

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


DRAFT ENVIRONMENTAL IMPACT STATEMENT

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

Pursuant to:

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

For FTA:



Robert C. Patrick
Regional Administrator
Federal Transit Administration
Region 6

Date:

12/14/07

For FAA:



Kelvin L. Solco
Manager, Southwest Region Airports Division
Federal Aviation Administration

Date:

12/17/07

For DART:



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

Date:

12/12/2007

Cover Sheet

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

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

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

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

The Draft Environmental Impact Statement will be available to the public for a 45-day review and comment period from January 25, 2008 to March 11, 2008. A public hearing will be conducted during the review and comment period at the following location:

University of Dallas, Haggard University Center

Thursday, February 28, 2008

Open House at 6:00PM, Presentation begins at 6:30PM

1845 E. Northgate Drive

Irving, Texas 75062

For further information concerning this document, contact the following individuals:

FTA Regional Contact

Ms. Lynn Hayes
Community Planner
Federal Transit Administration
Region 6
819 Taylor Street, Room 8A36
Fort Worth, Texas 76102

FAA Regional Contact

Mr. Kelvin L. Solco
Manager, Southwest Region
Airports Division
Federal Aviation Administration
2601 Meacham Boulevard
Fort Worth, TX 76137-4298

Local Agency Contact

Mr. John Hoppie
Project Manager
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, TX 75266-0163

Comments on this document may be made orally at the public hearing or submitted in writing to Mr. Hoppie at the above address. Additional information on the public hearing and the DEIS process may be obtained by contacting Carlos Huerta, DART Community Affairs Officer, at (214) 749-2721.