



TABLE 5-23 ENVIRONMENTAL JUSTICE CENSUS TRACTS WITH HIGH POVERTY, MINORITY, OR HISPANIC POPULATIONS				
Tract	Total Population	Percent Minority	Percent Hispanic	Percent Below Poverty
4.03	6,425	40.2%	89.1%	16.1%
72.01	10,690	54.1%	90.9%	27.4%
99.00	1,390	55.1%	45.8%	28.8%
100.00	9,614	50.8%	17.7%	43.0%
141.03	3,465	64.5%	34.1%	16.6%
141.12	3,582	51.1%	14.1%	7.8%

Source: 2000 U.S. Census

These census tracts were analyzed for impacts related to the LRT alignment and stations. In Tract 72.01, there are two business displacements due to real estate acquisitions for the alignment in this location. A mini-warehouse and a small retail store would be displaced. There are several other commercial locations within the area that these businesses could relocate to. Both of these businesses have very low employment and the employment loss due to these displacements is very small. For these reasons, no disproportionately high and adverse impacts were identified in this tract.

At this time, no additional adverse impacts were identified for any of the remaining Environmental Justice tracts. This will be reexamined as design on the project advances and will be addressed further in the Final EIS.

5.16.5 Mitigation

Adverse impacts were examined for six census tracts identified as having high concentrations of minority, Hispanic and/or low-income populations. There were no disproportionately high and adverse effects identified for any of the six tracts. In fact, the project would provide numerous positive impacts to environmental justice populations in the study area. The project would provide transit access to several major employment and educational destinations in the Irving area including the Las Colinas Urban Center, DFW Airport, North Lake College and the University of Dallas.

In addition, DART staff has documented their efforts to ensure full and fair participation by all potentially affected communities in the transportation decision making process. Therefore, no mitigation is needed or required to address environmental justice concerns.

5.17 IMPACTS TO AIRPORT PROPERTY

This section analyzes potential project impacts of the Build Alternative related to Federal Aviation Administration (FAA) environmental impact assessment guidance.

As stated in the Project Definition, access to the core of DFW Airport was not included as part of this EIS. This would allow DART the opportunity to advance a Refined Build Alternative, a vital component of DART's Transit System Plan, while resolving the numerous complex issues associated with serving the core area of DFW Airport. FTA concurred that the Refined Build Alternative and a future alignment that would serve the Central Terminus Area of DFW Airport have independent utility. Under this EIS, the proposed project terminates at Belt Line Road which is located on the eastern edge of the airport's property.

FTA requested the FAA to be a cooperating agency through a letter dated December 16, 2005. FAA accepted the invitation in a return letter to FTA dated January 11, 2006, and identified the Texas Airports Development Office as the lead office for FAA. These letters described the project, possible environmental impact areas, and the role of the two agencies. Among these roles was for



FAA (and by extension, DFW Airport) to consult with FTA and DART on any relevant technical studies that will be required for the project.

As a cooperating agency, the FAA assumes responsibility to independently review the environmental documents prepared by DART and to assess whether the documentation meet the standards for adequacy under NEPA, including appropriate consideration of all actions and impacts, including cumulative impacts. FAA focuses its efforts on those issues and subject areas to be treated in the Draft and Final EIS pertaining or related to airport planning and potential effects of the project on the airport. FAA guidance on federal actions as it relates to evaluating environmental impacts can be found in FAA Order 1050.1E, CHG 1, ***Environmental Impacts: Policy and Procedures*** and FAA Order 5050.4B, the ***National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions***.

The project is proposed to enter DFW Airport property near Hurd Street in Irving on the southeast side of the airport, cross over SH 161 / Bush Turnpike, and terminate near Belt Line Road and Valley View Lane (see detailed project description in Chapter 2, Section 2.2.3 Alignment and 2.2.4 LRT Stations). The total length of the project on airport property is 7,500 feet, or 1.4 miles. The usual width of the project on airport property is 100 feet when at grade, and 50 feet when on retained fill or bridge structure. The land area needed for the project is approximately 14.35 acres for the trackway alignment, and 9.55 acres for the Belt Line Station, for a total of approximately 23.9 acres (more detailed acquisition information is in Section 5.2.2, Acquisitions and Displacements). The use of airport land needed to build and operate the project will be through a lease or license agreement between DART and DFW Airport.

The proposed project is within ¼-mile of two potentially jurisdictional U.S. waters (Waters 17 and 18 near the Belt Line Station; see Chapter 5, Section 5.7.1 Water and Wetland Impacts), but will not have any direct impacts of acquisition or construction on these two resources. The proposed project crosses one potentially jurisdictional U.S. water (Water 16 and its floodplain southeast of SH 161, Bush Turnpike). The project will cross a minor tributary to this water with a culvert, and re-channel it for about 200 feet, in an area outside the floodplain. The modifications of this tributary will improve both flow and capacity, but will not impact any wetlands or floodplain. The project will bridge over Water 16 and its associated floodplain with some support columns located in the floodplain (see Section 5.9.3 Floodplains). The minimal impacts to the floodplain will be mitigated to result in no impact. Final design of the project will ensure that neither the 100-year base flood elevation nor floodwater velocity is increased. During the final design process, DART will coordinate with DFW Airport, USACE, and FEMA to ensure that these conditions are met. There are no wetlands located on airport property in the vicinity of the proposed project.

DART has worked closely with DFW Airport to develop an alignment and station plan that is compatible with airport functions. In accordance with this FAA guidance, DFW Airport requested a Math Modeling Study of the Instrument Landing System (ILS) at DFW Airport. This study addressed the effects of the proposed DART LRT line on the Runway 31 R localizer, located on the southeast part of the airport. The study concluded “there will be no significant effect on the performance of the Runway 31 R localizer from power wires and rail cars”. The complete study is included in Appendix E of this Final EIS.

Table 5-24 represents a summary of the proposed project’s anticipated impacts as they relate to FAA environmental impact assessment guidance

In a letter to FAA dated July 27, 2007 (See Appendix D), DFW Airport reconfirmed its support for DART and the proposed project. Furthermore, the letter supported incorporating the rail alignment and station into the Airport Layout Plan (ALP). Revisions to the ALP are subject to FAA approval.



**TABLE 5-24
PROJECT IMPACTS RELATED TO FAA ENVIRONMENTAL
IMPACT ASSESSMENT GUIDANCE**

Resource Category	Anticipated Impact LRT Build Alternative (Proposed Action)	Anticipated Impact No-Build Alternative
Air Quality	The proposed project meets the Transportation Conformity requirements under the CAA, as amended. The portion of the project located on airport property does not cause undo air quality impacts.	No impacts
Coastal Barriers	No coastal barriers will be impacted as a result of this project.	Same as LRT Build Alternative
Coastal Zone	The proposed project is not located in a designated coastal management zone.	Same as LRT Build Alternative
Compatible Land Use	The proposed project is considered a compatible land use.	Compatible land use
Section 4(f)	No Section 4(f) resources located on airport property would be impacted by the proposed project.	Same as LRT Build Alternative
Farmlands	This area of airport property does not contain prime farmland soils.	Same as LRT Build Alternative
Fish, Wildlife and Plants	Airport property is primarily grassland vegetation, with small areas of woodland southeast of SH161 (Bush Turnpike) and at the Belt Line Station site. No adverse impacts to federally-listed species or their habitat are anticipated.	Same as LRT Build Alternative
Floodplains	One floodplain is located in this portion of airport property, (main channel of Water 16) near SH 161 (Bush Turnpike) and the Belt Line Station. The project will modify a channel of a tributary to Water 16 but not impact the flood plain. The project will then bridge over the floodplain with some bridge columns located in it. Design will ensure that neither the 100-year base flood elevation nor floodwater velocity is increased	Minimal Impact Mitigated to result in No Impacts
Hazardous Materials	Hazardous/regulated materials investigations did not identify any properties of concern near this area of airport property.	Same as LRT Build Alternative
Historical, architectural, archaeological, and cultural	The proposed action would not impact any cultural resources on airport property.	Same as LRT Build Alternative
Light Emissions and Visual Effects	The proposed activity is not anticipated to interfere with airport activities. The proposed lighting plan that would be developed in final design would be reviewed by FAA and DFW Airport staff.	No impacts
Natural Resources and Energy Supply	The proposed project would not cause demands that would exceed available or future natural resource or energy supplies.	No impacts
Noise	The proposed project is within the 65 DNL, but the project is not considered a noise-sensitive use.	No impacts
Socioeconomic Environmental Justice, and Children's Health and Safety Risks	The proposed action would impact vacant airport property and would not create an adverse impact on low-income, minority populations or children. The proposed project could provide an impetus for future joint development near this property, thereby producing a positive economic impact on the region.	No impacts
Solid Waste	The proposed project would not increase airport-generated solid waste.	No impacts
Water Quality	The construction of the proposed project would be conducted in compliance with TPDES requirements.	No impacts
Wetlands	The proposed project is within ¼-mile of two potentially jurisdictional U.S. waters (Waters 17 and 18 near the Belt Line Station), but will have no direct acquisition or construction impacts on them. The proposed project crosses one potentially jurisdictional U.S. water (Water 16 and its tributary southeast of SH 161, Bush Turnpike). DART will modify/improve the channel of a tributary of Water 16 before bridging over the main channel and its floodplain. There are no wetlands located on airport property in the vicinity of the proposed project. No adverse impacts to jurisdictional or non-jurisdictional wetlands would occur.	No impacts
Wild and Scenic Rivers	There are no wild or scenic rivers within the project area.	No impacts

Source: LGGROUP, 2006

5.17.1 Mitigation

DART and FTA will continue to work with DFW Airport to ensure that the alignment and station are compatible with the airport's capital planning program and airport development master plan. The station and platform location and future options for LRT extension would need to be coordinated





with several proposed airport improvement projects. The general design, construction methods and timing of these improvements were considered, as were potential conflicts with the airfield (taxiways and runways) area and the runway protective zones (RPZ's) at the airport.

DART and FTA will continue to work with FAA regarding design concepts for the proposed project to ensure that FAA is satisfied that the project will be consistent and compatible with FAA aeronautical requirements, air traffic management, navigation aids, and other airport standards required for safe and efficient operation of the airport.

Additionally, DART and FTA will continue to coordinate with DFW Airport regarding design concepts that are unique to airport operations. An example of this is a mitigation measure identified in Section 5.7.3 which discourages the use of vegetation that is attractive to birds since birds represent a safety risk to aircraft.

5.18 LIST OF REQUIRED FEDERAL PERMITS

The permits and approvals shown in **Table 5-25** will be required to implement the proposed project.

TABLE 5-25 REQUIRED PERMITS AND APPROVALS	
Regulatory Program or Proposed Action	Agency
Section 404 Nationwide Permit	USACOE, USFWS, TP&WD
Section 408 Approval (33 USC 408)	USACE
National Pollutant Discharge Elimination System General Permit for Storm Water Discharges Associated with Construction Activities	EPA, TCEQ
Development permit to perform construction activities in a flood zone	FEMA, Municipality
Storm Water Management	Municipality
Sewer Modification	Municipality
Section 4(f), Section 6 (f)	USDOT, US Dept. of Interior
Chapter 26, Texas Parks and Wildlife Code	TP&WD
USACOE – US Army Corps of Engineers EPA – Environmental Protection Agency FEMA – Federal Emergency Management Agency USDOT – US Department of Transportation USFWS – US Fish & Wildlife Service	THC – Texas Historical Commission SHPO – State Historic Preservation Officer TP&WD – Texas Parks & Wildlife Department TCEQ – Texas Council on Environmental Quality

Source: S.R. Beard & Associates, Inc., 2006

5.19 RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND LONG-TERM PRODUCTIVITY

Short-term uses of the natural, physical, and built environment would be required in order to implement the proposed project. Such uses are minimized because of the proposed use of existing public street and highway right-of-way for the majority of the project. Short-term uses are also considered temporary since they are principally associated with the construction period. The tradeoff with the short-term use requirements is a long-term benefit associated with the implementation of the project. These tradeoffs are identified in the following discussion.

Short-term uses of the environment that would be required to implement the LRT Alternative include the following:

- Some loss of soils during construction through erosion
- Some loss of vegetation during construction due to site clearing
- Temporary changes to visual quality due to construction activities
- Traffic disruptions during construction

