

**U.S. DEPARTMENT OF TRANSPORTATION (US DOT)
FEDERAL TRANSIT ADMINISTRATION (FTA)
VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)
AND
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

**DULLES CORRIDOR RAPID TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT STATEMENT**

ABSTRACT

This Final Environmental Impact Statement (EIS), describes modifications that have been made to the Dulles Corridor Rapid Transit Project since the publication of the *Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Evaluation* (Draft EIS) in June 2002, the selection of the Locally Preferred Alternative (LPA) in December 2002, and the publication of the *Dulles Corridor Rapid Transit Project Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* (Supplemental Draft EIS) in October 2003. The Final EIS has been prepared to identify the improvements of the LPA, document the basis for the decision, and commit to mitigation measures that will offset adverse effects. A comparative evaluation of the No Build Alternative and LPA and associated costs is also included, as are public comments received on the Draft EIS and Supplemental Draft EIS as well as responses to those comments.

The Dulles Corridor Rapid Transit Project is proposed to improve mobility and transit accessibility in the rapidly developing and congested Dulles Corridor. The limits of the project extend from the vicinity of the West Falls Church Metrorail Station in Fairfax County to the vicinity of Route 772 in Loudoun County. The corridor is bounded by Routes 193 and 7 on the north and US 50 on the south. The project corridor is approximately 23.1 miles in length. The LPA evaluated in the Final EIS would operate the entire length of the project corridor, from West Falls Church to Route 772. The project is proposed in two phases: Wiehle Avenue Extension and the full LPA.

The Wiehle Avenue Extension would have an alignment length of approximately 11.6 miles and would operate from the Orange Line near the West Falls Church Metrorail Station to Wiehle Avenue. It also provides express bus service between Wiehle Avenue and Loudoun County. This phase of the LPA has an opening year of 2011 with the final phase, from Wiehle Avenue to Route 772, opening in 2015.

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This Final EIS is available for review. Following the close of the circulation period indicated in the Notice of Availability, FTA will issue a Record of Decision (ROD). The ROD will identify the action to be undertaken, alternatives considered, environmental findings resulting from the proposed action, and mitigation commitments associated with project implementation.