

FOREWORD

Dallas Area Rapid Transit (DART) proposes to construct a 9.3-mile light rail transit project connecting Irving, Texas and DFW International Airport to DART's extensive light rail network. This proposed action is referred to as the Northwest Corridor LRT Line to Irving/DFW.

This Draft Environmental Impact Statement (EIS) for the Northwest Corridor LRT Line to Irving/DFW has been prepared in accordance with regulations developed by the Council on Environmental Quality for the National Environmental Policy Act (NEPA) and the U.S. Department of Transportation's Federal Transit Administration (FTA), as well as Federal Aviation Administration (FAA) Order 1050.1E, CHG 1, ***Environmental Impacts: Policies and Procedures***, and FAA Order 5050.4B, the ***National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions***.

The federal action for FTA would be partial funding of the project through a transit funding program. The federal action for FAA would be to ensure that the proposed alterations to the airport do not adversely affect the safety, utility, or efficiency of the airport. FAA must approve any revision or modification to an Airport Layout Plan (ALP) before the revision or modification takes effect.

The Draft EIS is organized as follows:

- Executive Summary: Provides a summary of the project's definition, purpose and need, impacts it is expected to cause, and the recommended impact mitigations.
- Chapter 1 – Purpose and Need: Presents a discussion of corridor transportation goals as they compare to the existing transportation conditions in the local area and the region.
- Chapter 2 – Alternatives Considered: Provides an overview of the alternatives considered during the course of the Northwest Corridor Major Investment Study (MIS) and subsequent refinements to the project alignment leading up to the alternatives examined in this Draft EIS. The discussion also presents the proposed action's definition and description.
- Chapter 3 – Affected Environment: Describes the existing social and natural environmental conditions in the study area.
- Chapter 4 – Transportation Impacts: Presents transit and highway impacts that would result from the No-Build and the LRT Alternatives. Potential mitigation measures to address impacts are defined where appropriate.
- Chapter 5 – Environmental Consequences: Discusses the LRT and No-Build Alternatives' potential impacts on the built and natural environments. Potential mitigation measures to address impacts are defined where appropriate.

- Chapter 6 – Section 4(f) and Section 6(f) Evaluation: Presents documentation regarding use of public park and recreation lands for transportation projects, in accordance with Federal law, as required by 49 United States Code (USC) Section 303.
- Chapter 7 – Public and Agency Involvement: Presents summary of agency (DART) efforts to solicit staff, committee and public comment during the Draft EIS planning process.
- Appendices:
 - Appendix A - List of Recipients
 - Appendix B - List of Preparers
 - Appendix C - Plan and Profile Drawings
 - Appendix D - Letters of Coordination
 - Appendix E - FAA Math Modeling Study