



- North Texas Tollway Authority (NTTA)
- Denton County Transportation Authority (DCTA)
- Fort Worth Transportation Authority (FWTA)
- Texas Department of Transportation (TxDOT)
- U.S. Department of Interior (DOI)
- U.S. National Parks Service (NPS)
- U.S. Army Corps of Engineers (USACOE)
- U.S. Fish and Wildlife Service (USFWS)
- Environmental Protection Agency (EPA)
- Texas Parks and Wildlife
- Texas Natural Resource Conservation Commission (TNRCC)
- State Historic Preservation Office (SHPO)
- Dallas County
- Dallas County Utility and Reclamation District (DCURD)
- Dallas County Community College District (DCCCD)

Copies of the agency coordination letters are reproduced in Appendix D of this document. The majority of coordination with resource agencies occurred during scoping and will increase as Final Design is initiated. All agencies have had the opportunity to review and comment on the Draft EIS.

7.3 PUBLIC AND AGENCY INVOLVEMENT AND THE DRAFT EIS

The Draft EIS acts as a public disclosure document, in accordance with applicable state and federal regulations, by presenting the anticipated environmental consequences of the Build and No-Build Alternatives with their reasonable and feasible mitigation measures. The Draft EIS was approved for public circulation by the FTA, copies of the document were made available to members of the community and organizations, as well as appropriate local, state and federal agencies for their review and comment. The Draft EIS was made available on-line, at local libraries and by request. Its availability for comment was officially advertised in the Federal Register as well as through the local press. A formal public hearing was held within the project corridor on February 28, 2008 in order to give interested parties the opportunity to formally submit comments on the Draft EIS. This hearing served as an opportunity for public comment on the LRT alignment, station locations and grade separation requirements. The hearing included a technical presentation followed by time for oral testimony. Additional or subsequent written comments were received at DART headquarters.

Value Engineering

Two recent value engineering measures have altered the 10% design plans that appear in Appendix C. They include changing the LRT crossing configuration of Hidden Ridge Drive from below grade to at-grade and the elimination of new parking at the North Las Colinas Station. Both these measures were coordinated with the City of Irving and were presented to the public in a series of city council and DART Board meetings held prior to the DEIS Public Hearing held on February 28, 2008. The Mayor of Irving, City Staff and Council and 130 Irving citizens attended a DART Board meeting held on December 7, 2008. Over 70 Irving citizens attended the January 8, 2008 Board Meeting. Appendix C of this FEIS and appropriate environmental documentation reflect these changes.

7.4 ORGANIZATION OF THE COMMENTS AND RESPONSES RECEIVED

In accordance with FTA guidance, DART conducted a public hearing on this DEIS. All correspondence, along with the transcripts from the public meetings, has been reviewed. Substantive comments have been classified and recorded into appropriate subject areas. All comments were reviewed, have received complete responses, and have been documented in **Tables 7-2 and 7-3**.