



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