



5.3.1.2 Project Impacts

Regional Impacts

The LRT Alternative, with its associated park-and-ride lots and feeder bus network, would provide incentive for commuters to use transit and therefore decrease automobile travel on area roadways. As discussed in Chapter 4, Transportation Impacts of this FEIS, with the LRT Alternative fully operational in the horizon year (2025), there would be decreases in ADT on several freeway segments, many arterials would experience the same daily traffic levels compared to the No-Build Alternative, however, more arterials would experience small increases in ADT. As the Project transportation study concluded, the reductions in ADT that would occur on the regional freeway network are greater than those that would occur on the arterial road network in the project corridor. The level of pollutants emission is related to the ADT or the vehicle miles traveled, therefore, it is anticipated that the regional emission level of pollutants would be reduced compared to the No-Build Alternative.

Table 5-4 presents the results of the pollutant regional burden analysis from vehicle emissions along the corridor study area within Dallas Fort Worth. As **Table 5-4** shows, implementation of the proposed Project would result in a reduction of the annual commuter (passenger) vehicle miles traveled (VMT) of approximately 0.02%, and increase in VMTs of the transit bus and LRT by approximately 6.55% and 40.4%, respectively. Overall, the total annual regional VMT would be reduced by approximately 0.01 percent.

TABLE 5-4 2025 PROJECTED CORRIDOR POLLUTANT BURDEN (DFW)				
	No-Build	Build	Percent Change ¹	
Regional VMT (thousands) ²				
Annual Commuter Vehicle VMT	29,214,890	29,208,080	- 0.02	
Annual Bus VMT	33,328	35,510	6.55	
Annual Light Rail VMT	5,065	7,110	40.37	
Annual Commuter Rail VMT	595	595	0	
Total Annual VMT	29,253,879	29,251,296	- 0.01	
Criteria Pollutant Emissions (tons per day)				
CO	Roadway ³	327.30	327.26	- 0.01
	Train ⁴	0.05	0.07	40.37
	Total Regional	327.35	327.33	- 0.01
NO _x	Roadway ³	13.66	13.66	- 0.02
	Train ⁴	0.24	0.34	40.37
	Total Regional	13.90	14.00	0.67
Exceed Threshold ⁵ (37.9 tons/day)?		NO	NO	
VOC	Roadway ³	17.68	17.67	- 0.04
	Train ⁴	0.01	0.02	40.37
	Total Regional	17.69	17.69	- 0.01
Exceed Threshold ⁵ (45.3 tons/day)?		NO	NO	
NOTES: VMT = vehicle miles traveled ¹ The percentage data are based on calculated values, while the No-Build and Build data are rounded to include 2 decimal digits. ² VMT data obtained from Dallas Area Rapid Transit (DART). ³ Calculated based on the projected VMT, fleet mix, and emission rates of different types of vehicles using data from MOBILE6 model runs, as reported in the Appendices 9.10 and 9.11 of the Transportation Conformity, Mobility 2025. ⁴ Calculated based on projected train VMT, estimation of emission factors using: "Technical Highlights of Emission Factors for Locomotives" (EPA, 1997) and the data published on Bureau of Transportation Statistics (BTS) Website as "Rail Profile" (BTS, 2002). ⁵ The significance thresholds of pollutants are based on the estimated emissions budgets for 2025, as reported in the Transportation Conformity for the Dallas-Fort Worth Nonattainment Area (NCTOG, 2005).				

Source: DART, NCTOG and Parsons, 2006