Executive Summary

The subject of this Draft Environmental Impact Statement (EIS) is a 9.3-mile light rail transit (LRT) project that extends northwest from the Bachman Station on the Dallas Area Rapid Transit Authority (DART) LRT Line to Carrollton and Farmers Branch (under final design, scheduled to open in 2010) through Irving to Belt Line Road and Valley View Lane. This LRT Alternative is illustrated in **Figure ES-1**.

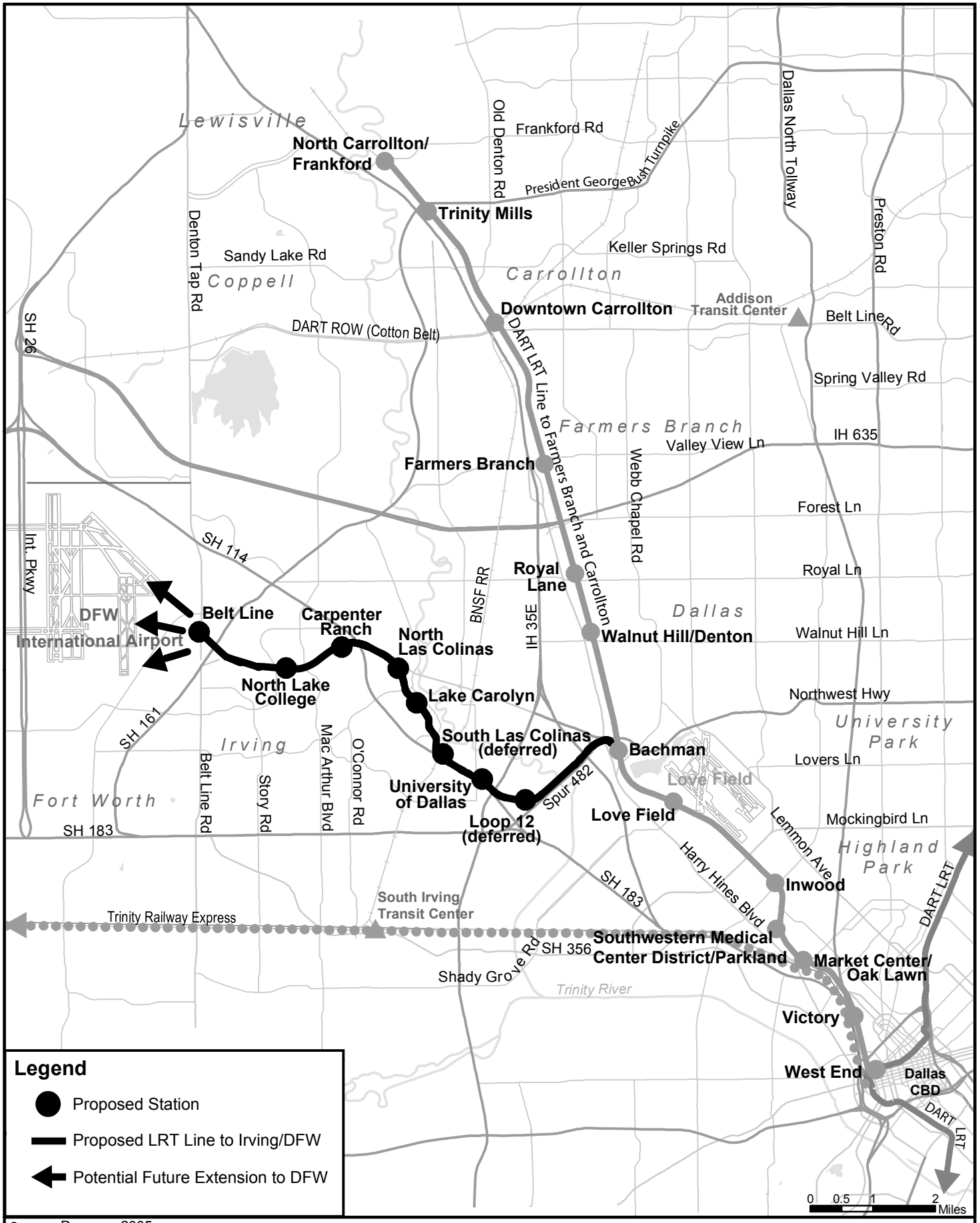
The National Environmental Policy Act (NEPA) of 1969 requires that federal agencies prepare an EIS for any major federal action that may have a significant impact on the environment. This Draft EIS has been prepared by DART under its responsibilities as the local lead agency to implement the LRT project. This document has been submitted in coordination with the Federal Transit Administration (FTA), the lead Federal agency, and in cooperation with the Federal Aviation Administration (FAA).

Two alternatives are being considered in this EIS, a No-Build Alternative and an LRT Alternative. The No-Build Alternative includes transportation and transit projects that have a reasonable expectation of funding and are programmed for implementation. The No-Build Alternative is used as a basis for determining the potential environmental impacts that would be associated with the proposed LRT Alternative. The proposed action, referred to throughout this Draft EIS as the LRT Alternative, is a 9.3-mile light rail transit project derived from the MIS LPIS, and subsequently modified. Both alternatives are described in detail in Chapter 2 of the Draft EIS.

The federal action for FTA would be partial funding of the project through a transit funding program. The federal action for FAA would be to ensure that the proposed alterations to the airport do not adversely affect the safety, utility, or efficiency of the airport. FAA must approve any revision or modification to an Airport Layout Plan (ALP) before the revision or modification takes effect.

The purpose of the EIS is to inform the public of potential environmental, social, and economic impacts associated with the proposed LRT project and the No-Build Alternative. The No-Build Alternative represents the base condition for identifying impacts associated with the proposed project. The EIS serves as the primary document to facilitate review of the proposed project by federal, state, and local agencies and the general public. The EIS documents the purpose and need for the project and describes the alternatives considered. It addresses in detail the anticipated transportation and environmental impacts of the project based on the current 10% level of design and identifies any appropriate mitigation measures that may be required to minimize such impacts.

This Draft EIS will be circulated for a required 45-day review and public comment period. During this comment period, the Draft EIS will be made available to interested parties including private citizens, community groups, the business community, elected officials and public agencies. A public hearing will be held within the Study Area to formally receive comments. Public comments may be submitted in writing throughout the full comment period.



Source: Parsons, 2005

Figure ES-1

Proposed Irving/DFW LRT Line

NW Corridor LRT Line to Irving/DFW
Environmental Impact Statement

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After circulation of the Draft EIS, preliminary engineering and environmental studies will be completed. Mitigation commitments, where necessary, will be identified and responses to comments received during the Draft EIS comment period will be prepared. A Final EIS will incorporate all of these elements and will be published and made available to the public. Completion of the Final EIS, followed by the signed Record of Decision (ROD) by the FTA, will permit the project to be advanced to the final design and construction phases. The Federal Aviation Administration, as a cooperating agency, may also issue a ROD for the project.

This Executive Summary highlights the most significant findings of the Draft EIS relative to the document's major headings:

- Purpose and Need
- Alternatives Considered
- Affected Environment
- Transportation Impacts
- Environmental Consequences
- Section 4 (f) and Section 6 (f) Evaluation
- Public and Agency Involvement
- Issues to be Resolved

PURPOSE AND NEED

Current and projected travel patterns, levels of roadway congestion, growth in population and employment in the region and in the corridor require that the proposed project be built in order to address the need for additional transportation capacity. To illustrate this trend, the DFW region's population is expected to increase from 6.01 million to approximately 9.1 million, or 66%, by the year 2030. Over the same time period, regional employment is expected to increase from 3.16 million to 5.4 million, or 71%.

The number of people traveling on the regional roadway network will increase proportionally, creating significant burdens on today's crowded roads. Traffic volumes on Dallas freeways have increased 5% to 10% per year since 1995. Traffic volumes on SH 114 are expected to be as much as 191,000 vehicles per day in 2030, representing an increase of as much as 91%. The high volumes and associated poor levels of service on the freeway will have the effect of making congestion worse on adjacent surface streets in the corridor.

The need for transportation improvements is demonstrated by the following conditions that have been documented in the study area:

- The Dallas-Fort Worth region is currently designated as a non-attainment area for ozone by the Environmental Protection Agency;
- The project corridor parallels SH 114 (Carpenter Freeway), one of the most congested highway corridors in the region;
- The corridor intersects IH 35-E (Stemmons Freeway), the second-highest volume corridor in the Dallas metropolitan region;
- The entire Study Area falls within a region identified for the year 2025 as an "area of severe peak-period congestion " by the North Central Texas Council of Governments (NCTCOG);
- Existing and planned roadway improvements are insufficient to meet the demand within this corridor;
- Travel time delay and congestion levels in the corridor are increasing; and,
- A significant amount of employment and population growth is forecast for the corridor.

Roadway congestion has worsened, leading to further congestion on surface streets and increasing travel times for drivers and transit riders. One effect of this is deteriorating air quality.

Anticipated population and employment growth in the region will worsen these conditions and are indicators of the need for major transportation improvements. The proposed project is intended to fulfill the following needs:

- Reduce travel times in the corridor
- Increase transit effectiveness in the corridor and increase connectivity in the region
- Provide additional people-carrying capacity in the corridor
- Contribute to improvements in unacceptable regional air quality

Five primary project purposes have been identified for the Northwest Corridor LRT Line to Irving/DFW project. These five purposes are briefly summarized below.

The construction of the Irving/DFW LRT line from Downtown Dallas to Irving and, eventually, DFW Airport will serve the following purposes:

- **Improve Transit Effectiveness and Performance**

The construction of the LRT line will improve transit performance in the corridor by offering more reliability and shorter travel times than the current all-bus network, which generally operates in mixed traffic, is able to provide. The line will complement other planned transit improvements in the corridor, such as the construction of HOV lanes and the restructuring of bus routes through Irving, to promote a multi-modal, user-friendly transit network.

- **Increase Regional Connectivity**

The existing DART LRT/bus/commuter rail system provides access to job opportunities in the corridor and elsewhere in the Service Area and region, especially for transit-dependent populations. By improving the effectiveness and performance of the overall transit network, the construction of the Irving/DFW LRT line will expand those opportunities for current and prospective transit riders both in the corridor and in the region as a whole. Access to the growing number of jobs in the corridor from areas outside the corridor, such as southern Dallas or the growing communities northwest of Dallas and access to central Dallas from the Northwest will be improved. Access to DFW Airport will also be improved, initially through a shuttle service between the airport's central terminal area and the project and eventually through the project's extension into DFW Airport. The combinations of residence and employment locations accessible by transit in the region will increase with implementation of this project.

- **Offer an Alternative to Single-Occupancy Vehicle (SOV) travel**

Traffic congestion in the corridor has increased and will continue, and options for increasing roadway capacity are limited. These limitations are both physical (right-of-way and land use pattern) and financial (limited available funding). Improving the transit system offers an alternative to Single-Occupancy Vehicle (SOV) travel in the corridor and within the DART Service Area.

- **Increase People-carrying Capacity in the SH 114 Corridor**

Regional demand for travel in the corridor will increase, and additional capacity is needed to meet this demand. Northwest-southeast travel patterns include residents from the northwest traveling to jobs in the corridor and in downtown Dallas, and residents from elsewhere in the region traveling to jobs in the corridor (reverse commute).

- **Improve Accessibility and Increase Economic Development Opportunities**

The Irving/DFW LRT Line will provide access for residents and visitors to the employment centers, educational institutions, health services, entertainment, and the major international airport in the corridor. This increased accessibility will strengthen economic conditions to existing activity centers, and provide an opportunity for development of further economic

activity at other locations in the corridor. The Irving/DFW line is also expected to encourage opportunities for Transit-Oriented Development (TOD) within the corridor, which seeks to reduce automobile dependence by concentrating commerce, services and residences around rail stations. DART has already experienced successful TOD at locations such as Mockingbird Station in Dallas, Galatyn Park in Richardson, and downtown Plano.

The transportation needs described demonstrate that improvements are needed to meet the anticipated demands of travelers in the corridor and region.

The DART LRT, commuter rail and bus system offers travel choices for current and prospective transit riders. The proposed expansion of the LRT system in the Irving/DFW corridor will further add to those choices for transit users in the corridor and from throughout the region.

ALTERNATIVES CONSIDERED

Two alternatives are being considered in this EIS, a No-Build Alternative and an LRT Alternative. The No-Build Alternative includes transportation and transit projects that have a reasonable expectation of funding and are programmed for implementation. The No-Build Alternative is used as a basis for determining the potential environmental impacts that would be associated with the proposed LRT Alternative. The proposed action, referred to throughout this Draft EIS as the LRT Alternative, is a 9.3-mile light rail transit project derived from the MIS LPIS, and subsequently modified. Both alternatives are described in detail in Chapter 2 of the Draft EIS.

The LRT Alternative was derived from the Northwest Corridor ***Major Investment Study*** (MIS) that was initiated by DART in 1998 and was concluded in spring 2000. The Northwest Corridor MIS evaluated a wide range of transportation and transit solutions to respond to the growing mobility problems in the corridor. The MIS resulted in the identification of a Locally Preferred Investment Strategy that addressed three major component groups: Transportation System Management/Travel Demand Management/Travel Demand Management (TSM/TDM), Highway and High-Occupancy Vehicle (HOV) lane improvements, and Light Rail Transit. The Texas Department of Transportation (TXDOT), NCTCOG, DART, and/or local jurisdictions will accomplish the TSM/TDM, Highway and HOV lane elements of the LPIS through separate efforts. The LRT element of the LPIS was divided into two projects: the Carrollton-Farmers Branch LRT Line and the Irving/DFW Line. Final design for the Carrollton-Farmers Branch LRT Line facility from downtown Dallas to Carrollton is underway, and the project is proposed to be operational by December 2010. The focus of this EIS is solely on the Irving/DFW LRT Line.

The No-Build Alternative includes committed transportation improvements and bus service improvements that are intended to keep pace with population and employment growth in the region. All programmed rail transit improvements outside the Northwest Corridor Study Area are included in the No-Build Alternative. Transit improvements include the LRT line to Farmers Branch and Carrollton, which is currently in final design. Other transit improvements include an extension of the South Oak Cliff (Red) line to IH 635 and an extension of the Northeast (Blue) line to Rowlett. Within the corridor no new capital transit facilities are planned that are not already in place.

Planned and programmed roadway improvements are also included in the No-Build Alternative. Highway improvements based on recently completed TxDOT MIS's are included in the network assumptions of the regional travel demand model. These projects are Loop 12 / IH 35E, SH 183 / West Fork, President George Bush Turnpike (SH 190), IH 35E North, and SH 114 / 121. The most probable level of improvement for each of these projects is included in the No-Build Alternative.

The LRT Alternative includes all of the projects in the No-Build Alternative, plus the LRT project. The LRT Alternative results in modifications to the No-Build bus system to minimize redundant transit service in the LRT corridor and to provide for feeder bus routes to directly serve the proposed LRT stations.

The proposed Northwest LRT Line to Irving/DFW is included in the third phase of expansion to DART's LRT system. The initial phase included the 20-mile LRT Starter System that was opened in 1996. The second phase included the extensions along the North Central LRT Line to Richardson and Plano that were completed in late 2003, and the Northeast Line to Garland that was completed in late 2002. The third phase of LRT development includes the Northwest Corridor to Farmers Branch and Carrollton and the Southeast Corridor, which are in final design, as well as the Northwest LRT Line to Irving/DFW.

Since completion of the MIS in 2000, several factors have contributed to revising the alignment of the Irving/DFW LRT Line. These factors include:

- Consideration of alternative ways to provide rail service to DFW International Airport
- Right-of-way limitations
- Lack of transit supportive land uses along the MIS alignment
- Highway construction and expansion
- Community desires

Alignment modifications since the completion of the MIS are discussed in detail in Section 2.1.5 of this document.

The proposed LRT project parallels SH 114 (Carpenter Freeway) from a junction with the Farmers Branch / Carrollton Line north of Bachman Station to the vicinity of Belt Line Road and Valley View Lane in Irving. Eight stations are proposed for Phase I, terminating at Belt Line Road. Two of these stations, Loop 12 and South Las Colinas, will be deferred. The corridor is linked at the south end via the Farmers Branch/Carrollton line to the Dallas Central Business District with 120,000 jobs, and a variety of employment, education, health, entertainment and residential areas. Major Activity Centers along the corridor include Texas Stadium, The University of Dallas, Las Colinas, North Lake College and DFW Airport. In addition to these Major Activity Centers there is a variety of residential, industrial and commercial uses along the proposed alignment.

The proposed project branches off of the LRT Line to Farmers Branch and Carrollton at Bachman Station, and parallels several highways, including Spur 482 and State Highway 114, as it makes its way through Irving and to DFW Airport. The LRT Alternative would be served by six new stations: University of Dallas, Lake Carolyn, North Las Colinas, Carpenter Ranch, North Lake College and Belt Line Road. Parking would be provided at four of these six stations, providing approximately 1,800 parking spaces. Bus access would be provided at each station. The LRT Alternative is illustrated in **Figure ES-1**.

Preliminary engineering (PE) plan and profile drawings of the LRT Alternative are included in Appendix C to the Draft EIS.

The capital cost of the LRT Alternative is estimated to be $753 million in 2007 dollars.

AFFECTED ENVIRONMENT

Qualified professionals in their field have identified the existing natural and built environmental conditions in the Study Area. These existing conditions were identified in accordance with the ***Environmental Impact Assessment Methodology Report (DART, 2005),*** which was developed for this project.

This existing conditions information formed the basis of impact assessment investigations for each category. Impact assessment categories that were identified in the Study Area include:

- Land Use
- Socioeconomic Characteristics and Neighborhoods
- Transportation
- Visual and Aesthetic Resources
- Cultural Resources and Parklands
- Ecosystems

- Air Quality
- Noise
- Vibration
- Geology
- Hydrology and Water Quality
- Hazardous and Regulated Materials

Detailed information regarding the affected environment in the project Study Area is provided in Chapter 3 of the Draft EIS.

TRANSPORTATION IMPACTS

Under the No-Build Alternative, transit service coverage would only expand to meet increases in population and employment, but increasing traffic congestion would decrease bus transit's reliability. There would be no travel time savings for transit riders compared to automobile travel. Average daily Vehicle Miles Traveled (VMT) would increase by about 640,000 miles in the corridor between 2005 and 2030. Major highways (freeways and tollways) would see continued increases in Average Daily Traffic (ADT) volumes, and related decreases in Level of Service (LOS). Major arterial roadways would continue to have increasing ADT volumes and decreasing LOS.

The LRT Alternative would expand the geographic coverage of transit in the corridor over a larger area compared to the No-Build Alternative. Reliability would be increased with the LRT operating in a separate guideway and not subject to traffic congestion delays. The LRT Alternative would also provide travel time savings for transit riders during peak periods.

The LRT Alternative would attract over 33,000 more transit riders and add more than 8,000 transfers to the DART system, compared to the No-Build Alternative. Total LRT ridership would increase from 112,695 for the No-Build to 125,270 for the LRT Alternative. The LRT Alternative would add 12,575 new transit riders compared to the No-Build. Total system-wide passenger miles would increase from 1.775 million for the No-Build to 1.938 million for the LRT Alternative, an increase of more than nine percent.

The LRT Alternative would reduce corridor Vehicle Miles Traveled (VMT) by approximately 19,800 miles per day for the LRT Alternative compared to the No-Build Alternative. Most arterial roadways would see only slight increases or no change in volumes, and no change in level of service. There would be small amounts of localized added congestion or delay in the immediate vicinity of some LRT stations, and at some at-grade LRT crossings. Mitigation is proposed to address traffic impacts associated with the project, including grade separations of major roadways, and signal and roadway intersection improvements in the vicinity of stations.

Additional detailed transportation impact information is provided in Chapter 4 of the Draft EIS.

ENVIRONMENTAL IMPACTS

This Draft EIS identifies the potential environmental consequences of the No-Build and LRT Alternatives. The eastern two-thirds of the proposed project is located largely within existing highway and public street right-of-way. Consequently, there are limited environmental impacts due to the character of the surrounding land uses. The western third of the project is located in a combination of new right-of-way, reserved transportation right-of-way, and on DFW Airport property. In this part of the project, more significant property acquisitions are required and associated land use impacts are identified. Chapter 5 of the Draft EIS details these and all other associated environmental consequences associated with the No-Build and LRT Alternatives. No significant impacts are anticipated with the No-Build Alternative. **Table ES-1** summarizes the potential impacts of the LRT Alternative and related mitigation measures.

TABLE ES-1
SUMMARY OF LRT ALTERNATIVE ENVIRONMENTAL IMPACTS

Subject Area	Impacts	Mitigation Approach
Land Use and Economics	- Potential land-use adjacency impacts in the Las Colinas Urban Center, near Carpenter Ranch Station, and near North Lake College Station	- Minimize land-use conflicts through project design and mitigation of related impacts (visual)
Property Acquisitions and Displacements	- At all stations and for both line sections (I-1 and I-2) - Approx. 48.68 acres to be acquired for alignment - Approx. 29.19 acres to be acquired for stations - No households displaced - Two businesses displaced	- Acquisition and relocation assistance following DART and Federal policies and procedures.
Transportation	- 58 crossings of streets, private driveways, one railroad, and the APT - 39 crossings are grade-separated; 11 at-grade crossings: 2 relocated and 6 closed. - Localized traffic impacts at stations	- Grade separations, crossings relocated or closed - Install new signals / improve timing at crossings and stations - Street, signal and intersection improvements near stations
Air Quality	**No impacts anticipated**	**N / A**
Noise and Vibration	- Moderate noise impacts of less than 3 dB(A) to 84 multi-family residential units: 44 at Lofts at Las Colinas, 40 at Delano Apartments (no mitigation required) - Moderate increase in noise of less than 3 dB(A) at 132 multi-family residential units at Rosemont Apartment homes. No mitigation required - No vibration impacts	- Per DART mitigation policies, moderate impacts of 3 dB (A) or less do not qualify for mitigation - No vibration mitigation required
Visual and Aesthetic Resources	Significant visual impacts at two locations: - North Lake College: elevated structures, station, and other vertical elements for residents of Rosemont Apartments multi-family development - North Lake College: elevated structures, station, and other vertical elements for residents of Mandalay Place single-family neighborhood	- Design treatment of LRT structures - Landscape treatment of LRT project components - City of Irving Development Code screening, landscaping, and lighting standards apply
Ecosystems	- Minimal impacts to potential U.S. jurisdictional waterways, limited to column placement within ordinary high water mark - USACE Sec. 404 permit required for Trinity River crossing - Trees will be removed along project alignment and stations	- Review and obtain Corps of Engineers permit, and replace or enhance if required - Meet Cities of Dallas and Irving Tree Ordinance replacement requirements
Geology	**No impacts anticipated**	**N / A**
Hydrology / Water Quality	- Some additional runoff potential; temporary and limited duration during construction - Bridging of some floodplains; impacts limited to column placement	- TPDES permitting process and standards will address issues - Coordination of final design with USACE, cities, and DFW Airport
Hazardous / Regulated Materials	- 69 sites total in databases: 0 High concern sites, 12 Moderate concern sites; 57 Low concern sites - 3 “reconnaissance sites” of potential Moderate concern were identified from field investigations	- Detailed impacts to be determined during final design - Mitigation needs dependent on impacts to be addressed during acquisition (Phase II)
Safety and Security	- No pedestrian crossing safety issues at stations identified	- Pedestrian bridges / tunnel - Pedestrian-activated signalized crossings - pedestrian gates - fencing where LRT speed over 45 mph
Construction	- Temporary and limited duration impacts	- Coordination with affected cities and property owners
Cultural Resources (including Historic, Archeological and Parklands)	- No historic properties affected - No “adverse effects” to archeological resources identified - No Direct, Temporary, or Constructive uses of California Crossing Park, Tournament Players Club private golf course, or North Lake College sports fields - Section 4(f) and Section 6(f) impacts at Trinity River Elm Fork Greenbelt (L. B. Houston Park): see **Section 4 (f) and Section 6 (f) Evaluation** below	- DART will conduct field tests for archeological deposits prior to construction - Section 4 (f) and Section 6 (f) Evaluation mitigation described below

TABLE ES-1 (continued)
SUMMARY OF LRT ALTERNATIVE ENVIRONMENTAL IMPACTS

Subject Area	Impacts	Mitigation Approach
Section 4 (f) and Section 6 (f) Evaluation	- No "Constructive use" of park property at Trinity River Elm Fork Greenbelt - "Direct Use" and "Temporary Use "of park property at Trinity River Elm Fork Greenbelt - Park property purchased with federal funds, therefore has a Section 6 (f) impact	- Avoidance and minimization of park land use - No prudent or feasible alternative - Park land will be restored to original condition after construction - ROW purchase proceeds to be used for park land acquisition - Consultation process with City of Dallas, NPS, and TP&WS to identify replacement park land
Impacts to Airport Property	- No impacts to airport systems or services. Instrument Landing System (ILS) study indicates no significant effect on Runway 31 R localizer from the project - Bridging of one floodplain (South Fork of Hackberry Creek) on airport property; impacts limited to column placement	**N / A** - Coordination of final design with USACE and DFW Airport
Cumulative Effects	- No cumulative effects were identified	**N / A**

Source: S.R. Beard & Associates, January 2007

PUBLIC AND AGENCY INVOLVEMENT

The most important outreach efforts related to the proposed project were focused on engaging the participation of the general public, including both individuals and groups with an interest in the progress and outcome of the PE/EIS phase of the project. For the purposes of this DEIS, the Public and Agency Involvement effort initially concentrated on project start-up and scoping. Later efforts were made to transition to alignment and station area definition and refinement, impact assessment and development of mitigation options.

A pre-scoping meeting was conducted with project stakeholders and the general public in March 2005. Formal public and agency scoping meetings were conducted in May and June of 2005. Scoping is a study process designed to inform the public, interest groups, and involved agencies about the proposed project, and to present the proposed actions, alternatives, and issues for public and agency review. The main goal of the process is to encourage the active participation of the public, groups, and agencies early in the decision-making process. It provides the public the opportunity to communicate issues and concerns to the project team and to help develop alternatives before considerable time and effort have been put into the process.

During the scoping and planning of the proposed project, DART actively engaged agencies and interested parties along the alignment in a proactive and iterative public involvement process. In addition to being especially informative to the design option alternatives that were developed in response to comments, this process was consistent with DART's commitment to its Public and Agency Involvement Plan.

A Staff Work Group (SWG) was developed during the MIS stage to assist in the effective communication between DART and agency representatives at the federal, state, and local level. The SWG members included representatives of DART, FTA, DFW Airport, FAA, Texas Department of Transportation, and the Cities of Dallas and Irving. There have been several meetings between these agency representatives over the past two years. In addition, there is a weekly staff meeting attended by representatives of DART, the City of Irving and the North Central Texas Council of Governments (NCTCOG) which also serves the purposes of the SWG.

In addition to the SWG, a Community Work Group (CWG) was formed during the MIS process. CWG members were self-nominated at the overall project's initial scoping meetings in December 2000, and include active members of community organizations, business representatives, and

other stakeholder groups. It was determined that the Irving Citizens Advisory Committee (ICAC), an existing citizen committee focusing on transportation issues, would serve as the CWG for the Irving/DFW project. ICAC generally meets every other month and participation is open to anyone interested in attending. Over the past several years, approximately 160 people have participated in the forum. Meetings are posted on the City of Irving Web Site and DART has encouraged participation in the forum through its public participation program.

DART has also conducted several public meetings to review progress. DART held three public meetings about the project in 2004. In August 2005, a special forum sponsored by North Lake College was held to discuss the proposed station to be located adjacent to the college campus. Another public meeting was conducted in November 2005 to present the Station Evaluation Process and receive comments. DART also held a public meeting in March of 2007 to present project impact studies and respond to public questions regarding the project.

The Draft EIS will be circulated for a 45-day public review and comment period. During this comment period, the Draft EIS will be made available to interested parties including private citizens, community groups, the business community, elected officials and public agencies. A public hearing will be held within the Study Area to formally receive comments. Public comments may be submitted in writing throughout the full comment period.

After circulation of the Draft EIS, preliminary engineering and environmental studies will be completed. Mitigation commitments, where necessary, will be identified and responses to comments received during the Draft EIS comment period will be prepared. A Final EIS will incorporate all of these elements and will be published and made available to the public. The Final EIS will identify the preferred alternative. Completion of the Final EIS, followed by the signed Record of Decision (ROD) by the FTA, will permit the project to be advanced to the final design and construction phases.

ISSUES TO BE RESOLVED

Following the public circulation and review of the Draft EIS, the DART Board of Directors will consider all public comments to resolve several issues. These issues will be examined in further detail and the resolution of these issues will be documented in the Final EIS.

Mitigation Measures

Proposed mitigation measures, or in some cases a range of mitigation measures, are presented in the Draft EIS. Mitigation commitments will be determined following the Draft EIS circulation period. Final mitigation commitments will be documented in the Final EIS.