



level set by the proposed Five Percent Increment of Progress plan MVEBs for both VOC and NO<sub>x</sub> and as such, the conformity requirements for the proposed project are satisfied.

**TABLE 5-6  
CONFORMITY ANALYSIS FINDINGS (9-COUNTY NONATTAINMENT AREA)  
VEHICLE EMISSION SUMMARY**

Year	VOC <sup>1</sup> (tons/day)		MoSERS <sup>2</sup> Benefits effect (tons/day)	NOx <sup>1</sup> (tons/day)		MoSERS <sup>2</sup> Benefits effect (tons/day)
	Modeled Emissions	Final Emissions including MoSERS		Modeled Emissions	Final Emissions including MoSERS	
2007	<b>104.14</b>	101.21	2.93	<b>201.32</b>	198.18	2.14
2010	84.22	83.97	0.25	14.13	147.98	0.15
2025	45.30	45.30	<0.01	37.90	37.90	<0.01

<sup>1</sup> Motor Vehicle Emission Budgets (MVEB) for the nine-county nonattainment area, are the 2007 modeled emissions (based on the proposed 5% increment of progress demonstration MVEB) .

<sup>2</sup> MoSERS are transportation programs/projects identified as emission reduction benefits. These include: transportation control measures (TCM), voluntary mobile emissions programs (VMEP), or transportation emission reduction measures (TERM). Including in the TERM category are the programs such as intersection improvements, extension of HOV facilities, new rail transit routes, and park-and-ride facilities.

Source: *Transportation Conformity, Mobility 2025: The Metropolitan Transportation Plan*, Amended April 2005, and 2006-2008 *Transportation Improvement Program*, Section 5.

In a letter dated March 18, 2008, the North Central Texas Council of Governments (NCTCOG) concluded that the build alternative is consistent with NCTCOG's **2006-2008 Transportation Program** (TIP), as well as the 2008-2011 TIP.

### 5.3.3 Air Quality Mitigation

Since no air quality violations are anticipated and overall build project CO emissions are expected to be similar to future No-Build alternative CO emissions, no additional mitigation measures are required.

### 5.4 NOISE

This section presents the analysis of potential noise impacts due to the operation of the proposed project and discusses mitigation measures to minimize adverse impacts.

#### 5.4.1 Noise Impact Assessment

##### Noise Impact Assessment Methodology

Noise levels were projected based on the DART LRT vehicle noise specification, the proposed project's Operating Plan and the prediction model specified in the FTA guidance manual. Significant factors are summarized below:

- Based on the DART vehicle noise specification, the predictions assume that a single vehicle operating at 40 mph on ballast and tie track with continuous welded rail (CWR) generates a maximum noise level of 76 dBA at a distance of 50 feet from the track centerline.
- The operating times of the line would be between 5:30 AM and 12:30 AM. The operating plan for LRT service specifies a peak-hour headway of ten minutes, an off-peak base period headway of 15 minutes and an evening headway of 20 minutes. Two-car trains would operate most of the day, with some three-car trains in peak periods and single-car trains in the evenings.