that has already occurred as part of prior environmental review processes. It complies with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and serves as a plan for ongoing agency coordination (23 United States Code Section 139 (g)(1)). To expedite and improve the environmental review process, the plan identifies lead agencies and their roles, as well as participating agencies and timelines for opportunities for their involvement.

3.4 Methods for Submission of Comments

For NEPA scoping, comments could be submitted via U.S. Mail to Mid-Coast Comments, SANDAG, 401 B Street, Suite 800, San Diego, CA, 92101 or by e-mail to midcoast@sandag.org.

The various methods for submitting comments were detailed on the project Web site and on the SANDAG “Notices” Web site. Copies of the comments received are contained in Appendix F (Letter Comments) and Appendix G (E-mail Comments).

3.5 Post Scoping Activities

The comments received during scoping are documented in this report and will be presented to the SANDAG Board of Directors. Comments received related to the scope of study for the Draft SEIS/SEIR, including comments related to the purpose and need, evaluation, costs and funding, and the analysis of environmental effects, will be addressed in the Draft SEIS/SEIR.
4.0 SUMMARY OF SCOPING COMMENTS

Comments on the Mid-Coast Corridor Transit Project were received during the National Environmental Policy Act (NEPA) scoping period via U.S. mail or e-mail. The majority of comments were submitted by the general public and covered a variety of topics. The 30-day public scoping period began July 12, 2011 and closed August 15, 2011, with comments accepted after August 15, 2011 to account for any mail delays. Four federal agencies and one state agency also provided comments. In all, 17 submissions were received (7 letters and 10 e-mails). In most cases, each submission included multiple individual comments. Approximately 51 individual comments were received. Copies of all comments can be found in Appendix F (Letter Comments) and Appendix G (E-mail Comments). This chapter provides a summary of all comments received during NEPA scoping. An analysis of these comments will be provided in the Mid-Coast Corridor Transit Project Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR).

This chapter provides a summary of public comments, submitted by interested individuals or organizations, followed by a summary of agency comments. The complete comment database, summarizing all letter and e-mail comments received, is provided in Appendix H.

4.1 Summary of Substantive Public Comments

Comments were categorized into two major categories and 18 sub-categories (or topics). A brief analysis of the comments by category, and their respective topics, is provided below. No comments were received on the purpose and need of the project.

4.1.1 Comments Related to Alternatives

Comments were received regarding project alternatives, including technology, alignment, alignment features, and station locations.

4.1.1.1 Bus Rapid Transit

A local organization requested that the project include an analysis of bus rapid transit (BRT) as a “Plan B,” in case Federal Transit Administration (FTA) New Starts funding is not available.

4.1.1.2 Light Rail Transit Alignments/Routes

Three comments were received regarding the alignment. Two comments requested that the alignment stay along major highways in order to preserve open spaces, such as Rose Creek. One of these comments specifically rejected Light Rail Transit (LRT) Alignment 3 since it would travel through Rose Canyon. A local organization requested express, or skip stop, service in the Mid-Coast Corridor between the Old Town Transit Center (OTTC), the University of California, San Diego (UCSD), and the University Towne Centre (UTC) Transit Center.

One comment was received regarding continued access to the alignment by a private railroad car and warehouse located along the alignment. The commenter specifically requested the following access options be considered during final design: proper switch
design, diamond crossings (to lessen temporal separation concerns when occupying the same track), and appropriate signaling.

4.1.3 Light Rail Transit Stations
Three comments were received requesting new stations. Two comments requested a Jutland Drive Station. One of these comments suggested an alternate location at Santa Fe Street, which would require a pedestrian bridge to cross Rose Creek and connect the station to the area near the Morena Boulevard/Jutland Drive intersection. Additionally, a local organization requested a station at the Veterans Administration (VA) Medical Center.

A letter regarding the Nobel Drive Station also was received. This letter stated a number of concerns with the Nobel Drive Station, discussed in Section 4.1.2 below.

4.1.2 Comments Related to Analysis of Environmental Effects
Additional comments were received related to the scope of analysis of environmental effects. These comments are described below.

4.1.2.1 Transit Access at Stations
Comments were received regarding bus access at stations.

A local organization asked whether project stations would include local bus/BRT connections and park-and-ride facilities. The organization requested information on transit travel time in 2030 with the addition of the project. Additionally, they asked that information in the Scoping Information Packet be updated to show the frequency of Metropolitan Transit System (MTS) Route 150 during the off-peak, mid-day period. The organization also asked for an increase in mid-day frequency on MTS Route 150, from 60 minutes to 30 minutes. As MTS Route 150 would be eliminated with the implementation of the project, this comment is not related to the project under consideration.

One commenter requested that an express bus serve Pacific Beach and the proposed stations until the project is built.

4.1.2.2 Parking
Two comments were received regarding a potential park-and-ride facility at Nobel Drive. The commenter stated the park-and-ride facility could interfere with the operation of businesses located in the shopping center, as well as traffic circulation. The commenter suggested the construction of a facility or garage to meet park-and-ride demand.

4.1.2.3 Traffic Circulation
As stated above, concerns were expressed regarding traffic circulation impacts within the La Jolla Village Square shopping center resulting from the Nobel Drive station and potential park-and-ride facility.

4.1.2.4 Non-motorized Transportation
Five comments were received regarding non-motorized transportation. One commenter requested a pedestrian bridge across Interstate 5 (I-5) from the Nobel Drive Station to La Jolla Colony Park. A local organization requested that station planning encourage
pedestrian access and provide bicycle storage facilities. Another comment stated that the project should ensure safe track crossings by pedestrians and bicyclists, especially in University City, Clairemont, and Pacific Beach, and address funding, implementation, and maintenance of these crossings. Concerns were also expressed about potential impacts to the Rose Creek Bike Path, including potential visual and noise impacts to this facility. Another comment requested the implementation of new trails.

4.1.2.5 Land Use
One land use comment was received, which encouraged SANDAG to utilize urban infill planning in station planning, with density and mixed uses, safety, and walkability as top priorities.

4.1.2.6 Economic Impacts
A comment was received regarding economic and environmental impacts to a private railroad car and warehouse located along the alignment. The letter requested that the project’s environmental and economic impacts on spur line access to the warehouse be identified and analyzed as part of the SEIS/SEIR.

Additionally, as stated in Section 4.1.2.2, a comment was received regarding possible effects on businesses at La Jolla Village Square shopping center from the Nobel Drive Station and potential park-and-ride facility.

4.1.2.7 Right-of-Way Acquisitions, Relocations, and Property Rights
One comment expressed concerns regarding property impacts to the La Jolla Village Square shopping center and the need for compensable damages. The commenter also stated that the shopping center is governed by a set of conditions, covenants, and restrictions, which could be abrogated by the construction and use of the station.

4.1.2.8 Visual
As stated under Section 4.1.2.4, there was concern regarding visual impacts to the Rose Creek Bike Path.

4.1.2.9 Air Quality
One local organization commented that the project should assist with meeting the greenhouse gas emission reduction targets set forth by Senate Bill 375 by increasing sustainable transportation options.

4.1.2.10 Noise and Vibration
Two comments were received regarding noise impacts. One comment asked whether a noise wall would be installed on the west side of the LRT alignment near the Nobel Drive Station. As stated in Section 4.1.2.4, there was concern regarding noise impacts to the Rose Creek Bike Path.

4.1.2.11 Water Resources
Three comments were received on water resources. One comment requested that the Draft SEIS/SEIR include contour, alignment, and channelization changes to Rose Creek. A comment also requested that the project identify opportunities for improving water quality. Additionally, a comment stated that any mitigation needed for work performed
4.1.2.12 Parks
Two comments were received regarding parks. A comment noted a need to address project compatibility with the Rose Creek Watershed Opportunities Assessment. A comment also requested the restoration of degraded habitat and the removal of concrete impediments.

4.1.2.13 Safety and Security
Security and maintenance concerns were expressed in regards to Trolley passengers traveling from the Nobel Drive Station to the La Jolla Village Square shopping center property. It was requested that the applicable agency cover all maintenance and security costs.

Additionally, as stated in Section 4.1.2.4, concerns were expressed regarding safe track crossings by pedestrians and bicyclists.

4.1.2.14 Construction
One comment stated that the construction of the Nobel Drive Station could detrimentally impact surrounding businesses.

4.1.2.15 Indirect and Cumulative Effects
One comment was received on cumulative impacts, which requested that the Draft SEIS/SEIR address the cumulative impacts of other projects in the area on Rose Creek, including the California High Speed Rail, Amtrak/COASTER improvements, and proposed bridges.

4.2 Summary of Agency Comments
Five agencies, including four federal agencies and one state agency, provided comments on the project. The Advisory Council on Historic Preservation (ACHP) and the Federal Highway Administration (FHWA), both federal agencies, provided comments in their respective letter and e-mail responses to the NEPA Letter of Invitation. The California Department of Transportation (Caltrans), a state agency, submitted one e-mail comment and one letter response to the NEPA Letter of Invitation, both of which contained comments on the project. The U.S. National Park Service (NPS) and the Federal Emergency Management Agency (FEMA), both federal agencies, submitted letter comments only.

4.2.1 Advisory Council on Historic Preservation
To ensure compliance with Section 106 of the National Historic Preservation Act (NHPA), the ACHP encouraged early consultation with the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Native American tribes, and other consulting parties, pursuant to Protection of Historic Properties regulations (39 Code of Federal Regulations [CFR] Part 800). The ACHP stated that continued consultation with the appropriate SHPO/THPO, Native American tribes, and other consulting parties should continue, to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If, adjacent to Rose Creek between State Route 52 (SR 52) and Santa Fe Street must occur along that same portion of Rose Creek.
through consultation, it is determined that the project will adversely affect historic properties, or that the development of a Programmatic Agreement is needed, the ACHP noted that it must be notified and provided with the documentation detailed in 36 CFR § 800.11(e). If, however, the project is covered under the terms of an existing Programmatic Agreement, the process set forth in the applicable agreement should be followed.

4.2.2 Federal Highway Administration

The FHWA stated they are primarily concerned with impacts to the highway system. Additionally, the FHWA noted two corrections to the Mid-Coast Corridor Transit Project Preliminary Agency Coordination Plan.

4.2.3 California Department of Transportation

In an e-mail comment, Caltrans said that the project should consider utilizing transit-oriented development land use options around the proposed stations. Caltrans encouraged continued interagency coordination. Caltrans also stated that the High-Speed Passenger Train Bond (Prop 1A) includes funding for Trolley Blue Line projects.

In a letter response to the NEPA Letter of Invitation, Caltrans stated that the SEIS/SEIR will need to be adequate for their use as an environmental document (ED) for the State Highway encroachment permit. Caltrans noted that will be important to coordinate on issues that need to be addressed as part of the NEPA ED, including traffic, noise, and water quality, to address FHWA requirements. Additionally, the agency noted noted that any work within Caltrans’ right-of-way will require review and approval by Caltrans, and that an encroachment permit will be required for any work within Caltrans’ right-of-way prior to construction.

4.2.4 U.S. National Park Service

The NPS stated that the NPS, Pacific West Region has no comment on the project.

4.2.5 Federal Emergency Management Agency

FEMA requested the review of current Flood Insurance Rate Maps for the City of San Diego and San Diego County. FEMA noted that the City of San Diego, San Diego County, California is a participant in the National Flood Insurance Program (NFIP). The letter provided a summary of the minimum federal NFIP floodplain management building requirements, noting that NFIP participating communities may have adopted more restrictive requirements. FEMA provided contact information for the city and county floodplain mangers.
Appendix A
Notice of Intent
DEPARTMENT OF TRANSPORTATION
Office of the Secretary
Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) During the Week Ending June 25, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Date Filed: June 22, 2011.
Due Date for Answers, Conforming Applications, or Motion to Modify Scope: July 13, 2011.
Description: Application of Corsair S.A., d/b/a/Corsairfly ("Corsairfly") requesting an amended foreign air carrier permit authorizing Corsairfly to conduct operations to and from the United States to the full extent authorized by the United States-European Union Air Transport Agreement ("U.S.–E.U. Agreement"), including authority to engage in: (i) Scheduled and charter foreign air transportation of persons, property and mail from any point(s) behind any Member State(s) in the Common Aviation Area; (ii) scheduled and charter foreign air transportation of persons, property and mail between any point(s) in the United States and any point(s) in any Member State(s) and via intermediate points to any point(s) in the United States and beyond; (ii) scheduled and charter foreign air transportation of persons, property and mail between any point(s) in the United States and any point(s) in any member of the European Community, via any point(s) in any Member State(s) and via intermediate points to any point(s) in the United States and beyond; (iii) other charters pursuant to the prior approval requirements; and (iv) transportation authorized by any additional route or other right(s) made available to European Community carriers in the future.

Renee V. Wright,
Program Manager, Docket Operations, Federal Register Liaison.
[FR Doc. 2011–18119 Filed 7–18–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION
Office of the Secretary
Aviation Proceedings, Agreements Filed the Week Ending July 9, 2011

The following Agreements were filed with the Department of Transportation under the Sections 412 and 414 of the Federal Aviation Act, as amended (49 U.S.C. 1382 and 1384) and procedures governing proceedings to enforce these provisions. Answers may be filed within 21 days after the filing of the application.

Date Filed: July 7, 2011.
Parties: Members of the International Air Transport Association.
Subject: TC2 Within Africa, Within Middle East, between Middle East and Africa, Mail Vote 685 Adoption, Composite Resolution 071c, e-Tariffs, 6–24 June 2011.
Intended Effective Date: October 1, 2011.
Renee V. Wright,
Program Manager, Docket Operations, Federal Register Liaison.
[FR Doc. 2011–18123 Filed 7–18–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Final Written Re-Evaluation for Environmental Impact Statement: Sikorsky Memorial Airport, Stratford, CT

AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of availability.
SUMMARY: The FAA is issuing this notice to advise the public that a Written Re-Evaluation of a Final Environmental Impact Statement (FEIS) has been completed for Sikorsky Memorial Airport in Stratford, Connecticut.
ADDRESSES: The Written Re-Evaluation document is available for review during normal business hours at the following locations:
Stratford Public Library, 2203 Main St., Stratford, CT, 203–385–4161.
Bridgeport Public Library, Borroughs Bldg., 925 Broad St., Bridgeport, CT, 203–576–7777.
Igor Sikorsky Memorial Airport, Administration Bldg., 1000 Great Meadow Dr., Stratford, CT, 203–576–8162.

Renee V. Wright,
Program Manager, Docket Operations, Federal Register Liaison.
[FR Doc. 2011–18119 Filed 7–18–11; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration
Supplemental Environmental Impact Statement for Transit Improvements in the Mid-Coast Corridor of San Diego County, CA

AGENCY: Federal Transit Administration (FTA), DOT.
ACTION: Notice of Intent to Prepare a Supplemental Environmental Impact Statement.
SUMMARY: The FTA and the San Diego Association of Governments (SANDAG) intend to prepare a Supplemental Environmental Impact Statement (SEIS) for transit improvements for the Mid-Coast Corridor Transit Project in San Diego, California. The SEIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and all applicable environmental laws, regulations, and executive orders. The purpose of this Notice of Intent is to alert interested parties regarding the plan to prepare the SEIS, and to provide information on the nature of the proposed transit project, to invite
participation in the SEIS process, including comments on the scope of the SEIS proposed in this notice.

DATES: Comment Due Date: Written comments on the scope of the SEIS should be sent to Leslie Blanda, SANDAG New Starts/Environmental/Planning Project Manager, by August 15, 2011.

ADDRESSES: Written comments on the scope of the SEIS should be sent to Leslie Blanda, New Starts/Environmental/Planning Project Manager, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, or e-mailed to her at midcoast@sandag.org. No additional scoping meetings are proposed.

FOR FURTHER INFORMATION CONTACT: Hymie Luden, Transportation Program Specialist, or Debra Jones, Environmental Protection Specialist, Federal Transit Administration, Region IX, 201 Mission Street, Room 1650, San Francisco, CA 94105; telephone: (415) 744–3133; fax: (415) 744–2726; e-mail hymie.luden@dot.gov or debra.jones@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA, in cooperation with SANDAG, will examine improved transit service in the Mid-Coast Corridor. Located entirely within the City of San Diego (City), the Mid-Coast Corridor centers on Interstate 5 (I–5) and extends from Downtown San Diego on the south to the university City on the north; it is bounded by the Pacific Ocean on the west and I–805 and State Route 163 (SR 163) on the east.

Dense population and employment centers currently anchor both the northern and southern ends of the Mid-Coast Corridor, with existing, planned, or potential smart growth centers in between. The SANDAG Regional Comprehensive Plan (July 2004) and the 2030 Regional Transportation Plan (RTP) reference the regional growth forecast that estimates population, housing, land use, and economic growth. Increased density is forecast in Downtown San Diego and in the University of California, San Diego (UCSD) and University Towne Centre (UTC) areas. Increased population and employment will lead to increased travel demand in the corridor.

The existing transit system in the Mid-Coast Corridor does not offer the level of service needed to meet the region’s goals for mobility, accessibility, reliability, and efficiency. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to UCSD or UTC. The existing San Diego Trolley Blue Line currently terminates at the Old Town Transit Center (OTTC). While transit mobility and accessibility are provided by express and local buses, the speed and reliability of bus service are hindered by roadway congestion. With congestion projected to increase in the future, the level of service, reliability, and efficiency of the transit system will all decrease. To meet regional goals, the study area needs a transit system that focuses on key destinations and has the frequency, speed, and reliability to attract new riders.

The purpose of the Mid-Coast Corridor Transit Project is to improve public transit services between University City and Old Town and Downtown San Diego and connect corridor residents with other Trolley lines serving Mission Valley, South County communities to the U.S.-Mexico International Border, and East County communities to Santee, thereby enhancing direct public access to other regional activity centers. The project will improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.

II. Description of Study Area and Project Need

The study area is located entirely within the City of San Diego (City), centering on Interstate 5 (I–5) extending from Downtown San Diego on the south to University City on the north, bounded by the Pacific Ocean on the west and I–805 and State Route 163 (SR 163) on the east.

The SANDAG New Starts/Environmental/Planning Project Manager, by August 15, 2011.

SANDAG conducted scoping under CEQA to solicit public and agency comments on the project alternatives to be carried forward. All comments received during the CEQA scoping process will be considered during the preparation of the SEIS and do not need to be resubmitted. A copy of the scoping summary report is available on the SANDAG Web site at: http://www.sandag.org/midcoast. Additional comments may focus on identifying any significant social, economic, or environmental issues related to the proposed alternatives that have not previously been identified.

III. Alternatives

The transportation alternatives proposed for consideration in this study area include:

- **No-Build Alternative**—the No Build Alternative would include all of the highway and transit facility improvements identified in the Revenue Constrained Scenario of the SANDAG 2030 RTP except for the extension of the Trolley System to University City.
- **Build Alternative**—the Build Alternative includes the extension of the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to UTC, which will provide continuous service on the Trolley Blue Line from San Ysidro Transit Center at the U.S.-Mexico International Border to University City. The Locally Preferred Alternative (LPA) was approved by the SANDAG Board of Directors on July 23, 2010.

The Mid-Coast Corridor Transit Project has been under study and in various phases of state and Federal environmental review since 1990. The project was originally to be developed in two sections. An EIS for the extension from the OTTC north to University City was completed in 2001, and FTA issued the Record of Decision in August 2001. In April 2005, SANDAG recombinde the Balboa Extension with the University City Extension into a single project, extending from the OTTC to University City. The FTA concurred with the SANDAG decision on July 24, 2006.

During 2009 and 2010, SANDAG updated the prior studies and reconsidered a broad range of transit alternatives through a public process. This analysis is documented in the Comparative Evaluation of Alternatives Report (SANDAG, 2010). SANDAG conducted scoping under CEQA. All comments received during the CEQA scoping process will be considered during the preparation of this SEIS/SEIR. Following the conclusion of the CEQA scoping process, the SANDAG Board reconfirmed the LPA as an extension of the Trolley System from the OTTC to UTC on July 23, 2010.

The 1995 AA/DEIS/DEIR and the 2010 Comparative Evaluation of Alternatives Report are available for public and agency review on the SANDAG Web site at http://www.sandag.org/midcoast. They are also available for inspection at the SANDAG office, or a CD may be requested by calling (619) 505–5620 or by e-mailing midcoast@sandag.org.
Advanced Scoping Alternatives—As a result of the Alternatives Analysis and updated alternatives evaluation, the LPA includes:

- New double-track alignment extending from a point just south of the San Diego River and north of the existing OTTC to a terminus at the UTC Transit Center in University City, with three alignment variations along Voigt Drive in University City;
- Eight new LRT stations, located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center, and a possible additional station at the VA Medical Center; and
- Upgrades to existing systems (including traction power, signaling system, and crossovers) to accommodate all-day 7.5-minute Trolley Blue Line service within the existing right-of-way.

No new maintenance facilities or expansion of existing maintenance facilities would be required to accommodate the new service.

IV. The SEIS Process and the Role of Participating Agencies and the Public

The purpose of the SEIS process is to explore in a public setting potentially significant effects of implementing the proposed action and alternatives on the physical, human, and natural environment. Areas of investigation include, but are not limited to, land use, residential and business displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, noise, wildlife, vegetation, endangered species, air and water quality, energy, electromagnetic fields, wetlands, waterways, floodplains, hazardous waste and materials, and cultural, historic, and archaeological resources. The Draft SEIS will also consider practicable alternatives to proposed fill of Federal waters in accordance with the Clean Water Act and U.S. Army Corps of Engineers regulations. At the conclusion of scoping, SANDAG and FTA will work together to prepare an annotated outline for the SEIS, based on information obtained during the scoping process.

Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified. Regulations implementing NEPA, as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), call for public involvement in the EIS process. Section 6002 of SAFETEA–LU requires that FTA and SANDAG do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian 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 in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the impact statement, 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 agency, with the scoping information packet appended, will be extended to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. It is possible that we may not be able to identify all Federal and non-Federal agencies and Indian tribes that may have such an interest. Any Federal or non-Federal agency or Indian tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program has been developed and a public and agency involvement Coordination Plan will be created. The program includes a project Web site (http://www.sandag.org/midcoast); establishment of a project working group and organizing periodic meetings with that committee; a public hearing on release of the Draft SEIS; and development and distribution of project newsletters. In 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the project alternatives to be considered. All comments received during the CEQA scoping process will be considered during the preparation of the SEIS and do not need to be resubmitted. The purposes of and need for the proposed project have been preliminarily identified in this notice. We invite the public and participating agencies to consider the preliminary statement of purposes of and need for the proposed project, as well as the alternatives proposed for consideration. Suggestions for modifications to the statement of purposes and need for the proposed project are welcomed and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives that have not previously been identified are also welcomed.

SANDAG is seeking New Starts Funding for the proposed project under 49 U.S.C. 5309 and will therefore be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires the submission of specific information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Start evaluation criteria will be included in the Final SEIS.

V. FTA Procedures

In accordance with 23 CFR 771.105 (a) and 771.133, FTA will comply with all Federal environmental laws, regulations and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality (CEQ) and FTA implementing NEPA (40 CFR Parts 1500–1508, and 23 CFR Part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800); the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402); Section 4(f) of the DOT Act (23 CFR 771.135); and the Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

VI. Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably at the conclusion of scoping), FTA and its grantees will distribute only the executive summary of the environmental document together with a Compact Disc of the complete environmental document. A complete printed set of the environmental document will be available for review at SANDAG’s offices and elsewhere; an
DEPARTMENT OF THE TREASURY

Regional Administrator, Region IX, Federal Transit Administration.

[FR Doc. 2011–17975 Filed 7–18–11; 8:45 am]
BILLING CODE 4910–57–P

DEPARTMENT OF THE TREASURY

Privacy Act of 1974; Amended System of Records

ACTION: Notice of amendment to system of records.

SUMMARY: In accordance with the Privacy Act of 1974, as amended, the Financial Management Service gives notice of a proposed amendment to its Privacy Act system of records entitled “Treasury/FMS .006—Direct Deposit Enrollment Records—Treasury/Financial Management Service.”

DATES: Comments must be received no later than August 29, 2011. The proposed new system of records will become effective August 29, 2011 unless comments are received that would result in a contrary determination.

ADDRESSES: You should send your comments to Peter Genova, Deputy Chief Information Officer, Financial Management Service, 401 14th Street, SW., Washington, DC 20227. Comments received will be available for inspection at the same address between the hours of 9 a.m. and 4 p.m. Monday through Friday. You may send your comments by electronic mail to peter.genova@fms.treas.gov or http://www.regulations.gov. All comments, including attachments and other supporting materials, received are subject to public disclosure. You should submit only information that you wish to make available publicly.

FOR FURTHER INFORMATION CONTACT: Peter Genova, Deputy Chief Information Officer, (202) 874–1736.

SUPPLEMENTARY INFORMATION: Pursuant to the provisions of the Privacy Act of 1974, as amended, 5 U.S.C. 552a, notice is given that the Financial Management Service (FMS), a bureau of the Department of the Treasury (Treasury), proposes to amend its system of records entitled “Direct Deposit Enrollment Records—Treasury/Financial Management Service” (Treasury/FMS .006). FMS is adding additional categories of records in the system and is amending its routine uses to allow for the processing of waivers related to the requirement that all Federal payments, other than tax payments, be made electronically. On December 22, 2010, FMS published an amendment to its regulation at 31 CFR part 208 (Part 208) (see, 75 FR 80315), which implements Section 3332 generally requires that all Federal payments, other than tax payments, be made by electronic funds transfer (EFT), unless waived by the Secretary of the Treasury. Direct deposit is the primary method used to make EFT Federal payments to individuals.

Part 208 requires recipients of Federal payments, other than tax payments, to receive payment by EFT, effective May 1, 2011. The effective date is delayed until March 1, 2013, for individuals receiving Federal payments by check on May 1, 2011; and for individuals who file claims for Federal benefits before May 1, 2011 and request check payments when they file. Individuals who do not choose direct deposit of their payments to an account at a financial institution will be enrolled in the Direct Express® Debit MasterCard® card program, a prepaid card program established pursuant to terms and conditions approved by FMS. Treasury waives the EFT requirement for recipients born prior to May 1, 1921, who are receiving payments by paper check on March 1, 2013; for payments not eligible for deposit to a Direct Express® prepaid card account; and for recipients whose Direct Express® card has been suspended or cancelled. In addition, payment recipients may request a waiver if the EFT requirement creates a hardship due to his or her mental impairment or remote geographic location.

The proposed amendments to this system are necessary to process waivers of the EFT requirement. In some cases, FMS automatically applies the waivers based on information FMS will receive into its system of records from its own existing payment records, direct deposit enrollment records of its fiscal or financial agents and their contractors, or from Federal agencies. For example, FMS will receive information about a check payment recipient’s date of birth from the Social Security Administration.

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Appendix B
Public Outreach
MID-COAST CORRIDOR TRANSIT PROJECT STATUS UPDATE  File Number 1041501

Introduction

The Federal Transit Administration (FTA) and SANDAG continue to move forward in the preparation of a Supplemental Environmental Impact Statement and a Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project. The FTA is the lead agency for compliance with the National Environmental Policy Act (NEPA) and SANDAG is the lead agency for compliance with the California Environmental Quality Act (CEQA).

In order to assure appropriate NEPA scoping for the project, FTA recently decided to publish a new Notice of Intent (NOI) in the Federal Register and conduct scoping under NEPA to supplement previous scoping on the project’s SEIS/SEIR.

Discussion

An NOI for this project was originally published in the Federal Register in April 1990 under NEPA as part of the development of the 1995 Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report for the Mid-Coast project. In July 2006, in consultation with the FTA, a supplemental environmental review process was established for the preparation of the Draft SEIS that did not include an NOI or scoping under NEPA.

Upon further evaluation, FTA recently decided to publish a new NOI in the Federal Register and conduct a scoping period under NEPA due to the length of time that has passed since the publication of the original NOI. A Coordination Plan, as required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), will be developed and implemented with Letters of Invitation sent to potential cooperating and participating federal, state, local, and tribal agencies.

Background

On April 11, 1990, an NOI to prepare an Environmental Impact Statement (EIS) was published in the Federal Register. After completing the Final Environmental Impact Report (FEIR) in December 1995, the Metropolitan Transit Development Board elected to divide the project into two separate phases for implementation - the Balboa Extension (Phase 1) and the University City Extension (Phase 2). The Final Environmental Impact Statement (FEIS) for the first phase was completed in June 2001, and the FTA issued the Record of Decision in August 2001.
In April 2005, the SANDAG Transportation Committee approved recombining the Balboa Extension with the University City Extension into a single project, extending from the Old Town Transit Center to University City, and approved initiating supplemental environmental review for the project. The FTA concurred with the SANDAG decision on July 24, 2006.

During 2009 and 2010, SANDAG updated the information developed in prior studies and reevaluated a broad range of transit alternatives which were presented in the Draft Comparative Evaluation of Alternatives Report (SANDAG – April 2010). In April 2010, SANDAG issued a Notice of Preparation and conducted scoping under CEQA to solicit public and agency comments on the project’s purpose and need, project alternatives, and scope of the SEIS/SEIR. SANDAG conducted five scoping meetings at various locations throughout the corridor. On July 23, 2010, the SANDAG Board of Directors, based on the Draft Comparative Evaluation of Alternatives Report and comments received during CEQA scoping, reconfirmed the Locally Preferred Alternative as an extension of the Trolley system from the Old Town Transit Center to the University Towne Centre Transit Center.

All comments received during the CEQA scoping process will be considered during the preparation of the SEIS/SEIR.

**Next Steps**

FTA will issue a new NOI and conduct a scoping period (30 calendar days) for the SEIS. During scoping interested individuals and organizations may direct comments on the scope of the NEPA review, including the project’s purpose and need, the Voigt Drive alignment options, the San Diego VA Medical Center station option, and the impacts to be evaluated in the SEIS in writing to SANDAG. No additional public meetings are required for NEPA scoping. Letters of Invitation will be sent to potential cooperating and participating federal, state, local, and tribal agencies as part of the Coordination Plan.

Concurrently, preparation of the Draft SEIS/SEIR will continue with circulation for public comment anticipated in early 2012.

On May 13, 2011, SANDAG, in partnership with the San Diego Metropolitan Transit System, requested FTA approval to initiate the Preliminary Engineering (PE) phase of the Mid-Coast Corridor Transit Project under the FTA New Starts program. The FTA is continuing with the evaluation of the materials submitted as part of the PE application and will be meeting with SANDAG in mid-July to provide additional information and status of this request.

JIM LINTHICUM
Director of Mobility Management and Project Implementation

Attachment: 1. Mid-Coast Corridor Transit Project LPA Map

Key Staff Contacts: Leslie Blanda, (619) 699-6907, lbl@sandag.org
Greg Gastelum, (619) 699-7378, ggas@sandag.org
Mid-Coast Corridor Transit Project

July 2010

Locally Preferred Alternative
- Light Rail Transit
- Trolley Station
- Transit Center

Existing Rail
- Trolley – Green Line
- Trolley – Blue Line
- COASTER Line
- Trolley Station
- COASTER Station
- Transit Center

LRT route and transit locations are approximate and for illustrative purposes only.
Public Notices

Federal Transit Administration publishes new Notice of Intent for Mid-Coast Corridor Transit Project in Federal Register

The Federal Transit Administration (FTA) published a new Notice of Intent (NOI) in the Federal Register on July 19, 2011 to supplement the previous scoping period on the Mid-Coast Corridor Transit Project environmental document under the National Environmental Policy Act (NEPA). This decision was made due to the length of time since the original NOI for the project, which was published in April 1990. No scoping meetings are required for this NEPA scoping effort.

Written comments may be submitted by August 15, 2011 to Leslie Blanda, New Starts/Environmental/Planning Project Manager, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, or e-mailed to her at midcoast@sandag.org.

For more information, visit www.sandag.org/midcoast.
Welcome to the summer edition of the Mid-Coast Corridor Transit Project eNewsletter. This newsletter will provide you with up-to-date information about this important expansion of San Diego’s regional transit system.

Report to SANDAG Transportation Committee
An update on the progress of the Mid-Coast Corridor Transit Project will be presented to the SANDAG Transportation Committee on Friday, July 15, 2011. This update will include information about continued progress in discussions with the Federal Transit Administration (FTA) and on the environmental document for the project, including:

- **Project scoping to comply with NEPA**: The FTA recently decided to publish a new Notice of Intent (NOI) in the Federal Register and conduct scoping under NEPA to supplement previous scoping on the project’s SEIS/SEIR. This decision was made due to the length of time since the original NOI for the project was published in April 1990. No scoping meetings are required for this NEPA scoping effort.
- **Request to Initiate Preliminary Engineering**: SANDAG and MTS recently requested FTA approval to initiate the Preliminary Engineering (PE) phase of the Mid-Coast Corridor Transit Project under the FTA New Starts program. SANDAG and the FTA will meet this month to discuss the status of this request.

More details about these issues are included in the staff report. To listen to the Transportation Committee meeting live, access the “Listen Live” link from the SANDAG Web site home page approximately 15 minutes prior to the start of the meeting.

Next Meeting of the Mid-Coast Corridor Transit Project Working Group
The Mid-Coast Corridor Transit Project Working Group will meet in the fall to hear reports on the status of the Preliminary Engineering (PE) application submitted to the FTA, as well as on progress made on technical studies and other elements of the Draft SEIS/SEIR. Meeting agendas, summaries and materials will be posted on the Project Working Group Web site.

The Metropolitan Transit System (MTS) Celebrates 125 Years of Public Transportation
To celebrate the 125th anniversary of public transit in San Diego, MTS will host customer appreciation events at transit stations July 11-14 from 4-6 p.m. MTS will have special anniversary totes and postcards for riders to commemorate the historic event. Local radio stations will give away prizes and play music.

- July 11 at Old Town Transit Center with Magic 92.5
- July 12 at H Street Trolley Station with La Nueva
- July 13 at El Cajon Transit Center with 91X
- July 14 at Euclid Transit Center with Z90

Over the past 125 years, public transportation in San Diego has helped build dynamic new communities, support professional sports and special events, and reduce traffic congestion and pollution.

San Diego continues to be a national leader in transit, as an award-winning system. MTS currently has more than 80 bus routes that serve over 570 square miles and the San Diego Trolley has grown into three lines of more than 53 miles with 53 stations. Average weekday ridership is more than 91,000 on the Trolley and 173,000 on the bus, totaling more than 90 million trips per year. Plans for new transit expansion for both bus and light rail will continue to increase MTS service across San Diego.

For further information on fares, routes, and schedules, or to plan a trip, visit www.sdmts.com or call 511. To learn more about MTS history, visit the Anniversary page on the MTS Web site.
Mid-Coast Corridor Transit Project

The Mid-Coast Corridor Transit Project will extend light rail transit (LRT) service from the Old Town Transit Center to the University City community serving major activity centers such as the University of California, San Diego (UCSD), Westfield UTC, Old Town, and Downtown San Diego.

Take a tour of the Mid-Coast Corridor, see the landmarks, follow the alternative routes, and get a bird’s eye view. (23MB WMV file, right click the link and select 'Save Target As...' to download)

On July 23, 2010, the SANDAG Board of Directors unanimously reconfirmed the previously selected Locally Preferred Alternative (LPA) for the Mid-Coast Corridor Transit Project. One of three LRT alternatives considered during scoping, LRT 1 is the previously adopted LPA as refined to include direct service to UCSD and UTC. The LPA follows the railroad right-of-way north from Old Town Transit Center to Gilman Drive, then crosses to the west side of I-5 to a station at Nobel Drive and continues on to serve the UCSD campus, medical centers on the east side of I-5, and terminate at the Westfield UTC transit center (see map). The Board’s motion for approval also included a direction to study the feasibility of an additional station at the VA Hospital. This will be studied as part of the environmental review process.

Project Updates

Project scoping to comply with NEPA: The Federal Transit Administration (FTA) published a new Notice of Intent (NOI) in the Federal Register on July 19, 2011, to supplement the previous scoping period on the Mid-Coast Corridor Transit project’s environmental document under the National Environmental Policy Act (NEPA). This decision was made due to the length of time since the original NOI for the project, which was published in April 1990. No scoping meetings were required for this NEPA scoping effort.

• View complete Notice of Intent

Preliminary Engineering: The Federal Transit Administration (FTA) has approved the Mid-Coast Corridor Transit Project’s entry into Preliminary Engineering. This milestone means that the project is officially in the pipeline and eligible to receive federal New Starts funding.


Environmental Process

SANDAG is now preparing a Draft SEIS/SEIR for the project in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Draft SEIS/SEIR is anticipated to be released for public review and comment in summer 2011.

After the public comment period, SANDAG will respond to comments received and prepare a Final SEIS/SEIR for approval. The SANDAG Board of Directors will approve the final environmental document under CEQA. The FTA will approve the final environmental document under NEPA.

Final Alternatives Report

The Final Comparative Evaluation of Alternatives Report for the Mid-Coast Corridor Transit Project includes a summary of the process for selection of alternatives for scoping; a summary and analysis of scoping comments; and a recommendation on selection of a Locally Preferred Alternative (LPA) and alternatives for review in the Mid-Coast Corridor Transit Project Draft SEIS/SEIR. Please review or print a downloadable copy of the report organized in sections below. A CD also is available by request from SANDAG at (619) 595-5620.

Table of Contents and Executive Summary

Chapter 1 Purpose and Need
Chapter 2 Process for Development and Screening of Alternatives
Chapter 3 Identification and Screening of Initial Alternatives
Chapter 4 Conceptual Alternatives Considered
Chapter 5 Analysis of Transportation, Environmental, Cost and Financial Considerations (pages 1 - 50)
Chapter 5 Continued (pages 51 - 102)
Chapter 6 Evaluation of Conceptual Alternatives
Chapter 7 Review and Selection of Alternatives for Scoping
Chapter 8 Public Outreach, Scoping Process, and Scoping Comments
Chapter 9 Recommended Locally Preferred Alternative and Alternatives for Evaluation in Draft SEIS/SEIR
Appendix A Conceptual Plans
Appendix B References

View the conceptual maps taken from the Final Comparative Evaluation of Alternatives Report. Light Rail Transit Alternatives 1, 4, and 5 make up the Locally Preferred Alternative for the Mid-Coast Corridor Transit Project.

Public Involvement Plan

SANDAG has embarked on a comprehensive public involvement effort – detailed in the Mid-Coast Corridor Transit Project Public Involvement Plan – to communicate information about the Mid-Coast Corridor Transit Project and to provide opportunities for input during the environmental review process. The goal of the Public Involvement Plan is to foster a public involvement process that will support the development of the project. The plan is designed to ensure that the public receives timely and useful information about the project, has a broad range of opportunities to provide input on draft plans and environmental documents, and understands how comments have been responded to and utilized in the decision-making process.

Draft Alternatives Report

The Draft Comparative Evaluation of Alternatives Report defines, evaluates and recommends preliminary conceptual alternatives for consideration during the scoping period. Please review or print a downloadable copy of the report below. A CD also is available by request from SANDAG at (619) 595-5620.

- Table of Contents and Executive Summary
- Chapter 1 – Purpose and Need
- Chapter 2 – Process for Development and Screening of Alternatives
- Chapter 3 – Identification and Screening of Initial Alternatives
- Chapter 4 – Conceptual Alternatives Considered
- Chapter 5 – Analysis of Transportation, Environmental, and Cost/Financial Considerations
- Chapter 6 – Evaluation of Conceptual Alternatives
- Appendix A – Conceptual Plans
- Appendix B – References

Get Involved

This Web site contains up-to-date information on project status, as well as meetings, workshops and other public involvement opportunities. Here are some ways you can become involved:

- Attend meetings of the Project Working Group (PWG). The PWG will provide input on the Mid-Coast Corridor Transit Project purpose and need, alternatives for consideration in the environmental review process, the draft environmental document (SEIS/SEIR), and the draft Public Involvement Plan. You are invited to view meetings agendas, minutes, and meeting materials.
- Sign-up for the Mid-Coast Corridor Transit Project eNewsletter
- Participate in one or more public meetings. Notices of upcoming meetings will be available on this Web site.
- Attend SANDAG Transportation Committee and Board of Directors meetings when the Mid-Coast Corridor Transit Project is presented.
- Provide written comments on draft documents when they become available for public review. Draft documents will be posted on this Web site along with instruction on how to submit comments.
- Request a presentation by SANDAG staff for your neighborhood association or civic group by contacting midcoast@sandag.org or (619) 595-5620.

Mid-Coast Corridor Transit Project E-newsletter

Summer 2011
December 2010
August 2010
July 2010
June 2010
May 2010
April 2010
March 2010
February 2010
December 2009/January 2010
November 2009
October 2009

Project Need

The Mid-Coast Corridor Transit Project would improve public transit services between University City and Old Town and Downtown San Diego and connect corridor residents with other Trolley lines serving, Mission Valley, South County
communities to the international border, and East County communities to Santee, thereby enhancing direct public access to other regional activity centers. The project will improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.

Freeways and arterials in the Mid-Coast Corridor are generally congested and traffic congestion is projected to increase as the region grows. Population in the entire corridor is forecast to increase 20 percent and employment is forecast to increase 14 percent by the year 2030.

The Mid-Coast Corridor Transit Project will expand transportation capacity in the corridor to accommodate existing and future travel demand, particularly for peak period commute trips. The proposed project will provide an effective alternative to congested freeways and roadways for travelers.

The University City area has developed as a major employment and high density residential area, similar to Downtown San Diego. Even though University City is considered San Diego's second downtown and UCSD is one of the region's largest trip generators, neither is served by direct or fast transit. In addition, existing transit throughout the Mid-Coast Corridor follows slow, circuitous and/or congested routes and is not competitive with auto travel.

The Mid-Coast Corridor Transit Project will provide efficient transit connections to University City, UCSD, and throughout the corridor through reliable, higher speed transit improvements. Effective transit that is competitive with the automobile will attract riders to transit, improve regional mobility, and help maintain and enhance San Diego's quality of life.

**Project Status**

The current project development phase includes the preparation of a Draft and Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report for the Mid-Coast Corridor Transit Project prepared in compliance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

The SANDAG Board of Directors will approve the final environmental document prepared under CEQA. The Federal Transit Administration (FTA) will approve the final document prepared under NEPA.

Preliminary Engineering is additionally included in the current project development phase.

Preparation of the environmental document will include: development and evaluation of alternatives; conducting CEQA public scoping for the environmental document; selection of alternative(s) for detailed analysis in the draft environmental document; preparation of the draft environmental document; preparation of the final environmental document; and approval of the final environmental document.

The alternatives to be considered include a revised Locally Preferred Alternative (LPA), additional LRT alignment variations, a commuter rail shuttle alternative, bus rapid transit (BRT) alternatives, a no build alternative, and a transportation systems management (TSM) alternative. The LPA previously adopted by the SANDAG Board of Directors will be re-evaluated. The LPA will be revised to reflect changes in the planned I-5 improvements as well as other changes to maximize the cost-effectiveness of the LPA for funding by FTA under the Section 5309 New Starts Program.

**Funding Status**

The Mid-Coast Corridor Transit Project has been identified as a high-priority project by SANDAG and is part of the TransNet Early Action Program.

TransNet includes capital funds for the Mid-Coast Corridor Transit Project and operating funds for the project through the year 2048.

SANDAG would be seeking FTA New Starts capital funding for the project. The current Plan of Finance assumes that 50 percent of the capital funding would be provided by TransNet and 50 percent would be provided by FTA New Starts funds.

The current cost for the Mid-Coast Corridor LPA is estimated to be $1.2 billion in year of expenditure dollars.

**Environmental Documents**

2001

**Mid-Coast Corridor Project**

Balboa Extension and Nobel Drive COASTER Station

**Volume I | Volume II**

1995

**Mid-Coast Corridor**

Final Environmental Impact Report for the Mid-Coast Corridor

Project Manager

Greg Gastelum, Project Development Program Manager
Phone: (619) 699-7378, E-mail: ggas@sandag.org

Leslie Blanda, Project Development Program Manager
Phone: (619) 699-6907, E-mail: lbl@sandag.org

For media inquiries, please contact David Hicks at (619) 699-6939 or dhic@sandag.org.

Downloads:

- Mid-Coast Balboa Segment Final Environmental Impact Statement Volume 1 - June 2001 [PDF, 74 KB]
- Mid-Coast Balboa Segment Final Environmental Impact Statement Volume II - June 2001 [PDF, 67 KB]
- Mid-Coast Corridor Transit Project DRAFT Public Involvement Plan [PDF, 571 KB]
- March 19, 2010 Transportation Committee Agenda Report [PDF, 567 KB]
- Mid-Coast Corridor Transit Project Public Involvement Plan [PDF, 563 KB]
- Notice of Preparation [PDF, 5542 KB]
- Scoping Information Brochure - English/Spanish [PDF, 1104 KB]
- Scoping Meeting Flyer - English/Spanish [PDF, 1193 KB]
- Public Involvement Plan - July 2010 [PDF, 298 KB]
- Mid-Coast Corridor Transit Project Map, July 2010 [PDF, 472 KB]
- Mid-Coast LPA Conceptual Plans - 3 alignment variations at Voigt Drive [PDF, 4954 KB]

Related Resources

Committees
- Mid-Coast Corridor Transit Project Working Group

News
- Mid-Coast Corridor Transit Project takes a major step forward

Publications
- Fact Sheet - Mid-Coast Corridor Project [PDF: 2MB]
MID-COAST CORRIDOR TRANSIT PROJECT WORKING GROUP

MEMBERS

The Mid-Coast Corridor Transit Project Working Group (PWG) will receive information from SANDAG about the project and provide input into key activities associated with the development of the Mid-Coast Corridor Transit Project. The Mid-Coast Corridor Transit PWG will lay the foundation for public involvement in future phases of the Mid-Coast Corridor Transit Project’s implementation.

The Mid-Coast Corridor Transit PWG will meet monthly or on an as-needed basis.

Staff contact: Anne Steinberger (619) 699-1937; ast@sandag.org

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<td>Bob Emery</td>
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Barbara Obrzut
La Jolla resident

Jeff Perwin
Linda Vista Community Planning Group

Brooke Peterson
Clairemont Community Planning Group

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David Potter
Clairemont resident

Carmen Sandoval
San Diego Regional Chamber of Commerce

Ann Van Leer
Land Conservation Brokerage, Inc.

Reed Vickerman
Amylin Pharmaceuticals

Chris Westling
UCSD student
Appendix C
Outreach Plans
Mid-Coast Corridor Transit Project

Preliminary Agency Coordination Plan

August 23, 2011

Prepared by SANDAG
Preliminary Agency Coordination Plan
Draft Revision 4 August 23, 2011

Prepared by:
The San Diego Association of Governments (SANDAG)
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1.0 INTRODUCTION

The Federal Transit Administration (FTA) and the San Diego Association of Governments (SANDAG) have initiated the preparation of a Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project, in the City of San Diego (City), California. The FTA is lead agency for the National Environmental Policy Act (NEPA) environmental clearance and SANDAG is lead agency for the California Environmental Quality Act (CEQA) environmental clearance. As part of the environmental review process and in compliance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the two lead agencies have prepared this Agency Coordination Plan. Although this document has been prepared to satisfy federal regulations, this document is also consistent with agency coordination requirements under the CEQA. This section provides a description of the purpose of the agency coordination plan and an outline of the report.

1.1 Purpose of the Agency Coordination Plan

As part of FTA and SANDAG’s efforts to prepare the upcoming SEIS/SEIR for the Mid-Coast Corridor Transit Project, the lead agencies have prepared this Agency Coordination Plan to guide agency involvement in decision-making related to the completion of the NEPA environmental review process. In addition to agency coordination, the project team will implement an ongoing public involvement program, which is described in a separate Mid-Coast Corridor Transit Project Public Involvement Plan approved by the SANDAG Board on July 23, 2010 (see Appendix A).

This Agency Coordination Plan builds upon the agency and public coordination that has already occurred as part of prior environmental review processes. It complies with the SAFETEA-LU Section 6002, and serves as a plan for ongoing agency coordination (23 United States Code [U.S.C.] Section 139(g)(1)). SAFETEA-LU provides the programmatic framework for Federally funded surface transportation projects. Section 6002, Efficient Environmental Reviews for Project Decision-Making, was intended to streamline the review process without compromising environmental protections. Among the tools mandated by Section 6002, the lead agencies must develop a coordination plan to address how coordination and communication with agencies will occur through the completion of the NEPA environmental review process. This includes the preparation of the upcoming SEIS/SEIR (both Draft and Final) and the Record of Decision (ROD).

This Agency Coordination Plan is designed to expedite and to improve the environmental review process by clearly establishing interactions and expectations at key decision points. In the plan, the lead agencies and their roles are identified. Participating agencies are identified and timeframes for opportunities for their involvement are presented. For this project, the key decision points include the following:

- Definition of the purpose of and need for the project
- Identification of the range of alternatives
• Collaboration on impact assessment methodologies and level of detail of environmental analysis
• Completion of the Draft SEIS/SEIR
• Identification of an environmentally preferred alternative
• Completion of the Final SEIS/SEIR
• Completion of the ROD for NEPA
• Issuance of permits, licenses, or approvals for the project

The lead agencies, FTA, and SANDAG, will work together to follow this Agency Coordination Plan to capture agency input during the environmental review process and to document the consideration of agency input in the decision-making process.

This Agency Coordination Plan is considered a “living document” and will provide flexibility, as needed, to address changes in the project. Therefore, this plan will be modified from time to time in response to the evolving communication needs of the project.

1.2 Report Organization

The remainder of this Agency Coordination Plan has the following three chapters:

• Project Overview (Chapter 2.0)
• Lead, Cooperating, and Participating Agencies (Chapter 3.0)
• Coordinating Structure and Responsibilities (Chapter 4.0)

References cited in this document are provided at the end of the report, and Appendix A is a copy of the SANDAG-approved Public Involvement Plan (SANDAG, 2010).
2.0 PROJECT OVERVIEW

This chapter presents the project history, provides a description of the current proposed project, and summarizes the project purpose and need.

2.1 Project History

The Mid-Coast Corridor Transit Project was first identified as a transit project in 1987 when voters approved Proposition A, San Diego County’s half-cent transportation sales tax measure (TransNet). In 1991, the San Diego Metropolitan Transit Development Board (MTDB), now known as the San Diego Metropolitan Transit System (MTS), began planning studies, conceptual engineering, and environmental review for the corridor.

Over the past 15 years, a number of major environmental review milestones have been accomplished. In February 1995, the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) (FTA et al., 1995) was completed. In October 1995, MTDB certified the document and adopted a Locally Preferred Alternative to extend the existing Trolley light rail transit system from the Old Town Transit Center (OTTC) north to University City. In December 1995, the Final Environmental Impact Report (MTDB and Caltrans, 1995) and the Locally Preferred Alternative Report (MTDB, 1995) were completed; and in June 2001, the Final Environmental Impact Statement (FEIS) (FTA and MTDB, 2001) for the first phase from Old Town to Balboa Avenue was completed. The Federal Transit Administration (FTA) issued a Record of Decision (ROD) in August 2001. Through early 2005, additional engineering studies were completed, and the San Diego Association of Governments (SANDAG) Transportation Committee approved re-combining the two phases of the project and initiating the environmental review for the entire corridor.

The upcoming environmental review will build upon these previous transit planning, engineering, and environmental studies completed for the Mid-Coast Corridor. Moreover, these past studies will be incorporated by reference into the upcoming Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR). Coordination with government agencies has been an ongoing part of the planning and environmental review process since the inception of the Mid-Coast Corridor Transit Project planning.

2.2 Current Proposed Project

The Mid-Coast Corridor is generally defined as the area centering on Interstate 5 (I-5) and extending from Downtown San Diego on the south to University City on the north. It is bounded by the Pacific Ocean on the west and I-805 and State Route 163 (SR-163) on the east. Within these boundaries lie all the fixed facilities and transit service changes being considered as part of this project.

The Mid-Coast Corridor is located entirely within the City of San Diego (Figure 2-1). The project corridor is consistent with the study area considered in the AA/DEIS/DEIR (FTA et al., 1995). However, the study area has been truncated on the north and northeast because the alternative under consideration no longer extends north of the I-5 and I-805 interchange.
Figure 2-1. Mid-Coast Corridor
Large numbers of commuters and other travelers use the transportation facilities and services within the project corridor to reach work destinations, as well as commercial and educational activity centers such as the University of California, San Diego (UCSD). The transportation system provides internal circulation for people who live and work within the project corridor and external access to employment and activity centers that are located within the project corridor. The system also serves through-travel from the northern portion of San Diego County to and from Old Town, Downtown San Diego, the Mission Valley area along I-8 just east of the corridor, and areas south of downtown.

A Locally Preferred Alternative (LPA) for the Mid-Coast Corridor was approved by the SANDAG Board of Directors (SANDAG Board) on July 23, 2010. The LPA provides for physical and operating improvements to the existing MTS Trolley system.

The physical improvements consist of a new double-track alignment extending from a point just north of the existing OTTC to a terminus at the University Towne Centre (UTC) Transit Center in University City. Figure 2-2 shows the project’s alignment and station locations. In total, eight new LRT stations are proposed and would be located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center. The LPA also includes three design options along Voigt Drive in University City. An additional potential station at the Veterans Administration (VA) Medical Center near La Jolla Village Drive is also under consideration. The track alignment, stations, design options for Voigt Drive, and the potential station at the VA Medical Center will be reviewed during development of the Draft SEIS/SEIR.

Physical improvements to the Trolley system south of the OTTC and north of the Santa Fe Depot would be limited to potential upgrades of existing systems (including traction power, signaling system, and crossovers) that are needed to accommodate all-day 7.5-minute Trolley Blue Line service. These potential improvements would be located within the existing right-of-way. If any potential environmental impacts are identified during the environmental review process, improvements of at-grade intersections between the OTTC and the Santa Fe Depot might be required as mitigation measures. No new maintenance facilities or expansion of existing maintenance facilities would be required to accommodate the new service.

The proposed operating plan for the project would extend the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to the UTC Transit Center. The new extension would use the existing Trolley tracks from the Santa Fe Depot to a point just north of the OTTC, and new tracks from OTTC north to UTC. In 2030, the Trolley Blue Line would be operated as a single line extending almost 30 miles between UTC and the existing southernmost terminus of the Blue Line at the San Ysidro Transit Center (16 miles south of the Santa Fe Depot) near the US-Mexico border. There would be stops at all 29 intermediate stations. Weekday Trolley Blue Line service in 2030 would operate with three-car trains every 7.5 minutes during peak and off-peak periods. A total of 36 new vehicles would be required to operate the new service.
Figure 2-2. Build Alternative Alignment and Station Locations
Long-range transit plans include other improvements that would interconnect with the Mid-Coast Corridor Transit Project. Consistent with the Revenue Constrained Scenario of the 2030 Regional Transportation Plan, Pathways for the Future (RTP) (SANDAG, 2007), the Trolley Green Line would be extended from the OTTC to the 12th & Imperial Transit Center (located at 12th Street and Imperial Avenue in Downtown San Diego) and the Trolley Orange Line would be terminated at America Plaza (located at 1050 India Street in Downtown San Diego). In 2012, MTS plans to extend the Trolley Green Line from its current terminus at the OTTC to the 12th & Imperial Transit Center, and to terminate the Trolley Blue Line at America Plaza and the Trolley Orange Line at the Santa Fe Depot.

2.3 Summary of Purpose and Need

Dense population and employment centers currently anchor both the northern and southern ends of the Mid-Coast Corridor, with existing, planned, or potential smart growth centers in between. The SANDAG Regional Comprehensive Plan for the San Diego Region (July, 2004) and the 2030 RTP reference the regional growth forecast that estimates population, housing, land use, and economic growth. Increased density is forecast in Downtown San Diego and in the UCSD and UTC areas. Increased population and employment will lead to increased travel demand in the corridor.

The existing transit system in the Mid-Coast Corridor does not offer the level of service needed to meet the region’s goals for mobility, accessibility, reliability, and efficiency. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to UCSD or UTC. The existing San Diego Trolley Blue Line currently terminates at the OTTC. While transit mobility and accessibility are provided by express and local buses, the speed and reliability of bus service are hindered by roadway congestion. With congestion projected to increase in the future, the level of service, reliability, and efficiency of the transit system will all decrease. To meet regional goals, the study area needs a transit system that focuses on key destinations and has the frequency, speed, and reliability to attract new riders.

Thus, the purpose of the Mid-Coast Corridor Transit Project is to improve public transit services between University City, Old Town, and Downtown San Diego and to connect corridor residents with other Trolley lines serving Mission Valley, South County communities to the U.S.—Mexico International Border, and East County communities extending to Santee. The project would thereby enhance direct public access to other regional activity centers. The project would improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.
3.0 LEAD, COOPERATING, AND PARTICIPATING AGENCIES

This chapter describes the roles and responsibilities of lead, cooperating, and participating agencies in the environmental review process. A list of the Federal, tribal, State, and local government agencies with these responsibilities for the Mid-Coast Corridor Transit Project is included.

3.1 Overview

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) describes the roles of the project sponsor and the lead, cooperating, and participating agencies, and it sets new requirements for coordination among these agencies.

For transit projects, the Federal Transit Administration (FTA) must serve as the Federal lead agency. The local transit agency is the project sponsor and typically is the direct recipient of project funds. As such, the local transit agency serves as a joint lead agency along with FTA.

A cooperating agency is, according to the Council on Environmental Quality (40 Code of Federal Regulations [CFR] 1508.5), any Federal agency (other than the lead agency) that has jurisdiction, by law or special expertise, with respect to any environmental impacts that may be caused by the proposed project or project alternative.

Participating agencies are Federal, tribal, State, regional, or local government agencies that may have an interest in the project. Although cooperating agencies are, by definition, participating agencies, not all participating agencies are cooperating agencies. Accepting the designation of participating agency does not indicate project support, nor does it provide the agency with increased oversight or approval authority beyond its statutory limits.

3.2 Lead Agencies

The FTA is lead agency for National Environmental Policy Act (NEPA) environmental review. If the proposed action is approved for funding, San Diego Association of Governments (SANDAG) will be the direct recipient of project funds and will be the joint lead agency.

The lead agencies must perform the functions that they have traditionally performed in the preparation of NEPA environmental documents consistent with 23 CFR part 771 and 40 CFR parts 1500-1508. Consistent with SAFETEA-LU, the lead agencies also will be responsible for identifying, extending an invitation, and involving as early as practicable other Federal and non-Federal agencies and Indian tribes that may have an interest in the project. The lead agencies must invite such agencies to become cooperating or participating agencies in the NEPA environmental review process. The lead agencies are responsible for developing a coordination plan and providing opportunities for cooperating and participating agency to be involved. In addition, the lead agencies must provide oversight of the environmental review process and help resolve issues.
3.3 Cooperating Agencies

The agencies invited to be cooperating agencies are:

- The Federal Highway Administration (FHWA), with the California Department of Transportation (Caltrans) acting as its agent
- The U.S. Army Corps of Engineers (USACE)

The responsibilities of cooperating agencies are to:

- Fulfill the responsibilities of the participating agencies
- Assume responsibility as requested by the lead agency for developing information and preparing environmental analyses, including portions of the environmental document where the cooperating agency has a special expertise
- Participate in meetings and field reviews, as necessary
- Make support staff available at the request of the lead agency
- Use agency resources and funds to fulfill responsibilities
- Review Administrative Drafts of the Draft Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR) and Final SEIS/SEIR
- May adopt the lead agency Final SEIS/SEIR without recirculation

The latter responsibility is particularly important for Federal permitting agencies. In such cases, the cooperating agency must conclude after independent review that its comments and suggestions have been satisfied for purposes of the cooperating agency’s own compliance with NEPA prior to making permitting decisions.

3.4 Participating Agencies

The responsibilities of participating agencies, including those also designated as cooperating agencies, include, but are not limited to:

- Participate in the NEPA process helping to define the purpose and need for the proposed project, helping to determine the range of alternatives to be considered in the SEIS, and collaborating with the lead agency(ies) on the impact assessment methodologies to be used to analyze the alternatives
- Identify, as early as practicable, any issues or concerns regarding the potential environmental or socioeconomic impacts of the project, including any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project
- Participate in the issue resolution process, described in Section 4.4 of this plan
- Provide meaningful and timely input on unresolved issues
• Participate in the scoping process
• Review and comment on the published Draft SEIS/SEIR

## 3.5 Initial List of Cooperating and Participating Agencies

Table 3-1 lists the initial cooperating and participating agencies for the project, and summarizes each agency’s respective jurisdiction and interest in the project. A specific contact person for each agency and corresponding contact information will be identified at the first coordination meeting with the agencies. SANDAG, in coordination with the FTA, will prepare invitation letters to send to the cooperating and participating agencies. FTA will mail these letters. This list will be updated as agencies respond to the letters inviting the agencies to become cooperating and participating agencies and indicate their interest in participating, as appropriate.
Table 3-1. Invited Cooperating and Participating Agencies

<table>
<thead>
<tr>
<th>Agency</th>
<th>Cooperating Agency</th>
<th>Participating Agency</th>
<th>Jurisdiction and Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Federal Agencies:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>U.S. Army Corps of Engineers (USACE), LA District</td>
<td>X</td>
<td>X</td>
<td>Potential impacts to Corps jurisdictional wetlands including the San Diego River and other streams along the alignment (Section 404 of the Clean Water Act and associated permits). In addition, Sections 9 and 10 of the Rivers and Harbors Act may apply.</td>
</tr>
<tr>
<td>U.S. Department of Transportation, Federal Highway Administration (FHWA), California Division</td>
<td>X</td>
<td></td>
<td>Project alignment is within the Interstate Highway System rights-of-way, and safety and traffic impacts (road closures, encroachment permit).</td>
</tr>
<tr>
<td>Advisory Council on Historic Preservation (ACHP)</td>
<td></td>
<td>X</td>
<td>Potential impacts to historic properties subject to Section 106 of the National Historic Preservation Act of 1966.</td>
</tr>
<tr>
<td>Federal Emergency Management Agency (FEMA), Region 9</td>
<td></td>
<td>X</td>
<td>Potential impacts to floodplains subject to Executive Order 11988.</td>
</tr>
<tr>
<td>Federal Railroad Administration (FRA), Region 7</td>
<td></td>
<td>X</td>
<td>Project alignment is within a commuter and freight railroad corridor and the agency has responsibility for safety during project operation.</td>
</tr>
<tr>
<td>National Oceanic and Atmospheric Administration (NOAA), National Marine Fisheries Service (NMFS), Southwest Regional Office</td>
<td></td>
<td>X</td>
<td>Potential impacts to biological resources subject to Section 7 of the Endangered Species Act.</td>
</tr>
<tr>
<td>Transportation Security Administration (TSA), TSA-1 Administration</td>
<td></td>
<td>X</td>
<td>Project is the extension of an existing transit system, the alignment would be located within a commuter railroad corridor, and the agency has responsibility for transportation safety and security subject to the Aviation and Transportation Security Act.</td>
</tr>
<tr>
<td>U.S. Department of Homeland Security (DHS), U.S. Coast Guard (USCG), Sector San Diego Command Center</td>
<td></td>
<td>X</td>
<td>Project alignment crosses and potentially impacts the San Diego River and other streams along the alignment subject to Sections 9 and 10 of the Rivers and Harbors Act.</td>
</tr>
<tr>
<td>U.S. Department of Veterans Affairs, VA San Diego Healthcare System</td>
<td></td>
<td>X</td>
<td>Project alignment traverses U.S. Department of Veterans Affairs property.</td>
</tr>
</tbody>
</table>
### Table 3-1. Invited Cooperating and Participating Agencies (continued)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Cooperating Agency</th>
<th>Participating Agency</th>
<th>Jurisdiction and Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Environmental Protection Agency (USEPA), Region 9</td>
<td></td>
<td>X</td>
<td>Potential impacts to air and water quality subject to Section 404 of the Clean Air Act and the Clean Water Act, respectively</td>
</tr>
<tr>
<td>U.S. Fish and Wildlife Service (USFWS), Pacific Southwest Region</td>
<td></td>
<td>X</td>
<td>Potential impacts to biological resources subject to Section 7 of the Endangered Species Act</td>
</tr>
<tr>
<td>Tribes:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barona Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Campo Band of Kumeyaay Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Ewiaapaayp Band of Kumeyaay Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Inaja-Cosmit Band of Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Jamul Indian Village, A Kumeyaay Nation</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>La Jolla Band of Luiseno Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>La Posta Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Los Coyotes Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Manzanita Band of the Kumeyaay Nation</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Mesa Grande Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Pala Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Pauma Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Rincon Nation of Luiseno Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
</tbody>
</table>
Table 3-1. Invited Cooperating and Participating Agencies (continued)

<table>
<thead>
<tr>
<th>Agency</th>
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<th>Participating Agency</th>
<th>Jurisdiction and Interest</th>
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</thead>
<tbody>
<tr>
<td>Tribes (cont.):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Pasqual Band of Mission Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Santa Ysabel Band of Diegueno Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Sycuan Band of the Kumeyaay Nation</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>Viejas Band of Kumeyaay Indians</td>
<td></td>
<td>X</td>
<td>Federally recognized tribe in San Diego County</td>
</tr>
<tr>
<td>State Agencies:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>California Air Resources Board, Air Quality and Transportation Planning Branch (PTSD/AQTPB)</td>
<td></td>
<td>X</td>
<td>Potential impacts to air quality subject to Section 404 of the Clean Air Act</td>
</tr>
<tr>
<td>California Coastal Commission (CCC), Statewide Planning</td>
<td></td>
<td>X</td>
<td>Project alignment is located within the coastal zone subject to the Coastal Zone Management Act and the California Coastal Act</td>
</tr>
<tr>
<td>California Department of Fish and Game (CDFG)</td>
<td></td>
<td>X</td>
<td>Potential impacts to the San Diego River and other streams along the alignment subject to agency jurisdiction and biological resources subject to Section 1600 of the California Fish and Game Code</td>
</tr>
<tr>
<td>California Department of Natural Resources (DNR)</td>
<td></td>
<td>X</td>
<td>Potential impacts to biological resources subject to the California Endangered Species Act</td>
</tr>
<tr>
<td>California Department of Parks and Recreation (CDPR), Resource Services</td>
<td></td>
<td>X</td>
<td>Project alignment traverses property subject to Section 4(f) of the Department of Transportation Act</td>
</tr>
<tr>
<td>California Department of Transportation (Caltrans)</td>
<td></td>
<td>X</td>
<td>Project alignment would encroach into the limited-access area and right-of-way of Interstate 5, which is under the jurisdiction of the agency, and because Caltrans acts as the agent for the Federal Highways Administration under certain circumstances</td>
</tr>
<tr>
<td>California Department of Water Resources (DWR)</td>
<td></td>
<td>X</td>
<td>Potential impacts to floodplains under the jurisdiction of the agency</td>
</tr>
</tbody>
</table>
Table 3-1. Invited Cooperating and Participating Agencies (continued)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Cooperating Agency</th>
<th>Participating Agency</th>
<th>Jurisdiction and Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>State Agencies (cont.):</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>California Environmental Protection Agency (Cal/EPA)</td>
<td></td>
<td>X</td>
<td>Potential impacts to water quality, air quality, and public health</td>
</tr>
<tr>
<td>California Native American Heritage Commission (CNAHC)</td>
<td></td>
<td>X</td>
<td>Potential impacts to Native American resources subject to Section 106 of the National Historic Preservation Act</td>
</tr>
<tr>
<td>California Office of Historic Preservation (OHP)</td>
<td></td>
<td>X</td>
<td>Potential impacts to historic and archeological impacts subject to the National Historic Preservation Act</td>
</tr>
<tr>
<td>California Public Utilities Commission (CPUC)</td>
<td></td>
<td>X</td>
<td>Project is a rail fixed-guideway project that may affect railway crossings and public utilities</td>
</tr>
<tr>
<td>California State Lands Commission (CSLC), Environmental Planning and Management</td>
<td></td>
<td>X</td>
<td>Project alignment may, in part, be located on public trust lands under agency jurisdiction</td>
</tr>
<tr>
<td>California State Water Resources Control Board (CWRCCB), Division of Water Quality</td>
<td></td>
<td>X</td>
<td>Potential impacts to water quality subject to the Section 401 of the Clean Water Act Section</td>
</tr>
<tr>
<td>University of California, San Diego (UCSD)</td>
<td></td>
<td>X</td>
<td>Project alignment and stations are within the University of California, San Diego campus and will require project approval for use of campus property by the Regents of the University of California</td>
</tr>
<tr>
<td><strong>Regional:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of San Diego Air Pollution Control District (SDAPCD), Planning and Rule Development</td>
<td></td>
<td>X</td>
<td>Potential impacts to air quality subject to the Air Quality Management District (AQMD) authority</td>
</tr>
<tr>
<td>North County Transit District (NCTD)</td>
<td></td>
<td>X</td>
<td>Project alignment is within the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) railroad right-of-way that is maintained and operated by the North County Transit District and used by the COASTER</td>
</tr>
</tbody>
</table>
Table 3-1. Invited Cooperating and Participating Agencies (continued)

<table>
<thead>
<tr>
<th>Agency</th>
<th>Cooperating Agency</th>
<th>Participating Agency</th>
<th>Jurisdiction and Interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional (cont.):</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Diego Metropolitan Transit System (MTS)</td>
<td></td>
<td>X</td>
<td>Project alignment is within the right-of-way owned by MTS and will be operated and maintained by MTS</td>
</tr>
<tr>
<td>Local:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of San Diego (City)</td>
<td></td>
<td>X</td>
<td>Project alignment is within the City of San Diego and may require approvals from the City.</td>
</tr>
</tbody>
</table>

Note: The list of agencies included in this table does not reflect the total number of letters sent out the agencies to invite them to be participating agencies. In some cases, a number of representatives from a single agency were sent a letter of invitation.
COORDINATING STRUCTURE AND RESPONSIBILITIES

As the project leads, the Federal Transit Administration (FTA) and San Diego Association of Governments (SANDAG) are responsible for preparing the Draft Supplemental Environmental Impact Statement and Subsequent Environmental Impact Report (SEIS/SEIR) and subsequent Final SEIS/SEIR for the Mid-Coast Corridor Transit Project. In accordance with Safe, Accountable, Flexible, Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU), Section 6002, SANDAG will identify and involve Federal, tribal, State, regional, and local agencies in developing the project and the environmental review process. Agency coordination has and will occur throughout project development; and opportunities for agency participation will occur at several key stages of the process both prior to and during circulation of the Draft and Final SEIS/SEIR as outlined in the following sections. Based on information received from the lead agency, participating agencies shall identify, as early as practicable, any issues of concern regarding the project’s potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Agency Coordination Objectives

The primary objectives of FTA and SANDAG, relating to the involvement of these and other agencies throughout the project development process, are:

- To provide for an open and timely exchange of information, ideas, and concerns between the coordinating and participating agencies, the FTA, and SANDAG throughout the project development and environmental review process
- To identify and resolve issues that could delay completion of the environmental process or could result in denial of any approvals required for the project
- To avoid substantial design changes during the permitting process by identifying and addressing the permitting requirements and mitigation measures for individual agencies during conceptual engineering (CE) and preliminary engineering (PE), as practicable

Agency Coordination Structure

Coordination with cooperating and participating agencies will occur through all phases of the project, beginning with the project development process and extending into the preparation of the Draft SEIS/SEIR, Final SEIS/SEIR, and the issuance of the Record of Decision (ROD). The original Notice of Intent (NOI) by the FTA for the Mid-Coast Corridor Transit Project predated the requirements of SAFETEA-LU of 2005. However, the project’s ongoing agency coordination builds upon the coordination structure and process that was initiated in the early 1990s, prior to the 1995 Alternatives Analysis, Draft Environment Impact Statement, and Draft Environmental Impact Report (AA/DEIS/DEIR) (FTA et al., 1995) and the 2001 Final Environmental Impact Statement (FEIS) (FTA and MTDB, 2001). This structure and process is augmented in response to SAFETEA-LU Section 6002.

If requested by a lead agency, cooperating and/or participating agencies will provide written comments on the administrative drafts of environmental documents and other
project documents, prior to full public review of these documents. If such a review is requested, then comments are to be provided within 30 days of both the request for comments and the receipt of information. If the 30-day review and comment period cannot be met or if additional information is required, the agency must (within the initial 30-day period) request a 15-day extension or additional information. The agency must generate documentation that describes any missing information and why it is needed for the review. If the agency has not commented within 45 days, the lack of comment signifies that the agency has no comment on the information received.

All cooperating and participating agencies also will have the opportunity to review and provide comments on the Draft SEIS/SEIR released for public review. The review periods for cooperating and participating agencies for this activity will be same as provided to other agencies and the general public.

4.2.1 Coordination Prior to Circulation of the Draft SEIS/SEIR

Ongoing coordination with the cooperating and participating agencies will be undertaken at each major project milestone prior the publication of the Draft SEIS/SEIR. This coordination will occur in accordance with each agency’s role, responsibility, jurisdiction, and environmental expertise as well as consistent with the requirements of SAFETEA-LU Section 6002. The milestones identified in Section 6002 are:

- Development of the project’s purpose and need
- Determination of the range of alternatives to be considered and identification of key environmental issues to be addressed in the environmental documents
- Collaboration on the methodologies to be used and the level of detail required in the analysis of alternatives

SANDAG will coordinate with the coordinating and participating agencies by holding individual or group meetings, or by communicating through written correspondence. This coordination process will be ongoing and will focus on the specific issues, concerns, and responsibilities of individual agencies. The purpose of these meetings and communications with agencies will be to identify and to resolve substantive issues, as early as practicable. Individual and group meetings with the agencies will be scheduled, as needed, to ensure that the appropriate level of coordination and communication with the agencies is attained, especially as the project proceeds.

Agencies agreeing to serve as participating agencies will be kept informed of project milestones and will receive timely follow-ups to inquiries, issues, and concerns. This coordination process will support the documentation of official communications and any agreements between SANDAG and these agencies.

Particular efforts will be made to coordinate with University of California, San Diego (UCSD) and California Department of Transportation (Caltrans), to ensure that issues and requirements related to right-of-way, facilities, and operations on the UCSD campus and along Caltrans highways are addressed. Specific coordination will also occur with the San Diego Metropolitan Transit System (MTS) and the North County Transit District (NCTD), as the owners and operators respectively, of the existing rail corridor and MTS as the
prospective owner and operator of the project in the Mid-Coast Corridor. SANDAG will also ensure that active coordination occurs with the City of San Diego, the sole local government jurisdiction within which the corridor lies.

4.2.2 Coordination During Circulation of the Draft SEIS/SEIR

Cooperating and participating agencies will receive a Notice of Availability of the published Draft SEIS/SEIR, and will be invited to attend the public hearing on the Draft SEIS/SEIR and to review and comment on the document. Cooperating and participating agencies will also be invited to attend the meetings of the SANDAG Transportation Committee and the SANDAG Board on the Draft SEIS/SEIR and on actions to advance the project.

4.2.3 Coordination Before Publication of the Final SEIS/SEIR and the Record of Decision

Coordination before the public release of the Final SEIS/SEIR and the ROD will be similar to coordination that will occur before circulation of the Draft SEIS/SEIR. The participating agencies will receive a Notice of Availability of the Final SEIS/SEIR and will be invited to attend the meetings of the SANDAG Transportation Committee and the SANDAG Board on the Final SEIS/SEIR and on project approval actions. All cooperating and participating agencies will be notified of the Resolution of Approval by SANDAG and issuance of the ROD by FTA.

4.2.4 Coordination After the Issuance of Record of Decision

Coordinating and participating agencies with permitting authority will continue to be consulted throughout the permit application development process. Permit applications will be submitted and data will be developed to support the needs identified by the permitting agencies.

4.3 Schedule Milestones

At this time, a tentative list of schedule milestones for the preparation and publication of the Draft SEIS/SEIR has been prepared. These milestones for the upcoming Draft SEIS/SEIR include the following: review of the purpose and need statement, determination of the alternatives and design options, collaboration on the analysis methods and level of detail, review of the administrative draft for the Draft SEIS/SEIR. These milestones will be keyed to the project schedule and distributed to the cooperating and participating agencies. Following the close of the public review period, a new schedule for the preparation of the Final SEIS/SEIR will be prepared and distributed to the cooperating and participating agencies.

4.4 Issue Resolution Process

The FTA and SANDAG (as lead agencies) and the cooperating and participating agencies will work cooperatively in accordance with this section to identify and to resolve issues that could substantially delay the completion of the environmental review process, and that could substantially delay or prevent the issuance of permits or approvals needed for the project.
Every attempt will be made to resolve issues of concern between the two lead agencies and the cooperating and participating agencies as they arise. Coordination will take place during the environmental review process to discuss and to resolve the issues of concern. The coordination will be specific to the issue and agency involved. Therefore, as appropriate, the coordination could involve technical staff of the cooperating or participating agency and the lead agencies, to coordination involving incrementally higher, executive-level participation from the cooperating or participating agency and the lead agencies. An effort will be made to coordinate regularly (within a reasonably available time period that is consistent with the project development process and schedule) to resolve an issue of concern quickly before proceeding to the next step of the process, as described below.

If direct coordination between the lead agencies and the cooperating or participating agency is not sufficient to resolve an issue of concern in a timely manner:

1. An official issue resolution session will be scheduled.

2. If a resolution cannot be reached within 30 days following such a session and the FTA has determined that all information necessary to resolve the issue has been obtained, then:
   a. The FTA will give notification of its determination to the heads of all cooperating and participating agencies, SANDAG, the Committee on Environment and Public Works of the U.S. Senate, the Committee on Transportation and Infrastructure of the U.S. House of Representatives, and the Council of Environmental Quality.
   b. The FTA will publish such notice in the Federal Register.
5.0 REFERENCES


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Public Involvement Plan
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1.0 INTRODUCTION

The Federal Transit Administration (FTA) and the San Diego Association of Governments (SANDAG) have initiated the preparation of a Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project in San Diego, California. The FTA is serving as lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance and SANDAG is serving as lead agency for purposes of California Environmental Quality Act (CEQA) environmental clearance.

The requirements and guidance for public involvement during the development of the environmental document are described in the NEPA and CEQA guidelines. Additional public involvement guidance is provided in the Federal Highway Administration/Federal Transit Administration Interim Policy on Public Involvement.

The SEIS/SEIR will build upon previous transit planning, engineering, and environmental studies completed for the Mid-Coast Corridor Transit Project. These studies will be incorporated, by reference, into the SEIS/SEIR.

Coordination with the agencies responsible for approving or permitting the project and public involvement have been an on-going part of the planning and environmental review process since the inception of the Mid-Coast Corridor project planning. The goal of the Mid-Coast Corridor Public Involvement Plan is to foster a public involvement process that will support the development of the Mid-Coast Corridor Transit Project. This public involvement plan will build upon the coordination and public involvement that was initiated during the previous planning and environmental review for the Mid-Coast Corridor Transit Project conducted in 1995 and 2001. In addition to the public involvement addressed in this plan, the project will also include public agency coordination as part of the environmental process, as outlined in the Final Agency Involvement Plan.

1.1 Project Overview and Background

The Mid-Coast Corridor starts at Downtown San Diego, extending to the existing Old Town Transit Center (OTTC) north to North University City, as shown in Figure 1-1. The corridor is entirely within the City of San Diego and includes the following communities: University City, including North University City and South University City; La Jolla; Clairemont Mesa; Pacific Beach; Mission Beach; Linda Vista; Old Town; Midway; Middletown; Little Italy and Downtown San Diego.

The Mid-Coast Corridor features a variety of physical terrains. A narrow coastal beach extends the entire length of the corridor. Mission Bay Park lies immediately north of the Interstate 8 (I-8) freeway and west of the Interstate 5 (I-5) freeway, at the southern end of the corridor. Many inland areas, particularly in the northern portion of the corridor (north of State Route 52 or SR-52), have steep hillsides and narrow canyons.
Figure 1-1. Mid-Coast Corridor Transit Project

Source: Parsons Brinckerhoff, 2008
A number of large, environmentally sensitive lands are also present within the corridor, including: the Rose Canyon Open Space Park, Mission Bay Park, San Diego River Park and the Marian Bear Memorial Park.

The corridor is characterized by a variety of land uses, including commercial, office, residential, recreational, and educational land uses. Major employment and retail centers are located in University City and Clairemont. Light industrial uses are located along the I-5 Freeway corridor, and single- and multi-family housing units are found throughout the corridor. Key employment and activity centers, located within or adjacent to the corridor include:

- The Golden Triangle;
- The University of California San Diego (UCSD), the University of San Diego (USD), and Mesa College;
- Westfield University Towne Centre (UTC), La Jolla Square Shopping Center, Mission Valley shopping centers, the Fashion Valley Mall and Horton Plaza;
- The Veterans Administration, Scripps Memorial, Scripps Green, and UCSD Thornton Hospitals;
- The Space and Naval Warfare Systems Command, Gateway, Qualcomm, General Atomics, the Neurosciences Institute, Novartis, and the Scripps Institution of Oceanography;
- Sea World, Old Town State Park, and Mission Bay Park; and
- Downtown San Diego.

The original Locally Preferred Alternative (LPA), which was adopted by the Metropolitan Transit Development Board (MTDB) in 1995, combined with revisions that were approved by the SANDAG Board in 2003, comprise the current LPA, which extends the existing trolley system from downtown to the existing OTTC north to UCSD and the Westfield UTC shopping center, in North University City.

The LPA would provide connections to other high capacity transit and commuter lines. Connections to the San Diego Trolley Blue and Orange Lines would be provided at Santa Fe Depot in Downtown San Diego. The LPA connection to the San Diego Trolley Green Line, which serves population and employment centers east of the OTTC in Mission Valley, would be provided at OTTC and stops between OTTC and Santa Fe Depot. Connections to the Coaster would also be provided at OTTC and Santa Fe Depot.

The LPA and possible variations identified in response to changed conditions in the Mid-Coast Corridor will be considered in the SEIS/SEIR. These variations may consist of alternative light rail transit (LRT) alignments, station locations, and operating plans. Modal alternatives to the LPA will also be considered following a review of changed conditions in the corridor (since the publication of the 1995 Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report or AA/DEIS/DEIR). These alternatives will be considered and will be presented at the Scoping meetings at the beginning of the environmental review process.
In addition to the LPA and LRT variations, alternatives that will be developed and evaluated, leading up to Scoping for the SEIS/SEIR, are summarized below:

- No-Build Alternative – This alternative will include committed highway and transit projects that are part of the Revenue Constrained Scenario of the 2007 update to the 2030 San Diego Regional Transportation Plan (RTP).

- Transportation System Management (TSM) Alternative – The TSM Alternative would enhance the No-Build Alternative, by emphasizing relatively low-cost transportation system upgrades.

- Commuter Rail Alternative – This alternative would use the existing COASTER commuter rail line in the corridor. Capital investments and operational improvements will be identified.

- Bus Rapid Transit (BRT) Alternative – This alternative will use BRT or Rapid Bus to serve activity centers along the north-south axis of the corridor.

To compete successfully for the FTA New Starts funding, SANDAG will have to select a cost effective and financially strong Locally Preferred Alternative and continue to advance supportive land use policies. It will be important for the Board as well as stakeholders to use the FTA criteria when considering project alternatives.

### 1.2 Key Issues to Consider

As the environmental review process gets underway, there are a number of issues to consider and be aware of, including:

- **Issues raised during prior environmental reviews**
  
  During prior environmental review processes, a number of comments were made by public agencies, community groups, interested organizations and individuals. These comments and responses are included in their entirety in the 1995 Final EIR for the Mid-Coast Corridor and the 2001 Mid-Coast Balboa Segment Final EIS. An awareness and understanding of the comments made in prior reviews is important for the current stage of the Mid-Coast Corridor Transit Project's development, since similar concerns may be raised during the public review of the Draft SEIS/SEIR. The issues raised in comments made in prior environmental review processes include the following:

  - Other modal alternatives were not considered
  - Competition for service with the COASTER
  - Business centers along the corridor are not adequately served
  - Impacts to parks and open space preserves (Rose Canyon, Marian Bear Natural Park, Tecolote Park, Mandell Weiss Eastgate City Park)
  - Public safety impacts
  - Physical impacts to neighborhoods and facilities along the route (reduced access to facilities, noise, visual impacts)
  - Impacts to sensitive biological habitat and wetlands
  - Impacts to bicycle facilities
  - Impacts to vehicular traffic circulation
  - Impacts to public utilities
  - Beach communities are not served by the project
  - Concerns about station locations
  - Cost effectiveness of the project
• Varying levels of awareness about the project
  A number of stakeholders in the corridor will have participated in past public involvement efforts associated with prior environmental reviews for the Mid-Coast Corridor Transit Project. There may be expectations about the project or assumptions based on information from these prior efforts that need to be taken into consideration. On the other hand, some members of the public will not have the same history of participation, and will need to be educated about the current process and how it relates to past efforts. Efforts will be made to communicate the current alternatives being considered and the environmental review process and how past efforts have informed the current analysis.

• Significant public interest in SANDAG’s process for development and evaluation of design and modal alternatives
  Since the approval of the LPA in 1995, there has been increased public interest in and awareness of BRT. Supporters of BRT will want to ensure that it is given fair consideration in comparison to the LPA and other modal alternatives. In addition, the Independent Transit Planning Review committee recommended that a COASTER (Commuter Rail) alternative be considered in the alternatives evaluation.

• Project cost
  Because this is a significant public infrastructure project projected to cost more than $1 billion, the public likely will have a high interest in the project. This interest will be heightened due to current economic conditions.

• Physical impacts of project
  As was the case with prior environmental reviews, the public will be concerned about potential impacts from the project such as noise, visual impacts, changes to community character, station locations and access.

• Compatibility with existing and future plans
  The public will want to ensure that the project is compatible with existing and future plans, including existing land uses, general and community plans, and I-5 expansion plans.

• Relationship to recent State legislation
  State legislation addressing climate change recently has gone into effect. Most relevant to the Mid-Coast Corridor Transit Project, SB 375 aims to limit urban sprawl and support urban, walkable developments. The Mid-Coast Corridor Transit Project may help achieve the goals of SB 375 by providing reliable transit that can support existing and new development patterns in the corridor.

• Biological impacts and mitigation
  Potential impacts to biological resources including habitat, watershed, and wetlands, as well as proposed mitigations will be of concern to the public. Areas of particular interest will include environmentally sensitive lands within the corridor, including: Rose Canyon Open Space Park, Mission Bay Park, the Marian Bear Memorial Natural Park and the San Diego River Park.

1.3 Purpose of the Public Involvement Plan

SANDAG intends to embark on a comprehensive public involvement effort to communicate information to the public and to provide opportunities for public input during the environmental review process for the Mid-Coast Corridor Transit Project. This project is a high priority for SANDAG and the region, and is included in the TransNet Early Action Program. This public
involvement plan outlines the means by which SANDAG will provide the public with timely information about the project, and identify issues important to the general public and stakeholders.

The public involvement program for the Mid-Coast Corridor Transit Project will be wide reaching and thorough, helping SANDAG communicate important information to the public, identify and address issues throughout the process, and incorporate relevant input from affected and interested audiences.

The goal of the Mid-Coast Corridor Public Involvement Plan is to foster a public involvement process that will support the development of the Mid-Coast Corridor Transit Project. This will be achieved by ensuring that the public is provided with timely and useful information about the project, given opportunities to provide public input on draft plans and environmental documents, and made aware of how their comments have been responded to and utilized in the decision-making process. These efforts will help to build and enhance public trust, understanding and confidence in the SANDAG decision making process.

This public involvement plan is intended to be a “living” document. Because of the fluid nature of the public involvement process, this plan may be adjusted to respond to issues and circumstances that arise throughout the process and will also be updated at major milestones in the planning and development process.

1.4 STATUTORY REQUIREMENTS AND POLICIES FOR PUBLIC INVOLVEMENT

1.4.1 Federal and State Guidelines and Requirements for Public Involvement

This Public Involvement Plan has been designed to meet all requirements and guidelines of the various Federal and State statutes addressing public involvement for transportation projects. These statutes include the National Environmental Policy Act (NEPA) Section 1506.6, Public Involvement, the California Environmental Quality Act (CEQA), and the Federal Highway Administration/Federal Transit Authority (FHWA/FTA) Interim Policy on Public Involvement. Table 1-1 below summarizes the guidelines and requirements included in each statute or policy:

<table>
<thead>
<tr>
<th>Statute</th>
<th>Public Involvement Guidelines and Requirements</th>
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</thead>
<tbody>
<tr>
<td>NEPA</td>
<td>• Publish Notice of Availability of Draft SEIS</td>
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<td></td>
<td>• 45-day public comment period for Draft SEIS</td>
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<td></td>
<td>• Conduct public hearing during Draft SEIS public comment period</td>
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<td></td>
<td>• Publish Notice of Availability of Final SEIS with EPA in Federal Register</td>
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<td></td>
<td>• Project Record of Decision by FTA 30 days after filing notice with EPA for Federal Register in availability of Final SEIS</td>
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### Statute

<table>
<thead>
<tr>
<th>CEQA</th>
<th>Public Involvement Guidelines and Requirements</th>
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<tbody>
<tr>
<td>Publish Notice of Preparation of Draft SEIR</td>
<td>• Publish Notice of Preparation of Draft SEIR</td>
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<tr>
<td>30-day Scoping period</td>
<td>• 30-day Scoping period</td>
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<tr>
<td>Conduct Scoping meetings during Scoping period</td>
<td>• Conduct Scoping meetings during Scoping period</td>
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<tr>
<td>Invite public to participate in Scoping</td>
<td>• Invite public to participate in Scoping</td>
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<tr>
<td>Publish Notice of Availability of Draft SEIR</td>
<td>• Publish Notice of Availability of Draft SEIR</td>
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<td>45-day public comment period on Draft SEIR</td>
<td>• 45-day public comment period on Draft SEIR</td>
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<td>Publish Notice of Availability of Final SEIR</td>
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<td>SANDAG Board Action by Resolution</td>
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<th>FHWA/FTA Interim Policy on Public Involvement</th>
<th>Public Involvement Guidelines and Requirements</th>
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<tbody>
<tr>
<td>Clearly-defined purpose and objectives for initiating a public dialogue on transportation plans, programs, and projects</td>
<td>• Clearly-defined purpose and objectives for initiating a public dialogue on transportation plans, programs, and projects</td>
</tr>
<tr>
<td>Identification of specifically who the affected public and other stakeholder groups are with respect to the plan(s), program(s), and project(s) under development</td>
<td>• Identification of specifically who the affected public and other stakeholder groups are with respect to the plan(s), program(s), and project(s) under development</td>
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<tr>
<td>Identification of techniques for engaging the public in the process</td>
<td>• Identification of techniques for engaging the public in the process</td>
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<td>Notification procedures which effectively target affected groups</td>
<td>• Notification procedures which effectively target affected groups</td>
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<tr>
<td>Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem</td>
<td>• Education and assistance techniques which result in an accurate and full public understanding of the transportation problem, potential solutions, and obstacles and opportunities within various solutions to the problem</td>
</tr>
<tr>
<td>Follow through demonstrating that decision makers seriously considered public input.</td>
<td>• Follow through demonstrating that decision makers seriously considered public input.</td>
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### 1.4.2 Environmental Justice

Consistent with the guidelines discussed above, the Public Involvement Plan will comply with the SANDAG Public Participation Plan (approved by the SANDAG Board of Directors on December 18, 2009), SANDAG Policy 25, Federal Title VI legislation, the Americans with Disabilities Act (as defined in Title 49, Part 37, of the United States Code), Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency, and other relevant regulations to ensure social equity, environmental justice, non-discrimination and accessibility.

To ensure meaningful access to Limited English Proficient (LEP) persons, SANDAG certifies compliance with the U.S. Department of Transportation (USDOT) “Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient (LEP) Persons.” The policy guidance includes a “Safe Harbor” provision where the USDOT considers the written translation of vital documents in languages other than English (for eligible LEP language groups consisting of 5 percent or more of the population) to be strong evidence of compliance with the recipient’s obligations under Title VI. Based on the Census 2000 data, Spanish is the only language in the San Diego Region that meets or exceeds the 5 percent LEP trigger. However, SANDAG will print materials (or provide translation services or bilingual representatives) in any other languages deemed appropriate by SANDAG.
In addition, proactive efforts will be made to ensure that audiences that may not traditionally participate in the transportation planning process are given the opportunity to participate. These audiences include, but are not limited to, minority groups, non-English speakers, lower income households, individuals with disabilities, the elderly, and transit riders.

To reach these audiences, organizations and media outlets representing these communities will be approached to provide project information, solicit participation and input, and provide a means for communicating back with members of these communities. Participation will be encouraged via presentations to these organizations, participation in events sponsored by these organizations or targeted at these audiences, publishing articles in organizational newsletters, and publishing notices and articles in ethnic media outlets. SANDAG has identified a number of local organizations that work with or represent underserved populations in the project area.

SANDAG will work with these groups to identify opportunities to communicate with or solicit input from their constituents to meet their transportation needs. Groups that will be contacted include, but are not limited to:

- Asian Business Association
- San Diego Hispanic Chamber of Commerce
- Filipino-American Chamber of Commerce of San Diego County
- Bayside Community Center
- MAAC Project
- Urban League
- San Diego Workforce Partnership
- SANDAG Accessibility Committee
- Access to Independence of San Diego
- City of San Diego Disabled Services Advisory Committee
- AARP
- Elder housing complexes
- San Diego Organizing Project
- Area students
- Transit riders
- Ethnic media
- Others as identified
2.0 MID-COAST CORRIDOR COMMUNITIES, DEMOGRAPHICS AND PUBLIC STAKEHOLDER CATEGORIES

2.1 Mid-Coast Corridor Communities

The Mid-Coast Corridor is primarily located along the Interstate 5 corridor and extends from Downtown San Diego to the University City community. The study area includes approximately 250,000 residents in the following communities:

- Downtown San Diego
- Little Italy
- Middletown
- Old Town
- Midway
- Linda Vista
- Clairemont
- Bay Park
- Mission Valley
- Beach communities (Mission Bay, Pacific Beach)
- La Jolla
- University City/Golden Triangle

(Source: SANDAG 2008 Census Estimates)

2.2 Mid-Coast Corridor Demographics

The residents in the Mid-Coast Corridor study area are predominantly Caucasian. The Hispanic population in the corridor is approximately 15 percent, the Asian population is approximately 10%, and the Black population is approximately 3%. Other ethnicities (American Indian, Hawaiian, other) comprise approximately 1 percent of the population. Three percent of the corridor population identifies themselves as more than one race.

(Source: SANDAG 2008 Census Estimates)

According to 2000 census data, nearly 2 percent of the population in the corridor speaks only Spanish, less than 1 percent are Asian Pacific Islanders who speak no English, and less than 1 percent are of other ethnicities who speak no English.

The majority of residents in the Mid-Coast Corridor are between 20 and 64 years of age (66 percent). Those aged 65 and older comprise 15 percent of the population in the corridor, higher than the percentage citywide (11 percent) and region-wide (11 percent). (Source: SANDAG 2008 Census Estimates)

The average median household income in the Mid-Coast Corridor is $53,304, slightly higher than the citywide median household income of $51,808 and the region-wide median household income of $47,268. (Source: SANDAG 2008 Census Estimates)

The Mid-Coast Corridor supports more than 300,000 jobs. On either end of the Mid-Coast Corridor are two of San Diego’s largest employment centers. Downtown San Diego employs more than 80,000 people in a number of employment sectors, most of whom commute from various areas of the county. At the north end of the corridor, the University City/Golden Triangle area supports more than 100,000 jobs. It is home to three major medical facilities –
UCSD Thornton Hospital, the VA Medical Center and Scripps Memorial Hospital La Jolla – a thriving business district, several hotels and Westfield UTC, a major retail destination. UCSD also is located in the northern portion of the corridor, and supports thousands of jobs along with a student population of approximately 28,000. In the central corridor, Caltrans, the University of San Diego, SeaWorld, Old Town State Park and Costco are sources of employment.
(Source: SANDAG 2008 Census Estimates)

2.3 Mid-Coast Corridor Public Stakeholder Categories

There are a number of public groups — each with a unique perspective — that will be interested in the Mid-Coast Corridor Transit Project development process. These include organizations and individuals representing the following interests:

- Accessibility Challenged
- Business Organizations
- Community Planning Groups
- Community Services
- Employers/Businesses
- Environmental Groups
- General Public
- Industry Peers & Associations
- Neighborhoods/Residential
- Commercial & retail
- Students
- Taxpayer advocates
- Labor interests
- Tourism
- Transit riders
- Transportation advocates

The focus of this public involvement plan is on public stakeholders. A separate Agency Involvement Plan addresses how SANDAG will coordinate with the various public agencies throughout the development process. A stakeholders list is included in Appendix A.
3.0 KEY INFORMATION AND GOALS FOR THE MID-COAST CORRIDOR TRANSIT PROJECT

The following provides key information about and goals for the Mid-Coast Corridor Transit Project development process:

- The Mid-Coast Corridor Transit Project will expand the value of the existing transit system and increase mobility within the region.
  - The project will expand transportation capacity in the corridor.
  - The project will provide high quality, high speed, reliable transit service that will be attractive to all riders.
  - The project will increase mobility choices, providing a reliable and user-friendly alternative to auto travel.
  - The project will provide connections to many of the area's major attractions and destinations, including Petco Park, the Gaslamp Quarter, Old Town State Park, SDSU, La Jolla, UCSD, and Qualcomm Stadium.
  - The project will connect business centers in downtown, Mission Valley and the Golden Triangle.

- The Mid-Coast Corridor Transit Project will have a positive impact on the San Diego region and the communities within the Corridor.
  - The Mid-Coast Corridor Transit Project will help achieve state and regional planning and transportation goals.
  - The Mid-Coast Corridor Transit Project will be a benefit to San Diego’s economy by creating jobs through construction and providing a transit system that facilitates a stable workforce and helps expand consumer access throughout the region.
  - Transit is beneficial to the environment by providing an alternative to traffic congestion, increasing transportation capacity, and reducing air pollution, including greenhouse gases.
  - Ensuring the public's safety will be a top priority in the design and implementation of the Mid-Coast Corridor Transit Project.

- The development process for the Mid-Coast Corridor Transit Project has included significant technical analysis and public input.
  - The current evaluation of alternatives and environmental review will analyze changed conditions that have occurred since prior alternatives analysis and environmental reviews were completed in 1995 and 2001.
  - The Mid-Coast Corridor Transit Project analysis has been thorough and gave consideration to a number of mode alternatives that compared the feasibility, cost and ridership for providing transit service in the Mid-Coast Corridor.
  - SANDAG will implement a comprehensive public involvement plan to ensure that up-to-date information is provided to stakeholders, ample opportunities are provided for interested members of the public to participate, and information is provided back to the public about how their input will be used in the decision making process.

- The Mid-Coast Corridor Transit Project has a guaranteed source of local funding through TransNet that will help attract additional federal funding.
  - 100 percent of operational subsidies for the project are covered through 2048.
- San Diego’s transit system is a leader in farebox recovery (Source: National Transit Database. Current MTS farebox recovery is 43% and national average is 35%)
- The project is being evaluated based on Federal Transit Administration (FTA) criteria to ensure that it can successfully compete for FTA New Starts funding.

- **The Mid-Coast Corridor Transit Project has been supported by decision makers and the public.**
  - The Mid-Coast Corridor Transit Project was supported by voters in the 2004 TransNet reauthorization.
  - The SANDAG Board of Directors identified the Mid-Coast Corridor Transit Project as one of the top regional transit priorities and included it in the TransNet Early Action Program.
4.0 PUBLIC INVOLVEMENT PLAN STRUCTURE AND IMPLEMENTATION

4.1 Public Involvement Goals and Objectives

The goals for the Mid-Coast Corridor Transit Project Public Involvement Plan are as follows:

- Build awareness about the Mid-Coast Corridor Transit Project and its importance to regional mobility among the public, including those that the project will serve (transit riders, residents, students and businesses), and the general public.

- Conduct an open and transparent public process that provides up-to-date public information, opportunities for interested members of the public to comment, and provide input to the decision-making process for the project.

- Meet public involvement requirements of California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA) and the Federal Transit Administration (FTA) New Starts Program.

- Seek opportunities to involve a broad range of stakeholders throughout the Mid-Coast Corridor, including non-traditional groups, to ensure that SANDAG understands the issues from all those who may be impacted by the project and to help guide the decision making process.

- Address social equity and environmental justice issues, to provide information to comply with relevant regulations, including SANDAG Policy 25, Title VI, Executive Order 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency and the Americans with Disabilities Act.

Achieving the following measurable objectives during the environmental review process will help demonstrate that the goals have been met:

- Increase hits on project Web site by 10 percent from the baseline of 2,380 hits
- Display project information at five high-traffic locations in the corridor
- Make 30 presentations through speakers bureau program
- Distribute three issues of Mid-Coast eBlast
- Participate in three community events
- Issue three news releases
- Conduct 15 stakeholder briefings
- Conduct three meetings of the Mid-Coast Corridor Transit Project Working Group
- Conduct five scoping meetings during the Scoping period
- Conduct four public hearings/meetings during the Draft Supplemental Environmental Impact Study/Subsequent Environmental Impact Report (SEIS/SEIR) public review period

4.2 Public Involvement Strategies

The following strategies will be implemented to achieve the objectives discussed above.

- Establish a clear project identity and convey consistent messages about the Mid-Coast Corridor Transit Project, its importance to increasing mobility in the region, and its benefits to the community and region.
• Involve public stakeholders in the process on a regular basis to foster understanding and agreement on issues related to the development of the Mid-Coast Corridor Transit Project.

• Use a variety of communication methods to reach audiences including presentations, one-on-one/small group meetings, public workshops, written materials, online and media communication.

• Coordinate outreach efforts with Metropolitan Transit System (MTS) representatives to build awareness about how the Mid-Coast Corridor Transit Project will be integrated into the MTS network through presentations, public workshops, written materials (e.g., *Take Ones*) for posting on affected transit routes, Web-based notification, and other outreach strategies.

• Provide the public with up-to-date information about the Mid-Coast Corridor Transit Project on a regular basis through presentations, the Web site and online communications, written materials and news updates.

• Document public comments received during the public involvement process.

• Provide information to the public about the environmental review process and opportunities for review of public documents and opportunities for comments.

• Provide information to decision makers regarding comments received throughout the public involvement process.

• Utilize traditional and new media to convey project information to a broad audience.

• Assess the effectiveness of the Public Involvement Plan at the conclusion of each phase to evaluate how the strategies and tactics worked and what enhancements could be made for future phases.

4.3 Public Involvement Process

Implementing the strategies listed above will involve a number of coordinated tactics executed in conjunction with key project development milestones. These tactics will involve face-to-face communication with stakeholders, written and online communications, and media relations. Public involvement tactics that will be employed are described below in a sequential manner associated with the following phases of the public involvement process:

1. Early Public Involvement
2. Public Involvement During Scoping
3. Public Involvement Prior to Circulation of the Draft SEIS/SEIR
4. Public Involvement During Draft SEIS/SEIR Public Review
5. Public Involvement Prior to the Final SEIS/SEIR and Record of Decision
6. Public Involvement Subsequent to the Record of Decision
7. Plan Assessment
4.3.1 Early Public Involvement

Early public involvement activities provide the opportunity to introduce the public to the Mid-Coast Corridor Transit Project and its development process, gain initial feedback about how they would like to be involved, and to prepare for the Scoping period. Public involvement tactics during this period include:

- **Prepare informational materials to help educate the public about the Mid-Coast Corridor Transit Project**
  
  Informational materials to support the Mid-Coast Corridor Transit Project Public Involvement Plan will be posted at www.sandag.org/midcoast as well as on www.keepsandiegomoving.com/midcoast. These materials include project information, project map, fact sheet, Frequently Asked Questions, and multimedia presentations, videos, and other information. These materials will provide information about the project, the development process, and information and/or referrals about how to get involved in the process. These materials will be updated as needed throughout the process. The Web site will provide an opportunity to learn about the project online and the ability to register for future e-mail newsletters and updates. It also will provide access to project materials and documents, including fact sheets, news releases, project documents (NOP, Draft SEIS/SEIR), and images to download. The Web site also will provide interactive and other multimedia materials.

- **Conduct stakeholder briefings**
  
  Conducting briefings with a representative group of key stakeholders prior to the beginning of the Scoping period will provide an opportunity to introduce the Mid-Coast Corridor Transit Project, the development process and the upcoming opportunities for public involvement. These briefings will help SANDAG assess the level of awareness about the project and identify issues to address through public involvement activities.

  Topics to be covered during the briefings include:

  - Preliminary project information
  - Understanding of the process and how they can provide input
  - Input on proposed means of public involvement
  - Recommendations on other stakeholders to involve

  The following groups/individuals will be approached for briefings:

  - SANDAG Accessibility Committee
  - Access 2 Independence
  - San Diego County Taxpayers Association
  - San Diego Regional Chamber of Commerce
  - San Diego Convention & Visitors Bureau
  - Golden Triangle Chamber of Commerce
  - Downtown San Diego Partnership
  - University Community Planning Group
  - Clairemont Community Planning Group
  - Linda Vista Planning Group
  - Mission Valley Community Planning Group
  - Centre City Advisory Committee
  - Scripps Memorial Hospital La Jolla
  - VA Medical Center
  - Costco
- Friends of Rose Canyon
- San Diego River Park Foundation
- Mission Valley Preserve
- La Jolla Village Square
- Lawrence Family Jewish Community Center
- San Diego Mormon Temple
- La Jolla Country Day School
- Move San Diego
- San Diego County Bicycle Coalition
- San Diego Workforce Partnership
- Bayside Community Center
- Goodwill Industries of San Diego County
- UCSD
- UCSD Thornton Hospital

Additional briefings will be conducted, as deemed appropriate by SANDAG.

- **Convene Mid-Coast Corridor Transit Project Working Group**

  The Mid-Coast Corridor comprises a large geographical area, and there are a number of stakeholders that are interested in the project. To help manage the effort to provide regular project updates, seek input from these numerous stakeholders, and provide regular feedback about how their input is used, a Mid-Coast Corridor Transit Project Working Group will be convened.

  The Working Group will serve as a forum for the exchange of information throughout the project’s development. Working with this group will provide SANDAG with an opportunity to engage in dialog with and gain input from these stakeholders at key milestones in the environmental review process. Members of the Working Group can help convey project information to a wider audience by reporting back to the constituencies they represent. While the Working Group will have no decision-making authority, it provides a venue for regular communication with the public throughout the environmental review process. All meetings will be open to the public, and meeting summaries will be documented. The Working Group Charter and Summary of Activities are attached as Appendix B.

  The Working Group will be composed of members representing key stakeholder groups, and members will be identified through a nomination process. A sample application form is attached as Appendix C. Nominations will be sought from groups in specific categories. In addition, individual nominations can be submitted to SANDAG. A SANDAG committee composed of two members of the Transportation Committee and SANDAG staff will select members from the nominations received based on a number of criteria, including regional representation, community served and the commitment to regularly attend meetings.

  Table 4-1 summarizes the proposed membership categories and the number of Working Group seats in each category. The number of seats for each member category was chosen to provide balanced representation from the various entities and organizations in the corridor. It is recommended that the chair of the Working Group be an elected official and co-chair be a Working Group member. The chair will be selected by the SANDAG Board Chair and the Working Group co-chair will be selected by the Working Group participants. To ensure continuity, Working Group participants will be asked to commit to attend meetings throughout the environmental review process.
Table 4-1
Composition of Mid-Coast Corridor Transit Project Working Group

<table>
<thead>
<tr>
<th>MEMBER CATEGORY</th>
<th>NUMBER OF SEATS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access advocate</td>
<td>1</td>
</tr>
<tr>
<td>Business community</td>
<td>2</td>
</tr>
<tr>
<td>Community representatives</td>
<td>4</td>
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<td>Community services</td>
<td>2</td>
</tr>
<tr>
<td>Employers</td>
<td>2</td>
</tr>
<tr>
<td>Environmental</td>
<td>2</td>
</tr>
<tr>
<td>Retail</td>
<td>1</td>
</tr>
<tr>
<td>Student representative</td>
<td>1</td>
</tr>
<tr>
<td>Taxpayers advocate</td>
<td>1</td>
</tr>
<tr>
<td>Transportation advocate</td>
<td>2</td>
</tr>
<tr>
<td>Transit rider representative</td>
<td>1</td>
</tr>
<tr>
<td>At-large members</td>
<td>3</td>
</tr>
</tbody>
</table>

- **Prepare Draft Notice of Preparation Distribution List**
  SANDAG will prepare a comprehensive distribution list for the draft Notice of Preparation. This list will include community groups, business organizations, environmental groups, transportation advocates, accessibility advocates, and residents, businesses, schools, churches, and community facilities in the corridor. Public agencies that have an interest in the project will also be included on the distribution list, as outlined in the Agency Coordination Plan. This list also will be used for distribution of future notices related to the environmental review process (i.e., Notice of Availability of the Draft SEIS/SEIR).

- **Make advance preparations to conduct scoping meetings**
  SANDAG will make all advance preparations to conduct four Scoping meetings in various locations along the corridor (Downtown San Diego, Old Town/Morena, Clairemont, University City/Golden Triangle). All meetings will be scheduled in locations that meet ADA requirements and are accessible by transit. Meetings will be scheduled at various times of the day to maximize opportunities for public participation.

### 4.3.2 Public Involvement During Scoping

The process of determining the focus and content of the SEIR/SEIS is known as environmental scoping. Scoping helps to identify the range of actions, alternatives, environmental effects, and mitigation measures to be analyzed in depth, and eliminates from detailed study those issues that are not pertinent to the final decision on the Proposed Project. The scoping process is not intended to resolve differences of opinion regarding the Proposed Project or evaluate its merits. Instead, the process allows the public to express their concerns regarding the Proposed Project and thereby provides an opportunity for input to the environmental analysis. Scoping is an effective way to bring together and address the concerns of the public, affected agencies, and other interested parties. Members of the public, relevant Federal, State, regional and local agencies, interests groups, community organizations, and other interested parties may participate in the scoping process by providing comments or recommendations regarding alternatives to carry forward for environmental review and the range of environmental issues to be analyzed in the SEIR/SEIS.

A number of efforts will be implemented during this period to expand communication about the project:
Provide public notice of the Scoping period

The public will be provided notice of the commencement of the 30-day Scoping period, opportunities for providing public comment and dates and locations of Scoping meetings in the following ways:

- Public notices will run in local publications
- The Notice of Preparation will be mailed to the individuals and organizations on the distribution list and sent to the State Clearinghouse
- Notices/invitations will be prepared to distribute to stakeholder groups in the corridor so that they can share the information with their members
- A news release will be prepared and distributed to the San Diego Union-Tribune, community newspapers and ethnic media outlets (as detailed in the media list attached as Appendix D)

Make Scoping Documents Available to the Public

The Notice of Preparation, Draft Public Involvement Plan, Draft Purpose and Need statement and information about the evaluation of alternatives (including those eliminated from further analysis) will be made available to the public during the Scoping period. These documents will be posted on the project Web site and made available at other public venues (SANDAG offices and public libraries in the corridor) at the commencement of the Scoping period to allow the public the opportunity to review them and provide comments during the Scoping period. Public information documents such as fact sheets, advertisements, and presentation materials will be prepared in English and Spanish.

Schedule and conduct briefings with media

To promote awareness among the media and foster accurate news coverage, one-on-one briefings with reporters covering the project will be conducted at the beginning of the Scoping period. Reporters will be briefed on the Mid-Coast Corridor Transit Project and provided an overview of the project development milestones. A media kit also will be provided to each of the reporters.

Issue first Mid-Coast e-blast

A Mid-Coast e-blast will be kicked-off to provide a regular vehicle for sharing new information about the project. This first issue will be distributed following the Board of Directors decision on alternatives to take into scoping and will focus on introducing the project, announcing the commencement of the Scoping period, schedule of Scoping meetings, and providing information about opportunities to provide public input on project alternatives, the scope of the environmental document and the Public Involvement Plan.

Provide news updates for rEgion and other newsletters

A number of organizations along the Mid-Coast Corridor publish newsletters to keep their constituencies informed about issues of interest. Regular news updates about the Mid-Coast Corridor Transit Project will be provided for publication in these organizational newsletters. Examples of newsletters to target are rEgion (SANDAG’s electronic newsletter) and publications of homeowners associations, churches, community groups and others. The first of regular news updates will be prepared during this stage to provide an introduction to the project, announce the commencement of the Scoping period, schedule of Scoping meetings, and information about opportunities to provide public input.

Conduct Scoping meetings

SANDAG will conduct five Scoping meetings to provide information about the Project Alternatives, Purpose and Need for the project and the environmental review process.
Scoping also provides an opportunity for public input on the identification of issues to be studied in the Draft SEIR. The meetings will be held in communities along the Mid-Coast Corridor: Downtown San Diego, Old Town/Morena, Clairemont, UCSD, and University City/Golden Triangle. Comment cards and a court reporter will be used at each meeting to formally record comments. All comments will be collected following the meetings and catalogued for inclusion in the Scoping summary report. SANDAG will establish protocol for how meetings, comments, and contacts are to be recorded.

- **Prepare Scoping summary report**
  At the conclusion of all Scoping meetings, a report including all comments received at the meetings will be prepared. Comments received will be used by SANDAG to help determine the scope of the environmental review and alternatives to be studied. This report will be made available to the public so they can review the extent of all public comments received.

A report also will be prepared with comments received on the Draft Public Involvement Plan. This summary of comments received will be used by SANDAG to update the Public Involvement Plan. This report, including responses to comments, will be made available to the public so they can be made aware about how their comments were addressed in the Public Involvement Plan. The Public Involvement Plan will be updated as needed to respond to comments received.

### 4.3.3 Public Involvement Prior to Circulation of the Draft SEIS/SEIR

After completion of the Scoping period, SANDAG will decide which alternatives to carry forward for detailed environmental review and will initiate the preparation of the Draft SEIS/SEIR. It also is anticipated that Preliminary Engineering on the project will begin during this period.

Public Involvement efforts will focus on continued work with the Working Group, as well as efforts to communicate information about the project through community organizations and events. The following tactics will be employed during this stage to continue working with the public:

- **Update Informational Materials**
  All project informational materials will be updated to reflect any new or changed information resulting from the Scoping period. This will include updates to the project fact sheet, Frequently Asked Questions, Web site, multimedia presentation and any other materials that provide project information.

- **Continue working with Working Group**
  Meetings will be held as needed to update the Working Group.

- **Begin Speakers Bureau program**
  To keep the local community and larger regional interests informed about the project throughout the process, a speakers bureau will be established to provide presentations to interested organizations. These presentations will serve to share information about the project and the planning and development process.

  Groups that will be approached for presentations include, but are not limited to (specific stakeholders in each category are listed in Appendix A):

  - Community planning groups
- Community and town councils
- Business organizations (e.g., San Diego Regional Chamber of Commerce, Golden Triangle Chamber of Commerce)
- UCSD campus groups
- Major employers
- Transportation Advocates (e.g., Move San Diego, San Diego Bicycle Coalition)
- Environmental groups (e.g., Sierra Club, San Diego River Coalition)
- Local schools
- Area churches
- Others as identified

The schedule of presentations will be recorded in the Public Involvement Contacts Database. The Contacts Database will include the date, time, place, presenter, and audience of each presentation. SANDAG will proactively seek to make presentations to interested organizations in the corridor. SANDAG also will make presentations upon request from members of the community.

- Participate in community events
  To reach a wider audience, project information will be provided and community input sought through participation in community events and festivals. These events may be sponsored by community groups, or could be targeted toward a specific audience, i.e., minority groups. A portable informational booth will be taken to various festivals, street fairs, etc., to share information about the project and its benefits to the Mid-Coast Corridor and the San Diego region and seek feedback from members of the public through comment cards, surveys and other means. These events also will provide an opportunity for event attendees to opt into the Mid-Coast e-blast list. In addition to community events, the portable information booth can be used at Westfield UTC and other community gathering places. The information booth will be staffed by members of the speakers bureau and/or appropriate SANDAG staff and consultant team members. All events will be recorded in the Public Involvement Contacts Database.

- Seek locations to display project information
  SANDAG will seek locations in the Mid-Coast Corridor that are willing to allow the placement of project information displays to reach a wide audience with project information. Attractive table-top displays will be created that contain project brochures and other useful information for the general public. The following locations will be targeted to display project information:

  - Westfield UTC
  - Costa Verde Shopping Center
  - La Jolla Village Square
  - Scripps Memorial Hospital La Jolla
  - VA Medical Center
  - UCSD Thornton Hospital
  - UCSD
  - Lawrence Family Jewish Community Center
  - Transit vehicles and transit centers
  - Libraries within the Corridor
  - Others, as deemed appropriate

- Continue Mid-Coast e-blast
  SANDAG will continue to write and distribute the Mid-Coast Corridor e-blast on a regular basis to provide a regular source of updated project information.
- **Continue regular news updates**
  SANDAG will continue to provide news updates for rEgion and other relevant newsletters in the Mid-Coast Corridor to report newsworthy information.

- **Update Informational Materials**
  All project informational materials will be updated to reflect any updated or changed information that occurred during the preparation of the Draft SEIS/SEIR. This will include updates to the project fact sheet, Frequently Asked Questions, Web site, multimedia presentation and any other materials that provide project information.

- **Update distribution list for Notice of Availability of Draft SEIS/SEIR**
  SANDAG will update the distribution list for the Notice of Availability of the Draft SEIS/SIER to include all those who participated in the Scoping process and/or who have indicated that they would like to be added to the distribution list.

- **Make advance preparations to conduct public hearings/meetings for the Draft SEIS/SEIR**
  SANDAG will make all advance preparations to conduct four public hearings/meetings in various locations along the corridor (Downtown San Diego, Old Town/Morena, Clairemont, University City/Triangle). All meetings will be scheduled in locations that meet ADA requirements and are accessible by transit. Meetings will be scheduled at various times of the day to maximize opportunities for public participation.

### 4.3.4 Public Involvement During Draft SEIS/SEIR Public Review

The release of the Draft SEIS/SEIR for public review and comment marks the beginning of a 45-day period where the public is provided the opportunity to review and provide comments on the Draft SEIS/SEIR. SANDAG will make efforts during this period to ensure that the public is aware of opportunities to comment and also to continue to convey project information to a broad audience throughout the corridor and region.

The following efforts will be implemented during this period to expand and continue communication about the project:

- **Public notice of the Draft SEIS/SEIR public comment period**
  The public will be provided notice of the availability of the Draft SEIS/SEIR, opportunities for providing public comment and dates and locations of public hearings/meetings in the following ways:

  - The Notice of Availability will be sent to the Federal Register, the State Clearinghouse, and the County Clerk’s office
  - Public notices will run in local publications
  - Notices of Availability will be mailed to the individuals and organizations on the distribution list, including all adjacent property owners along the project corridor
  - Notices/invitations will be prepared to distribute to stakeholder groups in the corridor so that they can share the information with their members
  - Notice will be provided on the project Web site
  - A news release will be prepared and distributed to the *San Diego Union-Tribune*, community newspapers and ethnic media outlets (as detailed in the media list attached as Appendix D)

- **Make the Draft SEIS/SEIR Available to the Public**
  The Draft SEIS/SEIR will be made available to the public for review and comment during the 45-day public review period. This document will be posted on the project Web site
and made available at other public venues (SANDAG offices and public libraries in the corridor) at the commencement of the public review period to allow the public the opportunity to review it and provide comments during the public review period. CDs of the Draft SEIS/SEIR will be available upon request.

- **Schedule and conduct briefings with reporters**
  SANDAG will schedule and conduct one-on-one briefings with reporters covering the Mid-Coast Corridor Transit Project to provide information about the Draft SEIS/SEIR and the public review process. Reporters will be briefed on the findings of the environmental document, and any significant mitigation measures that may be proposed as a result of the project.

- **Continue Mid-Coast e-blast**
  SANDAG will continue to write and distribute the Mid-Coast Corridor e-blast on a regular basis to provide a regular source of updated project information, including the release of the Draft SEIS/SEIR for public review, schedule of public hearings/meetings and information about other opportunities to provide public input.

- **Continue regular news updates**
  SANDAG will continue to provide news updates for rEgion and other relevant newsletters in the Mid-Coast corridor to report newsworthy information, including the release of the Draft SEIS/SEIR for public review, schedule of public hearings/meetings and information about other opportunities to provide public input.

- **Conduct public hearings/meetings**
  Four public hearings/meetings will be conducted to provide an opportunity for stakeholders to learn more about the Draft SEIS/SEIR and provide public comment. These meetings will be held in Downtown San Diego, Old Town/Morena, Clairemont and University City/Golden Triangle. Comment cards and a court reporter will be used to formally record comments received.

- **Prepare public hearing/meeting summary report**
  At the conclusion of the Draft SEIS/SEIR public review period, a summary report of all comments received at the meetings will be prepared. This report will include a record of all comments received at the public hearings/meetings and by direct mail to SANDAG and will be responded to by SANDAG in the Final SEIS/SEIR. The public will be informed that the final public comment report has been published and it will be made available upon request and posted on the project Web site so they can review the extent of public comments received. It will also serve as a resource for decision makers so they are aware of issues raised by the public during the environmental review process.

- **Continue working with Working Group**
  Meetings will be held as needed to update the Working Group.

- **Continue Speakers Bureau program**
  SANDAG will continue to seek opportunities to present project information to interested community and regional organizations. Speaking engagements will be tracked in the Public Involvement Contacts Database and will include information about presentation date, time, presenter, audience and comments received.

- **Continue to participate in community events**
  SANDAG will continue to seek opportunities to participate in community events throughout the corridor.
• Provided updated information for display at public locations
  SANDAG will provide updated project information at all locations where project
  information displays are located.

4.3.5 Public Involvement Leading up to the Certification/Approval of the Final
  SEIS/SEIR and Record of Decision

During the stage when SANDAG is responding to comments made on the Draft SEIS/SEIR,
the following activities will be conducted:

• Prepare the Public Involvement Section for the Final SEIS/SEIR
  SANDAG will draft a Public Involvement section for inclusion in the Final SEIS/SEIR. This
  section will include a summary of all efforts made to involve the public during the
  development of the environmental document.

• Continue working with Working Group
  Meetings with the Working Group will continue throughout this stage, as needed, and at a
  frequency determined by SANDAG in conjunction with the Working Group.

• Continue Speakers Bureau program
  SANDAG will continue to seek opportunities to present project information to interested
  community and regional organizations. A record of these presentations will be maintained
  that will include information about presentation date, time, presenter, and audience.

• Continue to participate in community events
  SANDAG will continue to seek opportunities to participate in community events
  throughout the Corridor.

• Continue Mid-Coast e-blast
  SANDAG will continue to write and distribute the Mid-Coast Corridor e-blast on a regular
  basis to provide a regular source of updated project information.

• Continue regular news updates
  SANDAG will continue to provide news updates for rEgion and other relevant newsletters
  in the Mid-Coast corridor to report newsworthy information.

• Update Informational Materials
  All project informational materials will be updated to reflect any updated or changed
  information that occurred as a result of the response to comments made on the Draft
  SEIS/SEIR. This will include updates to the project fact sheet, Frequently Asked
  Questions, Web site, multimedia presentation and any other materials that provide
  project information.

• Update distribution list for Notice of Availability of Final SEIS/SEIR
  SANDAG will update the distribution list for the Notice of Availability of the Final
  SEIS/SIER to include all those who participated in the public review of the Draft
  SEIS/SEIR and/or who indicated that they would like to be added to the distribution list.

• Public notice of the availability of the Final SEIS/SEIR
  The release of the Final SEIS/SEIR is the final step before the SANDAG Board of
  Directors will be asked to certify the Final SEIR and the FTA will be asked to issue a
  Record of Decision (ROD) for the Final SEIS. The public will be provided notice of the
  availability of the Final SEIS/SEIR in the following ways:
- A Notice of Availability of the Final SEIS will be filed with the Environmental Protection Agency (EPA) Office of Federal Activities for publication in the Federal Register
- Public notices will run in local publications
- Notices of Availability will be mailed to the individuals and organizations on the distribution list
- Notices will be prepared to distribute to stakeholder groups in the corridor so that they can share the information with their members
- Notice will be provided on the project Web site
- A news release will be prepared and distributed to the San Diego Union-Tribune, community newspapers and ethnic media outlets (as detailed in the media list attached as Appendix D)

- **Schedule and conduct briefings with reporters**
  SANDAG will schedule and conduct one-on-one briefings with reporters covering the project to provide information about the Final SEIS/SEIR and the remaining steps until the document is certified by the SANDAG Board and a Record of Decision is issued by the FTA. Reporters will be briefed on responses provided to significant public comments, the expected timeline for certification and approval of the document and the next steps in the project development process.

- **Continue Speakers Bureau program**
  SANDAG will continue to seek opportunities to present project information to interested community and regional organizations. A record of these presentations will be maintained that will include information about presentation date, time, presenter, and audience.

- **Continue to participate in community events**
  SANDAG will continue to seek opportunities to participate in community events throughout the Corridor.

- **Provide updated information for display at public locations**
  SANDAG will provide updated project information at all locations where project information displays are located.

- **Continue Mid-Coast e-blast**
  SANDAG will continue to write and distribute the Mid-Coast Corridor e-blast on a regular basis to provide a regular source of updated project information.

- **Continue regular news updates**
  SANDAG will continue to provide news updates for rEgion and other relevant newsletters in the Mid-Coast corridor to report newsworthy information.

### 4.3.6 Public Involvement Subsequent to the Record of Decision

After SANDAG certifies the Final SEIR and adopts the Findings of Effect and Mitigation Monitoring and Reporting Plan, the Board can approve the project. The FTA will issue a Record of Decision on the Final SEIS 45 days after the Federal Register notice of the availability of the Final SEIS. SANDAG will notify the public of the decisions and provide information about the next steps in the process (Final Design, leading eventually to Construction) in the following manner:
• Issue news release announcing the certification of the Final SEIR and FTA’s Record of Decision on the Final SEIS
   SANDAG will issue a news release to the appropriate media outlets, including ethnic media, announcing the certification of the Final SEIR, and project approval and Record of Decision on the Final SEIS. The news release will include information about the approved project and the next steps in the project development and public involvement processes.

• Final Mid-Coast e-blast (for this phase)
   SANDAG will issue the final Mid-Coast e-blast for the Environmental/Preliminary Engineering stage. The e-blast will focus on the certification of the Final SEIR and Record of Decision on the Final SEIS, and the next steps in the project development and public involvement processes.

• Final news update (for this phase)
   A final news update for the Environmental/Preliminary Engineering stage will be issued to provide information about the certification of the Final SEIR and Record of Decision on the Final SEIS, and next steps in the project development and public involvement process. This news update will be used for an article in rEgion and other relevant newsletters in the Mid-Coast Corridor.

• Update informational materials
   Informational materials for the project will be updated to reflect the certification of the Final SEIR and Record of Decision of the Final SEIS. These materials include the Web site, fact sheet, Frequently Asked Question and multimedia presentation.

• Provided updated information for display at public locations
   SANDAG will provide updated project information at all locations where project information displays are located.

4.3.7 Plan Assessment

In order to assess the effectiveness of the public involvement efforts, SANDAG will assess the effectiveness of the Public Involvement Plan at key milestones in the project development process. These reports will help SANDAG to evaluate public involvement strategies and tactics and make adjustments along the way, and will inform future public involvement outreach phases of the Mid-Coast Transit Corridor project.

These reports will include:

• A summary of all outreach efforts and input received
• A qualitative assessment of how effective the efforts to obtain input were, i.e., audiences reached, level of agreement on project issues, input incorporated into project design
• A quantitative assessment of the public involvement plan including the number of meetings/presentations/events participated in, Web site hits, approximate number of people reached, number of comments received, and number of media contacts along with the resulting media coverage
• The Public Involvement Plan will be revised and strategies/tactics adjusted based on assessments at key milestones
## MID-COAST CORRIDOR TRANSIT PROJECT
### STAKEHOLDERS LIST

<table>
<thead>
<tr>
<th>Category</th>
<th>Organization</th>
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<tr>
<td>Accessibility Advocates</td>
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APPENDIX B

Charter for Mid-Coast Corridor Transit Project Working Group

Purpose
The purpose of the Mid-Coast Corridor Transit Project Working Group (PWG) is to receive information from SANDAG about the project and provide input into key activities associated with the development of the Mid-Coast Corridor Transit Project. The PWG will lay the foundation for public involvement in future phases of the Mid-Coast Corridor Transit Project’s implementation.

Line of Reporting
The PWG will provide input to SANDAG staff on specific activities related to the development of the Mid-Coast Corridor Transit Project, as discussed in the next section. Staff will consider input from the PWG in making recommendations to the Transportation Committee. The SANDAG Board will make final decisions on the Mid-Coast Corridor Transit Project, its components, and the certification of the Subsequent Environmental Impact Report (SEIR).

Responsibilities
The PWG will review the project purpose and need, consideration of alternatives for the Mid-Coast Corridor Transit Project, and the Public Involvement Plan. The PWG will have an opportunity to review and comment on the public Draft Supplemental Environmental Impact Statement (SEIS)/SEIR, including impacts and mitigation measures, when it is available. The information that will be presented to the PWG includes, but is not limited to, the draft Public Involvement Plan, Federal Transit Administration evaluation criteria and review process, and SANDAG evaluation of various alternatives. The PWG also will assist with associated public outreach and help inform and encourage active public participation by outside groups with which they are affiliated. The PWG will provide input to SANDAG staff and the Transportation Committee.

Membership
The PWG will have up to 23 members, representing the geographic areas of the corridor and the diverse perspectives of stakeholders interested in the project. The primary membership, as well as a membership waiting list, will be approved by the SANDAG Board. The members are selected based on the review of applications submitted to SANDAG that assessed their qualifications and affiliations with representative organizations and interests in the Mid-Coast Corridor. Members do not have alternates. If a member misses three meetings in a row or four meetings over the course of one year, s/he will be replaced.

In the event that any members need to be replaced, new members will be selected from the approved waiting list by a majority vote of the PWG.

Meeting Time and Location
The PWG will meet on a monthly basis, or as determined by the members of the PWG, in coordination with SANDAG staff. Meetings typically will be held on the first Wednesday of the month from 3:30 to 5 p.m. at the SANDAG offices at 401 B Street in San Diego. The PWG will hold some of its meetings at other locations in the corridor.

Working Group Leadership
The Chair of the PWG is appointed by the Chair of the SANDAG Board. The PWG will elect a Vice Chair from its membership by a majority vote.

Duration of Existence
The PWG will complete its work with the certification of the SEIR by the SANDAG Board and the approval of the SEIS by the FTA (anticipated in summer 2011).

Brown Act and Conflict Of Interest
Consistent with Government Code Section 54952(b), the PWG is subject to the Ralph M. Brown Act.
Public Involvement Plan
In accordance with state and federal guidelines, a draft Public Involvement Plan has been prepared to actively involve the public in the planning and development process for the Mid-Coast Corridor Transit Project. There will be a series of public meetings and other means for involving the public by providing information on the project and receiving input at key milestones in the planning and development process for the project. The PWG will be asked to review and provide input on the draft plan to ensure that it effectively provides opportunities to involve the public in the process.

Review Draft Purpose and Need Statement
A draft Purpose and Need Statement has been prepared by SANDAG for presentation at the SEIS Scoping meetings. This statement will be provided to the PWG at the initial meeting. Any comments from PWG members or from the Group would need to be submitted at the official Scoping meetings.

Review of Alternatives Evaluation
SANDAG is currently in the process of evaluating a number of project alternatives for the Mid-Coast Corridor Transit Project. These alternatives are being evaluated against FTA cost effectiveness criteria defined in the New Starts Program. SANDAG will provide information to the PWG on the various alternatives under evaluation to fully understand how alternatives were evaluated and screened from further consideration.

Review of environmental findings and proposed mitigation
SANDAG will begin the environmental review process for the project with the initiation of project scoping in Spring 2010 and will prepare a draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) over the following year. Information regarding the scope of the Draft SEIS/SEIR and methods of analysis will be shared with the PWG during the development of the SEIR/SEIS and comments from the PWG will be made after the public Draft SEIR/SEIS is available for review.
APPENDIX C

APPLICATION FORM FOR THE SANDAG
2009-2011 MID-COAST CORRIDOR TRANSIT PROJECT WORKING GROUP
(due June 22, 2009)

Name: _____________________________________________________________________________

Address: _________________________________________________________________________

Phone: _____________________________________________________________________________

E-mail: _____________________________________________________________________________

Return to:
Anne Steinberger, Marketing Manager
San Diego Association of Governments
401 B St., Suite 800
San Diego, CA 92101
ast@sandag.org
(619) 699-1937

Please check the membership category you are applying for (please check all that apply):

Access advocate
Business community
Community representative
Community services (schools, churches, community facilities)
Employer
Environmental
Retail
Student
Taxpayer advocate
Transportation advocate
Transit rider
At-large member (resident or business owner in the Mid-Coast Corridor)

Please answer the following questions:

(Please make responses as concise as possible; applications will not be judged on length of response)
1. Why are you interested in serving on the Mid-Coast Corridor Transit Project Working Group?

2. What skills and abilities would you bring to the Project Working Group?
3. Which of the following topics are of most interest to you as they relate to the Mid-Coast Corridor Transit Project? (please select no more than two)

- Environmental review
- Alternatives evaluation
- Design elements
- Community impacts
- Social Equity & Environmental Justice
- Other ___________________________________________

4. Have you participated in any activities related to the areas of interest selected in Question 3? If so, briefly describe the activity/ies.

5. What would you hope to accomplish by your participation?

6. What ZIP code(s) do you work in and/or live in?

7. List any civic organizations to which you belong now, or have in the past.

_The Mid-Coast Corridor Transit Project Working Group will meet the first Wednesday of each month from 3:30 to 5 p.m. at the SANDAG offices in downtown San Diego. Members of the working group will be replaced if they miss three consecutive meetings or five over the course of one year. Please only apply if you can make this commitment to the process._
# MID-COAST CORRIDOR TRANSIT PROJECT

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<td>North County Times</td>
</tr>
<tr>
<td>Corridor News</td>
<td>Peninsula Beacon</td>
</tr>
<tr>
<td>CTN County Television Network</td>
<td>Philippine Mabuhay News</td>
</tr>
<tr>
<td>Fox 5 News / KSWB</td>
<td>Philippines Today</td>
</tr>
<tr>
<td>Daily Transcript, The</td>
<td>Pomerado Newspapers</td>
</tr>
<tr>
<td>Del Mar Times</td>
<td>Presidio Sentinel</td>
</tr>
<tr>
<td>Del Mar Village Voice</td>
<td>San Diego Business Journal</td>
</tr>
<tr>
<td>Diamond Gateway Signature</td>
<td>San Diego City Beat</td>
</tr>
<tr>
<td>Diario San Diego</td>
<td>San Diego Community Newspaper Group</td>
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<tr>
<td>East County Californian</td>
<td>San Diego Ranch Coast Newspaper Group</td>
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<tr>
<td>El Latino</td>
<td>San Diego Downtown News</td>
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<tr>
<td>Enlace</td>
<td>San Diego Metropolitan</td>
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<tr>
<td>Filipino Press</td>
<td>San Diego Newsline</td>
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<td>Hispanos Unidos</td>
<td>San Diego Reader</td>
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<td>Imperial Beach Eagle &amp; Times</td>
<td>San Diego Union-Tribune</td>
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<tr>
<td>KBTN TV Channel 17</td>
<td>San Diego Voice &amp; Viewpoint</td>
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<tr>
<td>KFMB TV</td>
<td>Star News</td>
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<tr>
<td>KGTB Channel 10</td>
<td>Tieng Viet San Diego</td>
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<tr>
<td>KNSD TV (NBC 7/39)</td>
<td>UCSD Guardian</td>
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<tr>
<td>KOGO AM</td>
<td>Voice of San Diego</td>
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<tr>
<td>KPBS FM</td>
<td>XETV 6 The CW</td>
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</table>
### MID-COAST CORRIDOR TRANSIT PROJECT
### PUBLIC INVOLVEMENT PLAN COMMENTS

<table>
<thead>
<tr>
<th>Commenter</th>
<th>Comment</th>
<th>Response</th>
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</thead>
<tbody>
<tr>
<td>William Beck, UCPG</td>
<td>Can SANDAG create a shorter “Cliff’s Notes” version of the plan that is easier for the public to understand?</td>
<td>SANDAG prepared a summary of the elements of the Public Involvement Plan for public distribution during scoping.</td>
</tr>
<tr>
<td>Ann Van Leer, Land Conservation Brokerage, Inc.</td>
<td>The mission statement or objective of the plan should be more prominently displayed in the document.</td>
<td>The goals/purpose of the Public Involvement Plan are currently outlined in Section 1.3; however a brief sentence referencing the goals/purpose will also be added to the Introduction, Section 1.0.</td>
</tr>
<tr>
<td>Anette Blatt, Scripps Health</td>
<td>I would like more information presented about the structure of the speakers’ bureau.</td>
<td>This comment has been noted and information on how to schedule presentations will be posted on the Mid-Coast Web site.</td>
</tr>
<tr>
<td>Rob Hutsel, San Diego River Park Foundation</td>
<td>Mission Valley Community Planning Group should be added as a stakeholder.</td>
<td>The Mission Valley Community Planning Group was added to the list of stakeholders in Appendix A, on page 27, under “Community Groups”.</td>
</tr>
<tr>
<td>Rob Hutsel, San Diego River Park Foundation</td>
<td>The Mission Bay Park Committee should also be added as a stakeholder.</td>
<td>Mission Bay Park Committee was included among the list of stakeholders in Appendix A, on page 29, under “Park Committee”.</td>
</tr>
<tr>
<td>Chris Westling, UCSD Student</td>
<td>UCSD graduate student government should be added to the list of stakeholders.</td>
<td>UCSD Graduate Student Government was added to the list of stakeholders in Appendix A, on page 30 under “Students”.</td>
</tr>
<tr>
<td>Chris Westling, UCSD Student</td>
<td>USD should also be added to the list of stakeholders.</td>
<td>USD was added to the list of stakeholders in Appendix A, on page 28, under “Employers”.</td>
</tr>
<tr>
<td>Debbie Knight, Friends of Rose Canyon</td>
<td>The scoping comment period should be extended to 60 days from the required 30 days.</td>
<td>A formal request to extend the Scoping period should be made to the SANDAG Executive Director/Chairman of Transportation Committee/Chairman of the SANDAG Board in advance of scoping.</td>
</tr>
<tr>
<td>Debbie Knight, Friends of Rose Canyon</td>
<td>The comment period for the draft EIR should also be extended from the required 45 days to 60 days.</td>
<td>A formal request to extend the Scoping period should be made to the SANDAG Executive Director/Chairman of Transportation Committee/Chairman of the SANDAG Board in advance of scoping.</td>
</tr>
<tr>
<td>Commenter</td>
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<td>Response</td>
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</tr>
<tr>
<td>Debbie Knight, Friends of Rose Canyon</td>
<td>The results of the alternatives evaluation should be made available to the public and 60-day public comment period should be provided.</td>
<td>Information on the alternatives evaluation will be presented and available for comment during the scoping process.</td>
</tr>
<tr>
<td>Debbie Knight, Friends of Rose Canyon</td>
<td>The Rose Creek Watershed Alliance and the Friends of Rose Creek should be added to the list of stakeholders.</td>
<td>Rose Creek Watershed Alliance and Friends of Rose Creek have been added to the list of stakeholders in Appendix A, on page 28, under “Environmental Org.”.</td>
</tr>
<tr>
<td>Ann Van Leer, Land Conservation Brokerage, Inc.</td>
<td>The purpose of the project and what is driving it should be made clear.</td>
<td>This will be addressed in the Statement of Purpose &amp; Need and will be available for review and comment during the Scoping period.</td>
</tr>
<tr>
<td>Lani Lutar, San Diego County Taxpayers Association</td>
<td>The results of the alternatives evaluation should be presented objectively.</td>
<td>This comment has been noted.</td>
</tr>
<tr>
<td>Brooke Peterson, Clairemont Mesa Planning Committee</td>
<td>Add Clairemont News to the list of media publications.</td>
<td>Clairemont News has been added to the list of media publications in Appendix D, beginning on page 35.</td>
</tr>
<tr>
<td>Rob Hutsel, San Diego River Park Foundation</td>
<td>Property owners along the selected alternative should be notified of the project.</td>
<td>This comment has been noted. Notification procedures are outlined on page 17, under Section 4.3.2, and will meet all necessary noticing requirements.</td>
</tr>
<tr>
<td>Greg Fitchitt, Westfield Corporation</td>
<td>The Urban Land Institute, NAIOP, Building Industry Association and San Diego Housing Federation should be added to the list of stakeholders.</td>
<td>The Urban Land Institute, NAIOP and Building Industry Association and San Diego Housing Federation have been added to the list of stakeholders in Appendix A, on page 28, under “Interest Groups”.</td>
</tr>
<tr>
<td>Joe LaCava, La Jolla Community Planning Association</td>
<td>The Pacific Beach Planning Group and La Jolla Community Planning Association should be added to the list of stakeholders.</td>
<td>Pacific Beach Planning Group and La Jolla Community Planning Association have been added to the list of stakeholders in Appendix A, on pages 26 and 27, under “Community Groups”.</td>
</tr>
<tr>
<td>Joe LaCava, La Jolla Community Planning Association</td>
<td>Libraries within the Corridor should be added as places to post public information about the project.</td>
<td>“Libraries within the Corridor” has been added on page 18, under the 2nd bullet point.</td>
</tr>
<tr>
<td>Joe LaCava, La Jolla Community Planning Association</td>
<td>The title of section 3 should be changed from “Key Information About the Project” to “Goals for the Project.”</td>
<td>The first two bullets of Section 3.0 on page 11 are more goal-oriented but the last three bullets are more factual in nature. The title of Section 3.0 has been revised to “Key Information and Goals for the Project”.</td>
</tr>
<tr>
<td>Daniel Allen, La Jolla Resident</td>
<td>Several of the employers listed in the Corridor are outside of the Corridor. SANDAG should consider whether these employers would really be users of the system if they are so far away.</td>
<td>This comment has been noted.</td>
</tr>
<tr>
<td>Commenter</td>
<td>Comment</td>
<td>Response</td>
</tr>
<tr>
<td>--------------------------------------------------------</td>
<td>------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Evan McLaughlin, San Diego-Imperial Counties Labor Council</td>
<td>The requirements of CEQA should be clearly stated in the plan.</td>
<td>A list of federal/state requirements for public involvement under both NEPA/CEQA are outlined on page 6, under Section 1.4.</td>
</tr>
<tr>
<td>Evan McLaughlin, San Diego-Imperial Counties Labor Council</td>
<td>Employee groups (labor unions) should be added to the list of stakeholders, since many of these people will be the ones using the transit system.</td>
<td>San Diego-Imperial Counties Labor Council has been added to the list of stakeholders in Appendix A, on page 28, under “Labor”.</td>
</tr>
<tr>
<td>Daniel Allen, La Jolla Resident</td>
<td>In Section 3, La Jolla should be listed as a “Visitor Serving Center.”</td>
<td>La Jolla has been added to the list of area attractions under the first bullet point on page 11.</td>
</tr>
<tr>
<td>Rob Hutsel, San Diego River Park Foundation</td>
<td>The Sports Arena should be added to the list of stakeholders.</td>
<td>The San Diego Sports Arena has been added to the list of stakeholders in Appendix A, on page 28, under “Employers”.</td>
</tr>
<tr>
<td>Joe La Cava, La Jolla Community Planning Association</td>
<td>Some thought should be given to how you will assess the effectiveness of the plan.</td>
<td>On page 25, Section 4.3.7, outlines the measures necessary to gauge the effectiveness of the plan.</td>
</tr>
<tr>
<td>Rob Hutsel, San Diego River Park Foundation</td>
<td>In Appendix B, the times of the Project Working Group meetings are listed incorrectly.</td>
<td>The frequency of the Project Working Group meetings has been corrected to 1st Wednesday of the month at 3:30 p.m. in Appendix B.</td>
</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>Should the Coastal Commission be listed as a stakeholder in the document?</td>
<td>This comment has been noted and this will be addressed in a separate Agency Coordination Plan.</td>
</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>On Page 11, UCSD’s student population should be listed as 28,000.</td>
<td>The figure for UCSD’s student population has been corrected to 28,000 on page 10.</td>
</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>On page 14, you mention that you would like to achieve a 10 percent increase in Web site hits. It would be helpful to know the baseline figure.</td>
<td>This comment has been noted and SANDAG will add the baseline figure of 2,380 for Web site hits on page 13.</td>
</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>MCAS Miramar should be added to the stakeholder list.</td>
<td>MCAS Miramar has been added to the list of stakeholders in Appendix A, on page 28, under “Military”.</td>
</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>On Page 17, UCSD and UCSD Thornton Hospital should be listed separately.</td>
<td>UCSD and UCSD Thornton Hospital have been listed separately, on page 16.</td>
</tr>
<tr>
<td>Commenter</td>
<td>Comment</td>
<td>Response</td>
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<tr>
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</tr>
<tr>
<td>Brian Gregory, UCSD</td>
<td>Under Employers, I would propose to standardize how UCSD is referenced, by eliminating UCSD, Government and Community Relations, Student Human Relations; add UCSD and leave remaining UCSD Thornton Hospital.</td>
<td>References to UCSD have been corrected in the list of stakeholders in Appendix A, on page 28, under “Employers”.</td>
</tr>
<tr>
<td>William Beck, UCPG</td>
<td>Suggestion to add HOAs in La Jolla Colony: La Florentine, Casa Bella, Avanti, Toscana, Andria, Capri, Valentia, Villas</td>
<td>These HOAs have been added to the list of stakeholders in Appendix A, on page 29, under “Neighborhoods/Residential”.</td>
</tr>
</tbody>
</table>
| Rob Hutsel, San Diego River Park Foundation | Suggestion to include Mission Valley in references to stakeholder groups, media, environmental organizations for the Project. | Mission Valley has been added to the list of Mid-Coast Corridor Communities in Section 2.1, page 9.  
Mission Valley Community Planning Group and Mission Valley Preserve have been added to the list for stakeholder briefings in Section 4.3.1 on page 15.  
Mission Valley Preserve has been added to the stakeholders list in Appendix A on page 28.  
*Mission Valley News & Views* has been added to the media list in Appendix D on page 35. |
| Rob Hutsel, San Diego River Park Foundation | Suggestion to remove repeated comment in Appendix E and correct organization name to “San Diego River Park Foundation” in Section 4.3.1 on page 15. | Repeated comment removed.  
Organization name corrected to “San Diego River Park Foundation” in Section 4.3.1 on page 15. |
| Ann Van Leer, Land Conservation Brokerage | Suggestion to add a statement in the plan addressing coordination with MTS on how the Project will be integrated into the MTS network. | Strategy addressing this added to Section 4.2 on page 14. |
| Evan McLaughlin, San Diego-Imperial Counties Labor Council | Suggestion to add *UCSD Guardian* to the media list in Appendix D. | *UCSD Guardian* was included in Appendix D on page 35. |
Appendix D
Scoping Information Packet and NEPA Letters of Invitation
The Federal Transit Administration (FTA) and the San Diego Association of Governments (SANDAG) have initiated preparation of a Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR) for the Mid-Coast Corridor Transit Project in San Diego, California. The SEIS/SEIR will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), the California Environmental Quality Act (CEQA), and all applicable environmental laws, regulations, and executive orders. A Notice of Intent to prepare the environmental document was issued on July 12, 2011 and published in the Federal Register on July 19, 2011.

This Scoping Information Packet provides information about the Mid-Coast Corridor Transit Project, including background and history of the project, project purpose and need, alternatives under consideration, and information on the scoping process.

**Project History and Background**

The Mid-Coast Corridor Transit Project was first identified as a transit project in 1987 when voters approved Proposition A, San Diego County’s half-cent transportation sales tax measure (*TransNet*). In 1991, the Metropolitan Transit Development Board (MTDB), now known as the Metropolitan Transit System (MTS), began planning studies and environmental review for the Mid-Coast Corridor (see Figure 1).

The Mid-Coast Corridor Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR), which evaluated a full range of reasonable alternatives, was completed in February 1995. In October 1995, MTDB certified the AA/DEIS/DEIR and adopted a Locally Preferred Alternative (LPA) to extend the existing Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City.

After completing the Final Environmental Impact Report (FEIR) in December 1995, MTDB elected to divide the project into two separate phases for implementation. The first phase would have extended from Old Town to Balboa Avenue (Balboa Extension) and the second phase would have extended from Balboa Avenue to University City (University City Extension). The Final Environmental Impact Statement (FEIS) for the first phase was completed in June 2001, and FTA issued a Record of Decision (ROD) in August 2001.

On January 1, 2003, all MTDB planning, programming, project development, and construction functions were transferred to SANDAG. In December 2003, the SANDAG Board approved an update to the 1995 LPA alignment to better serve the University of California, San Diego (UCSD) campus on both the east and west sides of I-5 and to integrate the LRT with existing and planned transit services at the University Towne Centre (UTC) Transit Center. In April 2005, the SANDAG Transportation Committee approved re-combining the Balboa Extension with the University City Extension into a single project and initiating the environmental review for the project.
In 2008, SANDAG initiated an analysis of changed conditions in the Mid-Coast Corridor since the previous environmental studies were completed. The analysis of changed conditions was the initial step in the preparation of the SEIS/SEIR. The analysis included consideration of alternatives to the 2003 LPA alignment and station locations, as well as an evaluation of bus rapid transit and commuter rail alternatives. During May 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the alternatives under consideration. The results of the scoping process and the alternatives considered are described in the *Mid-Coast Corridor Transit Project, Final Comparative Evaluation of Alternatives Report* (SANDAG, 2010). Comments received by SANDAG during CEQA scoping are summarized in the *Mid-Coast Corridor Transit Project, Scoping Summary Report* (SANDAG, 2010).

On July 23, 2010, the SANDAG Board reconfirmed the previously adopted LPA, as refined to include direct service to UCSD and UTC. This refined LPA is known as the Build Alternative (see Figure 2), which is described in further detail below.

**Project Purpose and Need**

The Mid-Coast Corridor is located entirely within the City of San Diego, centering on Interstate 5 (I-5) extending from Downtown San Diego on the south to University City on the north, bounded by the Pacific Ocean on the west and Interstate 805 (I-805) and State Route 163 (SR 163) on the east (see Figure 1).

Dense population and employment centers currently anchor both the northern and southern ends of the Mid-Coast Corridor, with existing, planned, or potential SANDAG-designated smart growth centers in between. The SANDAG *Regional Comprehensive Plan for the San Diego Region* (2004) and the *2030 Regional Transportation Plan, Pathways for the Future (RTP)* (2007) reference regional population, housing, land use, and economic growth, including increased density in Downtown San Diego and in the UCSD and UTC areas of University City. Increased population and employment will lead to increased travel demand in the corridor.

The existing transit system in the Mid-Coast Corridor does not offer the level of service needed to meet the region’s goals for mobility, accessibility, reliability, and efficiency. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to UCSD or UTC. The existing San Diego Trolley Blue Line currently terminates at the OTTC. While transit mobility and accessibility to northern portions of the corridor are provided by express and local buses, the speed and reliability of bus service are hindered by roadway congestion. With congestion projected to increase in the future, the level of service, reliability, and efficiency of the transit system will all decrease. To meet regional goals, the study corridor needs a transit system that focuses on key destinations and has the frequency, speed, and reliability to attract new riders.

The purpose of the Mid-Coast Corridor Transit Project is to improve public transit services between University City, Old Town, and Downtown San Diego; and connect corridor residents with other Trolley lines serving Mission Valley, South County communities south to the U.S.-Mexico International Border, and East County communities extending to Santee. The project thereby would enhance direct public access to other regional activity centers. The project would improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.
Figure 2. Build Alternative Alignment and Station Locations
Alternatives

The transportation alternatives proposed for consideration in this study corridor include a No-Build Alternative and a Build Alternative.

No-Build Alternative

The No-Build Alternative includes all of the highway and transit facility improvements identified in the Revenue Constrained Scenario of the 2030 RTP, except for the extension of the Trolley system to University City. The major improvements from the RTP that are included in the No-Build Alternative are:

- Double tracking of the San Diego Northern Railway railroad and other rail improvements with an increased frequency of service of the COASTER to 20 minutes during peak and 60 minutes during off-peak periods.
- High-occupancy vehicle (HOV) lanes on I-5 from I-8 north to Oceanside, with direct access ramps at various locations, of which the direct access ramps at Voigt Drive would be located within the Mid-Coast Corridor. The HOV lanes would be restricted to vehicles with two or more occupants.
- Combination of HOV and managed lanes (e.g., electronic toll lanes) on I-805 from I-5 to South Bay, with direct access ramps at Carroll Canyon Road and Nobel Drive.
- Trolley low-floor system improvements to the Trolley Blue and Orange Lines (including station platform, power, and signaling improvements) to allow the extension of the Trolley Green Line to the 12th and Imperial Avenue Transit Center by 2014 and thereby use of low-floor vehicles throughout the Trolley system.

Build Alternative

The Build Alternative would extend the San Diego Trolley system from OTTC north to the UTC Transit Center in University City. The operating plan would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. Service would be operated at 7.5 minutes all day between Santa Fe Depot and the UTC Transit Center.

The alignment of the Build Alternative is approximately 11 miles in length. The alignment would use the existing MTS/San Diego Northern Railway right-of-way from just north of the OTTC, crossing the San Diego River on a new structure located parallel to and east of the existing railroad bridge and west of the existing Trolley Green Line bridge. North of the river, the alignment would follow the railroad right-of-way and transition to the existing California Department of Transportation (Caltrans) I-5 corridor right-of-way. Just south of Nobel Drive, the alignment would cross over I-5 and continue north to the UCSD West Campus. The alignment would continue east crossing over I-5 at Voigt Drive to a station within UCSD’s East campus. From this point, the alignment would transition to the median of Genesee Avenue and continue south to a terminus at the UTC Transit Center. The Build Alternative includes three alignment variations along Voigt Drive:

- An at-grade alignment in the median of Voigt Drive and an aerial alignment on Genesee Avenue
• An aerial alignment along the south side of Voigt Drive and on Genesee Avenue
• An at- and below-grade alignment south of Voigt Drive and an aerial alignment on Genesee Avenue

The Build Alternative would add eight new LRT stations to the transit system. They would be located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center. An additional station location at the Veterans Administration (VA) Medical Center also was approved by the SANDAG Board for study during the preparation of the Draft SEIS/SEIR.

Physical improvements to the Trolley system south of OTTC and north of Santa Fe Depot to facilitate operation of the Build Alternative would be limited. They would include upgrades to existing systems including traction power, signaling system, and crossovers. These improvements would accommodate all-day 7.5-minute Trolley Blue Line service within the existing right-of-way.

No new maintenance facilities or expansion of existing maintenance facilities would be required to accommodate the new service.

Scoping

SANDAG and FTA invite interested individuals, organizations, Native American Tribes, and federal, state, and local agencies to participate in defining the purpose and need for, and refining the scope of the Mid-Coast Corridor Transit Project SEIS/SEIR. All comments received during the CEQA scoping process conducted by SANDAG during May 2010 will be considered during the preparation of the SEIS/SEIR and do not need to be resubmitted. A copy of previous environmental documents including the AA/DEIS/DEIR, FEIR, FEIS, the Scoping Summary Report, the Comparative Evaluation of Alternatives Report, and other project documents are available for public and agency review on the SANDAG website at www.sandag.org/midcoast. They also are available for inspection at the SANDAG office, or a CD may be requested by calling (619) 595-5620 or by emailing midcoast@sandag.org.

Additional comments should focus on identifying any potentially significant social, economic, or environmental issues related to the No-Build and Build Alternatives that have not previously been identified. Written comments should be sent to Ms. Leslie Blanda, New Starts/Environmental/Planning Project Manager, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, California 92101, or emailed to her at midcoast@sandag.org. No additional scoping meetings are proposed.
**LIST OF AGENCIES SENT LETTERS INVITING THEM TO BE A PARTICIPATING AGENCY**

<table>
<thead>
<tr>
<th>No.</th>
<th>First Name</th>
<th>Last Name</th>
<th>Job Title/Department</th>
<th>Company/Agency</th>
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<tr>
<td></td>
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<td><strong>FEDERAL AGENCIES</strong></td>
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</tr>
<tr>
<td>1</td>
<td>John</td>
<td>Fowler</td>
<td>Executive Director</td>
<td>Advisory Council on Historic Preservation</td>
</tr>
<tr>
<td>2</td>
<td>Nancy</td>
<td>Ward</td>
<td>Administrator, Region 9</td>
<td>Federal Emergency Management Agency</td>
</tr>
<tr>
<td>3</td>
<td>Bob</td>
<td>Tally</td>
<td>Acting Administrator, California Division</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>4</td>
<td>Alvin</td>
<td>Settie</td>
<td>Administrator, Region 7</td>
<td>Federal Railroad Administration</td>
</tr>
<tr>
<td>5</td>
<td>Rodney</td>
<td>McInnis</td>
<td>Administrator, Southwest Regional Office</td>
<td>NOAA National Marine Fisheries Service</td>
</tr>
<tr>
<td>6</td>
<td>John S.</td>
<td>Pistole</td>
<td>Administrator</td>
<td>Transportation Security Administration, TSA -1</td>
</tr>
<tr>
<td>7</td>
<td>Col. R. Mark</td>
<td>Toy</td>
<td>Commander and District Engineer, Los Angeles District</td>
<td>U.S. Army Corps of Engineers</td>
</tr>
<tr>
<td>8</td>
<td>Capt. Thomas</td>
<td>Farris</td>
<td>Commander, Sector San Diego Command Center</td>
<td>U.S. Coast Guard</td>
</tr>
<tr>
<td>9</td>
<td>Dr. Robert</td>
<td>Smith</td>
<td>Acting, Director, VA San Diego Healthcare System</td>
<td>U.S. Department of Veterans Affairs</td>
</tr>
<tr>
<td>10</td>
<td>Lisa P.</td>
<td>Jackson</td>
<td>Administrator, Region 9</td>
<td>U.S. Environmental Protection Agency</td>
</tr>
<tr>
<td>11</td>
<td>Ren</td>
<td>Lohoeferen</td>
<td>Director, Pacific Southwest Region 8</td>
<td>U.S. Fish and Wildlife Service</td>
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<tr>
<td></td>
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<td><strong>CALIFORNIA STATE AGENCIES</strong></td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Douglas</td>
<td>Ito</td>
<td>Chief, Air Quality and Transportation Planning Branch</td>
<td>California Air Resources Board, PTSD/AQTPB</td>
</tr>
<tr>
<td>13</td>
<td>Elizabeth</td>
<td>Fuchs</td>
<td>Manager, Statewide Planning</td>
<td>California Coastal Commission</td>
</tr>
<tr>
<td>14</td>
<td>John</td>
<td>McCamman</td>
<td>Director</td>
<td>California Department of Fish &amp; Game</td>
</tr>
<tr>
<td>15</td>
<td>Patricia</td>
<td>DuMont</td>
<td>Supervisor, Resource Services</td>
<td>California Department of Parks and Recreation</td>
</tr>
<tr>
<td>16</td>
<td>Nadell</td>
<td>Gayou</td>
<td>Senior Engineer</td>
<td>California Department of Water Resources</td>
</tr>
<tr>
<td>17</td>
<td>Linda</td>
<td>Adams</td>
<td>Acting Secretary, Environmental Protection</td>
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<td>Cy</td>
<td>Oggins</td>
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<td>California State Lands Commission</td>
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<td>Debbie</td>
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<td>M. Wayne</td>
<td>Donaldson</td>
<td>State Historic Preservation Officer</td>
<td>California Office of Historic Preservation</td>
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<td>Paul</td>
<td>Clanon</td>
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<td>Malcolm</td>
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<td>Caltrans</td>
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<td>Frank</td>
<td>Roddy</td>
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<td>State Water Resources Control Board</td>
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<tr>
<td>25</td>
<td>Marye Anne</td>
<td>Fox</td>
<td>Chancellor</td>
<td>University of California, San Diego</td>
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**LOCAL AGENCIES**

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<td>Robert</td>
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<td>Supervisor, Planning and Rule Development</td>
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<td>28</td>
<td>Harry</td>
<td>Mathis</td>
<td>Board Chairman</td>
<td>Metropolitan Transit System</td>
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<td>29</td>
<td>Chris</td>
<td>Orlando</td>
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<td>North County Transit District</td>
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**FEDERALLY-RECOGNIZED TRIBES**

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<td>Monique</td>
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<td>Chairwoman</td>
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<td>Pinto</td>
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<td>Rebecca M.</td>
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<td>Kenneth</td>
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<td>La Vonne</td>
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<td>La Jolla Band of Luiseno Indians</td>
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<td>Parada</td>
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<td>Francine</td>
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<td>Tucker</td>
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<td>Bobby L.</td>
<td>Barrett</td>
<td>Chairman</td>
<td>Viejas Band of Kumeyaay Indians</td>
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</table>
Mr. John Fowler  
Executive Director  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue NW, Suite 803  
Washington, DC 20004

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Fowler:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact historic properties subject to Section 106 of the National Historic Preservation Act of 1966. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Ms. Nancy Ward  
Regional Administrator  
Federal Emergency Management Agency  
1111 Broadway, Suite 1200  
Oakland, California 94607-4052

AUG 26 2011

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Ms. Ward:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact floodplains subject to Executive Order 11988. Accordingly, you are being extended this invitation 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-craft 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. Vincent Mammano  
Division Administrator  
U.S. Department of Transportation  
Federal Highway Administration  
650 Capitol Mall, Suite 4-100  
Sacramento, California 95814  

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Mammano:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project alignment is within the Interstate Highway System right-of-way. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. James Jordan  
Regional Administrator  
Federal Railroad Administration  
801 I Street, Suite 466  
Sacramento, California 95814  

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project  

Dear Mr. Jordan:  

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.  

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed. Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project alignment is within a commuter and freight railroad corridor and your agency has responsibility for safety. Accordingly, you are being extended this invitation 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.

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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. Rodney McInnis  
Administrator  
Southwest Regional Office  
NOAA National Marine Fisheries Service  
501 West Ocean Blvd., Suite 4200  
Long Beach, California 90802-4213

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. McInnis:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

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increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact biological resources subject to your agency’s jurisdiction. Accordingly, you are being extended this invitation 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;
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- 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.

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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. John S. Pistole  
Administrator  
Transportation Security Administration  
TSA-1 Administration  
601 S. 12th Street  
Arlington, Virginia 20598

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Pistole:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project is the proposed extension of an existing transit system and the proposed alignment would be located within a commuter railroad corridor and your agency has responsibility for transportation safety and security. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Colonel R. Mark Toy  
Commander and District Engineer  
Los Angeles District  
U.S. Army Corps of Engineers  
915 Wilshire Blvd., Suite 1101  
Los Angeles, California 90017

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Colonel Toy:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project crosses and potentially impacts Corps jurisdictional wetlands including the San Diego River and other streams along the alignment. In addition, Section 404 permit requirements and Sections 9 and 10 of the Rivers and Harbors Act may apply. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Captain Thomas Farris, Commander  
Sector San Diego Command Center  
U.S. Department of Homeland Security  
U.S. Coast Guard  
2710 Harbor Drive  
San Diego, California 92101

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Captain Farris:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6902 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project crosses and potentially impacts the San Diego River and streams along the alignment subject to Sections 9 and 10 of the Rivers and Harbors Act. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Dr. Robert M. Smith  
Acting Director  
VA San Diego Healthcare System  
U.S. Department of Veterans Affairs  
3350 La Jolla Village Drive  
San Diego, California 92161

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Dr. Smith:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may be, in part, on U.S. Department of Veterans Affairs property. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:

1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. Jared Blumenfeld  
Regional Administrator  
U.S. Environmental Protection Agency  
75 Hawthorne Street  
San Francisco, California 94105

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Blumenfeld:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in air and water quality impacts subject to Section 404 of the Clean Water Act and the Clean Air Act. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. Ren Lohoefener  
Director  
Pacific Southwest Region  
U.S. Fish and Wildlife Service  
2800 Cottage Way, W-2606  
Sacramento, California 95825

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Lohoefener:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects,
increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in impacts to biological resource subject to your agency’s jurisdiction. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]
Leslie T. Rogers
Regional Administrator

Enclosures:
1. Scoping Information Packet
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Jim Bartel, Field Supervisor, USFWS- Carlsbad
Mr. Douglas Ito  
Chief  
Air Quality and Transportation Planning Branch  
California Air Resources Board, PTSD/AQTPB  
P.O. Box 2815  
Sacramento, California 95812

AUG 29 2011

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Ito:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may affect air quality. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Ms. Elizabeth Fuchs  
Manager  
Statewide Planning  
California Coastal Commission  
45 Fremont Street, Ste. 2000  
San Francisco, California 94105-2219

Dear Ms. Fuchs:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project is located within the coastal zone and Coastal Zone Management Consistency concurrence will be required. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Sherilyn Sarb, Deputy Director
San Diego Coast District Office
California Coastal Commission
Mr. John McCamman  
Director  
California Department of Fish & Game  
1416 Ninth Street  
Sacramento, California 95814

Dear Mr. McCamman:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project crosses and potentially impacts the San Diego River and streams along the alignment subject to Fish and Game jurisdiction, and because the project may impact biological resources for which your agency is the Trustee. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG

Glenda Marsh, Environmental Services Division
California Department of Fish & Game
Cindy Halley Region 5, Habitat Conservation Program
California Department of Fish & Game

Ed Pert, Manager, Region 5
California Department of Fish & Game
Ms. Patricia DuMont  
Supervisor  
Resource Services  
California Department of Parks and Recreation  
P.O. Box 942896  
Sacramento, California 94296-0001

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Ms. DuMont:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project uses property subject to Section 4(f) of the Department of Transportation Act. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
William Mennell, Acting District Superintendent
San Diego Coast District
California Department of Parks and Recreation
Mr. Nadell Gayou  
Senior Engineer  
California Department of Water Resources  
901 P Street, 2nd Floor  
Sacramento, California 95814  

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project  

Dear Mr. Gayou:  

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in floodplain impacts. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Ms. Linda Adams  
Acting Secretary  
California Environmental Protection Agency  
P.O. Box 2815  
Sacramento, California 95812-2815

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Ms. Adams:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in potential impacts to water quality, air quality, and public health. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to DebraJones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Mr. Cy Oggins  
Division Chief  
Environmental Planning and Management  
California State Lands Commission  
100 Howe Avenue, Suite 100 South  
Sacramento, California 95825

Re: Invitation to Participate in the  
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Oggins:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact public trust lands under your agency’s jurisdiction. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Ms. Debbie Treadway  
California Native American Heritage Commission  
915 Capitol Mall, Room 364  
Sacramento, California 95814

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Ms. Treadway:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact Native American Resources subject to the National Historic Preservation Act of 1966. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]
Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Mr. John Laird  
Secretary  
California Department of Natural Resources  
1416 Ninth Street, Ste. 1311  
Sacramento, California 95814

AUG 29 2011

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Laird:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in biological resource impacts to state resources of concern to your agency. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments:  Scoping Information Packet
               Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc:  Leslie Blanda, SANDAG
Dear Mr. Donaldson:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may impact historic properties subject to the National Historic Preservation Act of 1966. Accordingly, you are being extended this invitation 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 Debra.Jones@dot.gov; please include the title of the official responding. Your agency will be treated as a participating agency unless your written response declining this invitation is transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist, at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers  
Regional Administrator

Enclosures:
1. Scoping Information Packet  
2. Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

Copy: Leslie Blanda, SANDAG
Mr. Paul Clanon
Executive Director
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, California 94102

Dear Mr. Clanon:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project as a rail fixed-guideway project and the project may affect railway crossings and public utilities. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Leo Wong, Rail Safety & Crossing Branch
California Public Utilities Commission
Mr. Malcolm Dougherty  
Acting Director  
Caltrans  
P.O. Box 942873, MS49  
Sacramento, California 94273-0001

Re: Invitation to Participate in the 
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Dougherty:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project would encroach into the limited-access area and right-of-way of Interstate 5, which is under the jurisdiction of your agency, and because Caltrans acts as the agent for the Federal Highways Administration under certain circumstances. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]
Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
    Laurie Berman, Director, District 11
    Caltrans
Jay Norvell, Chief, Division of Environmental Analysis
Caltrans

Terri Pencovic, Transportation Planning Department
Caltrans

Jacob Armstrong, District 11, Transportation Planner
Caltrans
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Mr. Frank Roddy  
Division of Water Quality  
State Water Resources Control Board  
P.O. Box 806  
Sacramento, California 95812-4025

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Roddy:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may result in water quality impacts. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Mike McCann, San Diego Region 9
California Regional Water Quality Control Board
Marye Anne Fox
Chancellor
University of California, San Diego
9500 Gilman Drive, MC 0005
La Jolla, California 92093

Re: Invitation to Participate in the
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Chancellor Fox:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project alignment is within the University of California, San Diego Campus and will require project approval for use of campus property by the Regents of the University of California. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG

Brian Gregory, Assistant Vice Chancellor, Strategic Campus Resources Initiatives University of California, San Diego
AUG 29 2011

Dear Mayor Sanders:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project is within the City of San Diego and may require approvals from the City. Accordingly, you are being extended this invitation 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;
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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG

Susan Madison, Coordinator, Disability Services Program
City of San Diego

Jay Goldstone, Chief Operating Officer
City of San Diego
Mary Wright, Deputy Director, Planning Division
City of San Diego

Kelly Broughton, Director, Development Services
City of San Diego

Stacey LoMedico, Director, Parks & Recreation
City of San Diego

Roger Bailey, Director, Public Utilities
City of San Diego

Darren Greenhalgh, Deputy Director, Engineering and Capital Projects
City of San Diego
Mr. Robert Reider
Supervisor
Planning and Rule Development
County of San Diego Air Pollution Control District
10124 Old Grove Road
San Diego, California 92131

Re: Invitation to Participate in the
Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Mr. Reider:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project may affect air quality. Accordingly, you are being extended this invitation 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Harry Mathis
Board Chairman
Metropolitan Transit System
1255 Imperial Avenue, Ste. 1000
San Diego, California 92101

Dear Chairman Mathis:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project alignment is within the right-of-way owned by MTS and will be operated and maintained by MTS. Accordingly, you are being extended this invitation 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;
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If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3172.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG

Paul Jablonski, Chief Executive Officer
Metropolitan Transit System
Chris Orlando  
Board Chairman  
North County Transit District  
1 Civic Center Drive  
San Marcos, California 92069-2949

Re: Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project

AUG 29 2011

Dear Chairman Orlando:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your agency to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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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 environmental review process. Your agency has been identified preliminarily as one that may have an interest in this project, because the project alignment is within the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) railroad right-of-way that is maintained and operated by the North County Transit District and used by the COASTER. Accordingly, you are being extended this invitation 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;
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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

Leslie T. Rogers
Regional Administrator

Attachments: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Matthew Tucker, Executive Director
North County Transit District
Edwin Romero  
Chairman  
Barona Band of Mission Indians  
1095 Barona Road  
Lakeside, California 92040

Dear Chairman Romero:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Monique La Chappa
Chairwoman
Campana Band of Kumeyaay Indians
36190 Church Road
Campo, California 91906

Dear Chairwoman La Chappa:

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Leslie T. Rogers
Regional Administrator

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cc: Leslie Blanda, SANDAG
Harlan Pinto  
Chairman  
Ewiiaapaayp Band of Kumeyaay Indians  
P.O. Box 2250  
Alpine, California 91903

Dear Chairman Pinto:

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Regional Administrator

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Regional Administrator

Attachment: Scoping Information Packet
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cc: Leslie Blanda, SANDAG
Rebecca M. Osuma  
Chairwoman  
Inaja-Cosmit Band of Indians  
1040 East Valley Parkway  
Escondido, California 92025

Dear Chairwoman Osuma:

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Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Rebecca M. Osuma  
Spokesperson  
Inaja-Cosnit Band of Indians  
2005 South Escondido Boulevard  
Escondido, California 92025

Re: Mid-Coast Corridor Transit Project Supplemental Environmental Impact Statement

Dear Spokesperson Osuma:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Kenneth Meza
Chairman
Jamul Indian Village, A Kumeyaay Nation
P.O. Box 612
Jamul, California 91935

Dear Chairman Meza:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Regional Administrator

Attachment: Scoping Information Packet
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cc: Leslie Blanda, SANDAG
La Vonne Peck  
Tribal Chair  
La Jolla Band of Luiseno Indians  
22000 Highway 76  
Pauma Valley, California 92061

Re: Mid-Coast Corridor Transit Project  
Supplemental Environmental Impact Statement

Dear Tribal Chair Peck:

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cc: Leslie Blanda, SANDAG
Gwendolyn Parada
Chairwoman
La Posta Band of Mission Indians
P.O. Box 1120
Boulevard, California 91905

Dear Chairwoman Parada:

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Attachment: Scoping Information Packet
Preliminary *Mid-Coast Corridor Transit Project Agency Coordination Plan*

cc: Leslie Blanda, SANDAG
Francine Kupsch
Spokeswoman
Los Coyotes Band of Mission Indians
P.O. Box 189
Warner Springs, California 92086

Dear Spokeswoman Kupsch:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to the project that is the subject of this letter. As part of the
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Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

c: Leslie Blanda, SANDAG
Leroy Elliott
Chairman
Manzanita Band of the Kumeyaay Nation
P.O. Box 1302
Boulevard, California 91905

Dear Chairman Elliott:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Sincerely,

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Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
             Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Mark Romero  
Chairman  
Mesa Grande Band of Mission Indians  
P.O. Box 270  
Santa Ysabel, California 92070

Dear Chairman Romero:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Leslie T. Rogers  
Regional Administrator

Attachment: Scoping Information Packet  
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Robert Smith  
Chairman  
Pala Band of Mission Indians  
P.O. Box 50  
Pala, California 92059

Dear Chairman Smith:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Sincerely,

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Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Robert Smith
Chairman
Pala Band of Mission Indians
35008 Pala Temecula Road, PMB 50
Pala, California 92059

Dear Chairman Smith:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Sincerely,

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Leslie T. Rogers
Regional Administrator

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Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Chris C. Devers  
Chairman  
Pauma Band of Mission Indians  
P.O. Box 369  
Pauma Valley, California 92061  

Dear Chairman Devers:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Bo Mazzetti  
Chairman  
Rincon Nation of Luiseno Indians  
P.O. Box 68  
Valley Center, California 92082

Dear Chairman Mazzetti:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Allen E. Lawson
Chairman
San Pasqual Band of Mission Indians
P.O. Box 356
Valley Center, California 92082

Dear Chairman Lawson:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

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Re: Mid-Coast Corridor Transit Project
Supplemental Environmental Impact Statement
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Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Johnny Hernandez
Spokesman
Santa Ysabel Band of Diegueno Indians
P.O. Box 130
Santa Ysabel, California 92070

Dear Spokesman Hernandez:

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If you elect to become a participating agency, you must accept this invitation in writing. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Daniel J. Tucker
Chairman
Sycuan Band of the Kumeyaay Nation
5459 Dehesa Road
El Cajon, California 92021

Dear Chairman Tucker:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 Federally recognized tribe that may have an interest in the project, and invite such tribes to become participating agencies in the environmental review process. Your tribe has been identified preliminarily as one that may have an interest in this project. Accordingly, you are being extended this invitation 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 may be asked to:

- Provide input on the impact assessment methodologies and level of detail in your 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 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Bobby L. Barrett
Chairman
Viejas Band of Kumeyaay Indians
P.O. Box 908
Alpine, California 91903-0908

Dear Chairman Barrett:

The Federal Transit Administration (FTA), in cooperation with the San Diego Association of Governments (SANDAG), is initiating the preparation of a Supplemental Environmental Impact Statement for the proposed Mid-Coast Corridor Transit Project in San Diego, California. FTA is inviting your tribe to become actively involved as a participating agency in the environmental review process for the project.

The proposed project would extend the San Diego Trolley light rail transit (LRT) system from the Old Town Transit Center (OTTC) north to University City, serving major activity centers such as the University of California, San Diego (UCSD) and the University Towne Centre (UTC). The project also would provide more frequent Trolley service on the existing LRT tracks between the Santa Fe Depot and OTTC. The Mid-Coast Corridor Transit Project would be 11 miles in length and include eight new stations, with a potential additional station at the Veterans Administration Medical Center. The alignment would use the existing Metropolitan Transit System (MTS)/San Diego Northern Railway (SDNR) right-of-way from just north of the OTTC, crossing the San Diego River on a new structure and following the railroad right-of-way to Gilman Drive. The alignment would then leave the railroad right-of-way, cross over to the west side of I-5, continue north to serve the UCSD campus and medical centers on the east side of I-5, and terminate at the UTC Transit Center. The purpose of the project, as currently defined, is to improve public transit services between University City, UCSD, Old Town, Downtown San Diego and South Bay; and by connecting corridor residents with other Trolley lines, the project would enhance transit access to regional activity centers including employment centers in Mission Valley. The enclosed scoping information packet provides more details. A preliminary coordination plan also is enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as 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 Federally recognized tribe that may have an interest in the project, and invite such tribes to become participating agencies in the environmental review process. Your tribe has been identified preliminarily as one that may have an interest in this project. Accordingly, you are being extended this invitation 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 may be asked to:

- Provide input on the impact assessment methodologies and level of detail in your 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 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. The acceptance may be transmitted electronically to Debra.Jones@dot.gov; please include the title of the official responding. Written responses accepting designation as participating agencies should be transmitted to this office not later than September 23, 2011.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Debra Jones, Environmental Protection Specialist at (415) 744-3112.

Sincerely,

[Signature]

Leslie T. Rogers
Regional Administrator

Attachment: Scoping Information Packet
Preliminary Mid-Coast Corridor Transit Project Agency Coordination Plan

cc: Leslie Blanda, SANDAG
Appendix E
Agency Responses to NEPA Letters of Invitation
September 6, 2011

Leslie T. Rogers
Regional Administrator
Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

REF: Mid-Coast Corridor Transit Project
San Diego, San Diego County, California

Dear Mr. Rogers:

On September 1, 2011, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by you or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the National Historic Preservation Act, the ACHP encourages your agency to initiate the Section 106 process by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, “Protection of Historic Properties” (36 CFR Part 800). Through early consultation your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a Programmatic Agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing Programmatic Agreement, you should follow the process set forth in the applicable Programmatic Agreement.

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Louise D. Brodnitz at (202) 606-8527 or by e-mail at lbrodnitz@achp.gov.

Sincerely,

Charlene Dwir Vaughn
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov
Dear Ms. Jones;

Thank you for the information that you have shared with me. The Federal Highway Administration is pleased to become a participating agency for the above-identified project. Our primary concern would be any impacts to the highway system.

Regarding the Coordination plan, we have two comments. On page 3-2 at 3.3, first bullet: Since FTA was not a signatory to the MOA that assigned most NEPA responsibilities to Caltrans, Caltrans cannot represent FHWA as our “agent.” In Table 3-1 at the second entry: remove the indication that FHWA would be a cooperating agency.

If you have any questions you can contact me at (916) 498-5040 or larry.vinzant@dot.gov or Manuel Sanchez at (619) 699-7336 or manuel.sanchez@dot.gov.
Hello Debra –

We will not be participating in the project. We appreciate the invitation.

---

Hi Cindy-

I think there may be some confusion on this item. As this item is a direct reply, we requested that TSNM Mass Transit respond directly to Debra Jones by COB 9/23, and asked that you provide a copy of your response to us. Because we are not the subject matter experts in this area we are not the appropriate party to respond to Ms. Jones.

If you have not already responded to Debra.Jones@dot.gov to inform her that you are declining the invitation, please do so **NLT Noon Tomorrow 9/27** and copy us on your response.

Thank you,

v/r

Colin Phillips

---

Hello Colin –

Sorry for the delay! Mass Transit will not be participating.
Good Morning Mass Transit-

This is a friendly reminder to please provide us a copy of your response to this item by **COB Today 9/26**, so we can close it out with the Front Office.

Thank you,

v/r

Colin Phillips
Writer-Editor | TSNM Communications
Department of Homeland Security
Transportation Security Administration
W: 571-227-2361 | BB: 202-365-5759 | E10-311N

Good Morning Mass Transit-

Please see the attached invitation to participate in the environmental review process for Mid-Coast Corridor Transit Project. The deadline to accept this invitation as a participating agency is this Friday **September 23**. Please send a response to **Debra.Jones@dot.gov** by COB Friday 9/23 to accept or decline the invitation.

Also, please provide BMO Communications with a copy of the response for our records, so that we may close the item with Exec Sec.

Thank you,

v/r

Colin Phillips
Writer-Editor | TSNM Communications
Department of Homeland Security
Transportation Security Administration
W: 571-227-2361 | BB: 202-365-5759 | E10-311N
Ms. Debra Jones  
Federal Transit Administration  
201 Mission Street, Suite 1650  
San Francisco, California 94105-1839

Dear Ms. Jones:

We are writing in response to the Federal Transit Administration (FTA) letter dated August 26, 2011 inviting the U.S. Environmental Protection Agency (EPA) to become a Participating Agency for the Mid-Coast Corridor Transit Project, San Diego County, California. The FTA will prepare a Supplemental Environmental Impact Statement (EIS) for the project under the National Environmental Policy Act (NEPA).

EPA accepts the invitation to become a "Participating Agency" (as defined in 23 USC 139 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)). As a Participating Agency, EPA will provide comments during the early coordination process under SAFETEA-LU which identifies specific commenting points to aid in the development of the EIS. EPA previously provided scoping comments on June 3, 2010 and will also comment on the Draft and Final Supplemental EISs. We look forward to working with FTA to ensure that the SAFETEA-LU implementation procedures assist both our agencies in meeting our statutory missions. Please note that EPA's involvement as a Participating Agency does not constitute formal or informal approval of any part of this project under any statute administered by EPA, nor does it limit in any way EPA's independent review of the Draft and Final Supplemental EISs pursuant to Section 309 of the Clean Air Act.

We appreciate FTA's interest in working with EPA and look forward to participating in the project's Draft Supplemental EIS development. You may reach me by phone at 415-947-4188 or by email at sturges.susan@epa.gov for further coordination on this project.

Sincerely,

Susan Sturges, Life Scientist  
Environmental Review Office  
Communities and Ecosystems Division

CC via email: Leslie Blanda, SANDAG
September 22, 2011

Ms. Debra Jones
Environmental Protection Specialist
U.S. Department of Transportation
Federal Transit Administration
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

Dear Ms. Jones:

The California Department of Transportation (Caltrans) appreciates the formal request from Federal Transit Administration (FTA) to be a Participating Agency in the Environmental review process of the Environmental Impact Statement/Report (EIS/EIR) for the proposed Mid-Coast Corridor Transit project located near Interstate 5 (I-5). Caltrans accepts the invitation from FTA and has the following comments:

The EIS/EIR will need to be adequate for Caltrans to use as the environmental document (ED) for the State Highway encroachment permit. It will be important to coordinate on issues that need to be addressed as part of the NEPA ED, including Traffic, Noise, and Water Quality, to address Federal Highway Administration (FHWA) requirements.

Any work within Caltrans’ right-of-way (R/W) will require review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans’ R/W prior to construction.

If you have any questions, or would like to schedule a meeting, please contact me at (619) 688-6681.

Sincerely,

BILL FIGGE, Deputy District Director
PLANNING DIVISION

c: Allan Kosup, I-5 & SR-76 Corridor Director
Leslie Blanda, Project Development Program Manager, SANDAG
DEBRA JONES  
Environmental Protection Specialist  
U.S. Department of Transportation  
Federal Transit Administration  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

SUBJECT: Participation in Environmental Review Process for Mid-Coast Corridor Transit Project

Dear Ms. Jones:

Thank you for extending an invitation to UC San Diego to serve as a participating agency in the environmental review process for the proposed Mid-Coast Corridor Transit Project. This project is essential to connecting UC San Diego with neighborhoods, businesses and other educational institutions in the City and County of San Diego. The light rail alignment as proposed will directly serve the majority of our campus population, including those areas that are expected to see campus growth in the future.

We have enjoyed our very close working relationship on this project with the San Diego Association of Governments (SANDAG) and look forward to collaborating with the Federal Transit Administration with respect to the environmental review.

If you have any questions, please do not hesitate to contact Brad Werdick, Director of Physical and Community Planning at (bwerdick@ucsd.edu or phone (858) 534.7303). Brad is leading the campus effort to coordinate with SANDAG and is among the many stakeholders at UC San Diego who look forward to the day the trolley is operational.

Sincerely,

Gary C. Matthews
Vice Chancellor

cc: Chancellor Marye Anne Fox  
L. Blanda, SANDAG  
G. Gastelum, SANDAG  
B. Gregory, UC San Diego  
B. Werdick, UC San Diego
Debra,

The City of San Diego has received the Invitation to Participate in the Environmental Review Process for Mid-Coast Corridor Transit Project and would like to become a participating agency.

Thank You,

Brian

Brian Schoenfisch
Senior Planner
City of San Diego
(619) 533-6457
bschoenfisch@sandiego.gov
September 23, 2011

Leslie T. Rogers
Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
201 Mission Street
Suite 1650
San Francisco, CA 94105-1839

Re: Invitation to Participate in the Environmental Review Process for the Mid-Coast Corridor Transit Project.

Dear Leslie:

The Development Services Department (DSD) of the City of San Diego formally accepts the Federal Transit Administration’s invitation to participate in the environmental review process for the Mid-Coast Corridor Transit project. The DSD contact for environmental review is Cecilia Gallardo, Assistant Deputy Director. Ms. Gallardo may be contacted at:

Development Services Department
City of San Diego
1222 First Avenue, MS 501
San Diego, CA 92101
(619)446-5008
CGallardo@SanDiego.Gov

Notification of meetings and distribution of materials related to the environmental review process should be sent to Ms. Gallardo’s attention. If you have any questions or require additional information, do not hesitate to contact her.

Sincerely,

[Signature]
Kelly Broughton
Development Services Director
September 15, 2011

Mr. Leslie T. Rogers
Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
201 Mission Street
San Francisco, CA 94105-1839

Re: Invitation to Participate in the Environmental Review Process for the Mid-Coast Corridor Transit Project

Dear Administrator Rogers:

North County Transit District (NCTD) accepts the invitation to participate in the Environmental Review Process for the Mid-Coast Corridor Transit Project. Bridget Hennessey will participate on behalf of NCTD. Her contact information is:

Bridget Hennessey
Intergovernmental Affairs Officer
North County Transit District
810 Mission Avenue
Oceanside, CA 92054
Phone: (760) 966-6651
Email: bhennessey@nctd.org

Thank you for the opportunity to participate in this process.

Sincerely,

Chris Orlando
Board Chair
Appendix F
Letter Comments
September 2, 2011

Ms. Leslie Blanda
New Starts/Environmental/Planning Project Manager
San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101

Dear Ms. Blanda:

This is in response to your request for comments on the Mid-Coast Corridor Transit Project in the City of San Diego, California.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County (Community Number 060284) and City (Community Number 060295) of San Diego, Maps revised September 29, 2006. Please note that the City of San Diego, San Diego County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any development must not increase base flood elevation levels. The term development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.
All buildings constructed within a coastal high hazard area, (any of the “V” Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA’s Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtml.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community’s floodplain manager for more information on local floodplain management building requirements. The City of San Diego floodplain manager can be reached by calling Jamal Batta, Senior Civil Engineer, at (619) 533-7482. The San Diego County floodplain manager can be reached by calling Cid Tesoro, Flood Control District Manager, at (858) 694-3672.

If you have any questions or concerns, please do not hesitate to call Robert Durrin of the Mitigation staff at (510) 627-7057.

Sincerely,

Gregg Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Jamal Batta, Senior Civil Engineer, City of San Diego
Cid Tesoro, Flood Control District Manager, San Diego County
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources, Southern Region Office
Robert Durrin, Floodplanner, CFM, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

www.fema.gov
September 01, 2011

Ms. Leslie Blanda  
New Starts/Environmental/Planning Project Manager  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, California 92101

Subject Property:  
La Jolla Village Square, 8657 Villa La Jolla Drive, La Jolla, CA 92037

Purpose of Notice:  
Federal Transit Administration (FTA) - Notice of Intent (NOI)  
Response to Mid-Coast Corridor Transit project’s environmental document under the National Environmental Policy Act (NEPA).

Dear Ms. Blanda:

As you are aware, the Federal Transit Administration (FTA) published a new Notice of Intent (NOI) in the Federal Register on July 19, 2011, to supplement the previous scoping period on the Mid-Coast Corridor Transit project’s environmental document under the National Environmental Policy Act (NEPA).

We have been advised that the SANDAG Board of Directors has now selected a Locally Preferred Alternative (LPA) for the Mid-Coast Corridor Transit Project. That LPA provides for a light rail transit (LRT) routing, known as LRT 1, which severely impacts the circulation element and lawful land use of the above referenced property, known as the La Jolla Village Square shopping center.

We respectfully request that you accept this letter as conforming to the ‘written comments’ permitted under the National Environmental Policy Act (NEPA), as they may relate to the environmental document advising the San Diego Association of Governments (SANDAG) regarding the Mid-Coast Corridor Transit project.

La Jolla Village Square - 8657 Villa La Jolla Drive  
SANDAG Mid-Coast Corridor Transit Project
In the alternative, we would ask that this correspondence be presented or made available to the SANDAG Board of Directors as well as the SANDAG Transportation Committee.

**Concerns Regarding Station at Nobel Drive:**

This approved LPA follows the railroad right-of-way north from Old Town Transit Center to Gilman Drive, then crosses to the west side of I-5 to a station at Nobel Drive and continues on to serve the UCSD campus, medical centers on the east side of I-5, and terminate at the Westfield UTC transit center.

Although we do not at this time object to any specific routing or approved LPA, we do reserve the right to object at any time, and we are evaluating the consequences of the proposed “…station at Nobel Drive…” which is referenced in staff’s analysis. This station is proposed to take significant property now used by our client for business operations, parking, circulation and signage.

**Park and Ride:**

The proposed Nobel Drive trolley line station raises the possibility of our client’s shopping center parking lot becoming a ‘park and ride’ for the trolley line passengers. Since the parking lot of the center is already at capacity, this could interfere with the normal, peaceful enjoyment and operation of the business located thereon.

**Parking Garage Solution:**

Some form of parking garage or facility will need to be considered or provided to address the parking demands and problems created by the construction of the Nobel station. This solution will require SANDAG to locate property and provide for the construction of such a facility.

**Maintenance of Nobel Station:**

The introduction into our client’s shopping center of such a significant number of public travelers also imposes the burden of significant maintenance on the private property owner, lessor and lessees. The responsibility for this maintenance should be addressed as a responsibility of the transit operating agency or some other governmental agency.

The property owner should be insulated from the expense and liability of this increased financial burden.

La Jolla Village Square – 8657 Villa La Jolla Drive
SANDAG Mid-Coast Corridor Transit Project
Responsibility for Security and Indemnification:

Increased needs for security will undoubtedly occur upon the introduction of countless trolley passengers and their unsupervised activities. The responsibility for these problems and the costs related thereto must be address as the responsibility of the appropriate government agency.

Property owners and leaseholders must be indemnified from this exposure to liability imposed by public transportation passengers as well as the general operation of the trolley line.

Impact and Interference with Circulation Element:

The Nobel trolley station design appears to not only significantly reduce the available parking but also interfere with the approved circulation element of the shopping center parking and business areas.

The elimination of such important leasehold amenities threatens to impede normal traffic patterns. The actual construction and implementation of the station will certainly detrimentally impact the business function of the site.

Interference with the Exercise of Leaseholders’ Lawful Use and Peaceful Enjoyment of the Property:

The shopping center is governed by a strict set of Conditions, Covenants & Restrictions, along with other constraining terms and conditions of the various leases. These private agreements create abundant rights of way and land uses, which will certainly be abrogated by the construction and use of the proposed Nobel station.

Securing Adequate, Fair and Lawful Compensation:

The ‘taking’ by SANDAG or other government agencies of vast amounts of property and the partial or complete reasonable use thereof, results in compensable damages. These damages must be addressed in considering the Nobel station, along with alternate designs.

While the impact on the property land uses cannot be determined fully at this stage of the planning process, it should be considered as it relates to the cost of the project and the detrimental effect on the property owner.
Summary:

Although these facts and observations are not complete and we are likely to discover other concerns as the SANDAG fact-finding and entitlement process continues, we respectfully request that they be considered by members of the SANDAG Board of Directors and Transportation Committee and staff.

Finally, although these objections and concerns are as complete as possible at this time, we reserve the right to proffer other argument and claims to SANDAG and whatever relevant agencies may assert control over the Mid-Coast Corridor Transit project.

Sincerely,

C. Samuel Blick
Attorney at Law

Cc: Honorable Jerome Stocks, Chairman SANDAG
    Mr. Damon Bradshaw, CB Richard Ellis
    Mr. Mark Hudgins, Heitman

CSB: sh
September 22, 2011

Ms. Debra Jones  
Environmental Protection Specialist  
U.S. Department of Transportation  
Federal Transit Administration  
201 Mission Street, Suite 1650  
San Francisco, CA 94105-1839

Dear Ms. Jones:

The California Department of Transportation (Caltrans) appreciates the formal request from Federal Transit Administration (FTA) to be a Participating Agency in the Environmental review process of the Environmental Impact Statement/Report (EIS/EIR) for the proposed Mid-Coast Corridor Transit project located near Interstate 5 (I-5). Caltrans accepts the invitation from FTA and has the following comments:

The EIS/EIR will need to be adequate for Caltrans to use as the environmental document (ED) for the State Highway encroachment permit. It will be important to coordinate on issues that need to be addressed as part of the NEPA ED, including Traffic, Noise, and Water Quality, to address Federal Highway Administration (FHWA) requirements.

Any work within Caltrans’ right-of-way (R/W) will require review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

If you have any questions, or would like to schedule a meeting, please contact me at (619) 688-6681.

Sincerely,

BILL FIGGE, Deputy District Director  
PLANNING DIVISION

c: Allan Kosup, I-5 & SR-76 Corridor Director  
Leslie Blanda, Project Development Program Manager, SANDAG

"Caltrans improves mobility across California"
Thanks Leslie.

Sincerely,

Elyse Lowe
Executive Director
Move San Diego
(858) 204-6545

Save the date for our next big event! October 27th, we are “Celebrating Green Streets!”

www.movesandiego.org
www.facebook.com/MoveSanDiego
Twitter @MoveSD
August 12, 2011

VIA EMAIL

Leslie Blanda, Project Development Program Manager
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
midcoast@sandag.org

Re: Mid-Coast Corridor Transit Project Statement of Purpose and Need

Dear Ms. Blanda:

We appreciate the opportunity to respond to the Statement of Purpose and Need as it relates to the Mid-Coast Corridor Transit Project. The Mid-Coast Transit Project should assist with meeting greenhouse gas emission reduction targets set forth by Senate Bill 375 by increasing the region’s sustainable transportation options.

We request that information stated on page 1-21 at 1.6.4 pertaining to the frequency of Express Route 150, which connects downtown with UTC, be revised to reflect its actual off-peak, midday frequency. Currently, this line runs hourly between 10:18am and 2:18pm on weekdays and is often very near or at full capacity. In addition, we urge both SANDAG and SDMTS to consider increasing this line’s midday frequency by 30 minutes in order to accommodate those UCSD students/employees, VA patients, and other UTC-bound riders attempting to reach school or work destinations prior to the operation of this blue line extension.

Regarding the planned stations for the Mid-Coast Transit Project, we recommend the inclusion of a VA Medical Center stop as many of this hospital’s patients utilize public transit to receive various essential physical and mental health services.

In order to avoid compromising the line’s overall efficiency, we would also suggest the inclusion of express service lines that connect Old Town with UCSD and UTC at a faster rate. Smaller stops in between Old Town Transit Center, UCSD, and UTC can be occasionally skipped in order to make a more direct connection to the line’s major transit centers. Just as a frequent special service trolley which operates for various San Diego area sporting events encourages residents to choose public transit over automobiles, so can a faster, more efficient express Mid-Coast trolley service increase ridership.

Overall, there is a great need for transit improvements given the fact that between 93 – 97% of current trips are produced by areas outside of the study area. As
San Diego population, employment, and housing increase, more safe, reliable, and efficient transit options will be necessary to effectively move people around the region. However, there is concern regarding how this project will also attract study area residents to use the line to reach their own work and school destinations.

Will Mid-Coast Transit Project stops be fully equipped with adequate local bus/BRT connections in addition to park-and-ride lots for those who prefer more flexible travel options? The addition of a light rail route without proper stop connections will not encourage nearby suburban residents to also reap the benefits of efficient public transit.

The inclusion of Table 1-8: 2030 Travel Times for Representative Trips is greatly appreciated. However, a projection of how transit travel times will improve once the Mid-Coast trolley extension is fully operational is needed. It is crucial for transit travel to be as competitive, if not more, than highway travel in the 21st century. According to Table 1-5 Highway Peak Period/Peak Direction Levels of Service 2008, too many highway segments within the Mid-Coast study area are experiencing level of service grades of E or F during peak travel times. Level of service on these highways, in addition to overall air quality, will inevitably worsen unless this 11-mile extension can attract the ridership that is necessary to significantly improve travel conditions in this area.

We encourage SANDAG to ensure the station planning makes the most of the new realm of urban infill planning, with density and mixed uses, safety and walkability as top priorities in designing this new light rail extension. As this line could attract many riders from the beach area, we recommend that these facilities be equipped with top of the line bike storage that can be expanded if need be. We ask to be kept fully informed on the process as an engaged stakeholder.

Due to the uncertain economy at the local, state and federal level, we ask that the alternatives planning for this project provide a highly effective “Plan B,” in case the federal New Starts funding does not become available. The Mid Coast EIR produced a BRT option that was ultimately faster than the trolley, but designed with transfers that caused time penalties so severe (20 minutes per transfer) that it appeared to be an ineffective transit option. We should be fully prepared to implement an attractive BRT option if the New Starts funds do not become available (as described in the TransNet ordinance).

Thank you for the opportunity to comment.

Sincerely,

Elyse Lowe
Executive Director
Move San Diego
September 6, 2011

Leslie T. Rogers
Regional Administrator
Federal Transit Administration, Region IX
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

REF: Mid-Coast Corridor Transit Project
San Diego, San Diego County, California

Dear Mr. Rogers:

On September 1, 2011, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). At this time, we do not expect to attend meetings or provide formal comments at environmental review milestones. However, we retain the right to become involved in the environmental review for this action in the future if, based on information provided by you or other consulting parties, we determine that our involvement is warranted.

In order to ensure compliance with Section 106 of the National Historic Preservation Act, the ACHP encourages your agency to initiate the Section 106 process by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, “Protection of Historic Properties” (36 CFR Part 800). Through early consultation your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking.

The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties. If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a Programmatic Agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing Programmatic Agreement, you should follow the process set forth in the applicable Programmatic Agreement.

Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Louise D. Brodnitz at (202) 606-8527 or by e-mail at lbrodnitz@achp.gov.

Sincerely,

Charlene Dwain Vaughn
Assistant Director
Office of Federal Agency Programs
Federal Permitting, Licensing, and Assistance Section

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov
Ms. Blanda:
Please see attached letter regarding the scope of the SEIS for the Mid-Coast Corridor Transit Project. You also will receive a hard copy via U.S. mail. Thank you.
August 8, 2011

Leslie Blanda
New Starts/Planning Project
Manager/Environmental
SANDAG
401 B Street., Ste. 800
San Diego, CA 92101

Re: SEIS Scope for Mid-Coast Corridor Transit Project;
Spur Line for Cyrus K Holliday Warehouse

Dear Ms. Blanda:

This firm represents Kennebec Properties, LLC, owner of a warehouse at 969 Buenos Street, San Diego ("Warehouse") that houses the Cyrus K Holliday private railroad car owned by Kennebec Financial Corporation. Kennebec Properties, LLC and Kennebec Financial Corporation are Sefton family companies.

We are writing to request SANDAG confirmation that the proposed Mid-Coast Corridor Transit Project preliminary and final engineering and design will include the track switch and other equipment necessary to maintain the Warehouse existing spur line access to the San Diego Northern Railway.

In addition, we request that the project’s environmental and economic impacts on the existing spur line access to the Warehouse be identified and analyzed as part of the Supplemental Environmental Impact Statement and the state CEQA documentation.
Background

The Cyrus K Holliday railroad car has been housed in various locations adjacent to the local railway line since the 1960s. During that time, its storage location has been moved twice to accommodate track realignments and other improvements for the light rail trolley. Each past move was made after successful negotiations and amicable agreements with the Metropolitan Transit Development Board and the North San Diego County Transit Development Board.

The history of the Cyrus K Holliday “homes” and moves is:

1960s to 1984: Santa Fe Depot.

Moved in 1984 to accommodate downtown trolley track realignment.

1984 to 1993: Wright Street Yard.

The Sefton family developed the Wright Street Yard in conjunction with AT&SF railroad to serve and store AmTrak trains with a siding for the Cyrus K Holliday.

Moved in 1993 when MTDB put tracks through the Wright Street Yard.

1993 to 1997: Temporary storage at Levitz Furniture while the Warehouse was remodeled.

1997 to Present: 969 Buenos Street.

Purchased Buenos Street Warehouse after approvals from AT&SF, NCTD and MTDB and after receiving assurances the Mid-Coast Corridor Transit Project would be designed to accommodate the Warehouse spur line. Constructed switch, spur, track and building improvements.

2001 Mid-Coast Design

As you can see from this history, the Sefton family always has been happy to accommodate the trolley. At the time of the most recent move to the Warehouse, Sefton family representatives were assured the Mid-Coast Corridor Transit Project would not require another relocation. This assurance was confirmed in the June 2001 EIS, which discussed the impact on, and mitigation for, spur lines in the Warehouse vicinity in Sections 2.4.3 and 5.1.1.3. In addition, the 2001 Final EIS included engineering drawings showing the existing, new and
relocated spur lines necessary to provide access to the Warehouse and other businesses in the area. See Pages 2-45 through 2-51, and particularly, Figure 2.4-25 and Figure 2.4-26.

2010 And 2011 Analysis

Because of the past history of cooperation with the railroads and MTDB, our client was surprised to learn that the July 2010 Comparative Evaluation of Alternatives report prepared for SANDAG by Parsons Brinkerhoff did not mention the project impacts on the Warehouse spur line. Our client also is concerned that SANDAG staff was unaware of the issues related to the Warehouse spur line and the Cyrus K. Holliday. We assume this was a good faith oversight because of the transfer of primary project responsibilities from MTDB to SANDAG.

We would like the Warehouse necessary spur line engineering and design carefully considered as part of the overall Mid-Coast Corridor Transit Project, including without limitation, the FTA New Starts Preliminary Engineering, the state CEQA analysis and the federal EIS analysis. Failure to maintain the existing spur line access for the Warehouse could have significant environmental impacts and result in the elimination of jobs causing significant economic impacts.

Design Solution/Operations Analysis

We understand that the Warehouse access solution may be as simple as (1) proper switch design, (2) diamond crossings to lessen temporal separation concerns when occupying the same track, and (3) appropriate signaling. These design and equipment elements should be included in the preliminary and final engineering. In addition, we understand the need for some study of the operations and schedule of the trolley and railway companies to ensure no disruption of service.

We are hopeful this situation can be resolved in the same cooperative manner as in the past. We hope for your careful consideration and thoughtful agreement with our request.

Very truly yours,

David E. Watson
Partner

CC: Todd Gloria
Harry Mathis
Coleen Clementson
Harley Sefton
I have attached a PDF document with NEPA SEIS Comments from the Friends of Rose Creek per the notification published in the Federal Register /Vol. 76, No. 138 /Tuesday, July 19, 2011 /Notices. [FR Doc. 2011–17975 Filed 7–18–11; 8:45 am] ILLING CODE 4910–57–P

Please let me know if you have any problems with this attachment.

Regards,

Karin Zirk
Friends of Rose Creek
Connecting Our Communities
http://www.saverosecreek.org
August 15, 2011

Via Email midcoast@sandag.org

Ms. Leslie Blanda
Mid-Coast Comments, Draft SEIS /SEIR
SANDAG
401 B Street, Suite 800
San Diego, CA 92010

RE: Mid-Coast Trolley Project NEPA Comments

Dear Ms. Blanda:

The Friends of Rose Creek wanted to take this opportunity to provide comments on National Environmental Protection Act (NEPA) scoping for the Mid Coast Project. Over the past 5 years, the Friends of Rose Creek has organized trash clean ups, embarked on projects in conjunction with San Diego Environmental Services, performed habitat restoration and advocated for the creek. We have involved students and scouts in a number of hands on projects.

Our vision is for lower Rose Creek to be an open space park providing recreational and learning opportunities and a clean, healthy, aesthetically pleasing environment for residents, visitors, businesses, and native plants and animals, while serving as an accessible link for bicyclists and pedestrians to move between Rose Canyon Park, Marian Bear Park, Mission Bay Park, and surrounding communities.

We are a member organization of the Rose Creek Watershed Alliance, an alliance of community organizations dedicated to improving the Rose Creek Watershed (RCW). The Alliance has prepared a guidance document that serves as a tool for decision-makers such as SANDAG to minimize the impacts of projects proposed for the watershed. In October 2008, the San Diego City Council accepted the Rose Creek Watershed Assessment (Assessment) as a guidance document for activities in the watershed. In fact, the Assessment contains a series of recommendations that if implemented or considered by project proponents such as SANDAG would enhance the watershed. The recommendations for action are in section 2 of the Assessment. The Assessment can be found on the project website at www.rosecreekwatershed.org.

We ask that SANDAG review in the Draft SEIS each recommendation of the Assessment found in section 2 and specifically address the potential of the Mid Coast Project to implement and/or undermine or controvert each recommendation.

* A member of the Rose Creek Watershed Alliance
* A Friends Group of San Diego Canyonlands, Inc.

Visit us on-line at http://www.saverosecreek.org
The Friends of Rose Creek opposes the proposed LRT 3 through Rose Canyon and any other routes that travels outside of the existing railroad right of way, through Rose Canyon Open Space Park past the I-5/Gilman Drive off ramp, and through any of the parklands of Marian Bear Natural Park.

We respectfully request the Draft SEIS provide details for any contour changes to Rose Creek including, but not limited to plans which would move the alignment of the creek, channelize any portion of the creek, underground any section of the creek or its tributaries and impede existing creek flow in any manner. We request the Draft SEIS also address the cumulative impacts for other projects proposed for the area when consider the potential impacts of the trolley. These include but are not limited to California High Speed Rail, Amtrak/Coaster improvements, and proposed bridges in the area. As a California impaired water body, we request the Draft SEIS identify opportunities for improving water quality in areas along the rail right of way.

All mitigation opportunities for work performed adjacent to Rose Creek south of Highway 52 and north of Santa Fe Street needs to be performed in this stretch of the creek including the impacts of construction and ongoing maintenance of the trolley and we request the Draft SEIS to address this issue. We strong urge SANDAG to find an alignment that results in a zero loss to existing parks.

The Draft SEIS should also address funding for, implementation of and maintenance of items in the Assessment including, but not limited to:

- Safe and legal track railroad track crossings to allow residents of University City, Clairemont and Pacific Beach to move freely within these communities on foot and bicycle.
- Restoration of currently degraded habitat and removal of concrete impediments where feasible to allow a more natural wetland habitat to thrive.
- New trails to support visitor enjoyment of the area

We want to insure that no degradation to the Rose Canyon Bike Path is a result of ANY transportation projects in the area. This is one of the most heavily used bike paths in the county and serves as a major non-motorized transportation corridor. Therefore, we specifically request that the Draft SEIS address aesthetic, visual and noise related impacts to the user experience on the Rose Canyon Bike Path.

Respectfully,

Karin Zirk

Karin Zirk
Executive Director
Friends of Rose Creek
Appendix G
E-Mail Comments
Leslie Blanda, New Starts/Environmental/Planning Project Manager, San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, midcoast@sandag.org
My comments on the proposed rail system are simple. KEEP IT ALONG MAJOR HIGHWAYS. Do not invade open space areas such as Rose Creek in San Diego or anywhere else in the state. The majority of the population in CA live along these major arteries, if you expect people to use it then there is where it needs to be. When changes to those arteries are contemplated they must be made in ways that protect open space areas as well. The recreational and other values of open space areas become more and more rare and important to maintain every day.
Thank-you,
Theresa Acerro
Po Box 8697
Chula Vista, CA 91912
Can you please log as a NEPA Scoping comment? FYI, there may be a few that come in after the comment period ends today. We will still receive those late replies using the same process that we have been using.

Susanne Bankhead  
Communications & Public Affairs Associate MJE Marketing Services  
3111 Camino del Rio North, Ste. 100  
San Diego, CA 92108  
619.682.3841  
susanne@mjemarketing.com

----- Original Message -----  
From: Debbie_Allen@nps.gov [mailto:Debbie_Allen@nps.gov]  
Sent: Monday, August 15, 2011 2:24 PM  
To: Mid Coast  
Cc: Alan_Schmierer@nps.gov; waso_eqd_extrev@nps.gov  
Subject: Fw: ER-11/0609:Mid-Coast Corridor Transit Improvements

PWR has no comment regarding subject document.

Debbie Allen  
National Park Service  
Partnerships Programs, PWR  
1111 Jackson Street #700  
Oakland, CA 94607  
510/817-1446  
510/817-1505 Fax

"Don't dwell on what went wrong. Instead, focus on what to do next. Spend your energies on moving forward toward finding the answer." -- Denis Waitley

----- Forwarded by Debbie Allen/OAKLAND/NPS on 08/15/2011 02:21 PM -----
Transit Improvements

NPS External Affairs Program: ER2000 Program Email Instruction Sheet
United States Department of the Interior
National Park Service Environmental Quality Division
7333 W. Jefferson Avenue
Lakewood, CO 80235-2017

EIS/Related Document Review: Detail View
http://er2000/detail.cfm?ernum=15931

Document Information
Record #15931

ER Document Number
ER-11/0609

Document Title
Mid-Coast Corridor Transit Improvements

Location

State
County
California
San Diego County

Document Type
Notice of Intent

Doc. Classification
Transportation Project

Applicant
Federal Transit Administration
Web Review Address


http://www.sandag.org/midcoast


Document Uploads

Documents Uploaded

<table>
<thead>
<tr>
<th>File Name</th>
<th>Description</th>
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<tbody>
<tr>
<td>ER11-0609 [NOI SEIS DOT FTA Mid-Coast Transit Project, San Diego, CA].pdf</td>
<td>OEPC Memo</td>
</tr>
<tr>
<td></td>
<td>52145</td>
</tr>
</tbody>
</table>

Document Reviewers

WASO LeadReviewer

WASO Reviewers

Daniel Odess(2255), Nancy Brian(2340), Kerry Moss(2360), Pat Gillespie(2225), David Vana-Miller(2380), Bill Commins(2200), Lee Dickinson(2460), Paul Wharry(2033), Marchelle Dickey(2310), Roxanne Runkel(2310), Ellen Singleton(2310), Wayne Strum(2225), Thomas Flanagan(2310)

Regional Lead Reviewer

Alan Schmierer (PWR-O)

Regional Reviewers
Alan Schmierer(PWR-O), Martha Crusius(PWR-O), Debbie Allen(PWR-O), Mark Rudo(PWR-O), Elaine_Jackson-Retondo(PWR-O)

OEPC Contact

Lisa Chetnik Treichel

Action

Lead Bureau
Office of Environmental Policy and Compliance
Response Type
Directly
Instructions
Comments sent directly to Applicant. NPS Lead consolidates comments, prepares and sends comment/no comment letter directly to Applicant with copy to EQD (WASO-2310), OEPC, and (if applicable) appropriate REO. See DI Remarks Section below for specifics.

Topic Context

The Mid-Coast Corridor Transit Project will extend light rail transit (LRT) service from the Old Town Transit Center to the University City community serving major activity centers such as the University of California, San Diego (UCSD), University Towne Centre (UTC), Old Town, and Downtown San Diego.

DI Remarks

Reviewers: Please email comments, if any, to NPS Lead Alan Schmierer, PWRO, by August 9, 2011.

NPS Lead: Alan, please consolidate NPS comments in letter format (or no comment) email and send directly to individual listed below with copy to waso_eqd_extrev@nps.gov by August 12, 2011.

Written comments on the scope of the SEIS should be sent to Leslie Blanda, New Starts/Environmental/Planning Project Manager, San
Workflow

Send Comments to Lead Office:  PWR-O
Send to:  Alan Schmierer (PWR-O) by 08/09/11

Lead DOI Bureau:  Office of Environmental Policy and Compliance
DUE TO:  Lead Bureau by 08/12/11
DATE DUE OUT:  08/12/11

OEPC Memo to EQD: 07/19/11
Comments Due To Lead WASO Div:
Comments Due Out to
OEPC/Wash or Applicant: 08/12/11
  Comments Due To Lead Region: 08/09/11
  Comments Due in EQD:
  Comments Due to REO:

Tracking Dates

Rcvd. Region Comments:
Comments Sent to OEPC, REO, or Applicant:
New Instructions:
Recvd. Ext. Letter:
Reg. Cmts. to Bureau:
Cmts. Called In:
  Comments Sent to EQD Chief:
  Comment Letter/Memo Signed:
  Recvd. Extension:
  Sent Add. Info:
  Reg. Cmts. Listed:
  Rcvd. Bureau Cmts:
Tracking Notes
No documentation received as of this date 7/20/2011.

Reviewer Notes

Documentation

Document Last Modified: 07/20/2011
Complete: False
Date Created: 07/20/2011
Date Last Email Sent:
I think sandag and company are going to waste an great opportunity to bring public transit to an industrial and office zone with very minimal cost. I am referring to the previously planned and now eliminated Morena and Jutland station. This location is ideal for a trolley stop because of the many people employed there [over 300 at Costco alone] and the high density housing [Conyon Rim Condos]. Also, to go to the north or vice-versa when the I-5 is grid-locked or under construction is very difficult due to the yet to be built Regents Rd bridge across Rose Canyon. I sincerely hope you will build this station. It is an asset people will be using for hundreds of years for a very modest cost. Sincerely, Ken Danek
Ms. Blanda,

In your plans for the Nobel Drive LRT station, please include a pedestrian bridge across the I-5 from La Jolla Colony Park (southeast of the I-5/Nobel Dr intersection) to the Nobel Drive LRT station.

This will save 1/2 to 3/4 mile of walking for residents of La Jolla Colony Park. Point A is where the bridge might go, and point B is where the LRT station might go: [http://maps.google.com/maps?saddr=32.864356,-117.229395&daddr=32.867965,-117.230597&hl=en&sspn=0.000314,0.000458&geocode=FWR49QEdrTgD-Q%3BFX2GQEd-zMD-Q&mra=ls&dirflg=w&z=17](http://maps.google.com/maps?saddr=32.864356,-117.229395&daddr=32.867965,-117.230597&hl=en&sspn=0.000314,0.000458&geocode=FWR49QEdrTgD-Q%3BFX2GQEd-zMD-Q&mra=ls&dirflg=w&z=17)

Besides transit users, there are many other residents and businesses in the area who would benefit from the bridge, so finding a source of funding should be possible.

Thanks,

Derek Hofmann
derek.hofmann@gmail.com
Dear Midcoast transit planners,

As a long-time north Clairemont resident, I'd really like to see a trolley stop that serves North Clairemont. A very large segment of the Clairemont population is left out with transit stops that only serve South Clairemont. Long ago, such a transit center was on the books, planned for the community. I'd like to see that reinstated.

The stop would access North Clairemont along Morena Blvd at Jutland, north of Costco. While a trolley stop right there would not be practical due to the fact that the tracks are on the other side of Rose Creek, a footbridge over the creek, connecting Morena at Jutland, and a trolley station on Santa Fe Street, would make a lot of sense. Not only could North Clairemont access the trolley north to UCSD and S. to downtown San Diego, bikes could also access the bike path north to UCSD. Traffic would be so greatly reduced by a simple solution such as this -- one added stop, and a foot bridge.

I hope you and your staff will take public comments like this into consideration in planning this important new trolley route.

Thank you!

Sincerely,
Cindy Jenson-Elliott
2615 Luna Ave.
San Diego, CA 92117
In the meantime before the Trolley route gets built and operating, perhaps running an express bus that serves the proposed stops (or near them) with the other transit improvements in place -- I live in PB, and the only way to go North is an hour through La Jolla, or transferring between an infrequent 27 and the 41 without the benefit of transfer coordination. In lieu of all that, I thought of a Route 130 that could be an all-day frequent service that runs like the 150 but with stops in PB along East Mission Bay Drive, while still also running the 150 for those travelling through.
Hi –

I came across your website (http://www.sandag.org/index.asp?publicnoticeid=206&fuseaction=notices.detail) and noted a minor glitch which you may want to address. In the first paragraph, the reference should read “National Environmental Policy Act.”

Best regards and have a great day!

Ken Maxey

Colorado Writing Services
Business Plan Development, Document/Website Copywriting, Content Editing and Proofreading Services
http://www.coloradowritingservices.com/
303-915-3969
ken@coloradowritingservices.com
Leslie,

Thank you for the opportunity to review and comment on the scope of the Supplemental Environmental Impact Statements (SEIS) for the Mid-Coast Transit Project, prepared by the Federal Transit Administration and SANDAG. The California Department of Transportation, Division of Mass Transportation, provides the following comments.

Please consider utilizing Transit-Oriented Development land use options around the eight proposed new Light Rail Stations where feasible if you have not done so already. Utilizing mixed-use and high-density development around these stations can lead to increased ridership counts, assist in reducing greenhouse gas emissions, and reduce use of the single occupancy vehicle.

Please continue interagency efforts to coordinate with local city, county local governments, and agencies for transit improvements that provide effective alternatives to congested freeways and roadways in the region.

Informational comment: The High-Speed Passenger Train Bond (Prop 1A) includes funding for the San Diego Trolley, Inc. (MTS) for the Blue Line Light Rail Projects.

Phyllis Nahale
Administrative Assistant to Martin Tuttle
(916) 654-6592

(See attached file: 07192011 FTA-SANDAG's SEIS for Mid-Coast Corridor Transit Project.pdf)
DEPARTMENT OF TRANSPORTATION
Office of the Secretary
Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (formerly Subpart Q) During the Week Ending June 25, 2011

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 et seq.). The due date for Answers, Conforming Applications, or Motions to Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

Docket Number: DOT-OST-2011-0118
Date Filed: July 7, 2011
Date Due for Answers, Conforming Applications, or Motion to Modify Scope: July 13, 2011.
Description: Application of Corsair S.A., d/b/a/CorsaIrly (“CorsaIrly”) requesting an amended foreign air carrier permit authorizing CorsaIrly to conduct operations to and from the United States to the full extent authorized by the United States-European Union Air Transport Agreement (“U.S.–E.U. Agreement”), including authority to engage in: (i) Scheduled and charter foreign air transportation of persons, property and mail from any point(s) in the United States to the full extent authorized by the United States-European Community via any point(s) in any Member State(s) and via intermediate points to any point(s) in the United States and beyond; (ii) scheduled and charter foreign air transportation of persons, property and mail between any point(s) in the United States and any point(s) in any member of the European Community or other State(s) made available to European Community carriers in the future.

Renee V. Wright,
Program Manager, Docket Operations,
Federal Register Liaison.
[FR Doc. 2011-18123 Filed 7-19-11; 8:45 am]
BILLING CODE 4910–0x–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Final Written Re-Evaluation for Environmental Impact Statement: Sikorsky Memorial Airport, Stratford, CT
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of availability.
SUMMARY: The FAA is issuing this notice to advise the public that a Written Re-Evaluation of a Final Environmental Impact Statement (FEIS) has been completed for Sikorsky Memorial Airport in Stratford, Connecticut.
ADDRESSES: The Written Re-Evaluation document is available for review during normal business hours at the following locations:
Stratford Public Library, 2203 Main St., Stratford, CT, 203–385–4161.
Bridgeport Public Library, Borroughs Bldg., 925 Broad St., Bridgeport, CT, 203–576–7777.
Igor Sikorsky Memorial Airport, Administration Bldg., 1000 Great Meadow Dr., Stratford, CT, 203–576–8162.

FOR FURTHER INFORMATION CONTACT:
SUPPLEMENTARY INFORMATION: In October 1999 the FAA issued a Record of Decision (ROD) approving actions associated with proposed improvements to the Sikorsky Memorial Airport. Stratford, Connecticut. That ROD was based on information and analysis contained in a Final Environmental Impact Statement (FEIS) that the FAA issued in May 1999. No action was taken on the October 1999 ROD.
Recently, the FAA evaluated the suitability of applying the May 1999 FEIS to a substantially similar project at Sikorsky Memorial Airport involving Runway Safety Areas and other airfield improvements. This Written Re-Evaluation documents the FAA’s assessment of the suitability of using the information and analysis in the May 1999 FEIS for the current project.
A Record of Decision is anticipated, no sooner than 30 days from this notice.

Issued in Burlington, Massachusetts, on July 1, 2011.
Michel Ilevan,
Acting Manager, Airports Division.
[FR Doc. 2011–18106 Filed 7–19–11; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Transit Administration
Supplemental Environmental Impact Statement for Transit Improvements in the Mid-Coast Corridor of San Diego County, CA
AGENCY: Federal Transit Administration (FTA), DOT.
ACTION: Notice of Intent to Prepare a Supplemental Environmental Impact Statement.
SUMMARY: The FTA and the San Diego Association of Governments (SANDAG) intend to prepare a Supplemental Environmental Impact Statement (SEIS) for transit improvements for the Mid-Coast Corridor Transit Project in San Diego, California. The SEIS will be prepared in accordance with regulations implementing the National Environmental Policy Act (NEPA), and all applicable environmental laws, regulations, and executive orders. The purpose of this Notice of Intent is to alert interested parties regarding the plan to prepare the SEIS, and to provide information on the nature of the proposed transit project, to invite
participation in the SEIS process, including comments on the scope of the SEIS proposed in this notice.

DATES: Comment Due Date: Written comments on the scope of the SEIS should be sent to Leslie Blanda, SANDAG New Starts/Environmental/Planning Project Manager, by August 15, 2011.

ADDRESSES: Written comments on the scope of the SEIS should be sent to Leslie Blanda, New Starts/Environmental/Planning Project Manager, San Diego Association of Governments, 401 B Street, Suite 600, San Diego, CA 92101, or e-mailed to her at micoast@sandag.org. No additional scoping meetings are proposed.

FOR FURTHER INFORMATION CONTACT: Hymie Luden, Transportation Program Specialist, or Debra Jones, Environmental Protection Specialist, Federal Transit Administration, Region IX, 201 Mission Street, Room 160, San Francisco, CA 94105; telephone: (415) 744-3185; fax: (415) 744-2276; e-mail: hymie.luden@@dot.gov or debra.jones@dot.gov.

SUPPLEMENTARY INFORMATION:

I. Scoping

The FTA, in cooperation with SANDAG, will examine improved transit service in the Mid-Coast Corridor. Located entirely within the City of San Diego (City), the Mid-Coast Corridor centers on Interstate 5 (I-5) and extends from Downtown San Diego on the north to University City on the south; it is bound by the Pacific Ocean on the west and I-805 and State Route 163 (SR 163) on the east. SANDAG and FTA invite interested individuals, organizations, Native American Tribes and Federal, state, and local agencies to participate in defining the purpose and need for, and refining the scope of the Mid-Coast Corridor Transit Project SEIS.

SANDAG is the lead agency for compliance with the California Environmental Quality Act (CEQA) and a Subsequent Environmental Impact Report (SEIR) is being prepared jointly with the SEIS. During May 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the project alternatives to be carried forward. All comments received during the CEQA scoping process will be considered during the preparation of the SEIS and do not need to be resubmitted. A copy of the scoping summary report is available on the SANDAG Web site at: http://www.sandag.org/micoast. Additional comments should focus on identifying any significant social, economic, or environmental issues related to the proposed alternatives that have not previously been identified.

II. Description of Study Area and Project Need

The study area is located entirely within the City of San Diego (City), centering on Interstate 5 (I-5) extending from Downtown San Diego on the south to University City on the north, bounded by the Pacific Ocean on the west and I-805 and State Route 163 (SR 163) on the east.

 Dense population and employment centers currently anchor both the northern and southern ends of the Mid-Coast Corridor, with existing, planned, or potential smart growth centers in between. The SANDAG Regional Comprehensive Plan (July 2004) and the SANDAG Regional Transportation Plan (RTP) relies on the regional growth forecast that estimates population, housing, land use, and economic growth. Increased density is forecast in Downtown San Diego and in the University of California, San Diego (UCSD) and University Towne Centre (UTC) areas. Increased population and employment will lead to increased travel demand in the corridor.

The existing transit system in the Mid-Coast Corridor does not offer the level of service needed to meet the region’s goals for mobility, accessibility, reliability, and efficiency. The COASTER commuter rail service passes through the corridor, but its stations are widely spaced and it does not have a station in close proximity to UCSD or UTC. The existing San Diego Trolley Blue Line currently terminates at the Old Town Transit Center (OTT). While transit mobility and accessibility are provided by express and local buses, the speed and reliability of bus service are hindered by roadway congestion. With congestion projected to increase in the future, the level of service, reliability, and efficiency of the transit system will all decrease. To meet regional goals, the study area needs a transit system that focuses on key destinations and has the frequency, speed, and reliability to attract new riders.

The purpose of the Mid-Coast Corridor Transit Project is to improve public transit services between University City and Old Town and Downtown San Diego and connect corridor residents with other Trolley lines serving Mission Valley, South County communities to the U.S.-Mexico International Border, and East County communities to Santee, thereby enhancing direct public access to other regional activity centers. The project will improve travel options to employment, education, medical, and retail centers for corridor residents, commuters, and visitors.

III. Alternatives

The transportation alternatives proposed for consideration in this study area include:

- No-Build Alternative—the No Build Alternative would include all of the highway and transit facility improvements identified in the Revenue Constrained Scenario of the SANDAG 2030 RTP except for the extension of the Trolley System to University City.
- Build Alternative—the Build Alternative includes the extension of the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to UTC, which will provide continuous service on the Trolley Blue Line from San Ysidro Transit Center at the U.S.-Mexico International Border to University City.

The Locally Preferred Alternative (LPA) was approved by the SANDAG Board of Directors on July 23, 2010.

The Mid-Coast Corridor Transit Project has been under study and in various phases of state and Federal environmental review since 1990. The project was originally to be developed in two sections. An EIS for the extension from the OTTC north to University City was completed in 2001, and FTA issued the Record of Decision in August 2001.

In April 2005, SANDAG recombin ed the Balboa Extension with the University City Extension into a single project, extending from the OTTC to University City. The FTA concurred with the SANDAG decision on July 24, 2006.

During 2009 and 2010, SANDAG updated the prior studies and recon sidered a broad range of transit alternatives through a public process. This analysis is documented in the Comparative Evaluation of Alternatives Report (SANDAG, 2010). SANDAG conducted scoping under CEQA. All comments received during the CEQA scoping process will be considered during the preparation of this SEIS/SEIR. Following the conclusion of the CEQA scoping process, the SANDAG Board recommissioned the LPA as an extension of the Trolley system from the OTTC to UTC on July 23, 2010.

The 1995 AA/DEIS/DEIR and the 2010 Comparative Evaluation of Alternatives Report are available for public and agency review on the SANDAG Web site at http://www.sandag.org/micoast. They are also available for inspection at the SANDAG office, or a CD may be requested by calling (619) 595-5620 or by e-mailing micoast@sandag.org.
Advanced Scoping Alternatives—As a result of the Alternatives Analysis and updated alternatives evaluation, the LPA includes:

- New double-track alignment extending from a point just south of the San Diego River and north of the existing OTTC to a terminus at the UTC Transit Center in University City, with three alignment variations along Voigt Drive in University City;
- Eight new LRT stations, located at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, UCSD West, UCSD East, Executive Drive, and the UTC Transit Center, and a possible additional station at the VA Medical Center; and
- Upgrades to existing systems (including traction power, signaling system, and crossovers) to accommodate all-day 7.5-minute Trolley Blue Line service within the existing right-of-way. No new maintenance facilities or expansion of existing maintenance facilities would be required to accommodate the new service.

IV. The SEIS Process and the Role of Participating Agencies and the Public

The purpose of the SEIS process is to explore in a public setting potentially significant effects of implementing the proposed action and alternatives on the physical, human, and natural environment. Areas of investigation include, but are not limited to, land use, residential and business displacements, parklands, economic development, community disruptions, environmental justice, aesthetics, noise, wildlife, vegetation, endangered species, air and water quality, energy, electromagnetic fields, wetlands, waterways, floodplains, hazardous waste and materials, and cultural, historic, and archaeological resources. The Draft SEIS will also consider practicable alternatives to proposed fill of Federal waters in accordance with the Clean Water Act and U.S. Army Corps of Engineers regulations. At the conclusion of scoping, SANDAG and FTA will work together to prepare an annotated outline for the SEIS, based on information obtained during the scoping process.

Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified. Regulations implementing NEPA, as well as provisions of the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), call for public involvement in the EIS process. Section 6002 of SAFETEA-LU requires that FTA and SANDAG do the following: (1) Extend an invitation to other Federal and non-Federal agencies and Indian 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 in helping to define the purpose and need for a proposed project, as well as the range of alternatives for consideration in the impact statement, 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 agency, with the scoping information packet appended, will be extended to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. It is possible that we may not be able to identify all Federal and non-Federal agencies and Indian tribes that may have such an interest. Any Federal or non-Federal agency or Indian tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify the earliest opportunity the Project Manager identified above under ADDRESSES.

A comprehensive public involvement program has been developed and a public and agency involvement Coordination Plan will be created. The program includes a project Web site (http://www.sandag.org/midcoast); establishment of a project working group and organizing periodic meetings with that committee; a public hearing on release of the Draft SEIS; and development and distribution of project newsletters. In 2010, SANDAG conducted scoping under CEQA to solicit public and agency comments on the project alternatives to be carried forward. All comments received during the CEQA scoping process will be considered during the preparation of the SEIS and do not need to be resubmitted.

The purposes of and need for the proposed project have been preliminarily identified in this notice. We invite the public and participating agencies to consider the preliminary statement of purposes and need for the proposed project, as well as the alternatives proposed for consideration. Suggestions for modifications to the statement of purposes of and need for the proposed project and any other alternatives that have not previously been identified and that meet the purposes of and need for the proposed project are welcomed and will be given serious consideration. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives that have not previously been identified are also welcomed.

SANDAG is seeking New Starts Funding for the proposed project under 49 U.S.C. 5309 and will therefore be subject to New Starts regulations (49 CFR Part 611). The New Starts regulation requires the submission of specific information in support of a request to initiate preliminary engineering, and this information is normally developed in conjunction with the NEPA process. Pertinent New Start evaluation criteria will be included in the Final SEIS.

V. FTA Procedures

In accordance with 23 CFR 771.105 (a) and 771.133, FTA will comply with all Federal environmental laws, regulations and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality (CEQ) and FTA implementing NEPA (40 CFR Parts 1500–1508, and 22 CFR Part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) of EPA (40 CFR part 230), the regulation implementing Section 108 of the National Historic Preservation Act (36 CFR Part 600); the regulation implementing Section 7 of the Endangered Species Act (50 CFR Part 402); Section 4(f) of the DDT Act (23 CFR 771.133); and the Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

VI. Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit to the extent possible the distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably at or before scoping), FTA and its grantees will distribute only the executive summary of the environmental document to EPA, complete the environmental document. A complete printed set of the environmental document will be available for review at SANDAG’s offices and elsewhere; an
DEPARTMENT OF THE TREASURY

Departmental Offices; Renewal of the Treasury Borrowing Advisory Committee of the Securities Industry and Financial Markets Association

**ACTION:** Notice of Renewal of Committee’s Charter.

**SUMMARY:** In accordance with the Federal Advisory Committee Act, as amended (Pub. L. 92–483; 5 U.S.C. App. 2), with the concurrence of the General Services Administration, the Secretary of the Treasury has determined that renewal of the Treasury Borrowing Advisory Committee of the Securities Industry and Financial Markets Association (the “Committee”) is necessary and in the public interest in connection with the performance of duties imposed on the Department of the Treasury by law.

**FOR FURTHER INFORMATION CONTACT:** Colin Kim, Director, Office of Debt Management (202) 622–7087.

**SUPPLEMENTARY INFORMATION:** The purpose of the Committee is to provide informed advice as representatives of the financial community to the Secretary of the Treasury and Treasury staff, upon the Secretary of the Treasury’s request, in carrying out Treasury responsibilities for Federal financing and public debt management. The Committee meets to consider special items on which its advice is sought pertaining to immediate Treasury funding requirements and pertaining to longer term approaches to manage the national debt in a cost effective manner. The Committee usually meets immediately before the Treasury announces each mid-calendar quarter funding operation, although special meetings also may be held. Membership consists of up to 20 representative members, appointed by Treasury. The members are senior level officials who are employed by primary dealers, institutional investors, and other major participants in the government securities and financial markets.

The Designated Federal Official for the Advisory Committee is the Director of the Office of Debt Management. The Treasury Department has filed copies of the Committee’s renewal charter with appropriate committees in Congress and also furnished a copy of the renewal charter to the Library of Congress.

**Dated:** July 5, 2011.

Colin Kim,
Director of the Office of Debt Management.

**DEPARTMENT OF THE TREASURY**

Privacy Act of 1974; Amended System of Records

**AGENCY:** Financial Management Service, Treasury.

**ACTION:** Notice of amendment to system of records.

**SUMMARY:** In accordance with the Privacy Act of 1974, as amended, the Financial Management Service gives notice of a proposed amendment to its Privacy Act system of records entitled “Treasury/FMS .006—Direct Deposit Enrollment Records—Treasury/Financial Management Service.”

**DATES:** Comments must be received no later than August 16, 2011. The proposed new system of records will become effective August 29, 2011 unless comments are received that would result in a contrary determination.

**ADDRESSES:** You should send your comments to Peter Genova, Deputy Chief Information Officer, Financial Management Service, 401 14th Street, SW., Washington, DC 20227. Comments received will be available for inspection at the same address between the hours of 9 a.m. and 4 p.m. Monday through Friday. You may send your comments by electronic mail to peter.genova@fms.treas.gov or http://www.regulations.gov. All comments, including attachments and other supporting materials, received are subject to public disclosure. You should submit only information that you wish to make available publicly.

**FOR FURTHER INFORMATION CONTACT:** Peter Genova, Deputy Chief Information Officer, (202) 674–1736.

**SUPPLEMENTARY INFORMATION:** Pursuant to the provisions of the Privacy Act of 1974, as amended, 5 U.S.C. 552a, notice is given that the Financial Management Service (FMS), a bureau of the Department of the Treasury (Treasury), proposes to amend its system of records entitled “Direct Deposit Enrollment Records—Treasury/Financial Management Service” (Treasury/FMS .006). FMS is adding additional categories of records in the system and is amending its routine uses to allow for the processing of waivers related to the requirement that all Federal payments, other than tax payments, be made electronically. On December 22, 2010, FMS published an amendment to its regulation at 31 CFR part 208 (Part 208) (see, 75 FR 80315), which implements 31 U.S.C. 3332 (Section 3332). Section 3332 generally requires that all Federal payments, other than tax payments, be made by electronic funds transfer (EFT), unless waived by the Secretary of the Treasury. Direct deposit is the primary method used to make EFT Federal payments to individuals.

Part 208 requires recipients of Federal payments, other than tax payments, to receive payment by EFT, effective May 1, 2011. The effective date is delayed until March 1, 2013, for individuals receiving Federal payments by check on May 1, 2011; and for individuals who file claims for Federal benefits before May 1, 2011 and request check payments when they file. Individuals who do not choose direct deposit of their payments to an account at a financial institution will be enrolled in the Direct Express® Debit MasterCard® card program, a prepaid card program established pursuant to terms and conditions approved by FMS. Treasury waives the EFT requirement for recipients born prior to May 1, 1921, who are receiving payments by paper check on March 1, 2013; for payments not eligible for deposit to a Direct Express® prepaid card account; and for recipients whose Direct Express® card has been suspended or cancelled. In addition, payment recipients may request a waiver if the EFT requirement creates a hardship due to his or her mental impairment or remote geographic location.

The proposed amendments to this system are necessary to process waivers of the EFT requirement. In some cases, FMS automatically applies the waivers based on information FMS will receive into its system of records from its own existing payment records, direct deposit enrollment records of its fiscal or financial agents and their contractors, or from Federal agencies. For example, FMS will receive information about a check payment recipient’s date of birth from the Social Security Administration.

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| **From:** | ELIZABETH REERS <zabeth92037@yahoo.com> |
| **Sent:** | Thursday, July 21, 2011 9:18 AM |
| **To:** | Mid Coast |
| **Follow Up Flag:** | Follow up |
| **Flag Status:** | Flagged |

Good Morning  
I enjoy reading the updates on the trolley system....

I live on the West side of the "Mormon" temple...South of the Mall, L J Village Mall where Ralphs and Trader Joes are located.and was wondering if you can tell me if the West side at all is getting a SOUND WALL. Thank you for taking the time out for your reply. Elizabeth
Dear Ms. Jones;

Thank you for the information that you have shared with me. The Federal Highway Administration is pleased to become a participating agency for the above-identified project. Our primary concern would be any impacts to the highway system.

Regarding the Coordination plan, we have two comments. On page 3-2 at 3.3, first bullet: Since FTA was not a signatory to the MOA that assigned most NEPA responsibilities to Caltrans, Caltrans cannot represent FHWA as our “agent.” In Table 3-1 at the second entry: remove the indication that FHWA would be a cooperating agency.

If you have any questions you can contact me at (916) 498-5040 or larry.vinzant@dot.gov or Manuel Sanchez at (619) 699-7336 or manuel.sanchez@dot.gov.
Appendix H
Comment Database
## APPENDIX H COMMENT DATABASE

<table>
<thead>
<tr>
<th>#</th>
<th>Name of Commenter</th>
<th>Source of Comment</th>
<th>Comment</th>
<th>Summary of Comment</th>
<th>Topic</th>
<th>Affiliation</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Allen, Debbie</td>
<td>E-mail</td>
<td>PWR has no comment regarding subject document.</td>
<td>Stated that the NPS Pacific West Region has no comment regarding the project.</td>
<td>General Comment</td>
<td>U.S. National Park Service (NPS)</td>
</tr>
<tr>
<td>2</td>
<td>Blackburn, Gregor</td>
<td>Letter</td>
<td>Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County (Community Number 060284) and City (Community Number 060295) of San Diego, Maps revised September 29, 2006.</td>
<td>Requested a review of City of San Diego and County of San Diego FIRMs.</td>
<td>Environmental Impacts, Evaluation Criteria</td>
<td>Federal Emergency Management Agency (FEMA)</td>
</tr>
<tr>
<td>3</td>
<td>Blackburn, Gregor</td>
<td>Letter</td>
<td>Please note that the City of San Diego, San Diego County, California is a participant in the National Flood Insurance Program (NFIP).</td>
<td>Noted that the City of San Diego, San Diego County, California is a participant in the NFIP.</td>
<td>General Comment</td>
<td>Federal Emergency Management Agency (FEMA)</td>
</tr>
<tr>
<td>4</td>
<td>Blackburn, Gregor</td>
<td>Letter</td>
<td>The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. A summary of these requirements is provided.</td>
<td>Provided a summary of federal NFIP floodplain management building requirements.</td>
<td>Environmental Impacts, Evaluation Criteria</td>
<td>Federal Emergency Management Agency (FEMA)</td>
</tr>
<tr>
<td>#</td>
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<td>5</td>
<td>Blackburn, Gregor</td>
<td>Letter</td>
<td>Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community’s floodplain manager for more information on local floodplain management building requirements. The City of San Diego floodplain manager can be reached by calling Jamal Batta, Senior Civil Engineer, at (619) 533-7482. The San Diego County floodplain manager can be reached by calling Cid Tesoro, Flood Control District Manager, at (858) 627-7057.</td>
<td>Noted that NFIP participating communities may have adopted more restrictive requirements. Provided contact information for the city and county floodplain managers.</td>
<td>Environmental Impacts, Evaluation Criteria, General Information</td>
<td>Federal Emergency Management Agency (FEMA)</td>
</tr>
<tr>
<td>6</td>
<td>Vaughn, Charlene Dwin</td>
<td>Letter</td>
<td>In order to ensure compliance with Section 106 of the National Historic Preservation Act, the ACHP encourages your agency to initiate the Section 106 process by notifying, at your earliest convenience, the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Indian tribes, and other consulting parties pursuant to our regulations, “Protection of Historic Properties” (36 CFR Part 800). Through early consultation your agency will be able to determine the appropriate strategy to ensure Section 106 compliance for this undertaking.</td>
<td>To ensure compliance with Section 106 of the National Historic Preservation Act, encouraged early consultation with the appropriate State Historic Preservation Officer (SHPO) and/or Tribal Historic Preservation Officer (THPO), Native American tribes, and other consulting parties, pursuant to Protection of Historic Properties regulations (39 Code of Federal Regulations Part 800).</td>
<td>Environmental Impacts, Evaluation Criteria</td>
<td>Advisory Council on Historic Preservation (ACHP)</td>
</tr>
<tr>
<td>7</td>
<td>Vaughn, Charlene Dwin</td>
<td>Letter</td>
<td>The agency should continue consultation with the appropriate SHPO/THPO, Indian tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties.</td>
<td>Encouraged continued consultation with the appropriate SHPO/THPO, Native American tribes, and other consulting parties to identify and evaluate historic properties and to assess any potential adverse effects on those historic properties.</td>
<td>Environmental Impacts, Evaluation Criteria</td>
<td>Advisory Council on Historic Preservation (ACHP)</td>
</tr>
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<td>8</td>
<td>Vaughn, Charlene Dwin</td>
<td>Letter</td>
<td>If your agency determines through consultation with the consulting parties that the undertaking will adversely affect historic properties, or that the development of a Programmatic Agreement is necessary, the agency must notify the ACHP and provide the documentation detailed at 36 CFR § 800.11(e). In the event that this undertaking is covered under the terms of an existing Programmatic Agreement, you should follow the process set forth in the applicable Programmatic Agreement.</td>
<td>If, through consultation, it is determined that the project will adversely affect historic properties, or that the development of a Programmatic Agreement is needed, the ACHP must be notified and provided with the documentation detailed in 36 CFR § 800.11(e). If, however, the project is covered under the terms of an existing Programmatic Agreement, the process set forth in the applicable agreement should be followed.</td>
<td>Environmental Impacts, Evaluation Criteria, General Comment</td>
<td>Advisory Council on Historic Preservation (ACHP)</td>
</tr>
<tr>
<td>9</td>
<td>Vinzant, Larry</td>
<td>E-mail</td>
<td>Our primary concern would be any impacts to the highway system.</td>
<td>Stated they are primarily concerned with impacts to the highway system.</td>
<td>Transportation Impacts</td>
<td>Federal Highway Administration (FHWA)</td>
</tr>
<tr>
<td>10</td>
<td>Vinzant, Larry</td>
<td>E-mail</td>
<td>Regarding the coordination plan, on page 3-2 at 3.3, first bullet: since FTA was not a signatory to the MOA that assigned most NEPA responsibilities to Caltrans, Caltrans cannot represent FHWA as our “agent.”</td>
<td>Noted corrections to the coordination plan.</td>
<td>General Comment</td>
<td>Federal Highway Administration (FHWA)</td>
</tr>
<tr>
<td>11</td>
<td>Vinzant, Larry</td>
<td>E-mail</td>
<td>Regarding the coordination plan, in Table 3-1 at the second entry: remove the indication that FHWA would be a cooperating agency.</td>
<td>Noted corrections to the coordination plan.</td>
<td>General Comment</td>
<td>Federal Highway Administration (FHWA)</td>
</tr>
<tr>
<td>12</td>
<td>Figge, Bill</td>
<td>Letter</td>
<td>The EIS/EIR will need to be adequate for Caltrans to use as the environmental document (ED) for the State Highway encroachment permit. It will be important to coordinate on issues that need to be addressed as part of the NEPA ED, including Traffic, Noise, and Water Quality, to address Federal Highway Administration (FHWA) requirements.</td>
<td>Stated that the SEIS/SEIR will need to be adequate for Caltrans to use as an environmental document (ED) for the State Highway encroachment permit. Noted that will be important to coordinate on issues that need to be addressed as part of the NEPA ED, including traffic, noise, and water quality, to address FHWA requirements.</td>
<td>Environmental Impacts, Evaluation Criteria, General Comment, Transportation Impacts</td>
<td>California Department of Transportation (Caltrans)</td>
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<tr>
<td>#</td>
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<tr>
<td>13</td>
<td>Figge, Bill</td>
<td>Letter</td>
<td>Any work within Caltrans’ right-of-way (R/W) will require review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans’ R/W prior to construction.</td>
<td>Noted that any work within Caltrans’ right-of-way will require review and approval by Caltrans, and that an encroachment permit will be required for any work within Caltrans’ R/W prior to construction.</td>
<td>Environmental Impacts, Evaluation Criteria, General Comment</td>
<td>California Department of Transportation (Caltrans)</td>
</tr>
<tr>
<td>14</td>
<td>Nahale, Phyllis</td>
<td>E-mail</td>
<td>Please consider utilizing Transit-Oriented Development land use options around the eight proposed new Light Rail Stations where feasible if you have not done so already. Utilizing mixed-use and high-density development around these stations can lead to increased ridership counts, assist in reducing greenhouse gas emissions, and reduce use of the single occupancy vehicle.</td>
<td>Requested that the project consider utilizing transit-oriented development around the stations.</td>
<td>Environmental Impacts, Stations, Transportation Impacts</td>
<td>California Department of Transportation (Caltrans)</td>
</tr>
<tr>
<td>15</td>
<td>Nahale, Phyllis</td>
<td>E-mail</td>
<td>Please continue interagency efforts to coordinate with local city, county local governments, and agencies for transit improvements that provide effective alternatives to congested freeways and roadways in the region.</td>
<td>Requested that SANDAG continue interagency coordination efforts.</td>
<td>General Comment</td>
<td>California Department of Transportation (Caltrans)</td>
</tr>
<tr>
<td>16</td>
<td>Nahale, Phyllis</td>
<td>E-mail</td>
<td>Informational comment: The High-Speed Passenger Train Bond (Prop 1A) includes funding for the San Diego Trolley, Inc. (MTS) for the Blue Line Light Rail Projects.</td>
<td>Stated that the High-Speed Passenger Train Bond (Prop 1A) includes funding for the San Diego Trolley for Trolley Blue Line projects.</td>
<td>General Comment</td>
<td>California Department of Transportation (Caltrans)</td>
</tr>
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**INTERESTED ORGANIZATIONS**

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<th>#</th>
<th>Name of Commenter</th>
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<tr>
<td>17</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>The Mid-Coast Transit Project should assist with meeting gas emission reduction targets set forth by Senate Bill 375 by increasing the region's sustainable transportation options.</td>
<td>Stated that the project should assist with meeting greenhouse gas emission reductions by increasing the region's sustainable transportation options.</td>
<td>Environmental Impacts, Transit Technologies/Modes</td>
<td>MOVE San Diego</td>
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<td>Name of Commenter</td>
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<td>18</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>We request that information stated on page 1-21 at 1.6.4 pertaining to the frequency of Express Route 150, which connects downtown with UTC, be revised to reflect its actual off-peak, midday frequency. In addition, we urge both SANDAG and SDMTS to consider increasing this line's midday frequency to 30 minutes in order to accommodate those UCSD students/employees, VA patients and other UTC-bound riders attempting to reach school or work destinations prior to the operation of this blue line extension.</td>
<td>Requested the frequency of Route 150 presented in the scoping packet be updated to reflect the off-peak, mid-day frequency. Also requested that SANDAG and MTS increase mid-day frequency to 30-minute headways on Route 150.</td>
<td>General Comment</td>
<td>MOVE San Diego</td>
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<td>19</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>Regarding the planned stations for the Mid-Coast Transit Project, we recommend the inclusion of a VA Medical stop as many of this hospital's patients utilize public transit to receive various essential physical and mental health services.</td>
<td>Requested a VA Medical Center station.</td>
<td>Stations</td>
<td>MOVE San Diego</td>
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<td>20</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>In order to avoid compromising the line's overall efficiency, we would also suggest the inclusion of express service lines that connect Old Town with UCSD and UTC at a faster rate. Smaller stops in between Old Town Transit Center, UCSD and UTC can be occasionally skipped in order to make a more direct connection to the line’s major transit centers.</td>
<td>Suggested express or skip-stop service between the Old Town Transit Center and University of California, San Diego and University Towne Centre Transit Center.</td>
<td>General Comment</td>
<td>MOVE San Diego</td>
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<td>21</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>Will Mid-Coast Transit Project stops be fully equipped with adequate local bus/BRT connections in addition to park-and-ride lots for those who prefer more flexible travel options? The addition of a light rail route without proper stop connections will not encourage nearby suburban residents to also reap the benefits of efficient public transit.</td>
<td>Asked if Mid-Coast Trolley stops would be equipped with local bus/BRT connections in addition to park-and-ride facilities.</td>
<td>General Comment, Transportation Impacts,</td>
<td>MOVE San Diego</td>
</tr>
<tr>
<td>22</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>A projection of how transit travel times will improve once Mid-Coast trolley extension is fully operational is needed. It is crucial for transit travel to be as competitive, if not more, than highway travel in the 21st century.</td>
<td>Requested information on 2030 transit travel times with the Mid-Coast project.</td>
<td>General Comment</td>
<td>MOVE San Diego</td>
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<tr>
<td>23</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>We encourage SANDAG to ensure that station planning makes the most of the new realm of urban infill planning, with density and mixed uses, safety and walkability as top priorities in designing this new light rail extension.</td>
<td>Encouraged SANDAG to ensure that station planning utilizes urban infill planning, with density and mixed uses, safety and walkability as top priorities in the design.</td>
<td>Environmental Impacts, Stations</td>
<td>MOVE San Diego</td>
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<tr>
<td>24</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>As this line could attract many riders from the beach area, we recommend that these facilities be equipped with top of the line bike storage that can be expanded if need be.</td>
<td>Recommended that stations should be equipped with bike storage facilities. Also requested that MOVE San Diego be kept informed as they are an engaged stakeholder.</td>
<td>Public Involvement, Stations</td>
<td>MOVE San Diego</td>
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<td>25</td>
<td>Lowe, Elyse</td>
<td>Letter</td>
<td>Due to the uncertain economy at the local, state and federal level, we ask that the alternatives planning for this project provide a highly effective “Plan B,” in case the federal New Starts funding does not become available.</td>
<td>Recommended inclusion of a BRT option as a “Plan B” in case FTA New Starts funding is not provided.</td>
<td>Alternatives, Financial</td>
<td>MOVE San Diego</td>
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<td>26</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>We ask that SANDAG review in the Draft SEIS each recommendation of the Assessment found in section 2 and specifically address the potential of the Mid Coast Project to implement and/or undermine or controvert each recommendation.</td>
<td>Requested the Draft SEIS consider each recommendation in the Rose Creek Watershed Assessment and address the potential of the project to implement and/or undermine each recommendation.</td>
<td>Environmental Impacts, General Comment</td>
<td>Friends of Rose Creek</td>
</tr>
<tr>
<td>27</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>The Friends of Rose Creek opposes the proposed LRT 3 through Rose Canyon and any other routes that travel outside of the existing railroad right of way, through Rose Canyon Open Space Park past the I-5/Gilman Drive off ramp, and through any of the parklands of Marian Bear Natural Park.</td>
<td>Opposed LRT 3 through Rose Canyon and other routes that travel outside existing railroad right-of-way.</td>
<td>Alignments, Alternatives, Environmental Impacts</td>
<td>Friends of Rose Creek</td>
</tr>
<tr>
<td>28</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>We respectfully request the Draft SEIS provide details for any contour changes to Rose Creek including, but not limited to plans which would move the alignment of the creek, channelize any portion of the creek, underground any section of the creek or its tributaries and impede existing creek flow in any manner.</td>
<td>Requested inclusion of contour, alignment, or channelization changes to Rose Creek in the Draft SEIS.</td>
<td>Environmental Impacts</td>
<td>Friends of Rose Creek</td>
</tr>
<tr>
<td>29</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>We request the Draft SEIS also address the cumulative impacts for other projects proposed for the area when considering the potential impacts of the trolley. These include but are not limited to California High Speed Rail, Amtrak/COASTER improvements, and proposed bridges in the area.</td>
<td>Requested the Draft SEIS address the cumulative impacts of other projects proposed in the area, including High Speed Rail, Amtrak/COASTER improvements, and proposed bridges.</td>
<td>Environmental Impacts</td>
<td>Friends of Rose Creek</td>
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<tr>
<td>30</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>As a California impaired water body, we request the Draft SEIS identify opportunities for improving water quality in areas along the rail right of way.</td>
<td>Requested that SEIS identify opportunities for improving water quality along right-of-way.</td>
<td>Environmental Impacts</td>
<td>Friends of Rose Creek</td>
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<td>31</td>
<td>Zirk, Karin</td>
<td>Letter</td>
<td>All mitigation opportunities for work performed adjacent to Rose Creek south of Highway 52 and north of Santa Fe Street needs to be performed in this stretch of the creek including the impacts of construction and ongoing maintenance of the trolley and we request the Draft SEIS to address this issue. We strongly urge SANDAG to find an alignment that results in a zero loss to existing parks.</td>
<td>Requested that any mitigation opportunities for work performed adjacent to Rose Creek south of State Route 52 and north of Santa Fe Street be performed in this stretch. Requested the Draft SEIS address this issue.</td>
<td>Alignments, Environmental Impacts, General Comment</td>
<td>Friends of Rose Creek</td>
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| 32 | Zirk, Karin      | Letter            | The Draft SEIS should also address funding for, implementation of and maintenance of items in the Assessment including, but not limited to:  
• Safe and legal track railroad track crossings to allow residents of University City, Clairemont and Pacific Beach to move freely within these communities on foot and bicycle.  
• Restoration of currently degraded habitat and removal of concrete impediments where feasible to allow a more natural wetland habitat to thrive.  
• New trails to support visitor enjoyment of the area. | Requested the Draft SEIS address funding for, implementation of, and maintenance of safe and legal track crossings by pedestrians and bicyclists, especially in University City, Clairemont, and Pacific Beach; restoration of currently degraded habitat and removal of concrete impediments where feasible; and implementation of, and maintenance of new trails to support visitor enjoyment. | Environmental Impacts, Financial                                                              | Friends of Rose Creek |
<p>| 33 | Zirk, Karin      | Letter            | We want to insure that no degradation to the Rose Canyon Bike Path is a result of ANY transportation projects in the area. This is one of the most heavily used bike paths in the county and serves as a major non-motorized transportation corridor. Therefore, we specifically request that the Draft SEIS address aesthetic, visual, and noise related impacts to users of the bike path. | Requested that no degradation to the Rose Canyon Bike Path occur as a result of the project. Requested the Draft SEIS address aesthetic, visual, and noise related impacts to users of the bike path.                                                                                                           | Environmental Impacts, General Comment, Transportation Impacts                               | Friends of Rose Creek |</p>
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<tr>
<td>34</td>
<td>Acerro, Theresa</td>
<td>E-mail</td>
<td>Keep it along major highways. Do not invade open space areas such as Rose Creek in San Diego or anywhere else in the state. The majority of the population in CA live along these major arteries, if you expect people to use it then there is where it needs to be. When changes to those arteries are contemplated they must be made in ways that protect open space areas as well. The recreational and other values of open space areas become more and more rare and important to maintain every day.</td>
<td>Requested the alignment stay along major highways and preserve open space areas, such as Rose Creek.</td>
<td>Environmental Impacts, General Comment</td>
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<td>35</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The proposed Nobel Drive trolley station raises the possibility of our client’s shopping center parking lot becoming a “park and ride” for the trolley line passengers. Since the parking lot of the center is already at capacity, this could interfere with the normal, peaceful enjoyment and operation of the business located thereon.</td>
<td>Stated that a park-and-ride facility at Nobel Drive could interfere with the operation of the businesses located in the shopping center.</td>
<td>Environmental Impacts, Stations, Transportation Impacts</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<tr>
<td>36</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>Some form of parking garage or facility will need to be considered or provided to address the parking demands and problems created by the construction of the Nobel station. This solution will require SANDAG to locate property and provide for construction of such a facility.</td>
<td>Recommended a parking garage or facility to address parking demand at Nobel Drive.</td>
<td>Stations, Transportation Impacts</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<td>37</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The introduction into our client's shopping center of such a significant number of public travelers also imposes the burden of significant maintenance on the private property owner, lessor and lessees. The responsibility for this maintenance should be addressed as a responsibility of the transit operating agency or some other governmental agency. The property owner should be insulated from the expense and liability of this increased financial burden.</td>
<td>Stated that Trolley passengers could create maintenance needs at La Jolla Village Square shopping center, which should be covered by the applicable agency.</td>
<td>Environmental Impacts</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<tr>
<td>38</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>Increased needs for security will undoubtedly occur upon the introduction of countless trolley passengers and their unsupervised activities. The responsibility for these problems and the costs related thereto must be addressed as the responsibility of the appropriate government agency.</td>
<td>Stated that security concerns could arise from passengers traveling from the Nobel Drive Station through La Jolla Village Square shopping center property; costs and responsibility should be addressed by the appropriate agency.</td>
<td>Costs, Environmental Impacts</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
</tr>
<tr>
<td>39</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The Nobel trolley station design appears to not only significantly reduce the available parking but also interfere with the approved circulation element of the shopping center parking and business areas. The elimination of such important leasehold amenities threatens to impede normal traffic patterns.</td>
<td>Stated that parking and traffic circulation will be impacted.</td>
<td>Environmental Impacts, Stations, Transportation Impacts</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<td>40</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The actual construction and implementation of the station will certainly detrimentally impact the business function of the site.</td>
<td>Stated that construction could detrimentally impact businesses.</td>
<td>Environmental Impacts, Stations</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<td>41</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The shopping center is governed by a strict set of Conditions, Covenants and Restrictions, along with other constraining terms and conditions of the various leases. These private agreements create abundant rights of way and land uses, which will certainly be abrogated by the construction and use of the Nobel Drive Station.</td>
<td>Stated the shopping center is governed by private agreements, which will be abrogated by the construction and use of the Nobel Drive Station.</td>
<td>General Comment, Station</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<td>42</td>
<td>Blick, C. Samuel</td>
<td>Letter</td>
<td>The “taking” by SANDAG or other government agencies of vast amounts of property and the partial or complete reasonable use thereof, results in compensable damages. These damages must be addressed in considering the Nobel station, along with alternate designs.</td>
<td>Stated that the “taking” of property would result in compensable damages, which must be addressed when considering the station.</td>
<td>Alignments, Environmental Impacts, Stations</td>
<td>La Jolla Village Square – 8657 Villa La Jolla Drive</td>
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<tr>
<td>43</td>
<td>Danek, Ken</td>
<td>E-mail</td>
<td>I think SANDAG and company are going to waste a great opportunity to bring public transit to an industrial and office zone with very minimal cost. I am referring to the previously planned and now eliminated Morena and Jutland station. This location is ideal for a trolley stop because of the many people employed there [over 300 at Costco alone] and the high density housing [Canyon Rim Condos]. Also, to go to the north or vice-versa when the I-5 is grid-locked or under construction is very difficult due to the yet to be built Regents Rd bridge across Rose Canyon.</td>
<td>Requested a Jutland Drive Station.</td>
<td>Costs, General Comment, Stations, Alternatives</td>
<td></td>
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<td>44</td>
<td>Hoffman, Derek</td>
<td>E-mail</td>
<td>In your plans for the Nobel Drive LRT station, please include a pedestrian bridge across the I-5 from La Jolla Colony Park (southeast of the I-5/Nobel Dr intersection) to the Nobel Drive LRT station. This will save 1/2 to 3/4 mile of walking for residents of La Jolla Colony Park. Point A is where the bridge might go, and point B is where the LRT station might go: <a href="http://maps.google.com/maps?saddr=32.864356,-117.229395&amp;daddr=32.867965,-117.230597&amp;hl=en&amp;sl=.32.86435,117.22935&amp;sspn=.000314,.000458&amp;geocode=FWR49QEdrTgDQ%3BFX2GQEd-zMDQ&amp;mra=ls&amp;dirflg=w&amp;z=17">http://maps.google.com/maps?saddr=32.864356,-117.229395&amp;daddr=32.867965,-117.230597&amp;hl=en&amp;sl=.32.86435,117.22935&amp;sspn=.000314,.000458&amp;geocode=FWR49QEdrTgDQ%3BFX2GQEd-zMDQ&amp;mra=ls&amp;dirflg=w&amp;z=17</a>. Besides transit users, there are many other residents and businesses in the area who would benefit from the bridge, so finding a source of funding should be possible.</td>
<td>Requests a pedestrian bridge over I-5 from La Jolla Colony Park to the Nobel Drive Station.</td>
<td>Stations, Transportation Impacts, Financial</td>
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<td>45</td>
<td>Jenson-Elliott, Cynthia</td>
<td>E-mail</td>
<td>I’d really like to see a trolley stop that serves North Clairemont. A very large segment of the Clairemont population is left out with transit stops that only serve South Clairemont. I’d like to see that reinstated. The stop would access North Clairemont along Morena Blvd at Jutland, north of Costco. While a trolley stop right there would not be practical due to the fact that the tracks are on the other side of Rose Creek, a footbridge over the creek, connecting Morena at Jutland, and a trolley station on Santa Fe Street, would make a lot of sense. Not only could North Clairemont access the trolley north to UCSD and S. to downtown San Diego, bikes could also access the bike path north to UCSD. Traffic would be so greatly reduced by [this] solution.</td>
<td>Requested a Jutland Drive Station with a footbridge over Rose Creek. Suggested the station be located on Santa Fe Street, as Morena Boulevard and Jutland Drive may not be a practical location.</td>
<td>Stations</td>
<td></td>
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<td>46</td>
<td>Keenan, David</td>
<td>E-mail</td>
<td>In the meantime before the Trolley route gets built and operating, perhaps running an express bus that serves the proposed stops (or near them) with the other transit improvements in place — I live in PB, and the only way to go North is an hour through La Jolla, or transferring between an infrequent Bus route 27 and the 41 without the benefit of transfer coordination. In lieu of all that, I thought of a Route 130 that could be an all-day frequent service that runs like the 150 but with stops in PB along East Mission Bay Drive, while still also running the 150 for those travelling through.</td>
<td>Requested an express bus from Pacific Beach that could serve the proposed stations until the extension is built.</td>
<td>General Comment, Transit Technologies/ Modes</td>
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<td>47</td>
<td>Maxey, Ken</td>
<td>E-mail</td>
<td>I came across your website <a href="http://www.sandag.org/index.asp?publicnoticeid=206&amp;fuseaction=notices.detail">http://www.sandag.org/index.asp?publicnoticeid=206&amp;fuseaction=notices.detail</a> and noted a minor glitch which you may want to address. In the first paragraph, the reference should read “National Environmental Policy Act.”</td>
<td>Pointed out error on website.</td>
<td>General Comment</td>
<td></td>
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<tr>
<td>48</td>
<td>Reers, Elizabeth</td>
<td>E-mail</td>
<td>I live on the West side of the &quot;Mormon&quot; temple, south of the La Jolla Village Square Mall where Ralphs and Trader Joes are located and was wondering if you can tell me if the West side at all is getting a sound wall.</td>
<td>Asks if a sound wall would be installed on the west side of the Mormon temple.</td>
<td>Environmental Impacts</td>
<td></td>
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<td>49</td>
<td>Watson, David</td>
<td>Letter</td>
<td>We understand that the Warehouse access solution may be as simple as (1) proper switch design, (2) diamond crossings to lessen temporal separation concerns when occupying the same track, and (3) appropriate signaling. These design and equipment elements should be included in the preliminary and final engineering. In addition, we understand the need for some study of the operation and schedule of the trolley and railway companies to ensure no disruption of service.</td>
<td>Access options for consideration including: proper switch design, diamond crossings (to lessen temporal separation concerns when occupying the same track) and appropriate signaling</td>
<td>General Comment</td>
<td>Kennebec Properties, LLC and Kennebec Financial Corp. (969 Buenos Street)</td>
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<tr>
<td>50</td>
<td>Watson, David</td>
<td>Letter</td>
<td>We are writing to request SANDAG confirmation that the proposed Mid-Coast Corridor Transit Project preliminary and final engineering and design will include the track switch and other equipment necessary to maintain the Warehouse existing spur line access to the San Diego Northern Railway</td>
<td>Requested that preliminary and final engineering and design include the track switch and other equipment necessary to maintain the warehouse existing spur line access to the SDNR.</td>
<td>Requests for Information</td>
<td>Kennebec Properties, LLC and Kennebec Financial Corp. (969 Buenos Street)</td>
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<td>51</td>
<td>Watson, David</td>
<td>Letter</td>
<td>We request that the project’s environmental and economic impacts on the existing spur line access to the Warehouse be identified and analyzed as part of the Supplemental Environmental Impact Statement and the state CEQA documentation. We would like the Warehouse necessary spur line engineering and design carefully considered as part of the overall Mid-Coast Corridor Transit Project, including without limitation, the FTA New Starts Preliminary Engineering, the state CEQA analysis and the federal EIS analysis. Failure to maintain the existing spur line access for the Warehouse could have significant environmental impacts and result in the elimination of jobs causing significant economic impacts.</td>
<td>Requested that the SEIS analyze the project’s environmental and economic impacts to the spur line access to the warehouse.</td>
<td>Environmental Impacts</td>
<td>Kennebec Properties, LLC and Kennebec Financial Corp. (969 Buenos Street)</td>
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