



The federal action for FTA would be funding related. The project is proposed to be partly funded with federal dollars through the NCTCOG's **Transit Strategic Funding Program** (Partnership Program 2). Pursuant to FTA regulations, the FTA Administrator must verify that NEPA requirements have been met in order to approve use of federal funding.

The federal action for FAA would be approval of a revision to the DFW International Airport Layout Plan (ALP). Pursuant to 49 USC § 47107(a)(16), the FAA Administrator (under authority delegated from the Secretary of Transportation) must approve any revision or modification to an ALP before the revision or modification takes effect. Any FAA determination to approve revision of the ALP to accommodate the proposed alterations to the airport for the LRT project will have to take into consideration the effect such changes would have on the safety, utility, or efficiency of the airport.

1.1 GOALS AND OBJECTIVES

DART is the Dallas area's regional transit agency providing service within a 700-square mile area comprised of 13 member cities. The DART Board of Directors established a set of goals for transportation improvements in the Northwest Corridor during the MIS study process. The goals and objectives respond to the underlying transportation needs defined in this chapter. They are based on the goals adopted in May 1983 to guide development of the **DART Transit System Plan** and goals stated in the DART Mission Statement:

The mission of Dallas Area Rapid Transit is to build and operate an efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development through the implementation of the DART Service Plan as adopted by the voters on August 13, 1983, and as amended from time to time.

The primary objective of the Northwest Corridor MIS was to identify an LPIS for transportation improvements in the corridor. This study identified the following purposes for transportation improvements in the Northwest Corridor:

- **Enhance Mobility** by offering travel choices to and from, and through, the corridor;
- **Provide Additional Capacity** for heavily-traveled radial directions;
- **Reduce Congestion** by reducing automobile dependence;
- **Enhance the Quality and Reliability of Transit Service** for existing and potential riders;
- **Improve Safety and Operating Efficiency** of roadways; and
- **Strengthen Economic Conditions** in the corridor.

1.2 RELEVANT SYSTEM PLANNING ACTIVITIES

The two branches of the Northwest Corridor (formerly known as the Stemmons Corridor) have been included in DART's and other regional transportation improvement plans for more than 20 years. A summary of these plans is presented in this section.

- DART's **1983 Final Service Plan** included a 160-mile fixed guideway transit system. The Northwest Corridor was to be built in two phases along the Union Pacific Railroad (UPRR) line, first to LBJ Freeway, then to Belt Line Road with an extension west to Las Colinas in Irving. Phase II also included a commuter rail extension north from the Trinity Railway Express (TRE) line to Texas Stadium and Las Colinas, along the Burlington Northern Santa Fe (BNSF) rail line.
- The **2010 Service Plan** (1988) reduced the fixed guideway system to 93 miles. The Northwest Corridor showed fixed guideway transit from downtown Dallas to LBJ Freeway with extensions to Belt Line Road along the UPRR line and west to Las Colinas in Irving along the Mañana spur. With the failure of the 1988 bond election, DART re-evaluated the rail system and developed a new cost-effective program in 1989.