

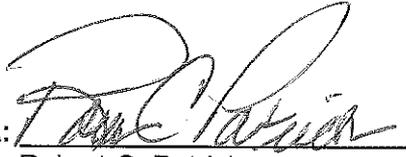
NORTHWEST CORRIDOR LIGHT RAIL TRANSIT LINE
TO
IRVING AND DFW AIRPORT
IN
DALLAS COUNTY, TEXAS

FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
DALLAS AREA RAPID TRANSIT
FEDERAL AVIATION ADMINISTRATION (cooperating agency)

Pursuant to:

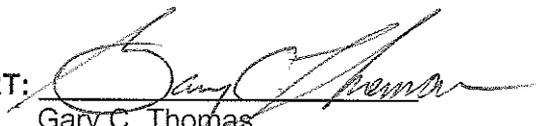
National Environmental Policy Act of 1969, Section 102(2), 42 U.S.C. 4332 (2); National Historic Preservation Act of 1966, Section 106, 16 U.S.C. 470 et seq; Executive Order 11990 (Protection of Wetlands); Executive Order 12898 (Environmental Justice for Low Income and Minority populations); Federal Transit Act, 53 U.S.C. Section 5323(b), Section 5309(e)(2)-(7), 5301(e), and 5324(b)(1)-(3); Title 49 U.S.C. Section 303, formerly Department of Transportation Act of 1966, Section 4(f), and Title 16 U.S.C. Section 4601-4, formerly Land and Water Conservation Fund Act, Section 6(f)(3); Federal Aviation Administration Authorization Act, Title 49 USC 47107(a)(16); FAA Order 1050.1E, CHG1, Environmental Impacts: Policies and Procedures, and Order 5050.4B, the National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions; Section 404 of the Clean Water Act; the Clean Air Act Amendments (1990); and Executive Order 13045 (Protection of Children from Environmental Health Risks and Safety Risks).

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Region 6

Date: 7/17/08

For FAA: 
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Manager, Southwest Region Airports Division
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Date: 7-17-08

For DART: 
Gary C. Thomas
President/Executive Director
Dallas Area Rapid Transit

Date: 7/17/08

Cover Sheet

Abstract: This Final Environmental Impact Statement describes the transportation and environmental impacts associated with the construction and operation of the Northwest Corridor Light Rail Transit (LRT) Line to Irving and Dallas/Fort Worth International Airport (DFWIA) in Dallas County, Texas. A No-Build Alternative is defined and analyzed to provide the base against which the Build (LRT) Alternative can be compared. The potential impacts of the Build and No-Build Alternatives are identified in a broad range of environmental categories including: land use, transportation, air quality, noise, vibration, visual and aesthetic, ecosystems, hazardous materials, cultural resources, archeological resources, historic resources, parklands, safety and security, and neighborhoods.

The proposed undertaking consists of a 9.3-mile light rail transit project from its junction with the DART LRT Line to Farmers Branch and Carrollton in Dallas, to near Belt Line Road and Valley View Lane in Irving. The project will provide connections to major activity centers, employment centers, community resources, and other regional transit services provided by DART. The proposed action (Build Alternative) would increase mobility in the congested corridor, and provide an alternative to the single occupant vehicle. Additionally, the proposed action (Build Alternative) would provide dependable service to employment opportunities and increase investment within the corridor.

This Final Environmental Impact Statement (EIS) for the Northwest Corridor LRT Line to Irving/DFW has been prepared in accordance with regulations developed by the Council on Environmental Quality for the National Environmental Policy Act (NEPA) and the U.S. Department of Transportation's Federal Transit Administration (FTA), as well as Federal Aviation Administration (FAA) Order 1050.1E, CHG 1, ***Environmental Impacts: Policies and Procedures***, and FAA Order 5050.4B, the ***National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions***.

The Draft EIS was circulated for a required 45-day review and public comment period, beginning January 25, 2008 and concluding March 11, 2008. During this comment period, the Draft EIS was made available to interested parties including private citizens, community groups, the business community, elected officials and public agencies. A public hearing was held within the Study Area on February 28, 2008, to formally receive comments. Public comments were also submitted in writing throughout the full comment period.

On April 8, 2008, the DART Board of Directors approved a resolution that identified the Build Alternative as the preferred alternative for the Final EIS. The proposed action, referred to throughout this Final EIS as the LRT Alternative, is a 9.3-mile light rail transit project.

This Final EIS includes revisions to the Draft EIS, a summary of the comments and recommendations received on the Draft EIS and subsequent project changes, a list of persons, organizations, and agencies commenting on the Draft EIS and subsequent project changes, and responses to substantive comments raised in the review and consultation process. Changes to the text of the Draft EIS are indicated in the Final EIS by a vertical line in the margin.

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