

10-0, Route 286 South, PO Box 429, Indiana, Pennsylvania 15701, (724) 357-2852.

SUPPLEMENTARY INFORMATION: Social, cultural and natural analyses have indicated that there will be no significant impacts associated with this project. An Environmental Assessment will be prepared.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Dated: July 2, 2003.

David C. Lawton,

*FHWA Assistant Division Administrator,
Harrisburg, PA.*

[FR Doc. 03-17354 Filed 7-8-03; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Environmental Impact Statement on a Light Rail Transit Extension From Sierra Madre Villa Station in Pasadena to Montclair in Metropolitan Los Angeles, CA

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Los Angeles to Pasadena Metro Blue Line Construction Authority (referred to hereafter as the Gold Line Construction Authority) intend to prepare an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act (NEPA) for transit improvements between Pasadena and Montclair in Los Angeles and San Bernardino counties in California. The EIS will be prepared as a joint EIS and Environmental Impact Report (EIR) to satisfy the requirements of both NEPA and the California Environmental Quality Act (CEQA).

The purpose of this notice is to notify interested individuals, organizations, and business entities, affected Native American Tribes, and Federal, State, and local governmental agencies of the intent to prepare an EIS/EIR and to invite participation in the study. At present, four alternatives are proposed for evaluation in the EIS/EIR. These alternatives were developed during a Planning Alternatives Analysis undertaken by the Gold Line Construction Authority and the San

Gabriel Valley Council of Governments (SGVCOG) in 2001-2002. In addition, reasonable alternatives identified through the scoping process will be evaluated in the EIS/EIR.

Scoping will be accomplished through correspondence and discussions with interested persons, organizations, and Federal, State, and local agencies, and through public and agency meetings. FTA intends to invite the SGVCOG, the San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), and the Federal Railroad Administration to be cooperating agencies in preparing the NEPA documents.

DATES: *Comment Due Date:* Written comments on the scope of the EIS/EIR, including the alternatives and impacts to be considered, must be received no later than August 1, 2003. Written comments should be sent to the Gold Line Construction Authority at the address given below in **ADDRESSES**.

Scoping Meeting Dates: Four public open-house scoping meetings will be held from 5 p.m. to 8 p.m. on July 15, 16, 17, and 21, 2003 at locations given below in **ADDRESSES**. An interagency scoping meeting will also be held on July 22, 2003, from 2 p.m. to 5 p.m. at the Gold Line Construction Authority offices, 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030

ADDRESSES: Written comments should be sent to Susan Hodor, Gold Line Construction Authority, 625 Fair Oaks Avenue, Suite 200, South Pasadena, California 91030; phone: (626) 403-5500; fax: (626) 799-8599. Information on the project may be obtained from the Gold Line Construction Authority by faxing a request to Susan Hodor at (626) 799-8599 or by e-mail at shodor@metrogoldline.org or by visiting the project Web site at <http://www.metrogoldline.org>.

The public open-house scoping meetings will be held at the following four locations. Identical information about the proposed project will be provided at each of the meetings and interested parties may participate at any of the meetings. There will be no formal presentation at the open-house scoping meetings; members of the public are invited to attend at any time between 5 p.m. and 8 p.m. on these dates:

July 15, 2003: City Hall, City of San Dimas, 245 E. Bonita Ave., San Dimas, CA 91773.

July 16, 2003: City Hall, City of Claremont, 207 Harvard Ave., Claremont, CA 91711.

July 17, 2003: Public Library—Community Room, City of South

Pasadena, 1115 El Centro Street, South Pasadena, CA 91030.
July 21, 2003: City Hall, City of Arcadia, 240 W. Huntington Drive, Arcadia, CA 91007.

All meeting locations are accessible to people with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter or a translator, should contact Susan Hodor at (626) 403-5500 at least 48 hours in advance of the meeting so that arrangements can be made.

FOR FURTHER INFORMATION CONTACT: Mr. Ervin Poka, Team Leader, or Mr. Ray Tellis, Program Specialist, FTA/FHWA Metropolitan Office, 888 S. Figueroa St. (Suite 1850), Los Angeles, California 90017; phone: (213) 202-3950; fax: (213) 202-3961.

SUPPLEMENTARY INFORMATION:

I. Description of Study Area and Scope

The purpose of the proposed action is to improve east-west mobility across the 24-mile long corridor in the San Gabriel Valley, to relieve congestion on existing transportation facilities, to increase connections to work and educational destinations within the San Gabriel Valley and the Los Angeles region, to support economic revitalization in each city along the corridor, and to contribute to the preservation and enhancement of the natural environment. The corridor includes the cities: Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and the counties: Los Angeles and San Bernardino.

II. Alternatives

The alternatives proposed for evaluation in the EIS/EIR were developed during a Planning Alternatives Analysis that began in September 2001 and continued through June 2002. The Planning Alternatives Analysis can be reviewed on the project Web site: <http://www.metrogoldline.org>. The Planning Alternatives Analysis looked at transportation conditions and possible solutions for improving mobility across the 24-mile long corridor from Pasadena to Claremont. Seven alternatives were examined in this study and screened down to a Locally Preferred Alternative (LPA) selected by the Gold Line Construction Authority and the San Gabriel Valley Council of Governments (SGVCOG). The LPA is a continuation of the light rail transit (LRT) technology from the existing Sierra Madre Villa LRT station in Pasadena to the Claremont Transit Center. The Sierra Madre Villa LRT