



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

