

RECORD OF DECISION

DART Northwest Corridor to Irving/DFW Light Rail Transit Line

In Dallas, Texas

Decision

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act (NEPA) of 1969 have been satisfied for the Northwest Corridor to Irving/DFW Light Rail Transit (LRT) Line proposed by Dallas Area Rapid Transit (DART). This FTA decision applies to the Selected LRT Alternative, which is described and evaluated in the "Northwest Corridor to Irving/DFW Final Environmental Impact Statement (FEIS)", signed on July 17, 2008. Neither the FEIS nor this Record of Decision (ROD) constitutes an FTA commitment to provide financial assistance for the construction of the project.

The selected LRT Alternative consists of a 9.3-mile LRT extension from the Northwest Corridor to Farmers Branch and Carrollton LRT Line just north of the Bachman Station (in the City of Dallas) to Belt Line Road and Valley View Lane on DFW Airport property in the City of Irving. The project is mostly within the City of Irving in the northwest quadrant of Dallas County and will connect Dallas with the University of Dallas, Las Colinas, North Lake College and the outskirts of DFW Airport. The project will be built as a double-track LRT with six initial stations and two deferred stations.

Background

DART initiated a Needs Assessment for the Northwest Corridor in June 1997. The Needs Assessment focusing on defining the purpose and need and a range of alternatives that could be examined during a more detailed Major Investment Study (MIS). Based on an analysis of travel patterns and public and agency input, it was determined that the primary travel needs to be addressed by the MIS were for north-south travel between Downtown Dallas and Carrollton and northwest through Irving and DFW Airport. The MIS analysis identified a range of investment strategies to meet the stated purpose and need of: 1) enhancing mobility, 2) providing additional capacity, 3) reducing congestion, 4) enhancing the quality and reliability of transit service, 5) improving the safety and operating efficiency of roadways, 6) strengthening economic conditions in the study area.

Through a comprehensive public and agency involvement process that relied on community, staff and executive work groups in addition to general public meetings, several investment strategies were examined during the MIS. The alternatives selected for a detailed evaluation included a No-Build Alternative, High Occupancy Vehicle (HOV) lane improvements, a Transportation System Management/Transportation Demand Management (TSM/TDM), commuter rail and LRT alternatives. Target station locations were identified for all the rail alternatives. The evaluation of the alternatives

focused on system wide and corridor level mobility impacts, travel time benefits, equity considerations, capital costs, operating and maintenance costs, cost-effectiveness, and environmental factors.

The Final MIS Report (BRW, October 2000) presents the results of the MIS. A series of public meetings and briefings to the DART Board were held to present recommendations prior to finalizing the report. On February 22, 2000, the DART Board of Directors approved a locally preferred investment strategy (LPIS) that combined LRT improvements in the corridor with Highway/High Occupancy Vehicle (HOV) and Transportation System Management (TSM) components (low-cost transportation improvements and freeway bottleneck removal projects).

The LPIS LRT alignment for the Irving/DFW LRT Line crossed the Trinity River, paralleled Spur 482 and SH 114, and terminated at the north end of DFW International Airport east of International Parkway and south of SH 114

This LPIS was also submitted to the North Central Texas Council of Governments (NCTCOG) Surface Transportation Technical Committee (STTC) for review and forwarded to the Regional Transportation Council (RTC) for endorsement. On January 13, 2000, the RTC passed a resolution to approve *Mobility 2025: The Metropolitan Transportation Plan*, which incorporated the LPIS.

Because two LRT lines resulted from the MIS, DART recommended a separate PE/EIS effort for each line. A Record of Decision (ROD) for the Northwest Corridor LRT line to Farmers Branch and Carrollton was issued on February 5, 2004. That line is currently under construction. The subject of this record of Decision (ROD) is the Northwest Corridor LRT Line to Irving/DFW. An extension to the DFW Airport Central Terminal Area will be considered in a future PE/EIS effort.

Alternatives Considered

The FEIS evaluated a No-Build Alternative and the LRT Alternative. The No-Build Alternative includes all improvements contained in the **2006-2008 Transportation Improvement Plan** (TIP), Congestion Management System (CMS) improvements mandated to address regional air quality, and DART's planned transit system improvements. The bus service improvements are intended to keep pace with population and employment growth, consistent with trends in the Northwest Corridor Study Area

The selected 9.3-mile LRT Alternative extends southwest from a junction with the Northwest Corridor to Farmers Branch and Carrollton LRT line near the southwest corner of Northwest Highway and Denton Drive in the City of Dallas just north of the Bachman Station. At the junction of Spur 482 and SH 114 the alignment turn northwest to parallel before entering the Las Colinas Urban Center. From here, the alignment extends westward across north Irving before terminating on the eastern edge of DFW International Airport Property at Belt Line Road.

Six new LRT stations will be built as part of the project: University of Dallas, Lake Carolyn Parkway, North Las Colinas, Carpenter Ranch, North Lake College and Belt Line Road. Two additional stations will be deferred until warranted by development: Loop 12 and South Las Colinas.

The vehicles and systems technologies to be utilized for this project will be identical to the light rail services currently operating in the DART Service Area. The electrically powered vehicles collect primary electrical power [845 Volts-Direct Current (Vdc)] via a pantograph from an overhead contact system along the length of the alignment that distributes the power from wayside traction power substations. Seven traction power substations have been appropriately spaced along the alignment. The ten new light rail vehicles required for the project will be stored and maintained at two existing operating facilities located elsewhere along the DART rail system. The new Northwest Rail Operation Facility (NWROF) is located in Dallas along the Northwest Corridor to Farmers Branch and Carrollton Line and the original Service & Inspection (S&I) Facility is located in Dallas along the South Oak Cliff Corridor.

Basis for The Decision

The June 2008 FEIS, supported by the 2000 Major Investment Study, constitute the detailed statement on environmental impacts for the Selected LRT Alternative as required by the National Environmental Policy Act of 1969, the Clean Air Act Amendments of 1990 and Federal transit laws (49 USC Chapter 53).

The LRT project is expected to increase regional connectivity and transit effectiveness, offer a reliable alternative to the automobile, increase people-carrying capacity in the corridor, relieve congestion, enhance the southeast to northwest travel patterns to access the many jobs in the corridor, and increase economic development opportunities. Additionally, the LRT project will contribute to alleviating the region's air quality problems, as documented in the quantitative analysis in the FEIS.

The Northwest Corridor LRT project will provide a vital link to two institutions of higher learning, the University of Dallas and North Lake College, plus one of the regions densest employment centers, the Las Colinas Urban Center. Once extended, the corridor will provide a direct connection to both Love Field and DFW Airport. Airport connections are significant for both passengers and employment access. DFW Airport is one of the region's largest employment destinations.

The LRT line will connect Irving and the northwest quadrant of Dallas County to DART's expanding LRT system that provides direct rail service to major employment centers including Southwestern Medical Center/Parkland Hospital, Southwest Airlines, Dallas Market Center, the Dallas Central Business District, Baylor Hospital and the Telecom Corridor. Additionally, DART LRT lines serve several entertainment venues

including, the American Airlines Center, Dallas Convention Center, Dallas' West End, Deep Ellum and Fair Park.

The project is projected to result in an increased daily ridership of about 33,700 unlinked transit trips over the No-Build Alternative. Regional vehicle miles of travel (VMT) are forecast to be slightly reduced in the year 2025 compared to the No-Build Alternative.

The adverse social, economic, and environmental impacts of the project are commensurate with its transportation benefits. Where these impacts cannot be avoided, they will be minimized as discussed in the FEIS and summarized below.

Public Opportunity to Comment

A Notice of Intent to prepare an Environmental Impact Statement for the Northwest Corridor to Irving/DFW LRT Project was published in the *Federal Register*, Volume 70, Number 90 on Wednesday, May 11, 2005. The Notice of Intent and newspaper advertisements appearing in the *Dallas Morning News* announced the locations and times of the scoping meetings.

A general public pre-scoping meeting was held on March 10, 2005 and a general public scoping meeting was held on June 29, 2005. Additionally, a separate interagency scoping meeting was held on June 29, 2005. More than 200 meetings, briefings, and workshops with the general public and interested stakeholders and corridor organizations were conducted throughout the MIS and Draft Environmental Impact Statement (DEIS)/FEIS preparation periods. These included four rounds of public meetings during the MIS, and five rounds of meetings during the DEIS/FEIS preparation periods, all of which were publicized through announcements in local newspapers and notices sent directly to affected residents.

The DEIS notice of availability was published by the Environmental Protection Agency (EPA) in the *Federal Register*, Volume 73, Number 17 on Friday, January 25, 2008. The notice was also published in the *Dallas Morning News* and local area newspapers to announce the availability and the public hearing schedule. A 45-day DEIS comment period was provided from January 25, 2008 to March 11, 2008. During the comment period, a public hearing was held within the Corridor on February 28, 2008 at the University of Dallas. Additional opportunity comments were provided during the regularly scheduled public comment forum during the March 4, 2008 DART Board of Directors meeting. Written and verbal comments received during the public hearing and the 45-day comment period were entered into the official record and included with the FEIS with responses from DART and FTA.

EPA announced availability of the FEIS in the *Federal Register*, Volume 73, Number 149 on Friday, August 1, 2008. The notice of availability was also announced in local newspapers.

Measures to Minimize Harm

DART will implement, as necessary, all mitigation to which the FEIS commits and will coordinate with other public agencies on design issues related to the project as stipulated in the FEIS. If FTA provides financial assistance to the project, FTA will require in the funding agreement with DART and as a conditions of its grants that all committed mitigation be implemented. FTA will require that DART periodically submit written reports on its progress in implementing the mitigation commitments. The following text summarizes the major mitigation commitments. These, and other minor mitigation commitments contained in the FEIS, will be implemented and monitored by DART through quarterly updates of their Mitigation Monitoring Program.

Relocation Mitigation: Property that is required for construction of the light rail project will be subject to the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. All property to be acquired will be purchased at fair market value, and moving expenses will be reimbursed for all actual and related cost incurred in moving. DART will be responsible at the local level for administering the Act.

Visual Mitigation: The result of the visual impact analysis identified a visual impact to a single-family residential community and a multifamily residential community. A combination of solid visual barriers, vinyl coated fencing and increased landscaping is proposed to mitigate these impacts.

Wetland Mitigation: Provide compensatory wetlands mitigation of 2.00 acres for impacts to Wetland A (55+20 through 79+80). See FEIS Section 5.7.1. DART's preferred method of wetland replacement is wetland banking. This measure is to be coordinated with USACE during permitting process.

Parkland Mitigation: The Northwest Corridor to Irving/DFW LRT project will require the use of City of Dallas Parkland triggering Section 4(f) of the *Department of Transportation Act of 1966*, and Section 6(f)(3) of the *Land and Water Conservation Fund Act (LWCF Act)*. The proposed project has included all possible planning to minimize harm to Section 4(f) resources. These measures include:

- DART will acquire fee simple ownership or a permanent easement of 2.5 acres of the Elm Fork Greenbelt from the City of Dallas at a fair market price to be determined through independent appraisal.
- Through the Section 6(f) (3) conversion process (See Section 6.5), DART has identified 3.34 acres of replacement property directly adjacent to the 2.5 acres being acquired. DART proposes purchase this property to compensate the city for the loss of parkland.
- DART will ensure that the area beneath the aerial structure will remain available for recreation use.
- DART proposes that all or part of the conversion property can be rededicated to the City for park uses. This will ensure no net loss of parkland and preserve the

property for recreational uses. (DART would retain use through license agreement or easement)

- Safe pedestrian access will be maintained for park users during construction of the project.
- DART will incorporate design features where necessary to reduce or minimize impacts to Section 4(f) property – these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with City’s plans for trail development; the bridge will be located as close as permissible to TXDOT Spur 482; and the bridge will be located along a narrow tract along the river to minimize acquisition of park land.
- Any roads or improvements developed for construction purposes may be made available to the City of Dallas to provide park access. The City of Dallas will be consulted to determine if these improvements would be beneficial to park access or use.
- During the final phase of project construction, after completion of the bridge structure, the park would be returned to a condition as good as or better than at present. Vegetation that is cleared for construction would be replanted to the extent possible that it can be supported under the new structure. All equipment and dirt and debris from construction would be removed from the site. The staging area would be cleared and returned to pre-construction-period condition.

Construction Mitigation The DART General Provisions, General Requirements and Standard Specifications for Construction Projects include measures to address construction-related impacts such as maintaining access to all homes and business, traffic control, construction-related noise and vibration, dust abatement measures, sediment and erosion control plans, prevention of groundwater contamination, steps to be followed in case hazardous or regulated materials are uncovered, and steps to follow in the event an archaeological resource is uncovered. A public information program will be established during the construction phase to advise the public about traffic conditions and other concerns.

Monitoring Program

The FTA will monitor DART to assure that all mitigation to which the FEIS commits is implemented and that coordination with other public agencies on design issues related to the project as stipulated in the FEIS is carried out. If FTA provides financial assistance to the project or Letters of No Prejudice, FTA will require in the funding agreement with DART and as a condition of its grants that all committed mitigation be implemented.

A copy of the Mitigation Monitoring Program as prepared by DART is attached to this ROD (Appendix 1) and made part of the Decision.

Determinations and Findings

The environmental record for the Northwest Corridor to Irving/DFW LRT Project is included in the Draft Environmental Impact Statement (January 2008) and the Final Environmental Impact Statement (July 2008). These documents represent the detailed statement required by 49 U.S.C. 5324(b), and includes:

- The environmental impacts of the project;
- The adverse environmental impacts which cannot be avoided should the proposed project be implemented;
- Alternatives to the proposed project; and
- Irreversible and irretrievable impacts on the environment.

On the basis of the evaluation of social, environmental, and economic impacts contained in the FEIS, and the written and oral comments offered by the public and other agencies, the FTA has determined, in accordance with 49 U.S.C. 5324(b) that:

- Adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the project and that fair consideration has been given to the preservation and enhancement of the environment and to the interests of the community in which the proposed project is to be located; and
- All reasonable steps have been taken to minimize the adverse environmental effects of the proposed project and where adverse environmental effects remain, no feasible and prudent alternative to avoid or further mitigate such effects exists.

Conformity with Air Quality Plans

The Federal Clean Air Act, as amended, requires that transportation projects conform with the State Implementation Plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards and of achieving expeditious attainment of such standards. The EPA regulation implementing this provision of the Clean Air Act (40 CFR Parts 51 and 93) establishes criteria for demonstrating that a transportation project is in conformity with applicable air quality plans. The performance of the LRI Alternative in meeting the conformity criteria given in the EPA regulation was evaluated in Section 5.3.2 of the FEIS. The project meets the criteria in 40 CFR Parts 51 and 93 for projects from a conforming plan and TIP, and conforms with air quality plans for the Dallas/Ft. Worth region and with the Clean Air Act Amendments of 1990.

Section 106

Section 106 of the National Historic Preservation Act of 1966, as amended, requires analysis of the any effects of the proposed undertaking on historic properties listed in or determined eligible for listing in the National Register. Following the identification of historic properties (36 CFR 800.4) within the proposed project APE and the application of the Criteria of Adverse Effect (36 CFR 800.5[a] {1}), it has been determined by FIA with SHPO concurrence on May 31, 2006 that there are no historic properties within the APE and as a result, this is a finding of No Historic Properties Affected.

Section 4(f)

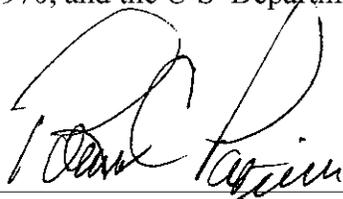
The Northwest Corridor to Irving/DFW LRT project, as determined by DART and FIA, will have an effect upon a portion of the Elm Fork Greenbelt, which is City of Dallas Parkland. Measures to minimize harm to the Section 4(f) resource are included in the FEIS, which addresses any proximity impacts of the project.

The Northwest Corridor to Irving/DFW LRT Project will directly use approximately 2.5 acres of Elm Fork Greenbelt for an aerial LRT alignment.

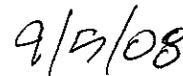
FIA has consulted with the United States Department of the Interior. Based on this consultation and the "Northwest Corridor to Irving/DFW Section 4(f) Statement", prepared as Chapter 6 to the Northwest Corridor to Irving/DFW FEIS, FIA has determined that there is no feasible and prudent alternative to the use of the land from the Elm Fork Greenbelt and the proposed action includes all possible planning to minimize impacts resulting from such use.

Finding

On the basis of the determinations made in compliance with relevant provisions of Federal law, FIA finds the Northwest Corridor to Irving/DFW LRT Project has satisfied the requirements of the National Environmental Policy Act of 1969, the Clean Air Act of 1970, and the U S Department of Transportation Act of 1966, all as amended



Robert C. Patrick
FIA Regional Administrator, Region 6



Date

Appendix 1: Mitigation Monitoring Program

Appendix 2: Measures to Mitigate Environmental Impacts Table

**DALLAS AREA RAPID TRANSIT AUTHORITY (DART)
NORTHWEST CORRIDOR TO IRVING/DFW LRT PROJECT
MEASURES TO MITIGATE ENVIRONMENTAL IMPACTS**

Mit. Number	Impact/Mitigation (See FEIS for complete description)	Implementation and Monitoring	Responsible Party	Timing	Status
Corridor-Wide (COR) Mitigation Measures					
COR-1	<p>Acquisition and Displacement Property owners will be paid fair market value for any property acquired. Moving expenses (for both actual and related costs) will be reimbursed. DART will determine the availability suitable locations for displaced businesses prior to displacement. (No residential displacements) All new locations will be on an open occupancy basis at costs affordable to those displaced. Real Estate donations will be appraised by an independent appraiser to determine fair market value. This will be made available to property owners.</p>	<p>Adhere to the DART Board of Director's Policy and Procedures (adopted 1987, modified 2000). Comply with the Federal <i>Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</i> (URARPAP). Real Estate donations will coordinated through City of Irving.</p>	<p>DART with coordination from Dallas & Irving</p>	<p>Final Design</p>	
COR-2	<p>Noise Re-evaluate noise impacts at sensitive locations (Moderate Impacts) during final design.</p>	<p>Adhere to: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006) www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html</p>	<p>DART</p>	<p>Final Design</p>	
COR-3	<p>Visual and aesthetics Provide necessary landscaping visual screening at stations. Lighting to be reflected away from residential uses. Station finish out to be determined through Art & Design Program.</p>	<p>Adhere to Irving Development Code and DART Specifications. Follow DART Art and Design procedures.</p>	<p>DART with coordination from City of Irving</p>	<p>Final Design</p>	
COR-4	<p>Waters and Wetland Mitigation Minimize impacts to waters and wetlands. Incorporate design features to reduce or minimize impacts to waters and wetlands – these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with waters and wetlands. Coordinate design with US Army Corps of Engineers (USACE). Acquire appropriate permits.</p>	<p>Filling and grading activities will take place in compliance with the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities. This permit prescribes a series of BMP's. Specific BMP's will be selected during final design and included in construction specifications. Apply for permit as necessary.</p>	<p>DART with coordination from USACE</p>	<p>Final Design</p>	
COR-5	<p>Vegetation/Soils Preserve existing vegetation to the greatest extent possible. Remove only the amount of vegetation required for construction. Avoid soil disturbance. Reconstruct all disturbed areas in accordance with the guidelines of the Cities of Dallas/Irving. Replace vegetation using native vegetation. Dallas Development Code requires the replacement for the removal of protected trees of diameters greater than six inches. City of Irving requires a tree removal permit. Existing vegetation will be replanted along the disturbed project area using native vegetation that are generally useful to wildlife. Areas of re-vegetation will be monitored to ensure that plantings are re-established.</p>	<p>Adhere to DART construction specifications. Site planning to avoid preserve existing vegetation. Utilize existing roadways and bridges when crossing drainages wetland, and creeks. DART will work with an arborist to identify quality trees within the City of Dallas impacted by the project and make an effort to preserve them. Inspection and permitting by the City of Dallas' Arborist Division will be necessary (prior to any construction), for the removal of protected tree species. Compliance with City of Irving tree removal permit. DART will confirm the re-establishment of re-vegetation. Include in Landscaping Plans. Website useful in finding native vegetation: www.tpwd.state.tx.us/huntwild/wild/wildscapes</p>	<p>DART with coordination from Dallas & Irving</p>	<p>Final Design</p>	
COR-6	<p>Wildlife (Including Protected Species & Aquatic Habitat) Provide habitat for wildlife with replacement vegetation using native vegetation that are generally useful to wildlife.</p>	<p>Adhere to DART Board Policy , which, provides for replacement of large trees with trees that are native and generally useful to wildlife. Use BMP's. Any trees planted under this program and any tree planted in wooded areas will provide habitat for wildlife. Include in Landscaping Plans. Adhere to Vegetation Mitigation (Cor-5)</p>	<p>DART with coordination from City of Dallas</p>	<p>Final Design</p>	

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NORTHWEST CORRIDOR TO IRVING/DFW LRT PROJECT
MEASURES TO MITIGATE ENVIRONMENTAL IMPACTS**

Mit. Number	Impact/Mitigation (See FEIS for complete description)	Implementation and Monitoring	Responsible Party	Timing	Status
COR-7	Surface Water Quality Minimize impacts to surface waters quality resulting from construction activities. Follow best management practices (BMP's) for temporary erosion and sedimentation control, permanent soil erosion control, and re-vegetation. Coordinate with USACE.	Filling and grading activities will take place in compliance with the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities. This permit prescribes a series of BMP's. Specific BMP's will be selected during final design and included in construction specifications. The construction contractor will take appropriate measures to prevent, minimize, and control spillage of hazardous materials in construction areas, in accordance with applicable state and federal laws, so as not to degrade ambient water quality. File SW3P.	DART with coordination from USACE	Final Design, Construction	
COR-8	Ground Water Quality Minimize impacts to ground waters quality resulting from construction activities. Follow best management practices (BMP's) for temporary erosion and sedimentation control, permanent soil erosion control, and re-vegetation.	The construction contractor will take appropriate measures to prevent, minimize, and control spillage of hazardous materials in construction areas, in accordance with applicable state and federal laws, so as not to degrade ambient water quality. BMP's for erosion and sedimentation would be employed to reduce the potential for impacts to groundwater quality during construction and operation of the LRT. File SW3P.	DART with coordination from USACE	Final Design, Construction	
COR-9	Floodplain Minimize floodplain impacts. Ensure project will not result in an increase in Flood Levels. Incorporate design features to reduce or minimize impacts to floodplains - these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with floodplains. Coordinate design with US Army Corps of Engineers (USACE). Acquire appropriate permits.	Prior to construction activities that may affect floodplains, coordination would occur between DART, City of Dallas, City of Irving, USACE, and Federal Emergency Management Agency (FEMA) to evaluate the project, provide recommendations, and prescribe mitigation options for impacts to floodplains.	DART with coordination from Dallas, Irving, FEMA & USACE	Final Design, Construction	
COR-10	Hazardous/Regulated Materials Investigate at risk areas during final design. Survey existing structures. Remediate hazardous/regulated material in compliance with federal, state and local requirements.	If unanticipated hazardous/regulated materials are encountered, the DART Environmental Compliance Manager will be immediately notified. Any remediation plans would be coordinated with the Texas Commission on Environmental Quality (TCEQ). Specific mitigation measures will occur in full compliance with federal, state, and local requirements.	DART with coordination from TCEQ	Final Design, Construction	
COR-11	Safety And Security Coordinate Safety issues with all appropriate Police Protection, Fire Protection and Emergency Medical Services providers.	Coordinate with appropriate providers through quarterly DART Fire/Life Safety Committee meeting.	DART with Dallas, Irving, DFW and NLC		
COR-12	Construction Staging Areas (Construction) Store equipment and materials in conformance with local regulations and DART Specifications. Use BMP's to prevent storm water runoff. Restore area to original condition.	Adhere to DART Construction Guidelines Specifications Section 01560 Part 1.3 C-6 and G. Develop SW3P.	DART with coordination from Irving	Final Design, Construction	
COR-13	Noise (Construction) Construction will be carried out in compliance with all applicable noise regulations and DART Specifications. Apply noise control measures as needed.	Adhere to DART Construction Guidelines Specifications Section 01560 Part 1.9 A-G.	DART with coordination from Dallas & Irving	Final Design, Construction	
COR-14	Vibration (Construction) Construction will be carried out in compliance with all applicable vibration regulations and DART Specifications. Apply vibration control measures as needed.	Adhere to DART Construction Guidelines Specifications Section 01560 Part 1.9 A-G.	DART with coordination from Dallas, Irving & DFW	Final Design, Construction	

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MEASURES TO MITIGATE ENVIRONMENTAL IMPACTS**

Mit. Number	Impact/Mitigation (See FEIS for complete description)	Implementation and Monitoring	Responsible Party	Timing	Status
COR-15	Disruption of Utilities (Construction) Minimize and mitigate disruption of utilities during construction	Businesses, schools and residences affected by utility disruptions will be notified at least two weeks in advance of any disruption. For businesses, these disruptions will last fewer than 24 hours and preferably during the businesses' off-hours. Utility companies and agencies will be contacted prior to construction, to provide line location and approval of any alterations. A comprehensive review of all utilities located within the DART ROW will be conducted during final design. The construction contractor has the ultimate responsibility to locate all possible affected utilities.	DART with coordination from Dallas & Irving	Final Design, Construction	
COR-16	Access and Distribution of Traffic (Construction) Maintain access and manage traffic in accordance with appropriate regulations. Coordinate traffic plans with Dallas, Irving and DFW.	Traffic management and construction sequencing plans will be developed along with project specifications during final design in cooperation with the City of Dallas, Irving and DFW. Plans will be submitted to local traffic engineering authorities, including the City of Dallas, Irving, DFW and Texas Department of Transportation (TxDOT) for review.	DART with coordination from Dallas, Irving, DFW and TxDOT	Final Design, Construction	
COR-17	Air Quality (Construction) Minimize dust and emissions.	Adhere to DART General Provisions Section 01560 (Part 1.8 Dust Control) BMP's may include the following: areas disturbed by construction activities would be covered or treated with dust suppressors; tarpaulins will be used on loaded trucks carrying loose material to prevent the material from becoming airborne; contractors will use emission control devices and limit the idling of construction vehicles. Comply with EPA emissions guidance. Use emission control devices. Limit unnecessary idling.	DART with coordination from Dallas & Irving	Final Design, Construction	
COR-18	Disruption of Business/Academic Activities (Construction) Minimize and mitigate disruption of businesses/academic activities during construction.	Acquire Permits for roadway disruptions and blockages. As a courtesy, notification of roadway disruptions and descriptions of alternative routes will be provided to neighboring property owners/operators. The DART-coordinated community participation campaign for the corridor will be continued during construction to aid adjacent businesses and schools in reducing access-related concerns. Additional provisions in the construction specifications will reduce the impact of this project on traffic (e.g. minimize construction activities during peak traffic times, avoiding blockages of business access driveways, working on weekends).	DART with coordination from Dallas & Irving	Final Design, Construction	
COR-19	Water Quality and Runoff (Construction) Provide adequate mitigation measures to prevent long-term impacts to area surface and groundwater and the city's storm water system.	In accordance with the Municipal Separate Storm Sewer System, (MS4) project specifications must be reviewed by the Storm Water Quality Department at the City of Dallas/Irving prior to initiation of construction. The site operator must develop a Storm Water Pollution Prevention Plan (SW3P) and submit a Notice of Intent (NOI) to the Environmental Protection Agency (EPA) at least 48 hours prior to commencing construction activities.	DART with coordination from Dallas, Irving & EPA	Final Design, Construction	
COR-20	Excavation, Fill Material Debris and Spoils (Construction) Only clean fill material will be used for construction. Project site and disposal areas will be left clean upon completion of the project.	Adhere to General Provisions Specifications (Section 01560, Part 1.5 A,B, and C). Use of clean fill material will be included in project specifications. A licensed contractor will dispose of any hazardous material. Haul routes will be established on roads other than established truck routes. Proper disposal of hazardous materials will be included in project specifications.	DART with coordination from Dallas & Irving	Final Design, Construction	

COR-21	Road/Intersection Impacts Provide Grade Separations as detailed on Table 4-9 of the FEIS. Provide necessary intersection and or traffic signal improvements, to ensure acceptable operation for traffic crossing the LRT line of entering/existing stations.	DART will coordinate Final Design with the City of Irving and TxDOT to implement intersection and roadway improvements.	DART with coordination from Irving & TxDOT	Final Design	
Irving/DFW – Line Section I1					
I1-1	Noise Re-evaluate noise impacts at Lofts at Las Colinas/Delano (267+00)	Adhere to: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006) www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html	DART	Final Design	
I1-2	Waters and Wetland Mitigation Provide compensatory wetlands mitigation of 2.00 acres for impacts to Wetland A (55+20 through 79+80). See FEIS 5.7.1	DART's preferred method of wetland replacement is wetland banking. To be coordinated with USACE and permitting process.	DART with coordination from USACE	Final Design	
I1-3	Floodplain Section 408 Levee Impacts Avoid levee impact. Acquire Section 408 permit as required. Consider alternative design to clear span levee.	Develop alternative to clear span levee. Coordinate with City of Dallas, City of Irving, USACE, and Federal Emergency Management Agency.	DART with coordination from Dallas, Irving, FEMA & USACE	Final Design, Construction	DART has issued GEC task to develop alternative to clear span levee.
I1-4	Archeological Resources Conduct geotechnical backhoe trenching in the floodplain adjacent to Spur 482 (55+20 through 79+80) prior to construction.	Issue task order to DART GPC to conduct testing and SHPO coordination when property becomes available. If archeological deposits are discovered, consult with SHPO to determine appropriate action and mitigation.	DART with Coordination with SHPO	Final Design	DART has issued GPC task to conduct testing when property becomes available.
I1-5	Parklands/Section 4(f) To ensure protection of Elm Fork Gateway Park, A Section 4(f) Protected Resource (61+00 to 73+00) <ul style="list-style-type: none"> Ensure that the area beneath the aerial structure will remain available for recreation use. Safe pedestrian access will be maintained for park users during construction of the project. Incorporate design features where necessary to reduce or minimize impacts to Section 4(f) property – these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with City's plans for trail development; the bridge will be located as close as permissible to TXDOT Spur 482; and the bridge will be located along a narrow tract along the river to minimize acquisition of park land. Any roads or improvements developed for construction purposes may be made available to the City of Dallas to provide park access. The City of Dallas will be consulted to determine if these improvements would be beneficial to park access or use. During the final phase of project construction, after completion of the bridge structure, the park would be returned to a condition as good as or better than at present. Vegetation that is cleared for construction would be replanted to the extent possible that it can be supported under the new structure. All equipment and dirt and debris from construction would be removed from the site. The staging area would be cleared and returned to pre-construction-period condition. 	DART will continue to coordinate efforts with the City of Dallas Parks Department	DART with Coordination with Dallas	Final Design, Construction, Operation	

I1-6	<p>Parklands/Section 6(f) Meet land conversion requirements of Section 6(f)(3) of Land and Water Conservation Fund (LWCF). See FEIS Section 6.5</p> <ul style="list-style-type: none"> DART will acquire fee simple ownership or a permanent easement of 2.5 acres of the Elm Fork Greenbelt from the City of Dallas at a fair market price to be determined through independent appraisal. Through the Section 6(f) (3) conversion process (See Section 6.5), DART has identified 2.95 acres of replacement property directly adjacent to the 2.5 acres being acquired. DART proposes purchase this property to compensate the city for the loss of parkland. 	DART will continue to coordinate efforts with the City of Dallas Parks Department, the National Parks Service (NPS) and Texas Parks and Wildlife (TPWD).	DART with Coordination with Dallas, NPS, & TPWD	Final Design, Construction, Operation	
I1-7	<p>Non-Motorized Circulation/Access Pedestrian access/circulation facilities are important components of LRT stations. DART has coordinated access to each of its LRT Stations:</p> <p>A. U of D: LRT Platform vertical circulation will be provided from the NW quadrant of the rebuilt Braniff/SH 114 intersection and to the bus platform north of the frontage road. (TxDOT is rebuilding Braniff Road w/pedestrian element and providing a pedestrian underpass under the frontage road from the platform.)</p> <p>B. Lake Carolyn: Crosswalks will be provided. DART will provide vertical circulation from the platform to the APT Structure. Design will not preclude future connection to the east side of Lake Carolyn Parkway.</p> <p>C. North Las Colinas: DART will construct pedestrian access between the LRT platform and the NITC. DART will coordinate integrating the Station with future development.</p>	<p>Review TxDOT plans for SH 114 to ensure design facilitates pedestrian access at U of D.</p> <p>Coordinate connection to APT with Irving and DCURD</p> <p>Coordinate connection to NITC with TxDOT, Irving and DCURD. Intitial design constructs temporary pedway over DCURD canal under Spur 348 (TxDOT). When this portion of Spur 348 get rebuilt, coordinate with TxDOT/DCURD to move off of canal.</p>	DART with Coordination with TxDOT, Irving, DCURD, and UD		
Irving – Line Section I2					
I2-1	<p>DFW Property Use Use of DFW Property will be through a lease or license agreement</p>	DART will work with DFW to determine Fair Market Value	DART with coordination from DFW	Final Design	
I2-2	<p>Noise Re-evaluate noise impacts at Archstone Apartments (388+00 to 400+00)</p>	<p>Adhere to: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006) www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html</p>	DART	Final Design	
I2-3	<p>Visual and Aesthetic Resources (Alignment) In residential areas between Mac Arthur Boulevard and Walnut Hill Lane, DART will mitigate significant visual intrusions through landscaping. Vegetation will be placed to break up views from LRT to residences. Black vinyl-coated fencing will be used in this area. Approximate Stationing: 388+00 to 410+00. The Walnut Hill lane crossing is to remain at-grade.</p>	Landscaping plan to be developed during final design and coordinated with any betterments requests.	DART	Final Design, Construction	
I2-4	<p>Visual and Aesthetic Resources (Carpenter Ranch Station) A 7-foot solid screening wall will be placed between the rail station and the adjacent residential property. This wall will extend along the bus circulation lane on the western edge of the property from Meadow Creek Drive to the proposed sidewalk along the southern edge of the station. The wall will be designed so as not to prohibit The Villas of Beaver Creek Apartment complex from connecting into the proposed pedestrian sidewalk. The wall will be considered to be an element of the station. Materials and finishes will be consistent with the materials and finishes selected for other station elements during final design.</p>	Station finishes to be determined through station art and design program. Final design will be coordinated with any betterments requests that may include pedestrian access, pedestrian gate, landscaping, and wall finish.	DART	Final Design, Construction	

I2-5	Visual and Aesthetic Resources (North Lake Station) Within the North Lake Station area, a 7-foot, solid visual screening wall will be placed between the station platform and the apartment complex and between the station parking and the single-family residential neighborhood. DART will work with the community to determine the optimal placement of these barriers. The walls will run roughly the length of the platform and the length of the parking area along the north side of the rail line. The walls will be designed so as not to prohibit planned pedestrian access to and through the platform. Materials and finishes will consistent with the materials and finishes selected for other station elements during final design.	Station finishes to be determined through station art and design program. Final design will be coordinated with any betterments requests that may include pedestrian access, pedestrian gate, landscaping, and wall finish.	DART	Final Design, Construction	Coordination with Mandalay Place HOA resulted tin a desire that the Wall between the parking and the residential be place along the north edge of the tracks to act as a buffer for both parking and the LRT Line.
I2-6	Waters and Wetland Mitigation Size culvert and re-channelization of tributary to Water 16 (466+00) appropriately	Ensure that neither normal flows nor expected high flow (the 1-2 year flood) velocity will increase as a result of the project. Coordinate with USACE during permitting process	DART with coordination from USACE/DFW/ Irving	Final Design	
I2-7	Vegetation/Wildlife On DFW property (429+00 to end of project), including Belt Line Station, do not use vegetation that is attractive to birds.	Coordinate with DFW airport for recommended vegetation.	DART with coordination DFW	Final Design	
I2-8	Wildlife (Aquatic Habitat) TPWD requested that DART consider that the reconstructed channel of Water 16 (466+00) consist of natural material and planted with native vegetation rather than concrete lined or riprap lined and that a wooded riparian corridor should be incorporated in the planting scheme.	Upon consultation with USACE to insure appropriate flows consider natural materials and bioengineering techniques to reconstruct channel outside of culvert. A potentially useful website: http://plant-materials.nrcs.usda.gov/idpmc/streambank.html	DART with coordination from City of Dallas	Final Design	
I2-9	Vibration (Construction) On DFW property (429+00 to end of project), including Belt Line Station, coordinate activities with DFW/FAA to avoids impacts to sensitive airport equipment	Establish point person for coordination with DFW.	DART with coordination DFW	Final Design, Construction	
I2-10	Access and Distribution of Traffic (Construction) Sequence the relocation/reconstruction of Brangus Road 388+00 to 412+50) to occur prior to the construction or rail line/Station at North Lake College.	Traffic management and construction sequencing plans will be developed along with project specifications during final design in cooperation with the City of Irving. Plans will be submitted to local traffic engineering authorities, including the City Irving for review.	DART with coordination from Dallas/Irving, DFW and TxDOT	Final Design, Construction	
I2-11	Disruption of Business/Academic Activities (Construction) Sequence the relocation/reconstruction of Brangus Road to occur prior to the construction or rail line/station at North Lake College. Coordinate dissemination of information with North Lake College.	The DART-coordinated community participation campaign for the corridor will be continued during construction to aid North Lake College in reducing access-related concerns. A point person will be established to dissemination information to the school.	DART with coordination from City of Dallas	Final Design, Construction	
I2-12	Road/Intersection Impacts A. Cross Walnut Hill Lane at-grade (See I2-X Visual Mittgation) B. (DFW) Allow for future connection under alignment as rail approaches Belt Line Station C. (DFW)Accommodate future grade separation over Belt Line Road with rail expansion into DFW	Monitor final design to ensure adherence.	DART with coordination from Irving &, DFW	Final Design	

<p>I1-13</p>	<p>Non-Motorized Circulation/Access Pedestrian access/circulation facilities are important components of LRT stations. DART has coordinated access to each of its LRT Stations:</p> <ul style="list-style-type: none"> A. Carpenter Ranch: Preserve existing bridge over Beaver Creek for pedestrian access to future development. Coordinate with Villas of Beaver Creek to create pedestrian connection between complex and station. B. North Lake: Provide pedestrian access to and through platform. Work with City to tie pedestrian access to station along former Brangus ROW to the North. Coordinate with Archstone Apartments to provide direct pedestrian connection to platform. Coordinate station design with North Lake College to maximize pedestrian to campus. C. (DFW) Belt Line: Coordinate with DFW to maximize pedestrian access between platform, parking and development. 	<p>Coordinate pedestrian access with apartment complexes and with Residential Betterments requests.</p> <p>Coordinate access with visual mitigation at Carpenter Ranch and North Lake</p> <p>Coordinate with Irving and NCL to ensure residences north of rail line have pedestrian access to NLC campus</p> <p>Review City of Irving Plans for former Brangus ROW</p> <p>Coordinate design of Belt Line Station with DFW staff</p>	<p>DART with Coordination from Irving, NLC and DFW</p>	<p>Final Design</p>	<p>DART has identified a pedestrian access point to the complex at end of designed pedestrian way at southwest corner of parking/bus lane. Gate to be provided at this location. Note: 7 ft wall, as visual mitigation is located along western property line/bus lane. Gate would be provided at end of wall. Residential Betterments may be used to provide key card access for gate and to tie into existing pedestrian path inside the complex.</p> <p>Archstone has identified a pedestrian access point to the complex at approximately 401+ 00 to tie into existing apartment road. Note: 7 ft wall as visual mitigation is located adjacent to platform. Gate would be provided in wall. Residential Betterments may be used to provide key card access for gate.</p> <p>Coordination with DFW is ongoing.</p>
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Dallas Area Rapid Transit

Northwest Corridor to Irving/DFW LRT Line

Mitigation Monitoring Program

September 2008

1.0 Introduction

This document presents the Mitigation Monitoring Program for the Dallas Area Rapid Transit (DART) Northwest Corridor to Irving/DFW (LRT) project, which consists of the construction of the an LRT line extension from the Bachman Station (Northwest Corridor Line to Farmers Branch and Carrollton) to the Belt Line Station on DFW International Airport property. This project is referred to as Line Sections I1 and I2. Figure 1-1 represents the location map for the proposed DART Rail to Irving/DFW.

The following sections describe the purpose of the document, the organization of the Mitigation Monitoring Program, and describe procedures for addressing possible final design changes that differ from the project definition as contained in the Final Environmental Impact Statement. This Mitigation Monitoring Program will be updated quarterly and will reflect changes to the project definition should they occur.

PURPOSE

The Mitigation Monitoring Program (MMP) provides DART and the Federal Transit Administration (FTA) with a tool to finalize and monitor the implementation of the mitigation measures in order to minimize impacts to the surrounding community. The purpose of the Mitigation Monitoring Program is twofold:

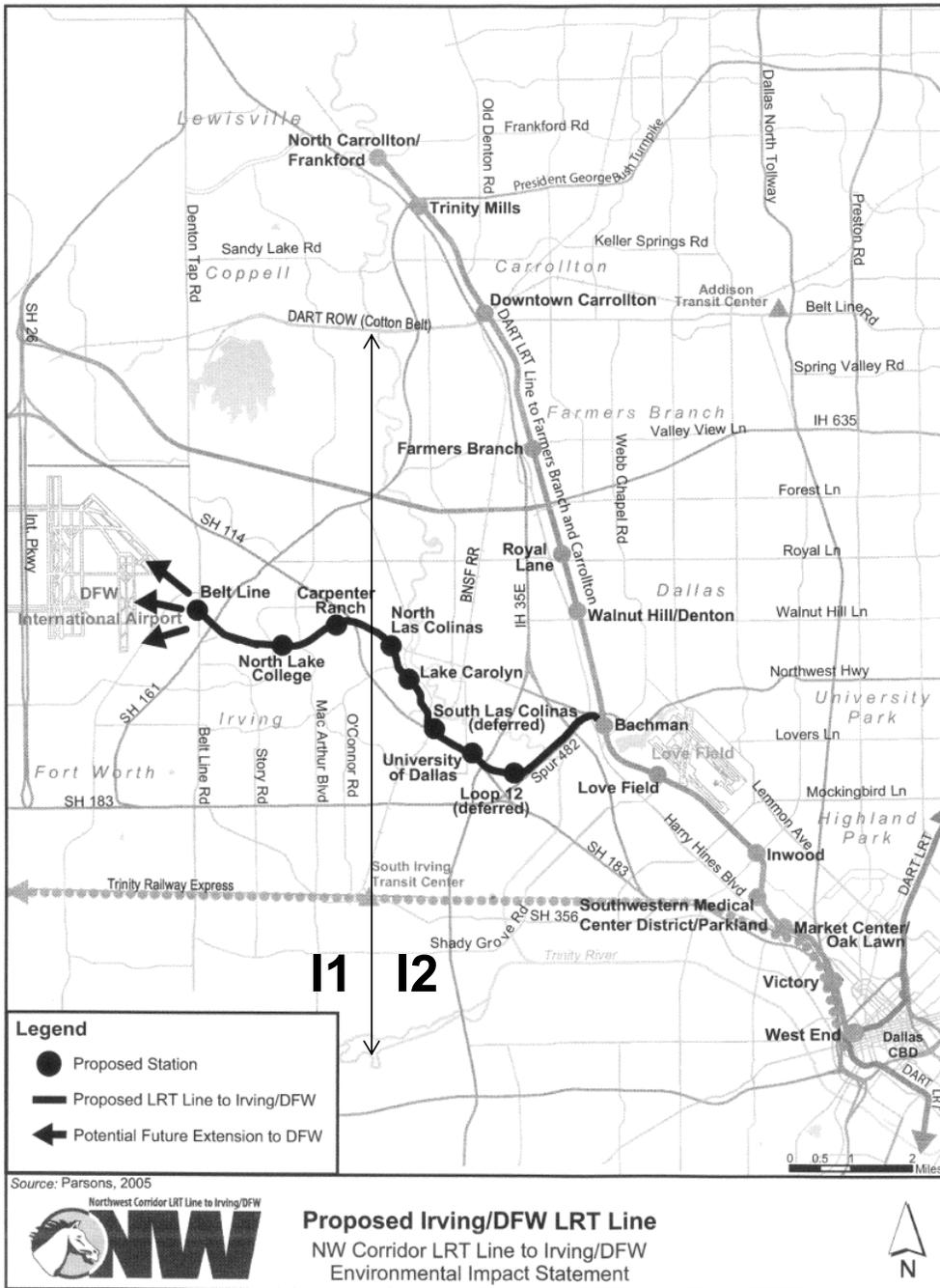
- To specify recommended mitigation measures reflected in the Northwest Corridor to Irving/DFW Final Environmental Impact Statement (FEIS) and the Plan and Profile drawings in order to facilitate the development and incorporation of appropriate mitigation treatments into the Final Design documents;
- To monitor the implementation of the mitigation measures as the project proceeds through Final Design and Construction.

DART and the FTA with cooperation from the Federal Aviation Administration (FAA) approved the Northwest Corridor to Irving/DFW FEIS in July 2008. The FEIS describes and summarizes the impacts to the social, economic, physical and natural environments associated with the implementation of the Northwest Corridor to Irving/DFW LRT extension, shown in Figure 1-1. This project was selected as the Preferred Alternative for the corridor following an extensive alternatives analysis and public involvement program. The project consists of a 9.3-mile LRT extension from the Bachman Station in Dallas, Texas to the Belt Line Station on DFW International Airport property in Irving, Texas. The Bachman Station is part of the Northwest Corridor to Farmers Branch and Carrollton Line LRT, currently under construction.

The FEIS calls for the project to be constructed in two sections. The first section (I1) will begin at Bachman Station and continue past the North Las Colinas Station providing three stations. Two additional stations are deferred and not part of this project. The second section (I2) would begin just west of the North Las Colinas Station and continue to Belt Line Road Station on DFW International Airport property, providing three stations.



Figure 1-1 Northwest Corridor to Irving/DFW



The Northwest Corridor to Irving/DFW LRT Project primarily utilizes new right-of-way plus some street and highway (TxDOT) right-of-way as crosses the Elm Fork of the Trinity River Greenbelt and extends through suburban north Irving to DFW Airport. Much of the required mitigation for the project is associated with the crossing Elm Fork Greenbelt including: use of parkland, impacts to wetland, protection of potential archeological resources, potential floodplain/levee impacts.

The following sections describe the organization of the MMP and describe procedures for addressing changes in the project definition as contained in the FEIS. This Mitigation Monitoring Program will be updated quarterly and will reflect changes to the project should they occur.

1.2 ORGANIZATION OF THE MITIGATION MONITORING PROGRAM

Following this introduction, Chapter 2.0 presents the Northwest Corridor to Irving/DFW Mitigation Monitoring Program. The Mitigation Monitoring Program highlights impacts and mitigation measures as identified in the FEIS. It will be used during the development of final design plans to ensure that appropriate mitigation measures are included, and to resolve issues identified during the environmental process that are contingent upon further engineering details.

The Mitigation Monitoring Program is organized in a manner such that corridor-wide mitigation measures, as well as mitigation measures specific to each line section are presented. Final design and construction activities for the Northwest Corridor to Irving/DFW LRT extension will be staggered in phases by the two line sections (I1, I2). In order to facilitate the management of the Mitigation Monitoring Program and quarterly status reports, the identified mitigation measures are presented within these same limits. Additionally, FAA has jurisdiction over DFW International Airport, which makes up the final 1.4 miles of I2. Specific mitigation commitments on DFW property will be further identified. As such, mitigation commitments are presented within the appropriate limits shown below:

<u>Line Section</u>	<u>Abbreviation</u>
Corridor-Wide	COR
Irving 1 – Bachman Station to North Las Colinas (17+00 to 296+75)	I1
Irving 2 – North Las Colinas to Belt Line Station (296+75 to 500+00)	I2
Irving 2 on DFW – (429+00 to 500+00)	I2 (DFW)

Each adopted mitigation measure is assigned a tracking number following the abbreviation (e.g. I2-1). The following items are summarized for each mitigation measure:

- **Mitigation Measure** - outlines the mitigation commitment, any outstanding issues or community concerns, and necessary background information.
- **Issue** - identifies the general issue/impact area being addressed by the mitigation measure.
- **FEIS Reference** - indicates which section of the FEIS specifies the mitigation measure.
- **Status**- describes the current reporting period status of the mitigation measure.



Quarterly mitigation monitoring status reports of the Mitigation Monitoring Program will be provided to the FTA, FAA for review, and to the DART Board of Directors for their information. These quarterly reports will provide the status of the implementation of mitigation measures for the current reporting period and will indicate what actions, if any, must be undertaken in order to complete or finalize the mitigation measure. It should be recognized also that the Mitigation Monitoring Program is an ongoing process. Mitigation measures could be modified as further design details and operating plans are developed.

1.3 PROCEDURES TO ADDRESS PROJECT DESIGN CHANGES

The information contained in the FEIS will guide final design efforts. However, variations in project design may occur due to new or updated information, or other circumstances that preclude strict adherence to the preliminary design commitments. Some changes to the design presented in the FEIS may occur.

As stated previously, this Mitigation Monitoring Program will be updated to reflect any new mitigation measures required as a result of changes in project definition. DART has developed a process to ensure that the proper environmental documentation is prepared with proposed project changes as part of ongoing coordination efforts with the FTA. Figure 1-2 illustrates this process as proposed to the FTA and FAA.

Throughout final design and the mitigation monitoring process, changes in project design that vary from the FEIS will be evaluated by DART staff. If the change is insignificant, DART will prepare a letter to the project file and provide a copy to the FTA/FAA. If substantial changes to the project design occur during the final design process, DART will submit an **Environmental Study** to the FTA/FAA. The *Environmental Study* will describe the design modification, any related environmental impacts, and associated changes in mitigation. The FTA has indicated that this is generally an acceptable method for documenting changes in the project that vary substantially from that contained in the FEIS. Based on the information contained in the study, the FTA/FAA may require that additional environmental analysis be conducted. This process would be concluded with a Finding of No Significant Impact (FONSI) for any environmental assessment or a revised Record of Decision for any Supplemental EIS. This process has been used in previous DART corridors and is generally accepted by the FTA. All efforts will be undertaken in compliance with *DART's Environmental Impact Assessment and Mitigation Monitoring Guidelines for Transit Projects* (September 2007). FAA will be involved with all changes that occur on DFW property.

While DART is committed to the mitigation measures outlined in this document, these measures are based on the current level of design. The ongoing mitigation monitoring process may result in the addition of new mitigation measures or the removal of existing mitigation measures, as appropriate, if subsequent design submittals change the project's impact.



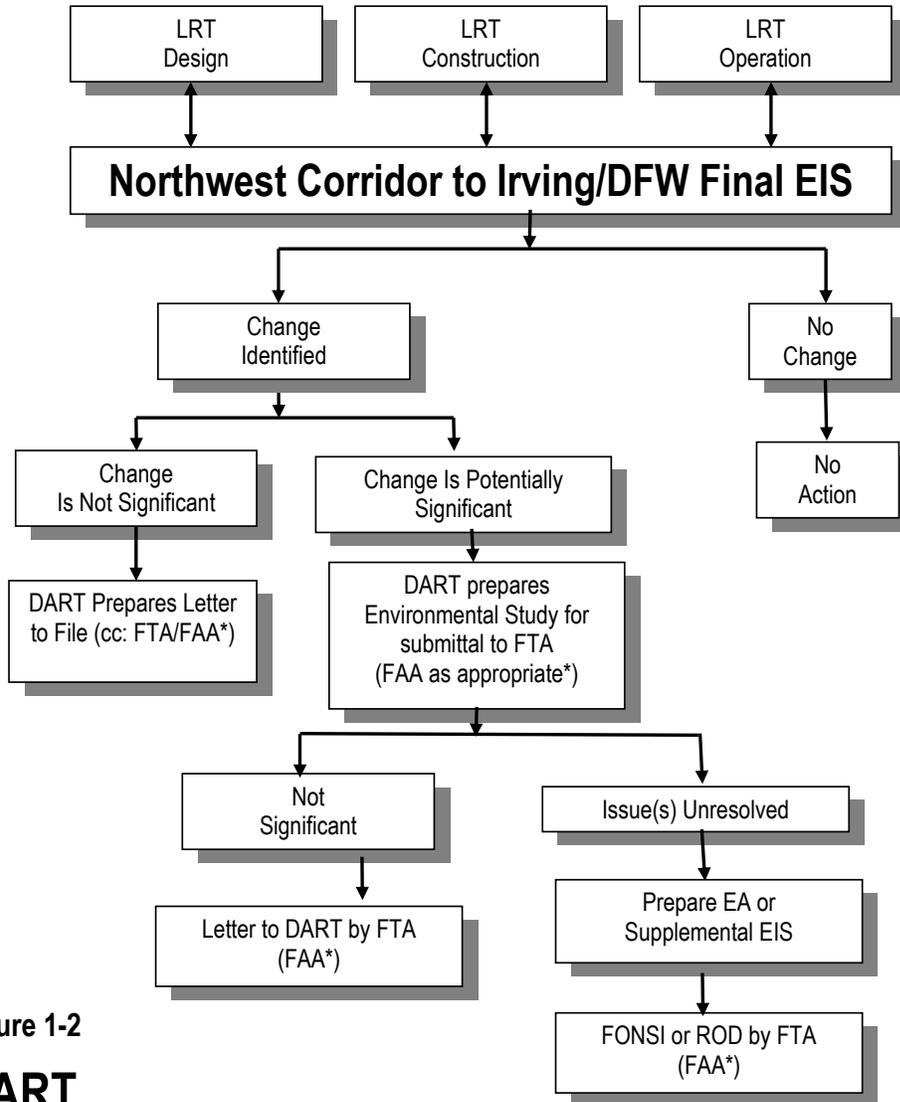


Figure 1-2

DART Northwest Corridor to Rail Irving/DFW Mitigation Monitoring Program

FEIS Change Procedures

Source: Adapted from *Environmental Impact Assessment and Mitigation Guidelines*

* FAA to review changes on DFW Property: I2 (DFW)

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2.0 Mitigation Monitoring Program

This chapter provides a comprehensive listing of all mitigation measures contained in the DART Northwest Corridor to Irving/DFW FEIS (July 2008) and accompanying Plan and Profile drawings. The Mitigation Monitoring Program Quarterly Status Reports will include recent developments made since the previous status report, highlight the status of the implementation of the mitigation measures, and outline any future actions necessary or finalize the mitigation measures.

2.1 CORRIDOR-WIDE (COR) MITIGATION MEASURES

COR-1 Mitigation Measure

All acquisition of property will adhere to the DART Board of Director's Policy and Procedures (adopted 1987, modified 2000). These policies comply with the Federal *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (URARPAP). Property owners will be paid fair market value for any property acquired. Moving expenses (for both actual and related costs) will be reimbursed. DART will determine the availability suitable locations for displaced businesses prior to displacement. (No residential displacements) All new locations will be on an open occupancy basis at costs affordable to those displaced. Real Estate donations will be appraised by an independent appraiser to determine fair market value. This will be made available to property owners.

Issue: Acquisitions and Displacements

Reference: FEIS Section 5.2.3 (p. 5-11)

Status: The City of Irving and DART are reviewing the Real Estate needs for the project and discussing property acquisition with the property owners.

COR-2 Mitigation Measure

DART will re-evaluate noise impacts at sensitive locations (Moderate Impacts) during final design. This re-evaluation will adhere to TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006):

www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html

Issue: Noise

Reference: FEIS Section 5.4.2 (p. 5-19)

Status: These measures will be further refined during final design.



COR-3 Mitigation Measure

Provide necessary landscaping visual screening at stations. Lighting to be reflected away from residential uses. Station finish out to be determined through Art & Design Program. Adhere to Irving Development Code and DART Specifications. Follow DART Art and Design procedures.

Issue: Visual and aesthetics

Reference: FEIS Section 5.6.3 (p. 5-28)

Status: These measures will be further refined during the final.

COR-4 Mitigation Measure

Minimize impacts to waters and wetlands. Incorporate design features to reduce or minimize impacts to waters and wetlands – these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with waters and wetlands. Coordinate design with US Army Corps of Engineers (USACE). Acquire appropriate. Filling and grading activities will take place in compliance with the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities. This permit prescribes a series of BMP's. Specific BMP's will be selected during final design and included in construction specifications. Apply for permit as necessary.

Issue: Waters and Wetlands Mitigation

Reference: FEIS Section 5.7.1 (p. 5-31)

Status: Coordination with USACE has been initiated.

COR- 5 Mitigation Measure

Preserve existing vegetation to the greatest extent possible. Remove only the amount of vegetation required for construction. Avoid soil disturbance. Reconstruct all disturbed areas in accordance with the guidelines of the Cities of Dallas/Irving. Replace vegetation using native vegetation.

Dallas Development Code requires the replacement for the removal of protected trees of diameters greater than six inches. City of Irving requires a tree removal permit. Existing vegetation will be replanted along the disturbed project area using native vegetation that are generally useful to wildlife. Areas of re-vegetation will be monitored to ensure that plantings are re-established.

Issue: Vegetation/Soils

Reference: FEIS Section 5.7.2/5.8 (p. 5-35/38)

Status: These measures will be further refined during final design.

COR-6 Mitigation Measure

Provide habitat for wildlife with replacement vegetation using native vegetation that are



generally useful to wildlife. Adhere to DART Board Policy, which, provides for replacement of large trees with trees that are native and generally useful to wildlife. Use BMP's. Any trees planted under this program and any tree planted in wooded areas will provide habitat for wildlife. Include in Landscaping Plans. Adhere to Vegetation Mitigation (Cor-5).

Issue: Wildlife (Including Protected Species & Aquatic Habitat)

Reference: 5.7.3 (p. 5-36)

Status: These measures will be further refined during final design.

COR-7 Mitigation Measure

Minimize impacts to surface waters quality resulting from construction activities. Follow best management practices (BMP's) for temporary erosion and sedimentation control, permanent soil erosion control, and re-vegetation. Coordinate with USACE. Filling and grading activities will take place in compliance with the National Pollution Discharge Elimination System (NPDES) General Permit for Construction Activities. The construction contractor will take appropriate measures to prevent, minimize, and control spillage of hazardous materials in construction areas, in accordance with applicable state and federal laws, so as not to degrade ambient water quality. File SW3P.

Issue: Surface Water Quality

Reference: 5.9.1 (p. 5-39)

Status: These measures will be further refined during final design.

COR-8 Mitigation Measure

Minimize impacts to ground waters quality resulting from construction activities. Follow best management practices (BMP's) for temporary erosion and sedimentation control, permanent soil erosion control, and re-vegetation. Take appropriate measures to prevent, minimize, and control spillage of hazardous materials in construction areas, in accordance with applicable state and federal laws, so as not to degrade ambient water quality. File SW3P.

Issue: Ground Water Quality

Reference: FEIS Section 5.9.2 (p. 5-39)

Status: These measures will be further refined during final design.

COR-9 Mitigation Measure

Minimize floodplain impacts. Ensure project will not result in an increase in Flood Levels. Incorporate design features to reduce or minimize impacts to floodplains - these include:



minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with floodplains. Prior to construction activities that may affect floodplains, coordination would occur between DART, City of Dallas, City of Irving, USACE, and Federal Emergency Management Agency (FEMA) to evaluate the project, provide recommendations, and prescribe mitigation options for impacts to floodplains.

Issue: Floodplain

Reference: FEIS Section 5.9.3 (p. 5-40)

Status: Coordination with USACE and Floodplain Administrators in each City has been initiated

COR-10 Mitigation Measure

Investigate at risk areas during final design. Survey existing structures. Remediate hazardous/regulated material in compliance with federal, state and local requirements. If unanticipated hazardous/regulated materials are encountered, the DART Environmental Compliance Manager will be immediately notified. Any remediation plans would be coordinated with the Texas Commission on Environmental Quality (TCEQ).

Issue: Hazardous/Regulated Materials

Reference: FEIS Section 5.10.2 (p. 5-44)

Status: To be conducted as part of Real Estate due diligence.

COR-11 Mitigation Measure

Coordinate Safety issues with all appropriate Police Protection, Fire Protection and Emergency Medical Services providers. Coordinate with appropriate providers through quarterly DART Fire/Life Safety Committee meeting.

Issue: Safety and Security

Reference: FEIS Section 5.11.2 (p. 5-51)

Status: Fire/Life Safety Committee currently meets quarterly.

COR-12 Mitigation Measure

Store equipment and materials in conformance with local regulations and DART Specifications. Use BMP's to prevent storm water runoff. Restore area to original condition. Adhere to DART



Construction Guidelines Specifications Section 01560 Part 1.3 C-6 and G. Develop SW3P.

Issue: Construction Staging Areas (Construction)

Reference: FEIS Sections 5.12.1 (p. 5-55)

Status: These measures will be further refined during final design.

COR-13 Mitigation Measure

Construction will be carried out in compliance with all applicable noise regulations and DART Specifications. Apply noise control measures as needed. Adhere to DART Construction Guidelines Specifications Section 01560 Part 1.9 A-G.

Issue: Noise (Construction)

Reference: FEIS Section 5.12.2 (p.5-57)

Status: These measures will be further refined during final design.

COR-14 Mitigation Measure

Construction will be carried out in compliance with all applicable vibration regulations and DART Specifications. Apply vibration control measures as needed. Adhere to DART Construction Guidelines Specifications Section 01560 Part 1.9 A-G.

Issue: Vibration (Construction)

Reference: FEIS Section 5.12.3 (p. 5-58)

Status: These measures will be further refined during the final.

COR-15 Mitigation Measure

Minimize and mitigate disruption of utilities during construction. Businesses, schools and residences affected by utility disruptions will be notified at least two weeks in advance of any disruption. For businesses, these disruptions will last fewer than 24 hours and preferably during the businesses' off-hours. Utility companies and agencies will be contacted prior to construction, to provide line location and approval of any alterations. The construction contractor has the ultimate responsibility to locate all possible affected utilities.

Issue: Disruption of Utilities (Construction)

Reference: FEIS Section 5.12.4 (p. 5-59)

Status: .A comprehensive review of all utilities located within the DART ROW will be conducted during final design.

COR-16 Mitigation Measure



Maintain access and manage traffic in accordance with appropriate regulations. Coordinate traffic plans with Dallas, Irving and DFW. Traffic management and construction sequencing plans will be developed along with project specifications during final design in cooperation with the City of Dallas, Irving and DFW. Plans will be submitted to local traffic engineering authorities, including the City of Dallas, Irving, DFW and Texas Department of Transportation (TxDOT) for review.

Issue: Access and Distribution of Traffic (Construction)

Reference: FEIS Section 5.12.5 (p. 5-59)

Status: These measures will be further refined during the final. Agency coordination has been initiated and is ongoing

COR-17 Mitigation Measure

Minimize dust and emissions. Adhere to DART General Provisions Section 01560 (Part 1.8 Dust Control) BMP's may include the following: areas disturbed by construction activities would be covered or treated with dust suppressors; tarpaulins will be used on loaded trucks carrying loose material to prevent the material from becoming airborne; contractors will use emission control devices and limit the idling of construction vehicles. Comply with EPA emissions guidance. Use emission control devices. Limit unnecessary idling.

Issue: Air Quality (Construction)

Reference: FEIS Section 5.12.6 (p. 5-61)

Status: Construction contractor will comply with all applicable guidelines during construction.

COR-18 Mitigation Measure

Minimize and mitigate disruption of businesses/academic activities during construction. Acquire Permits for roadway disruptions and blockages. As a courtesy, notification of roadway disruptions and descriptions of alternative routes will be provided to neighboring property owners/operators. The DART-coordinated community participation campaign for the corridor will be continued during construction to aid adjacent businesses and schools in reducing access-related concerns. Additional provisions in the construction specifications will reduce the impact of this project on traffic (e.g. minimize construction activities during peak traffic times, avoiding blockages of business access driveways, working on weekends).

Issue: Disruption of Business/Academic Activities (Construction)

Reference: FEIS Section 5.12.7 (p. 5-61)

Status: Construction contractor will comply with all applicable guidelines during construction.

COR-19 Mitigation Measure



Provide adequate mitigation measures to prevent long-term impacts to area surface and groundwater and the city's storm water system. In accordance with the Municipal Separate Storm Sewer System, (MS4) project specifications must be reviewed by the Storm Water Quality Department at the City of Dallas/Irving prior to initiation of construction. The site operator must develop a Storm Water Pollution Prevention Plan (SW3P) and submit a Notice of Intent (NOI) to the Environmental Protection Agency (EPA) at least 48 hours prior to commencing construction activities.

Issue: Water Quality

Reference: FEIS Section 5.12.8 (p. 5-62)

Status: Construction contractor will comply with all applicable guidelines during construction.

COR-20 Mitigation Measure

Only clean fill material will be used for construction. Project site and disposal areas will be left clean upon completion of the project. Adhere to General Provisions Specifications (Section 01560, Part 1.5 A,B, and C). Use of clean fill material will be included in project specifications. A licensed contractor will dispose of any hazardous material. Haul routes will be established on roads other than established truck routes. Proper disposal of hazardous materials will be included in project specifications.

Issue: Excavation, Fill Material, Debris and Spoils (Construction)

Reference: FEIS Section 5.12.9 (p. 5-63)

Status: Construction contractor will comply with all applicable guidelines during construction.

COR-21 Mitigation Measure

Provide Grade Separations as detailed on Table 4-9 of the FEIS. Provide necessary intersection and or traffic signal improvements, to ensure acceptable operation for traffic crossing the LRT line of entering/existing stations.

Issue: Road/Intersection Impacts

Reference: FEIS Section 4.2.2 (p. 4-14)

Status: DART will coordinate Final Design with the City of Irving and TxDOT to implement intersection and roadway improvements.

2.2 IRVING 1 (I1) MITIGATION MEASURES



I1-1 Mitigation Measure

Re-evaluate noise impacts at Lofts and at Las Colinas/Delano (267+00). Adhere to: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006)
www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html

Issue: Noise

Reference: FEIS Section 5.4.2 (p. 5-5-19)

Status: These measures will be further refined during final design.

I1-2 Mitigation Measure

Issue: Waters and Wetlands

Reference: FEIS Section 5.7.1 (p. 5-31)

Status: Coordination with USACE has been initiated.

I1-3 Mitigation Measure

Avoid levee impact. Acquire Section 408 permit as required. Consider alternative design to clear span levee. Develop alternative to clear span levee. Coordinate with City of Dallas, City of Irving, USACE, and Federal Emergency Management Agency.

Issue: Floodplain Section 408 Levee Impact

Reference: FEIS Section 5.9.3 (p. 5-42)

Status: DART has issued General Engineering Consultant (GEC) task to develop an alternative to clear span levee.

I1-4 Mitigation Measure

Conduct geotechnical backhoe trenching in the floodplain adjacent to Spur 482 (55+20 through 79+80) prior to construction. Issue task order to DART GPC to conduct testing and SHPO coordination when property becomes available. (If archeological deposits are discovered, consult with SHPO to determine appropriate action and mitigation.)

Issue: Archeological Resources

Reference: FEIS Section 5.14.4 (p. 5-65)

Status: DART has issued a General Planning Consultant (GPC) task to conduct testing when the property becomes available

I1-5 Mitigation Measure

To ensure protection of Elm Fork Gateway Park, A Section 4(f) Protected Resource (61+00 to 73+00)

- Ensure that the area beneath the aerial structure will remain available for recreation use.
- Safe pedestrian access will be maintained for park users during construction of the project.
- Incorporate design features where necessary to reduce or minimize impacts to Section 4(f) property – these include: minimizing the number of piers/columns to the greatest extent possible; locating the piers/columns such that they do not conflict with City's plans for trail development; the bridge will be located as close as permissible to TXDOT Spur 482; and the bridge will be located along a narrow tract along the river to minimize acquisition of park land.
- Any roads or improvements developed for construction purposes may be made available to the City of Dallas to provide park access. The City of Dallas will be consulted to determine if these improvements would be beneficial to park access or use.
- During the final phase of project construction, after completion of the bridge structure, the park would be returned to a condition as good as or better than at present. Vegetation that is cleared for construction would be replanted to the extent possible that it can be supported under the new structure. All equipment and dirt and debris from construction would be removed from the site. The staging area would be cleared and returned to pre-construction-period condition.

Issue: Parkland/Section 4(f)

Reference: FEIS Section 6.3.5 (p. 6-10),

Status: Coordination with Dallas Parks Department will continue through final design.

I1-6 Mitigation Measure

Meet land conversion requirements of Section 6(f)(3) of Land and Water Conservation Fund (LWCF). See FEIS Section 6.5

- DART will acquire fee simple ownership or a permanent easement of 2.5 acres of the Elm Fork Greenbelt from the City of Dallas at a fair market price to be determined through independent appraisal.
- Through the Section 6(f) (3) conversion process (See Section 6.5), DART has identified 2.95 acres of replacement property directly adjacent to the 2.5 acres being acquired. DART proposes purchase this property to compensate the city for the loss of parkland.

Issue: Parkland/Section 4(f)

Reference: FEIS 6.3.5/6.5 (p. 6-10/6.5.3)

Status: Coordination with Dallas Parks Department will continue through final design.

I1-7 Mitigation Measure



Pedestrian access/circulation facilities are important components of LRT stations. DART has coordinated access to each of its LRT Stations:

I1-7 A: UD: LRT Platform vertical circulation will be provided from the NW quadrant of the rebuilt Braniff/SH 114 intersection and to the bus platform north of the frontage road. (TxDOT is rebuilding Braniff Road w/pedestrian element and providing a pedestrian underpass under the frontage road from the platform.)

I1-7 B: Lake Carolyn: Crosswalks will be provided. DART will provide vertical circulation from the platform to the APT Structure. Design will not preclude future connection to the east side of Lake Carolyn Parkway.

I1-7 C: North Las Colinas: DART will construct pedestrian access between the LRT platform and the NITC. DART will coordinate integrating the Station with future development..

Issue: Non-Motorized Circulation/Access

Reference: FEIS 4.4.3 (p. 4-25)

Status: These measures will be further refined during the final.

2.3 IRVING 2 (I2) MITIGATION MEASURES

I2-1 (DFW) Mitigation Measure

Use of DFW Property will be through a lease or license agreement. DART will work with DFW to determine Fair Market Value.

Issue: DFW Property Use

Reference: FEIS 5.2.3 (p. 5-11)

Status: Coordination with DFW has been initiated and will continue through Final Design and construction.

I2-2 Mitigation Measure

Re-evaluate noise impacts at Archstone Apartment (388+00 to 400+00). Adhere to: TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT (FTA May 2006)
www.hmmh.com/fta-manual-transit-noise-vibration-assessment-2006.html

Issue: Noise

Reference: FEIS Section 5.4.2 (p. 5-5-19)

Status: These measures will be further refined during final design.

I2-3 Mitigation Measure

In residential areas between Mac Arthur Boulevard and Walnut Hill Lane, DART will



mitigate significant visual intrusions through landscaping. Vegetation will be placed to break up views from LRT to residences. Black vinyl-coated fencing will be used in this area. Approximate Stationing: 388+00 to 410+00. The Walnut Hill lane crossing is to remain at-grade.

Issue: Visual and Aesthetic Resources (Alignment)

Reference: FEIS Section 5.6.3 (p. 5-28)

Status: Landscaping plan to be developed during final design and coordinated with any betterments requests.

I2-4 Mitigation Measure

A 7-foot solid screening wall will be placed between the rail station and the adjacent residential property. This wall will extend along the bus circulation lane on the western edge of the property from Meadow Creek Drive to the proposed sidewalk along the southern edge of the station. The wall will be designed so as not to prohibit The Villas of Beaver Creek Apartment complex from connecting into the proposed pedestrian sidewalk. The wall will be considered to be an element of the station. Materials and finishes will be consistent with the materials and finishes selected for other station elements during final design.

Issue: Visual and Aesthetic Resources (Carpenter Ranch Station)

Reference: FEIS Section 5.6.3 (p. 5-28)

Status: Station finishes to be determined through station art and design program. Final design will be coordinated with any betterments requests that may include pedestrian access, pedestrian gate, landscaping, and wall finish.

I2-5 Mitigation Measure

Within the North Lake Station area, a 7-foot, solid visual screening wall will be placed between the station platform and the apartment complex and between the station parking and the single-family residential neighborhood. DART will work with the community to determine the optimal placement of these barriers. The walls will run roughly the length of the platform and the length of the parking area along the north side of the rail line. The walls will be designed so as not to prohibit planned pedestrian access to and through the platform. Materials and finishes will be consistent with the materials and finishes selected for other station elements during final design.

Issue: Visual and Aesthetic Resources (North Lake Station)

Reference: FEIS Section 5.6.3 (p. 5-28)

Status: Station finishes to be determined through station art and design program. Final design will be coordinated with any betterments requests that may include pedestrian access, pedestrian gate, landscaping, and wall finish.

I2-6 (DFW) Mitigation Measure



Size culvert and re-channelization of tributary to Water 16 (466+00) appropriately. Ensure that neither normal flows nor expected high flow (the 1-2 year flood) velocity will increase as a result of the project.

Issue: Waters and Wetlands

Reference: FEIS 5.7.3 (p. 31)

Status: Coordination with USACE during permitting process.

I2-7 (DFW) Mitigation Measure

On DFW property (429+00 to end of project), including Belt Line Station, do not use vegetation that is attractive to birds.

Issue: Noise

Reference: FEIS Section 5.7.2 (p. 5-35)

Status: Coordinate with DFW to determine recommended vegetation.

I2-8 (DFW) Mitigation Measure

TPWD requested that DART consider that the reconstructed channel of Water 16 (466+00) consist of natural material and planted with native vegetation rather than concrete lined or riprap lined and that a wooded riparian corridor should be incorporated in the planting scheme. Upon consultation with USACE to insure appropriate flows consider natural materials and bioengineering techniques to reconstruct channel outside of culvert. A potentially useful website:

<http://plant-materials.nrcs.usda.gov/idpmc/streambank.html>

Issue: Wildlife (Aquatic Habitat)

Reference: FEIS Section 5.7.5.2 (p. 5-66)

Status: Coordination with USACE during permitting process.

I2-9 (DFW) Mitigation Measure

On DFW property (429+00 to end of project), including Belt Line Station, coordinate activities with DFW/FAA to avoid impacts to sensitive airport equipment

Issue: Vibration (Construction)



Reference: FEIS 5.12.3 (p. 5-58)

Status: Coordinate with DFW during final design and construction. Establish DFW contact person.

I2-10 Mitigation Measure

Sequence the relocation/reconstruction of Brangus Road 388+00 to 412+50) to occur prior to the construction of rail line/Station at North Lake College. Traffic management and construction sequencing plans will be developed along with project specifications during final design in cooperation with the City of Irving. Plans will be submitted to local traffic engineering authorities, including the City of Irving for review.

Issue: Access Distribution of Traffic (Construction)

Reference: FEIS 5.12.5 (p. 5-59)

Status: These measures will be further refined during final design.

I2-11 Mitigation Measure

Sequence the relocation/reconstruction of Brangus Road to occur prior to the construction of rail line/station at North Lake College. Coordinate dissemination of information with North Lake College. The DART-coordinated community participation campaign for the corridor will be continued during construction to aid North Lake College in reducing access-related concerns. A point person will be established to disseminate information to the school.

Issue: Disruption of Business/Academic Activities (Construction)

Reference: FEIS Section 5.12.7 (p. 5-61)

Status: These measures will be further refined during final design.

I2-12 Mitigation Measure

DART has made the following commitment regarding roadways:

- I2-12 A: Cross Walnut Hill Lane at-grade (See I2-3 Visual Mitigation)
- I2-12 B (DFW): Allow for future connection under alignment as rail approaches Belt Line Station



- I2-12 C (DFW) :Accommodate future grade separation over Belt Line Road with rail expansion into DFW

Issue: Road/Intersection Impacts

Reference: FEIS Section 5.6.3 (p. 5-28), P&P Sheet 95 (478+50), P&P Sheet 97 (494+00).

Status: These measures will be further refined during final design.

I2-13 Mitigation Measure

Pedestrian access/circulation facilities are important components of LRT stations. DART has coordinated access to each of its LRT Stations:

I2-13 A: Carpenter Ranch: Preserve existing bridge over Beaver Creek for pedestrian access to future development. Coordinate with Villas of Beaver Creek to create pedestrian connection between complex and station.

I2-13 B:North Lake: Provide pedestrian access to and through platform. Work with City to tie pedestrian access to station along former Brangus ROW to the North. Coordinate with Archstone Apartments to provide direct pedestrian connection to platform. Coordinate station design with North Lake College to maximize pedestrian to campus.

I2-13 C (DFW): Belt Line: Coordinate with DFW to maximize pedestrian access between platform, parking and development

Coordinate pedestrian access with apartment complexes and with Residential Betterments requests. Coordinate access with visual mitigation at Carpenter Ranch and North Lake. Coordinate with Irving and NCL to ensure residences north of rail line have pedestrian access to NLC campus. Review City of Irving Plans for former Brangus ROW. Coordinate design of Belt Line Station with DFW staff

Reference: FEIS 4.4.3 (p. 4-25)

Status: These measures will be further refined during the final. DART has identified a pedestrian access point to the complex at end of designed pedestrian way at southwest corner of parking/bus lane. Gate to be provided at this location. Note: 7 ft wall, as visual mitigation is located along western property line/ bus lane. Gate would be provided at end of wall. Residential Betterments may be used to provide key card access for gate and to tie into existing pedestrian path inside the complex.

Archstone has identified a pedestrian access point to the complex at approximately 401+ 00 to tie into existing apartment road. Note: 7 ft wall as visual mitigation is located adjacent to platform. Gate would be provided in wall. Residential Betterments may be used to provide key card access for gate.

Coordination with DFW is ongoing.



3.0 Project Schedule

Figure 3-1 summarizes the project development schedule, including final design, construction, and operations for the Northwest Corridor to Irving/DFW LRT Line. The schedule is based on the overall implementation plan of DART's Phase IIB of DART's LRT Build-out. The detailed project schedule is updated regularly.

The Draft EIS was completed in January 2008 and was available for review during a 45-day comment period (January 25, 2009 – March 11, 2008). A public hearing was held on February 28, 2008. All comments received regarding the DEIS comment have been addressed in the Final Environmental Impact Statement (FEIS), and submitted to the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA). The FEIS was approved for publication in July 2008. A Record of Decision (ROD) is anticipated in September 2008.

A design-build contract is scheduled to be awarded in December 2008. Design and construction is scheduled to begin December 2008 and continue through July 2012. Revenue service is scheduled to begin December 2012. Quarterly updates of the Northwest Corridor MMP will be conducted from the quarter ending September 30, 2008 through construction.



Figure 3-1 Project Development Process and Schedule

