

11 February 2022

U.S. Environmental Protection Agency
Mr. David Garcia, Air & Radiation Division
1201 Elm Street, Ste. 500
Dallas, Texas 75270

RE: Project Review for the Central Terminal Area Redevelopments, Dallas Fort Worth International Airport, Cities of Euless, Irving, and Grapevine, Dallas and Tarrant Counties, Texas

Dear Mr. Garcia,

The Dallas Fort Worth International Airport (DFW) is developing four separate single and complete actions associated with the Central Terminal Area Redevelopment. These three actions include: (1) Central Terminal Area, which includes Terminal C Renovations, Terminal C Garage Updates, Terminal C-Pier, and the Terminal A-Pier; (2) Airfield Efficiency Improvements including the replacement of the Northeast Lighting Vault; (3) Services Delivery System (SDS) Supplemental Electric Central Utility Plant (CUP) and Associated New Pump House and Boiler House; and (4) Project Integration and Organization/Design-Build (PIO/DB) Building. The first three projects are in close physical proximity; however, due to construction schedules, the Federal Aviation Administration (FAA) has determined that the four actions will be reviewed independently under separate Environmental Assessments (EA) and Categorical Exclusions (CATEX) in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) regulations to implement NEPA (40 Code of Federal Regulations [CFR] Parts 1500 to 1508), and the FAA regulations implementing NEPA (44 CFR Part 10). FAA is required to consider potential environmental impacts before funding or approving actions and projects. As part of this process, DFW requests your preliminary review for compliance with all federal and state laws and regulations including the Endangered Species Act (ESA), U.S. Bald and Golden Eagle Protection Act, and the Migratory Bird Treaty Act (MBTA).

DFW respectfully requests that you provide comments or written concurrence within 30 days from the date of this letter. **Attachment A** contains all figures and **Attachment B** contains the delineation report. All comments or written concurrence with the findings can be sent to **Ms. Sandra Lancaster, DFW Environmental Program Manager** at

3003 South Service Road, EAD Annex, Building A
PO Box 619428
DFW Airport, Texas 75261
(o) 972-973-5573
slancaster@dfwairport.com

PROPOSED ACTIONS

DFW is respectfully requesting your review and comment on four separate actions that will be undergoing NEPA review. The first three projects are occurring on developed areas of DFW associated with Terminals A and C along with the adjacent Airfield. The PIO/DB Building will be constructed on a disturbed area within the Southwest Consolidated Campus. **Attachment A, Figures 1, 2A, and 2B** provide an aerial overview of the discrete project locations and a topographic overview on the historic and recent U.S. Geological Survey (USGS) quadrangle maps. **Attachment A, Figure 3** illustrates the soil map units within the project area, **Figure 4** illustrates the Federal Emergency Management Agency (FEMA) mapped floodplains, and **Figure 5** illustrates the delineated aquatic resources under the pre-2015 definitions. **Sites 2, 3, and 4** on the attached figures are the main project area components for Terminal C activities and **Site 1** encompasses the Terminal A activities. **Sites 8 through 10** are the construction staging, fabrication yards, and employee parking for the during of construction for the Central Terminal Area. **Site 6** is the Terminal C Garage laydown area. **Site 7** is the Airfield Improvement construction staging area. **Site 5** is the SDS Supplemental Electric CUP laydown area. The PIO/DB Building is located within **Sites 12 and 13**.

Central Terminal Area

The Proposed Action within the Central Terminal Area is associated with the need to increase gate capacity to meet current demand and projected increased demand for air travel from and to DFW; and to improve passenger experience within Terminal C by modernizing flow, increasing concession areas, and providing new boarding facilities. FAA has determined that due to the potential air quality effects, this proposed action will be analyzed as an EA. Specific elements associated with this proposed action include:

- Construction of a new two-level pier structure to Terminal A, including 10 new gates, which will provide a net increase of 5 gates totaling 130,000 square feet of new construction;
- Construction of a new two-level pier structure to Terminal C, including 9 new gates, which will provide a net increase of 4 gates totaling 115,000 square feet of new construction;
- Renovations within Terminal C, which include relocation of the South Baggage Hall, addition to the South, Center, and North Ticketing Halls, Renovation of the Ticketing Halls, System Upgrades, and a new Loading Dock; and
- Replacement and Renovation of the Terminal C Parking Garages and Associated Roadways.

Airfield Efficiency Improvements

The Proposed Action within the Airfield will include infill in several infield areas to allow the efficient transition of aircraft between the DFW taxiway system and the East Ramp Area. Currently, transition of aircraft between the DFW taxiway system and the East Ramp Area is inefficient and requires unnecessary fuel burn. Changes made as part of the Proposed Action will enhance airfield efficiency and safety by allowing for more efficient aircraft movements to and from the East Ramp Area while reducing long term fuel burn by aircraft. FAA has determined that an EA will be required due to the presence of hazardous materials within the Northeast Lighting Vault, which is being replaced as part of this Proposed Action. The Proposed Action consists of airside improvements to improve operational efficiency and safety, relieve terminal area congestion, and reduce taxiing time to/from the existing terminal area. Specific elements associated with this Proposed Action include:

- Creation or relocation of Aircraft Entry/Exit Positions along Taxiways G, K, and Z;
- Replacement and relocation of existing ancillary facilities (i.e., Northeast Lighting Vault, Terminal A South Triturator, etc.);
- Infill of four infield areas with concrete apron pavement;
- Underground utility work related to the above-mentioned improvements (e.g., electric, sanitary sewer, stormwater management system, potable water, and communications infrastructure); and

- Relocation of JY Taxiway connection to improve aircraft operations and optimize overall terminal area apron.

SDS, Supplemental Electric CUP, and Associated New Pump House and Boiler House

This Proposed Action is due to the age of the existing boiler house at the existing CUP, which has exceeded its useful life. The existing CUP and boiler house do not provide system resiliency or allow for effective use of renewable energy sources. Under this Proposed Action, aging infrastructure will be replaced and improved to provide more efficient use within Terminal C and provide overall system redundancy to the DFW. FAA has determined that an EA will be required due to the presence of hazardous materials within the existing infrastructure, which is being replaced as part of this Proposed Action. This Proposed Action includes the following utility improvements to Terminal C:

- Construction of a new Terminal C Boiler House and South Pump Room (approximately 5,500 square feet) to supply hot and chilled water;
- Construction of a new Terminal C North Pump Room (approximately 1,800 square feet);
- New gas service yard and new electrical service for new Terminal C Garage, Boiler House, and Pump Rooms; and
- Construction of a new Electric Brute Force CUP.

PIO Building

This Proposed Action would include the design, construction, and delivery of a PIO-DB to accommodate DFW project management, Central Terminal Area Development general contractors, designers, and subcontractors responsible for the delivery of the overall project. This will be a temporary facility that will be operational from September 2022 through September 2023. It will be a 1-story approximately 40,000 square foot fully furnished facility with 250 surface parking spaces occupying 10 acres. Currently, DFW does not have the building space or locations near the construction staging areas to office the staff necessary to oversee and manage the planning and construction scopes. By consolidating all project staff in one building it will provide efficiency in coordination and management of project activities. FAA determined that since this building will be constructed in a currently disturbed area designated for these uses that a CATEX would be the appropriate level of analysis.

AFFECTED RESOURCES OF THE PROPOSED ACTION

Resource area analyses will be undertaken during the NEPA processes. Anticipated potential effects that will likely be mitigated include air quality and noise associated with the Central Terminal Area Improvements and hazardous materials and wastes that are located within the Airfield Improvements project areas and within the SDS, Supplemental Electric CUP project areas. Socioeconomic conditions are not likely to be adversely affected based on the anticipated increased air traffic volume associated with the Central Terminal Area Improvements. DFW is currently in coordination with the Texas Historical Commission (THC) under the National Historic Preservation Act (NHPA) of 1966, as amended, specifically, Section 106, to address archeological and above-ground historic resources associated with the Central Terminal Area Improvements. The PIO/DB Building and the SDS, Supplemental Electric CUP activities have received THC concurrence of “no adverse effects” to archeological or historic resources.

Integrated Environmental Solutions, LLC (IES), under contract to DFW, performed a site visit and desktop analysis of the specific project locations associated with each of the proposed actions 21 September 2021 to provide a delineation of waters of the United States and to perform a protected species habitat assessment. Biological resources and water resources within the proposed project areas are limited to non-jurisdictional features associated with stormwater management and control and common urban and urban edge landscapes providing little to no habitat value. As such, the proposed projects are not expected to have any impacts on any federally or state-listed threatened or endangered species.

Waters of the United States

The September 2021 delineation identified three non-jurisdictional features associated with past construction activities at DFW Airport. A drainage ditch associated with DFW's current underground stormwater management system was identified within the proposed footprint of the new Boiler House to support the SDS, Supplemental Electric CUP. A detention pond and associated wetland drainage were located within an existing construction staging area to the east of Runway 17C/35C and Runway 17L/35R. These features were man-made as part of a stormwater control system that did not replace or connect two waters of the United States and they have no more than a speculative connection to a Traditional Navigable Water (TNW); therefore, they would not be regulated under Clean Water Act (CWA) Section 404.

Vegetation Communities

The project areas consist of four distinct vegetation communities: **urban matrix**, **frequently maintained grassland**, **infrequently maintained grassland**, and **shrub-scrub upland**. The **urban matrix** was found throughout a majority of the Central Terminal Areas and was comprised of concrete lots, roads, buildings, and active construction areas. The project area for the SDS, Supplemental Electric CUP, and the Boiler House and Pump House contained the **frequently maintained grassland** vegetation community, dominated by mowed Bermudagrass (*Cynodon dactylon*). The **infrequently maintained grassland** was observed in the PIO/DB Building project area and was comprised of Maximilian sunflower (*Helianthus maximiliani*), meadow dropseed (*Sporobolus compositus*), Johnsongrass (*Sorghum halepense*), white heath aster (*Symphyotrichum ericoides*), King Ranch bluestem (*Bothriochloa ischaemum*), sumpweed (*Iva annua*), Canada goldenrod (*Solidago canadensis*), prairie broomweed (*Amphiachyris dracunculoides*), Bermudagrass, and annual sunflower (*Helianthus annuus*). The **shrub-scrub upland** vegetation community was also observed on the western side of the PIO/DB Building project area, dominated by honey mesquite (*Prosopis glandulosa*), sugarberry (*Celtis laevigata*), giant ragweed (*Ambrosia trifida*), Johnsongrass, Bermudagrass, and annual sunflower.

Federally Protected Species

According to the U.S. Fish and Wildlife Service (USFWS), four species are listed as federally protected (i.e., threatened or endangered) with the potential to occur within Dallas and Tarrant Counties; these include: Golden-cheeked Warbler (*Dendroica chrysoparia*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*). Two of these species are conditionally listed as threatened on the basis that the proposed project is for wind energy production: Red Knot and Piping Plover. No federally listed critical habitat for these species is located within the vicinity of the project areas.

The Golden-cheeked Warbler, Red Knot, Piping Plover, and Whooping Crane are listed federally as threatened and endangered species for Dallas and Tarrant Counties. These projects will not be related to wind energy; therefore, the Red Knot and Piping Plover will not be affected.

- The Golden-cheeked Warbler requires a habitat that includes forested areas dominated by Ashe juniper (*Juniperus ashei*) in mixed stands with various oaks (*Quercus* spp.). This unique vegetation community is not present within the survey area.
- Whooping Cranes utilize estuaries, prairie marshes, moist grasslands, croplands, and will use large shallow wetland areas associated with lakes for roosting and feeding. Although the survey area did contain wetlands, the size and urban location would not be a suitable habitat for Whooping Cranes.
- The monarch butterfly is currently a federal candidate species and has no formal protection. None of the vegetation communities would offer feeding ideal habitat for this species. It could be occasionally observed as stopover habitat along community edges.

In summary, the habitats present within the survey area were not suitable for any of the federally listed threatened or endangered species; nor were the habitats suitable for nesting, feeding, or stopover migration habitat for these species.

Due to a lack of perennial flowing water, there would be no habitat for any mollusk species or for the alligator snapping turtle. The Texas horned lizard is unlikely to occupy any of the vegetation communities within the project area due to dense understory cover and the high urban interface. The black bear is no longer considered extant in the greater Dallas Fort Worth metropolitan area.

Migratory Birds

Affects to migratory birds from the proposed actions are expected to be minimal based on the highly urban nature of the majority of the project areas, the proposed use of LED high efficiency lighting, and DFW's ongoing program to monitor for migratory bird nests prior to any construction activities.

Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.com

Sincerely,

Dallas Fort Worth International Airport



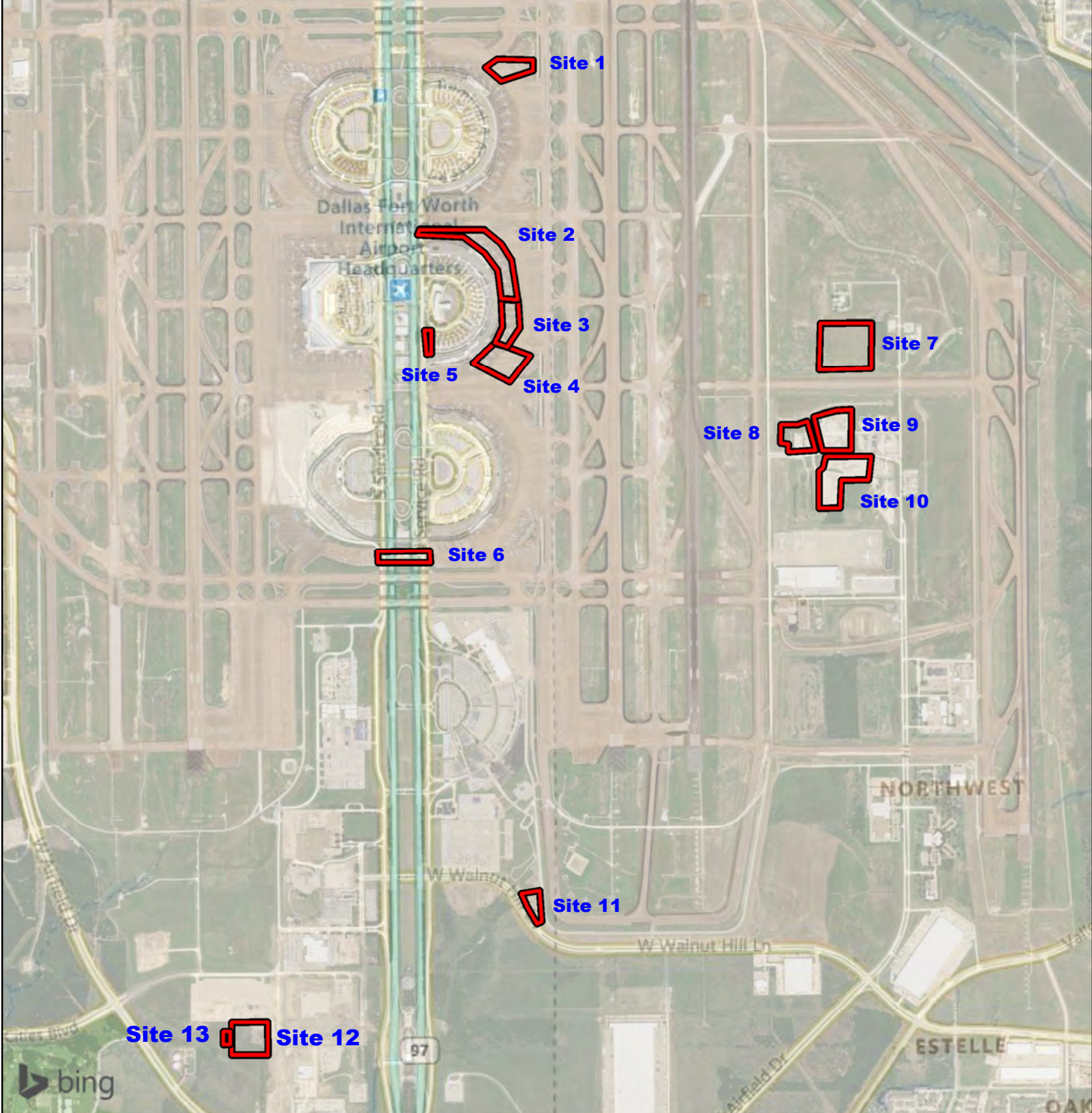
Sandra Lancaster
Environmental Program Manager

Attachment A
Attachment B

IES File ref: 03.006.096

ATTACHMENT A

Figures



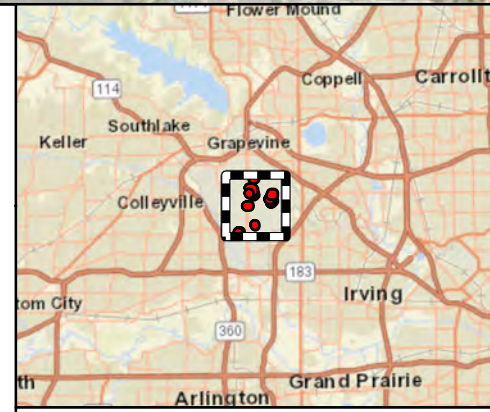
**Figure 1.
General Location Map**

 Survey Area

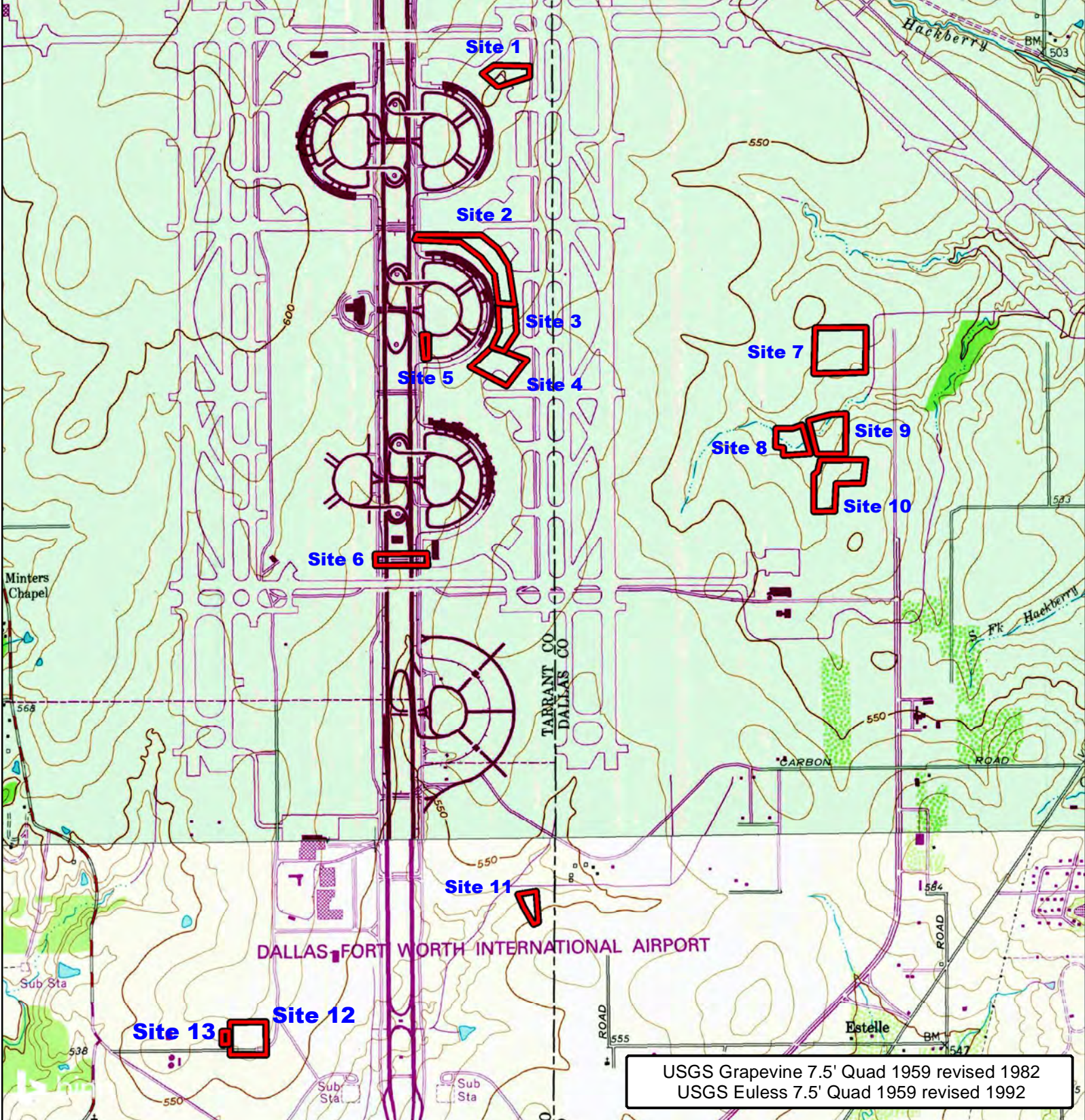
CTA Development
 Cities of Irving, Euless, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas




File Ref. 03.006.094
 Date: 9/28/2021



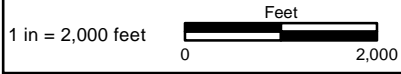
Area of Detail Scale: 1 inch equals 10 miles



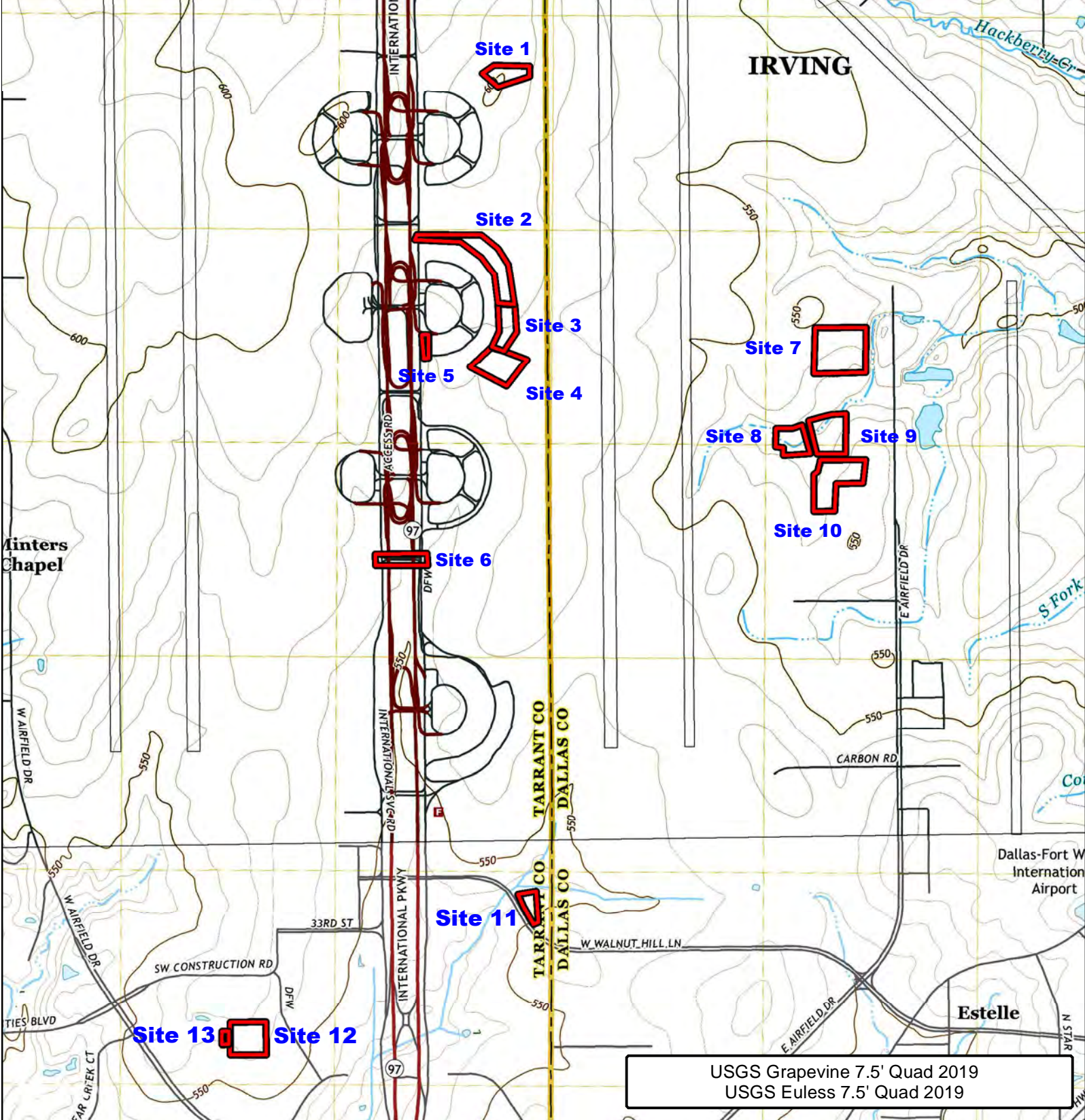
**Figure 2A.
Topographic Setting**

 Survey Area


CTA Development
 Cities of Irving, Eules, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas



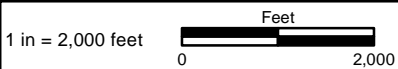
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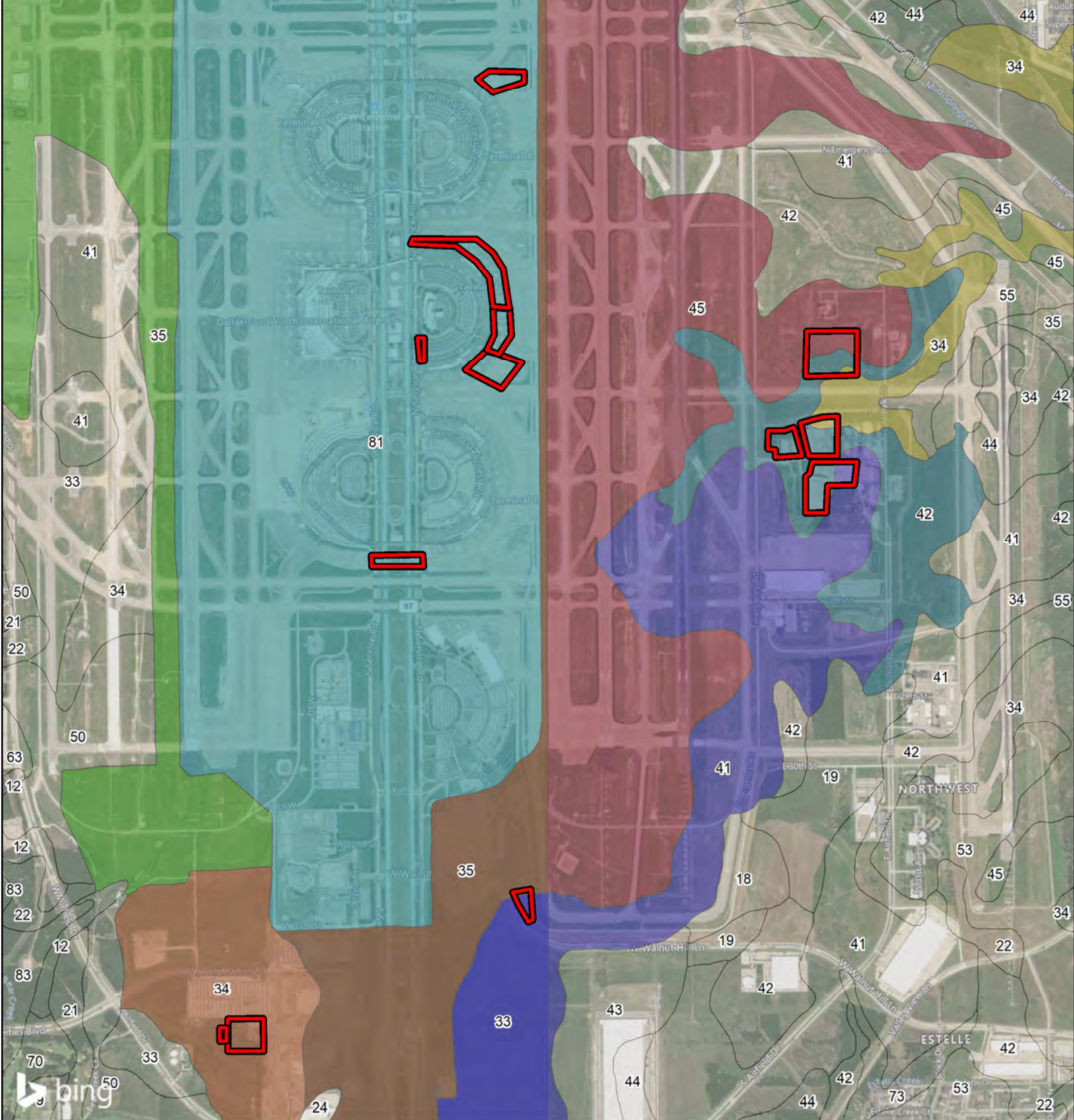
**Figure 2B.
Topographic Setting**

 Survey Area

CTA Development
 Cities of Irving, Eules, Grapevine,
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 Dallas and Tarrant Counties, Texas

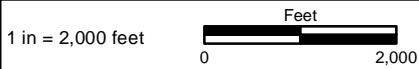


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**Figure 3.
Soils Map**

CTA Development
 Cities of Irving, Euless, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas



File Ref. 03.006.094
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Survey Area

Soil map units outside survey area

Soil Map Units - Dallas County

- 34- Ferris-Heiden complex, 5 to 12 percent slopes
- 41- Heiden clay, 1 to 3 percent slopes
- 42- Heiden clay, 2 to 5 percent slopes, eroded
- 45- Houston Black-Urban land complex, 0 to 4 percent slopes

Soil Map Units - Tarrant County

- 33 - Heiden clay, 1 to 3 percent slopes
- 34 - Houston Black clay, 1 to 3 percent slopes
- 35 - Houston Black-Urban land complex, 1 to 4 percent slopes
- 81 - Urban land

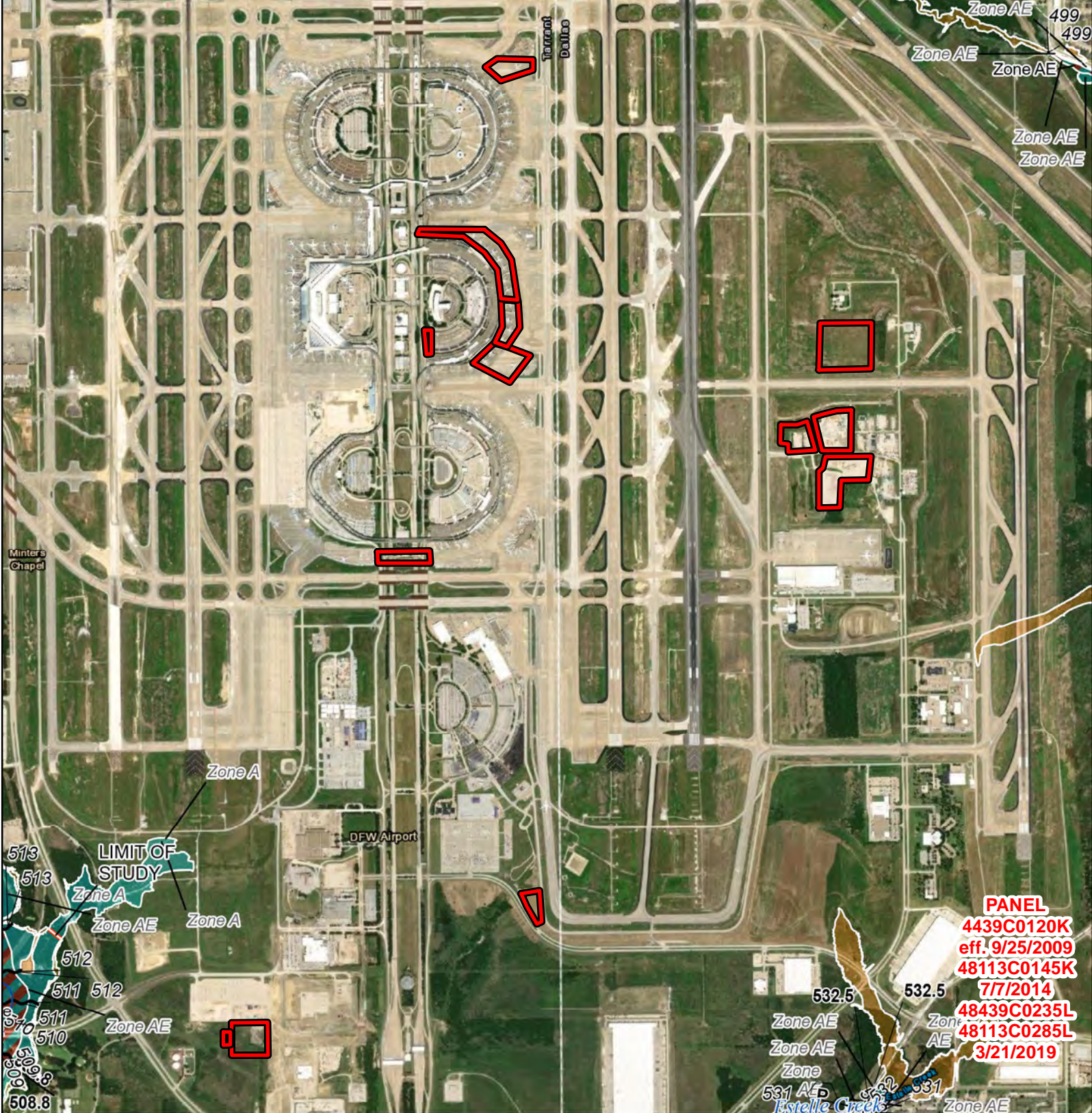


Figure 4.
Federal Emergency
Management Agency
Flood Insurance Rate Map

CTA Development
 Cities of Irving, Euless, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas

1 in = 2,000 feet

Feet
 0 2,000



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Survey Area

FEMA FIRM Zone Descriptions

- Zone X - Areas determined to be outside the 0.2% annual chance floodplain
- Zone X - Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood
- Zone A - Special Flood Hazard Areas subject to inundation by the 1% annual chance flood; No base flood elevations determined
- Zone AE - Special Flood Hazard Areas subject to inundation by the 1% annual chance flood; Base flood elevations determined
- Zone AE - Floodway areas in Zone AE

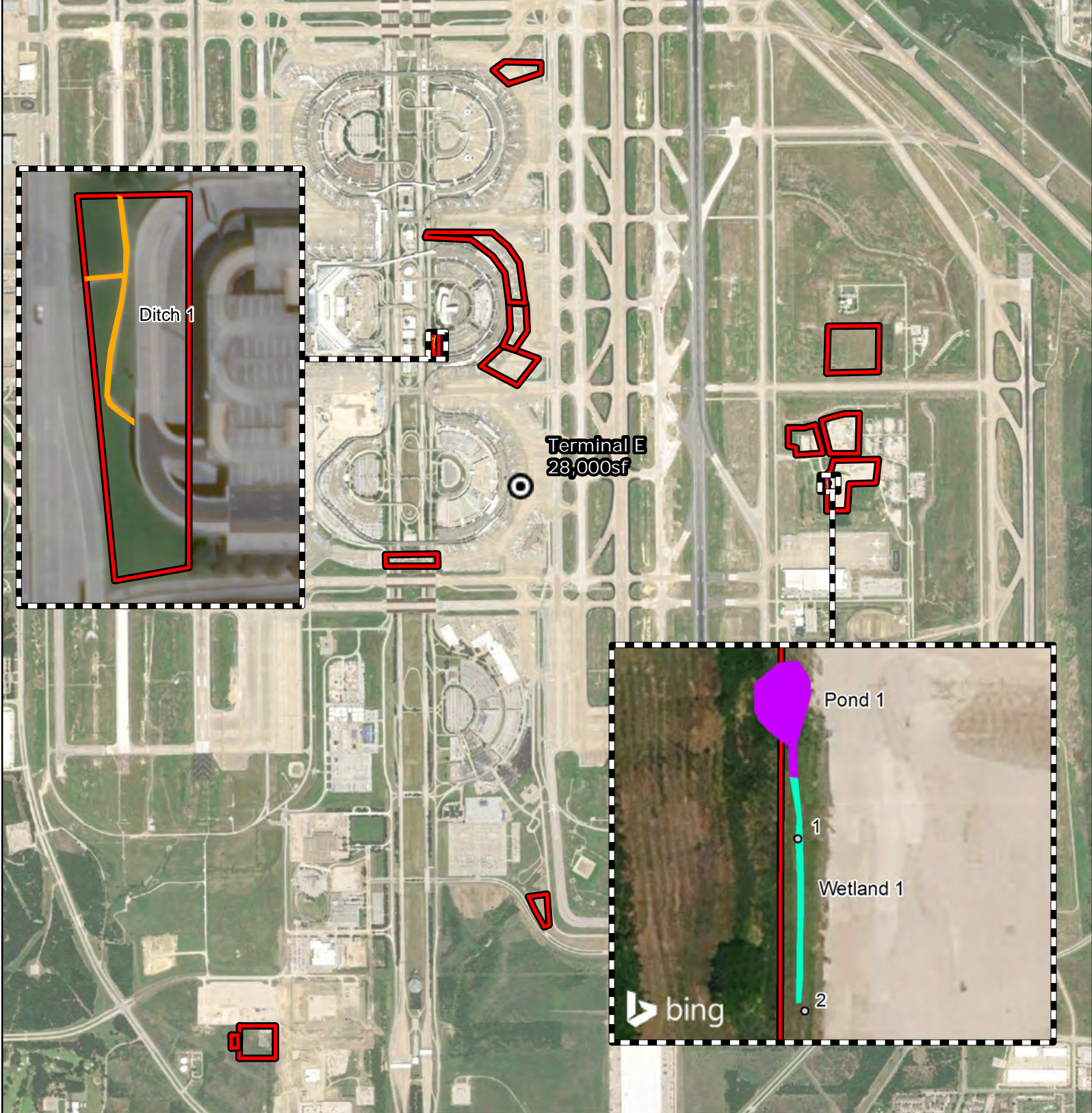


Figure 6.
Pre-2015 Aquatic Features
Identified within the Survey Area

CTA Development
 Cities of Irving, Euless, Grapevine,
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1 in = 2,000 feet

Feet
 0 2,000



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- Survey Area
- Wetland Determination Data Form
- Aquatic Features Excluded From Jurisdiction**
- Wetland, Isolated
- Ditch, Ephemeral
- Artificial Pond

11 February 2022

U.S. Environmental Protection Agency
Mr. Ronnie Crossland, Land, Chemical, and Redevelopment Division
1201 Elm Street, Ste. 500
Dallas, Texas 75270

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- The Golden-cheeked Warbler requires a habitat that includes forested areas dominated by Ashe juniper (*Juniperus ashei*) in mixed stands with various oaks (*Quercus* spp.). This unique vegetation community is not present within the survey area.
- Whooping Cranes utilize estuaries, prairie marshes, moist grasslands, croplands, and will use large shallow wetland areas associated with lakes for roosting and feeding. Although the survey area did contain wetlands, the size and urban location would not be a suitable habitat for Whooping Cranes.
- The monarch butterfly is currently a federal candidate species and has no formal protection. None of the vegetation communities would offer feeding ideal habitat for this species. It could be occasionally observed as stopover habitat along community edges.

In summary, the habitats present within the survey area were not suitable for any of the federally listed threatened or endangered species; nor were the habitats suitable for nesting, feeding, or stopover migration habitat for these species.

Due to a lack of perennial flowing water, there would be no habitat for any mollusk species or for the alligator snapping turtle. The Texas horned lizard is unlikely to occupy any of the vegetation communities within the project area due to dense understory cover and the high urban interface. The black bear is no longer considered extant in the greater Dallas Fort Worth metropolitan area.

Migratory Birds

Affects to migratory birds from the proposed actions are expected to be minimal based on the highly urban nature of the majority of the project areas, the proposed use of LED high efficiency lighting, and DFW's ongoing program to monitor for migratory bird nests prior to any construction activities.

Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.com

Sincerely,

Dallas Fort Worth International Airport



Sandra Lancaster
Environmental Program Manager

Attachment A
Attachment B

IES File ref: 03.006.096

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Erin E. Chancellor, *Interim Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

April 4, 2023

Sandra Lancaster
DFW Environmental Program Manager
Dallas Fort Worth International Airport (DFW)
P.O. Box 619428
DFW Airport, TX 75261

Via: **E-mail**

Re: TCEQ NEPA Request #2023-063. Central Terminal Area Redevelopments. Dallas and Tarrant Counties.

Dear Ms. Lancaster,

The Texas Commission on Environmental Quality (TCEQ) has reviewed the above-referenced project and offers the following comments:

The proposed action is located in Dallas and Tarrant Counties, which are designated nonattainment for the 2008 eight-hour ozone National Ambient Air Quality Standard (NAAQS) with a classification of severe and designated nonattainment for the 2015 eight-hour ozone NAAQS with a classification of moderate; therefore, federal Clean Air Act, §176(c) general conformity requirements apply. Per federal general conformity regulations at 40 CFR §93.153, a conformity demonstration may be required when the total projected direct and indirect volatile organic compounds (VOC) and nitrogen oxides (NOX) emissions—precursor pollutants that lead to the formation of ozone—from an applicable federal action are equal to or exceed the de minimis emissions level of 100 tons per year (tpy) for ozone NAAQS moderate nonattainment areas and 25 tpy for severe nonattainment areas. Based on the information provided to the TCEQ, a general conformity determination may be required. Please work with Air Quality Division staff to coordinate the general conformity process.

We recommend the environmental assessment address actions that will be taken to prevent surface and groundwater contamination.

The management of industrial and hazardous waste at the site including waste treatment, processing, storage and/or disposal is subject to state and federal regulations. Construction and Demolition waste must be sent for recycling or disposal at a facility authorized by the TCEQ. Special waste authorization may be required for the disposal of asbestos containing material.

Thank you for the opportunity to review this project. If you have any questions, please contact the agency NEPA coordinator at (512) 239-2619 or NEPA@tceq.texas.gov

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan Vise".

Ryan Vise,
Division Director
External Relations



March 24, 2023

Ryan Vise, Division Director, External Affairs
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

RE: TCEQ NEPA Request #2022-019. Project Update for the Central Terminal Area Redevelopment, Dallas and Tarrant Counties.

Dear Mr. Vise;

The purpose of this letter is to make you aware of changes to the Central Terminal Area Redevelopment program at DFW International Airport. Your agency was originally contacted in 2021 and we are in receipt of your response letter dated March 1, 2022.

The project has expanded to include the construction of a new terminal facility south of the existing Terminal D. Operations at this new terminal will be supported by improvement and modification of Terminal E. The new terminal is anticipated to have 22 gates and construction is planned to begin in 2024. The need for this terminal is based on FAA forecasted growth of airport operations over the 10-year planning horizon.

Within your response letter dated March 1, 2022, you indicated that additional coordination with the Air Quality Division is needed due to the non-attainment status of the Dallas and Tarrant County area. We have since consulted with this division of TCEQ and are performing air quality modeling for both construction and operational emissions.

Within the response letter, the Office of Water did not anticipate significant long term environmental impacts from this project as long as construction and waste disposal activities associated with it are completed in accordance with applicable local, state, and federal environmental permits, statutes, and regulations. You also recommended that the applicant take necessary steps to ensure that best management practices are used to control runoff from construction sites to prevent detrimental impact to surface and ground water. DFW International Airport will ensure that applicable permits are obtained and best management practices be employed to control runoff from the construction site for the entire project. If the Office of Water has additional comments due to the expansion of the project footprint, we are prepared to address further comments through the NEPA Environmental Assessment process. Additionally, DFW will ensure contractors dispose of industrial waste or hazardous materials in accordance with state and federal regulations.

We look forward to any additional comments you may have regarding the expanded Central Terminal Area Redevelopment project. Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.com

A handwritten signature in blue ink, appearing to read 'S. Lancaster', is written over a horizontal line.

Sandra Lancaster
AVP Environmental Development Programs

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428



March 24, 2023

Donna Huff, Deputy Director, Air Quality Division
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

RE: TCEQ NEPA Request #2022-019. Project Update for the Central Terminal Area Redevelopment, Dallas and Tarrant Counties.

Dear Ms. Huff;

The purpose of this letter is to make you aware of changes to the Central Terminal Area Redevelopment program at DFW International Airport. Your agency was originally contacted in 2021 and we are in receipt of your response letter dated March 1, 2022.

The project has expanded to include the construction of a new terminal facility south of the existing Terminal D. Operations at this new terminal will be supported by improvement and modification of Terminal E. The new terminal is anticipated to have 22 gates and construction is planned to begin in 2024. The need for this terminal is based on FAA forecasted growth of airport operations over the 10-year planning horizon.

Within your response letter dated March 1, 2022, you indicated that additional coordination with the Air Quality Division is needed due to the non-attainment status of the Dallas and Tarrant County area. We have since consulted with this division of TCEQ and are performing air quality modeling for both construction and operational emissions.

Within the response letter, the Office of Water did not anticipate significant long term environmental impacts from this project as long as construction and waste disposal activities associated with it are completed in accordance with applicable local, state, and federal environmental permits, statutes, and regulations. You also recommended that the applicant take necessary steps to ensure that best management practices are used to control runoff from construction sites to prevent detrimental impact to surface and ground water. DFW International Airport will ensure that applicable permits are obtained and best management practices be employed to control runoff from the construction site for the entire project. If the Office of Water has additional comments due to the expansion of the project footprint, we are prepared to address further comments through the NEPA Environmental Assessment process. Additionally, DFW will ensure contractors dispose of industrial waste or hazardous materials in accordance with state and federal regulations.

We look forward to any additional comments you may have regarding the expanded Central Terminal Area Redevelopment project. Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.com.

A handwritten signature in blue ink, appearing to read 'Sandra Lancaster', is located below the main body of text. The signature is fluid and cursive.

Sandra Lancaster
AVP Environmental Development Programs

Dallas Fort Worth
International Airport
P.O. Box 619428
DFW Airport, TX 75261-9428

Jon Niermann, *Chairman*
Emily Lindley, *Commissioner*
Bobby Janecka, *Commissioner*
Toby Baker, *Executive Director*



TEXAS COMMISSION ON ENVIRONMENTAL QUALITY

Protecting Texas by Reducing and Preventing Pollution

March 1, 2022

Sandra Lancaster
Environmental Program Manager
DFW International Airport
PO Box 619428
DFW Airport, TX 75261

Via: **E-mail**

Re: TCEQ NEPA Request #2022-019. Central Terminal Area Redevelopment. Dallas and Tarrant Counties.

Dear Ms. Lancaster,

The Texas Commission on Environmental Quality (TCEQ) has reviewed the above-referenced project and offers the following comments:

In accordance with the general conformity regulations in 40 CFR Part 93, these planned actions were reviewed for air quality impact. The actions will occur in the Dallas and Tarrant County, which is designated nonattainment for the ozone National Ambient Air Quality Standards (NAAQS) with a classification of serious for the 2008 eight-hour ozone NAAQS and a classification of marginal for the 2015 eight-hour ozone NAAQS. General conformity requirements apply for federal actions in Dallas and Tarrant County according to the higher, serious classification. In addition, the area is expected to be reclassified to severe for the 2008 eight-hour ozone NAAQS and to moderate for the 2015 eight-hour ozone NAAQS.

Volatile organic compounds (VOC) and nitrogen oxides (NOX) are precursor pollutants that lead to the formation of ozone. A general conformity demonstration may be required when the total projected direct and indirect VOC or NOX emissions from an applicable action are equal to or exceed the de minimis emissions level, which is 50 tons per year (tpy) for ozone NAAQS serious nonattainment areas and 25 tpy for severe areas. Based on the information provided to the TCEQ, a general conformity demonstration may be required for one or more of the proposed actions. Please consult with the Air Quality Division of the TCEQ as you evaluate these actions for general conformity applicability.

The Office of Water does not anticipate significant long term environmental impacts from this project as long as construction and waste disposal activities associated with it are completed in accordance with applicable local, state, and federal environmental permits, statutes, and regulations. We recommend that the applicant take necessary steps to ensure that best management practices are used to control runoff from construction sites to prevent detrimental impact to surface and ground water.

The management of industrial and hazardous waste at the site including waste treatment, processing, storage and/or disposal is subject to state and federal regulations. Construction and Demolition waste must be sent for recycling or disposal at a facility authorized by the

TCEQ. Special waste authorization may be required for the disposal of asbestos containing material.

Thank you for the opportunity to review this project. If you have any questions, please contact the agency NEPA coordinator at (512) 239-2619 or NEPA@tceq.texas.gov

Sincerely,

A handwritten signature in black ink, appearing to read "R. Vise". The signature is fluid and cursive, with a horizontal line extending from the end.

Ryan Vise,
Division Director
External Relations

28 October 2022

Texas Commission on Environmental Quality
Donna Huff, Deputy Director
Air Quality Division
PO Box 13087 MC 206
Austin, Texas 78711-3087

RE: Project Review for the 19th Street Cargo Redevelopment Project, Dallas Fort Worth International Airport, Grapevine, Tarrant County, Texas

Dear Ms. Huff,

Dallas Fort Worth International Airport (DFW) is requesting your review under the National Environmental Policy Act of 1969 (NEPA) for the proposed construction and operation of two new cargo facilities and the addition of five new cargo aircraft positions located in an area known as the 19th Street Cargo Area located on the west side of DFW Airport, southeast of the intersection of 19th Street and West Airfield Drive (**Attachment A, Figure 1**).

The Federal Aviation Administration (FAA) has determined that an Environmental Assessment (EA) be performed in accordance with the NEPA, the President's Council on Environmental Quality (CEQ) regulations to implement NEPA (40 Code of Federal Regulations [CFR] Parts 1500 to 1508), and the FAA regulations implementing NEPA (44 CFR Part 10). FAA is required to consider potential environmental impacts before funding or approving actions and projects. As part of this process, DFW respectfully requests your preliminary review for compliance with all federal and state laws and regulations including, but not limited to the Clean Air Act (CAA), the Clean Water Act (CWA), the Endangered Species Act (ESA), U.S. Bald and Golden Eagle Protection Act, and the Migratory Bird Treaty Act (MBTA).

DFW respectfully requests that you provide comments or written concurrence within 30 days from the date of this letter. **Attachment A** contains all figures. All comments or written concurrence with the findings can be sent to **Ms. Sandra Lancaster, DFW Assistant Vice-President Environmental Development Programs** at

3003 South Service Road, EAD Annex, Building A
PO Box 619428
DFW Airport, Texas 75261
(o) 972-973-5573
slancaster@dfwairport.com

PROPOSED ACTION DESCRIPTION

The Proposed Action consists of airside and landside improvements that would create an operationally functional cargo area large enough for B747-8F aircraft to operate as the critical (design) aircraft (modified Aircraft Design Group [ADG] VI) associated with Buildings 1 and 2. The Proposed Action consists of the development of two new cargo buildings and associated landside surface parking and roadway modifications (Buildings 1 and 2), demolition of an existing building, new airside aircraft pavement, pavement and alignment modifications to various taxiways for aircraft ingress/egress, new Air Operations Area (AOA) fencing and access gates, a new fueling station, and all associated necessary utility infrastructure, which includes demolition, relocation, and creation, as necessary for the project. Other anticipated infrastructure includes an underground stormwater collection tank, oil/water separator, and conduit for high-mast lighting. Additionally, the Proposed Action would generate five new widebody aircraft positions for Building 1 and 2 and improve the two existing hardstand positions (**Attachment A, Figure 2**).

Construction is anticipated over 14 months beginning with asbestos abatement, then building demolition, followed by construction of Building 2. Building 1 construction is anticipated to begin during the demolition of the existing building. Abatement and demolition are anticipated to begin in August 2023, with Building 1 construction in October 2023, followed closely by the concurrent construction of Building 2. Operational activities are anticipated to begin in October 2024 for both Building 1 and Building 2.

AFFECTED RESOURCES OF THE PROPOSED ACTION

Resource area analyses will be undertaken during the NEPA process. Resource areas discussed below include, air quality and climate, noise and noise compatible land uses, stormwater management and surface receiving waters, hazardous materials, state and federally listed and protected species, hazardous materials, historical, architectural, archeological, and cultural resources, natural resources and energy supply, and visual effects, including light emissions. Resource areas that could require mitigative actions after a full analysis of the proposed effects would be air quality and noise and noise-compatible land uses.

Air Quality

Emissions inventories are being created to determine the anticipated emissions from construction activities and on-going operations. Preliminary estimations of construction emissions are indicating that short-term emissions would be below the current 2008 Ozone Standard Serious Non-Attainment 8-hour levels of 50 tons per year (tpy) of nitrogen oxides (NO_x) and volatile organic compounds (VOC). It is anticipated that construction emissions will likely also be below the 2008 Ozone Standard Severe Non-Attainment 8-hour NO_x and VOC thresholds of 25 tpy. DFW has conservatively estimated, but not completed the Aviation Environmental Design Tool (AEDT) modeling, for operational emissions. DFW has estimated that new cargo operations would exceed both the serious and severe *de minimis* thresholds. As the Proposed Action would generate emissions above both the current and future threshold levels, DFW is anticipating undergoing a General Conformity Demonstration with FAA and the Texas Commission on Environmental Quality (TCEQ).

Noise and Noise Compatible Land Uses

An analysis of anticipated noise levels will be undertaken using the AEDT model to determine if significant changes to noise contours would result from increased cargo operations.

Aquatic Resources and Stormwater Management

Integrated Environmental Solutions, LLC (IES) prepared a desktop assessment for waters of the United States and protected species habitats on 04 October 2022. The desktop analysis determined that there were no aquatic resources currently within the proposed project area. The U.S. Geological Survey (USGS) topographic map (Grapevine 7.5' Quadrangle 1959, revised 1982) illustrates a subterranean culvert as a dashed purple linear feature in the western region, oriented north-to-south. No blue line features or ponds were identified in the staging area. The 2022 Grapevine 7.5' Quadrangle map illustrates the culvert in similar alignment; however, the dashed line is now blue. DFW has a robust stormwater management program, and a drainage analysis was performed, which indicated the need for below-ground detention to meet the DFW requirements for no net increase in stormwater flows to local downstream natural aquatic resources.

Hazardous Materials and Hazardous Wastes

DFW produced the 2021 Post Response Action Care Report AOC C5 – Northwest Cargo VCP VCP #1461 in May 2022 detailing the results of monitoring associated with the AOC C5 Voluntary Cleanup Program (VCP) in proximity to the proposed project area. The summary of on-going monitoring activities indicates that the Response Action Objectives continue to be met. The PCLE zone and plume have shown a steady decrease since the Response Action Plan (RAP). A Plume Management Zone (PMZ) was established as an institutional control. The current low retarded contaminant velocity for tetrachloroethylene (PCE) indicates that it would take approximately 2,125 years for current PCE concentrations to reach the PMZ boundary; therefore, there is currently no potential threat to receptors, and no potential future threat to receptors. Additionally, Mann-Kendall evaluation shows the plume as stable or decreasing over the last 4 years of sampling activities. Based on the Post Action Response Care being in compliance with applicable regulations, DFW has requested the discontinuation of the Post Action Care activities. Monitoring wells in the northern portion of the project area have shown continuous decreasing level of contaminants and will be decommissioned through the and removed prior to or concurrently with this project. Some monitoring wells in the

southern project area will be relocated as part of this project, as those wells are still necessary to track continuing contaminant levels for the VCP.

Jet fuel lines will be relocated associated with the proposed project. All soil media will be tested for contamination on site and disposed of in accordance with all local, state, and federal regulations. DFW has a robust Spill Contaminant and Countermeasures Plan for all construction activities that occur within the Airport. Additionally, DFW emphasizes reuse and recycling of construction materials where feasible to reduce solid wastes going into local landfills.

Additionally, asbestos containing materials (ACM) were located during inspections in the American Airlines Air Freight Building, which is being demolished as a connected action to the Proposed Action. ACM were located within the wall and ceiling texture, acoustic ceiling tiles, tape and bedding, floor tiles, mastic materials, and pipe lagging mastic. These materials will be abated prior to demolition activities following all DFW, state, and federal requirements. All contaminated materials will be disposed of in accordance with all applicable regulations.

State and Federally Listed and Protected Species

According to the U.S. Fish and Wildlife Service (USFWS), three species, Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*) are listed as federally protected (i.e., threatened or endangered) with the potential to occur within Tarrant County. Two of these species are conditionally listed as threatened within Tarrant County on the basis that the proposed project is for wind energy production, Red Knot, and Piping Plover. No federally listed critical habitat for these species is located within the vicinity of the proposed project or staging areas.

The Texas Parks and Wildlife Department (TPWD) lists 11 state protected species that could occur within Tarrant County. Four are also federally listed avian species; however, the Black Rail (*Laterallus jamaicensis*) is only listed by TPWD for Tarrant County. Additionally, species include three mollusks, the black bear (*Ursus americanus*), the alligator snapping turtle (*Macrochelys temminckii*), the Texas horned lizard (*Phrynosoma cornutum*), and the monarch butterfly (*Danaus plexippus*). The review of the Texas Natural Diversity Database (TXNDD) files did not indicate any unique vegetation communities, parks or natural/managed areas within the proposed project or staging areas.

Aerial photography indicates that the survey area is maintained as an **urban matrix** vegetation community. The proposed project area is comprised of paved access lanes, parking lots, and roads with multiple hangars and maintenance buildings across the site. Small, unpaved regions are visible between access lanes, buildings, and roads that are dominated by mowed turfgrasses with scattered landscaping trees to the northwest and southwest. The staging area is a cleared gravel pad surrounded by mowed turfgrasses. No preferred habitat for any listed or candidate species was identified within the proposed project or staging areas.

Migratory Birds

Affects to migratory birds from the Proposed Actions are expected to be minimal based on the highly urban nature, the proposed use of LED high efficiency lighting, and DFW's ongoing program to monitor for migratory bird nests prior to any construction activities.

OTHER AGENCY COORDINATION

DFW is currently in coordination with the Texas Historical Commission (THC) under the Antiquities Code of Texas (ACT), as DFW is an entity of the State of Texas, and under the National Historic Preservation Act (NHPA) of 1966, as amended, specifically, Section 106, to address archeological and above-ground historic resources associated with the project area.

Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.



Sandra Lancaster
AVP Environmental Development Programs

Dallas Fort Worth International Airport

CC *Jamie Zech, Air Quality Division*
Cody McClain, Emissions Assessment

IES File ref: 03.006.099

ATTACHMENT A

FIGURES



Figure 1. 19th Street Cargo Redevelopment Project Site, west side of DFW.

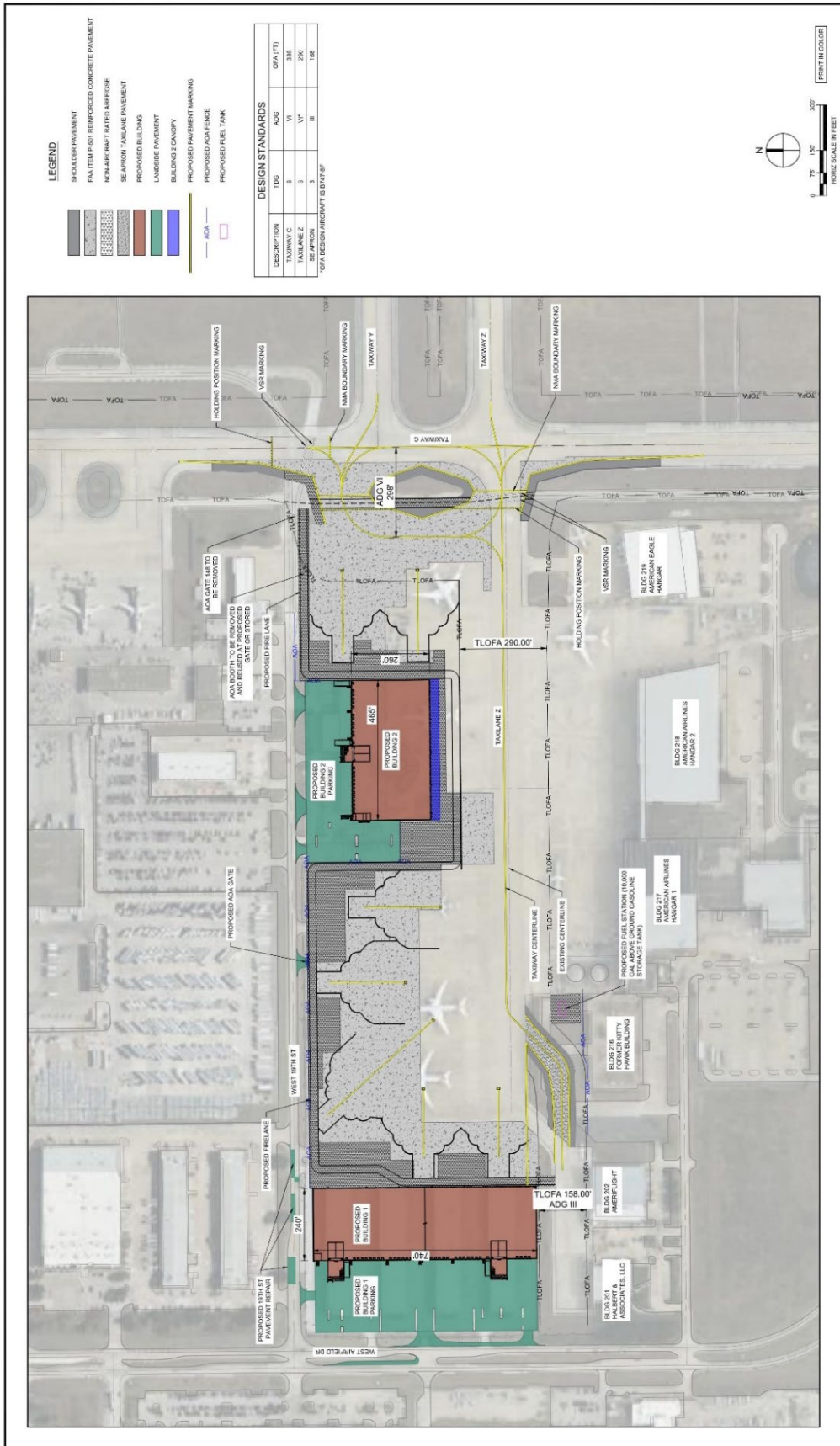


Figure 2. Proposed 19th Street Cargo Redevelopment Project Site Plan

11 February 2022

Texas Commission on Environmental Quality
Beth Seaton, Deputy Director
Remediation Division
PO Box 13087 MC 225
Austin, Texas 78711-3087

RE: Project Review for the Central Terminal Area Redevelopments, Dallas Fort Worth International Airport, Cities of Euless, Irving, and Grapevine, Dallas and Tarrant Counties, Texas

Dear Ms. Seaton,

The Dallas Fort Worth International Airport (DFW) is developing four separate single and complete actions associated with the Central Terminal Area Redevelopment. These three actions include: (1) Central Terminal Area, which includes Terminal C Renovations, Terminal C Garage Updates, Terminal C-Pier, and the Terminal A-Pier; (2) Airfield Efficiency Improvements including the replacement of the Northeast Lighting Vault; (3) Services Delivery System (SDS) Supplemental Electric Central Utility Plant (CUP) and Associated New Pump House and Boiler House; and (4) Project Integration and Organization/Design-Build (PIO/DB) Building. The first three projects are in close physical proximity; however, due to construction schedules, the Federal Aviation Administration (FAA) has determined that the four actions will be reviewed independently under separate Environmental Assessments (EA) and Categorical Exclusions (CATEX) in accordance with the National Environmental Policy Act (NEPA) of 1969, the President's Council on Environmental Quality (CEQ) regulations to implement NEPA (40 Code of Federal Regulations [CFR] Parts 1500 to 1508), and the FAA regulations implementing NEPA (44 CFR Part 10). FAA is required to consider potential environmental impacts before funding or approving actions and projects. As part of this process, DFW requests your preliminary review for compliance with all federal and state laws and regulations including the Endangered Species Act (ESA), U.S. Bald and Golden Eagle Protection Act, and the Migratory Bird Treaty Act (MBTA).

DFW respectfully requests that you provide comments or written concurrence within 30 days from the date of this letter. **Attachment A** contains all figures and **Attachment B** contains the delineation report. All comments or written concurrence with the findings can be sent to **Ms. Sandra Lancaster, DFW Environmental Program Manager** at

3003 South Service Road, EAD Annex, Building A
PO Box 619428
DFW Airport, Texas 75261
(o) 972-973-5573
slancaster@dfwairport.com

PROPOSED ACTIONS

DFW is respectfully requesting your review and comment on four separate actions that will be undergoing NEPA review. The first three projects are occurring on developed areas of DFW associated with Terminals A and C along with the adjacent Airfield. The PIO/DB Building will be constructed on a disturbed area within the Southwest Consolidated Campus. **Attachment A, Figures 1, 2A, and 2B** provide an aerial overview of the discrete project locations and a topographic overview on the historic and recent U.S. Geological Survey (USGS) quadrangle maps. **Attachment A, Figure 3** illustrates the soil map units within the project area, **Figure 4** illustrates the Federal Emergency Management Agency (FEMA) mapped floodplains, and **Figure 5** illustrates the delineated aquatic resources under the pre-2015 definitions. **Sites 2, 3, and 4** on the attached figures are the main project area components for Terminal C activities and **Site 1** encompasses the Terminal A activities. **Sites 8 through 10** are the construction staging, fabrication yards, and employee parking for the during of construction for the Central Terminal Area. **Site 6** is the Terminal C Garage laydown area. **Site 7** is the Airfield Improvement construction staging area. **Site 5** is the SDS Supplemental Electric CUP laydown area. The PIO/DB Building is located within **Sites 12 and 13**.

Central Terminal Area

The Proposed Action within the Central Terminal Area is associated with the need to increase gate capacity to meet current demand and projected increased demand for air travel from and to DFW; and to improve passenger experience within Terminal C by modernizing flow, increasing concession areas, and providing new boarding facilities. FAA has determined that due to the potential air quality effects, this proposed action will be analyzed as an EA. Specific elements associated with this proposed action include:

- Construction of a new two-level pier structure to Terminal A, including 10 new gates, which will provide a net increase of 5 gates totaling 130,000 square feet of new construction;
- Construction of a new two-level pier structure to Terminal C, including 9 new gates, which will provide a net increase of 4 gates totaling 115,000 square feet of new construction;
- Renovations within Terminal C, which include relocation of the South Baggage Hall, addition to the South, Center, and North Ticketing Halls, Renovation of the Ticketing Halls, System Upgrades, and a new Loading Dock; and
- Replacement and Renovation of the Terminal C Parking Garages and Associated Roadways.

Airfield Efficiency Improvements

The Proposed Action within the Airfield will include infill in several infield areas to allow the efficient transition of aircraft between the DFW taxiway system and the East Ramp Area. Currently, transition of aircraft between the DFW taxiway system and the East Ramp Area is inefficient and requires unnecessary fuel burn. Changes made as part of the Proposed Action will enhance airfield efficiency and safety by allowing for more efficient aircraft movements to and from the East Ramp Area while reducing long term fuel burn by aircraft. FAA has determined that an EA will be required due to the presence of hazardous materials within the Northeast Lighting Vault, which is being replaced as part of this Proposed Action. The Proposed Action consists of airside improvements to improve operational efficiency and safety, relieve terminal area congestion, and reduce taxiing time to/from the existing terminal area. Specific elements associated with this Proposed Action include:

- Creation or relocation of Aircraft Entry/Exit Positions along Taxiways G, K, and Z;
- Replacement and relocation of existing ancillary facilities (i.e., Northeast Lighting Vault, Terminal A South Triturator, etc.);
- Infill of four infield areas with concrete apron pavement;
- Underground utility work related to the above-mentioned improvements (e.g., electric, sanitary sewer, stormwater management system, potable water, and communications infrastructure); and

- Relocation of JY Taxiway connection to improve aircraft operations and optimize overall terminal area apron.

SDS, Supplemental Electric CUP, and Associated New Pump House and Boiler House

This Proposed Action is due to the age of the existing boiler house at the existing CUP, which has exceeded its useful life. The existing CUP and boiler house do not provide system resiliency or allow for effective use of renewable energy sources. Under this Proposed Action, aging infrastructure will be replaced and improved to provide more efficient use within Terminal C and provide overall system redundancy to the DFW. FAA has determined that an EA will be required due to the presence of hazardous materials within the existing infrastructure, which is being replaced as part of this Proposed Action. This Proposed Action includes the following utility improvements to Terminal C:

- Construction of a new Terminal C Boiler House and South Pump Room (approximately 5,500 square feet) to supply hot and chilled water;
- Construction of a new Terminal C North Pump Room (approximately 1,800 square feet);
- New gas service yard and new electrical service for new Terminal C Garage, Boiler House, and Pump Rooms; and
- Construction of a new Electric Brute Force CUP.

PIO Building

This Proposed Action would include the design, construction, and delivery of a PIO-DB to accommodate DFW project management, Central Terminal Area Development general contractors, designers, and subcontractors responsible for the delivery of the overall project. This will be a temporary facility that will be operational from September 2022 through September 2023. It will be a 1-story approximately 40,000 square foot fully furnished facility with 250 surface parking spaces occupying 10 acres. Currently, DFW does not have the building space or locations near the construction staging areas to office the staff necessary to oversee and manage the planning and construction scopes. By consolidating all project staff in one building it will provide efficiency in coordination and management of project activities. FAA determined that since this building will be constructed in a currently disturbed area designated for these uses that a CATEX would be the appropriate level of analysis.

AFFECTED RESOURCES OF THE PROPOSED ACTION

Resource area analyses will be undertaken during the NEPA processes. Anticipated potential effects that will likely be mitigated include air quality and noise associated with the Central Terminal Area Improvements and hazardous materials and wastes that are located within the Airfield Improvements project areas and within the SDS, Supplemental Electric CUP project areas. Socioeconomic conditions are not likely to be adversely affected based on the anticipated increased air traffic volume associated with the Central Terminal Area Improvements. DFW is currently in coordination with the Texas Historical Commission (THC) under the National Historic Preservation Act (NHPA) of 1966, as amended, specifically, Section 106, to address archeological and above-ground historic resources associated with the Central Terminal Area Improvements. The PIO/DB Building and the SDS, Supplemental Electric CUP activities have received THC concurrence of “no adverse effects” to archeological or historic resources.

Integrated Environmental Solutions, LLC (IES), under contract to DFW, performed a site visit and desktop analysis of the specific project locations associated with each of the proposed actions 21 September 2021 to provide a delineation of waters of the United States and to perform a protected species habitat assessment. Biological resources and water resources within the proposed project areas are limited to non-jurisdictional features associated with stormwater management and control and common urban and urban edge landscapes providing little to no habitat value. As such, the proposed projects are not expected to have any impacts on any federally or state-listed threatened or endangered species.

Waters of the United States

The September 2021 delineation identified three non-jurisdictional features associated with past construction activities at DFW Airport. A drainage ditch associated with DFW's current underground stormwater management system was identified within the proposed footprint of the new Boiler House to support the SDS, Supplemental Electric CUP. A detention pond and associated wetland drainage were located within an existing construction staging area to the east of Runway 17C/35C and Runway 17L/35R. These features were man-made as part of a stormwater control system that did not replace or connect two waters of the United States and they have no more than a speculative connection to a Traditional Navigable Water (TNW); therefore, they would not be regulated under Clean Water Act (CWA) Section 404.

Vegetation Communities

The project areas consist of four distinct vegetation communities: **urban matrix**, **frequently maintained grassland**, **infrequently maintained grassland**, and **shrub-scrub upland**. The **urban matrix** was found throughout a majority of the Central Terminal Areas and was comprised of concrete lots, roads, buildings, and active construction areas. The project area for the SDS, Supplemental Electric CUP, and the Boiler House and Pump House contained the **frequently maintained grassland** vegetation community, dominated by mowed Bermudagrass (*Cynodon dactylon*). The **infrequently maintained grassland** was observed in the PIO/DB Building project area and was comprised of Maximilian sunflower (*Helianthus maximiliani*), meadow dropseed (*Sporobolus compositus*), Johnsongrass (*Sorghum halepense*), white heath aster (*Symphyotrichum ericoides*), King Ranch bluestem (*Bothriochloa ischaemum*), sumpweed (*Iva annua*), Canada goldenrod (*Solidago canadensis*), prairie broomweed (*Amphiachyris dracunculoides*), Bermudagrass, and annual sunflower (*Helianthus annuus*). The **shrub-scrub upland** vegetation community was also observed on the western side of the PIO/DB Building project area, dominated by honey mesquite (*Prosopis glandulosa*), sugarberry (*Celtis laevigata*), giant ragweed (*Ambrosia trifida*), Johnsongrass, Bermudagrass, and annual sunflower.

Federally Protected Species

According to the U.S. Fish and Wildlife Service (USFWS), four species are listed as federally protected (i.e., threatened or endangered) with the potential to occur within Dallas and Tarrant Counties; these include: Golden-cheeked Warbler (*Dendroica chrysoparia*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), and Whooping Crane (*Grus americana*). Two of these species are conditionally listed as threatened on the basis that the proposed project is for wind energy production: Red Knot and Piping Plover. No federally listed critical habitat for these species is located within the vicinity of the project areas.

The Golden-cheeked Warbler, Red Knot, Piping Plover, and Whooping Crane are listed federally as threatened and endangered species for Dallas and Tarrant Counties. These projects will not be related to wind energy; therefore, the Red Knot and Piping Plover will not be affected.

- The Golden-cheeked Warbler requires a habitat that includes forested areas dominated by Ashe juniper (*Juniperus ashei*) in mixed stands with various oaks (*Quercus* spp.). This unique vegetation community is not present within the survey area.
- Whooping Cranes utilize estuaries, prairie marshes, moist grasslands, croplands, and will use large shallow wetland areas associated with lakes for roosting and feeding. Although the survey area did contain wetlands, the size and urban location would not be a suitable habitat for Whooping Cranes.
- The monarch butterfly is currently a federal candidate species and has no formal protection. None of the vegetation communities would offer feeding ideal habitat for this species. It could be occasionally observed as stopover habitat along community edges.

In summary, the habitats present within the survey area were not suitable for any of the federally listed threatened or endangered species; nor were the habitats suitable for nesting, feeding, or stopover migration habitat for these species.

Due to a lack of perennial flowing water, there would be no habitat for any mollusk species or for the alligator snapping turtle. The Texas horned lizard is unlikely to occupy any of the vegetation communities within the project area due to dense understory cover and the high urban interface. The black bear is no longer considered extant in the greater Dallas Fort Worth metropolitan area.

Migratory Birds

Affects to migratory birds from the proposed actions are expected to be minimal based on the highly urban nature of the majority of the project areas, the proposed use of LED high efficiency lighting, and DFW's ongoing program to monitor for migratory bird nests prior to any construction activities.

Thank you for your timely review of the enclosed information. If you have any questions, please contact me at 972-973-5573 or via e-mail at slancaster@dfwairport.com

Sincerely,

Dallas Fort Worth International Airport



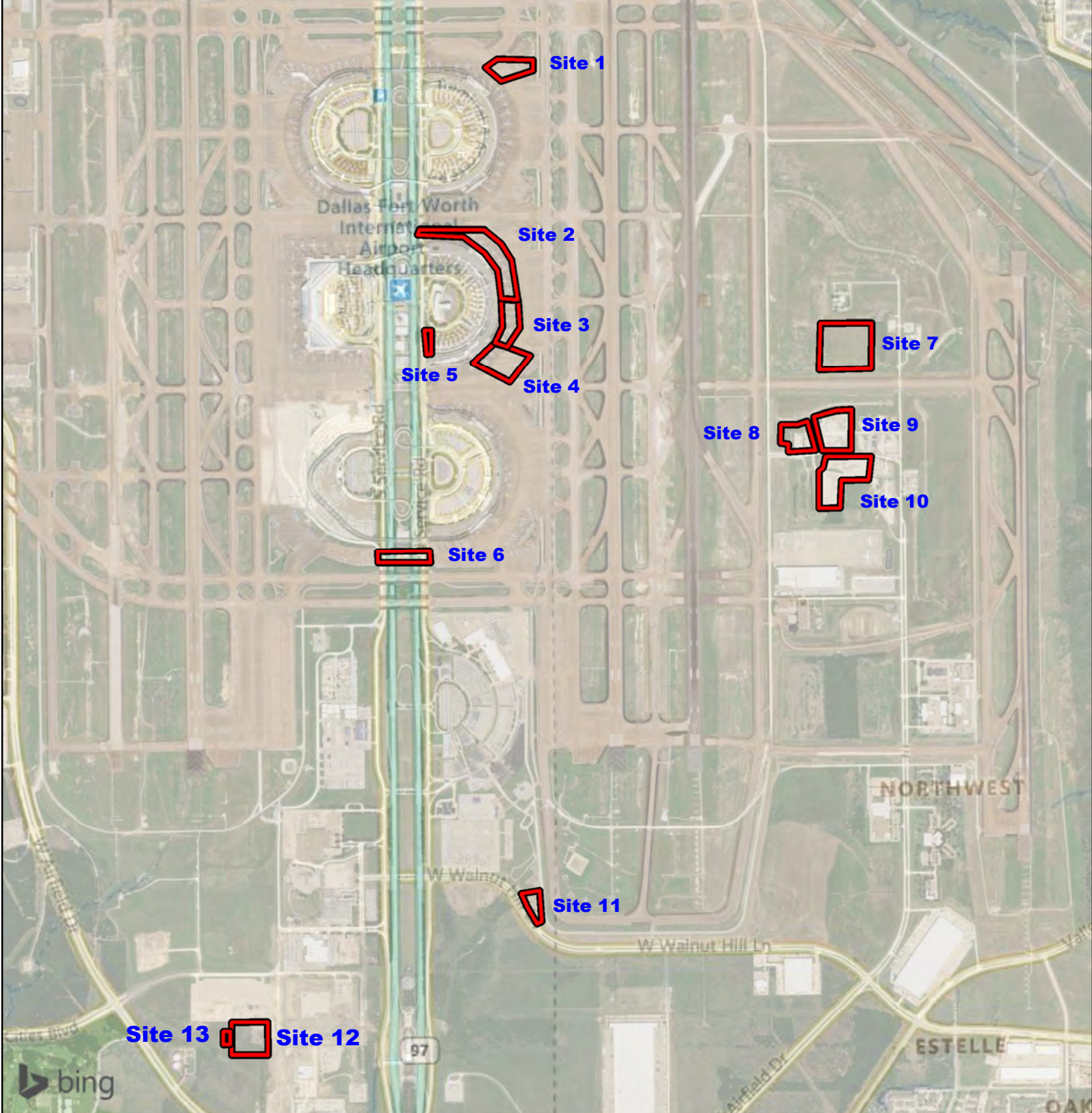
Sandra Lancaster
Environmental Program Manager

Attachment A
Attachment B

IES File ref: 03.006.096

ATTACHMENT A

Figures



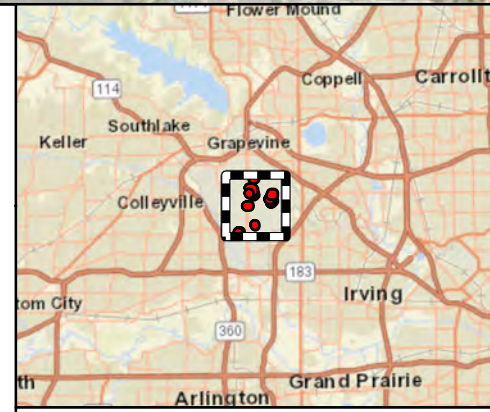
**Figure 1.
General Location Map**

 Survey Area

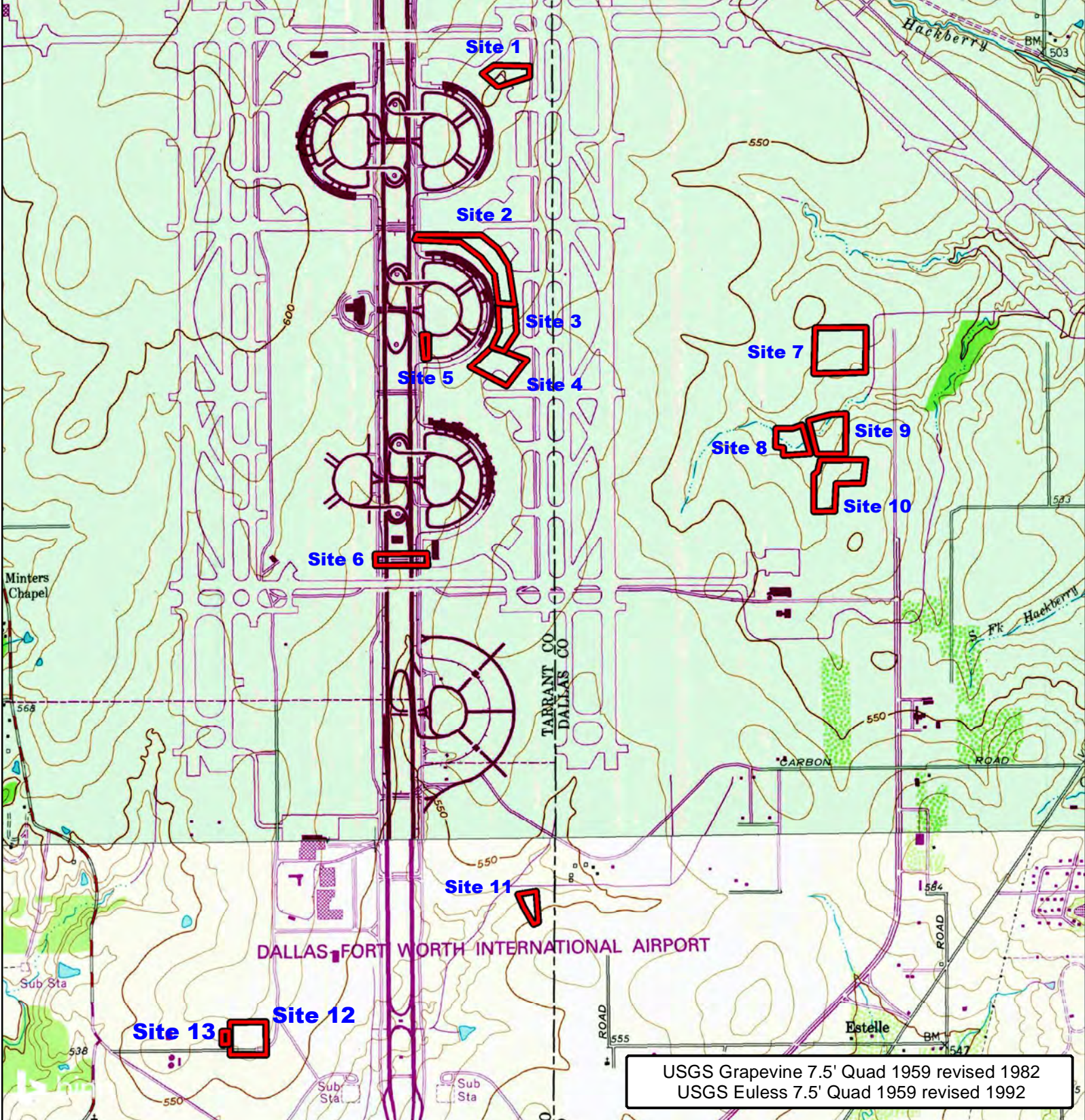
CTA Development
 Cities of Irving, Euless, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas




File Ref. 03.006.094
 Date: 9/28/2021




Area of Detail Scale: 1 inch equals 10 miles



**Figure 2A.
Topographic Setting**

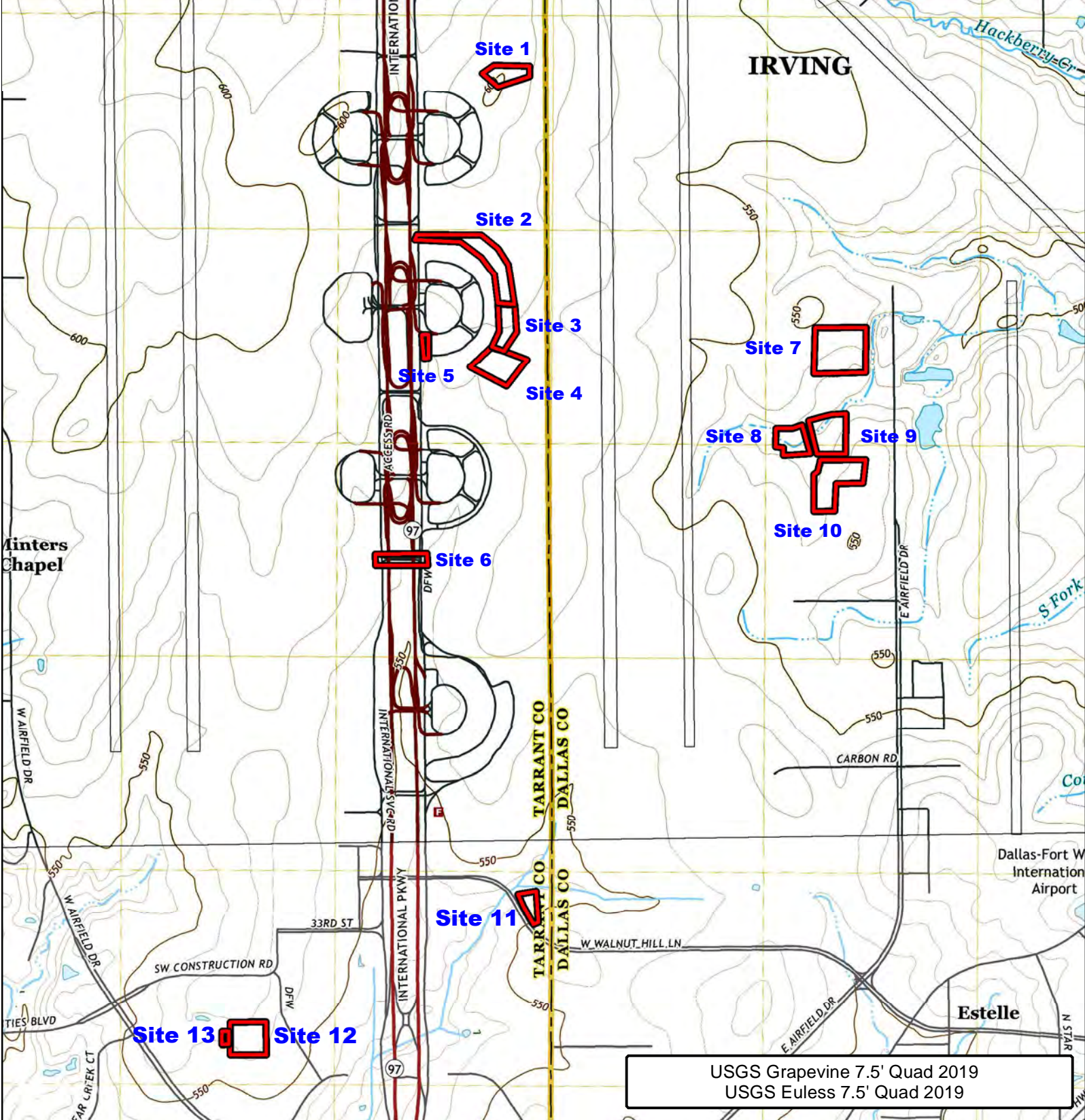
 Survey Area

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 Dallas and Tarrant Counties, Texas

1 in = 2,000 feet 



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USGS Grapevine 7.5' Quad 2019
 USGS Euless 7.5' Quad 2019


Figure 2B.
Topographic Setting

CTA Development
 Cities of Irving, Euless, Grapevine,
 and Coppell
 Dallas and Tarrant Counties, Texas

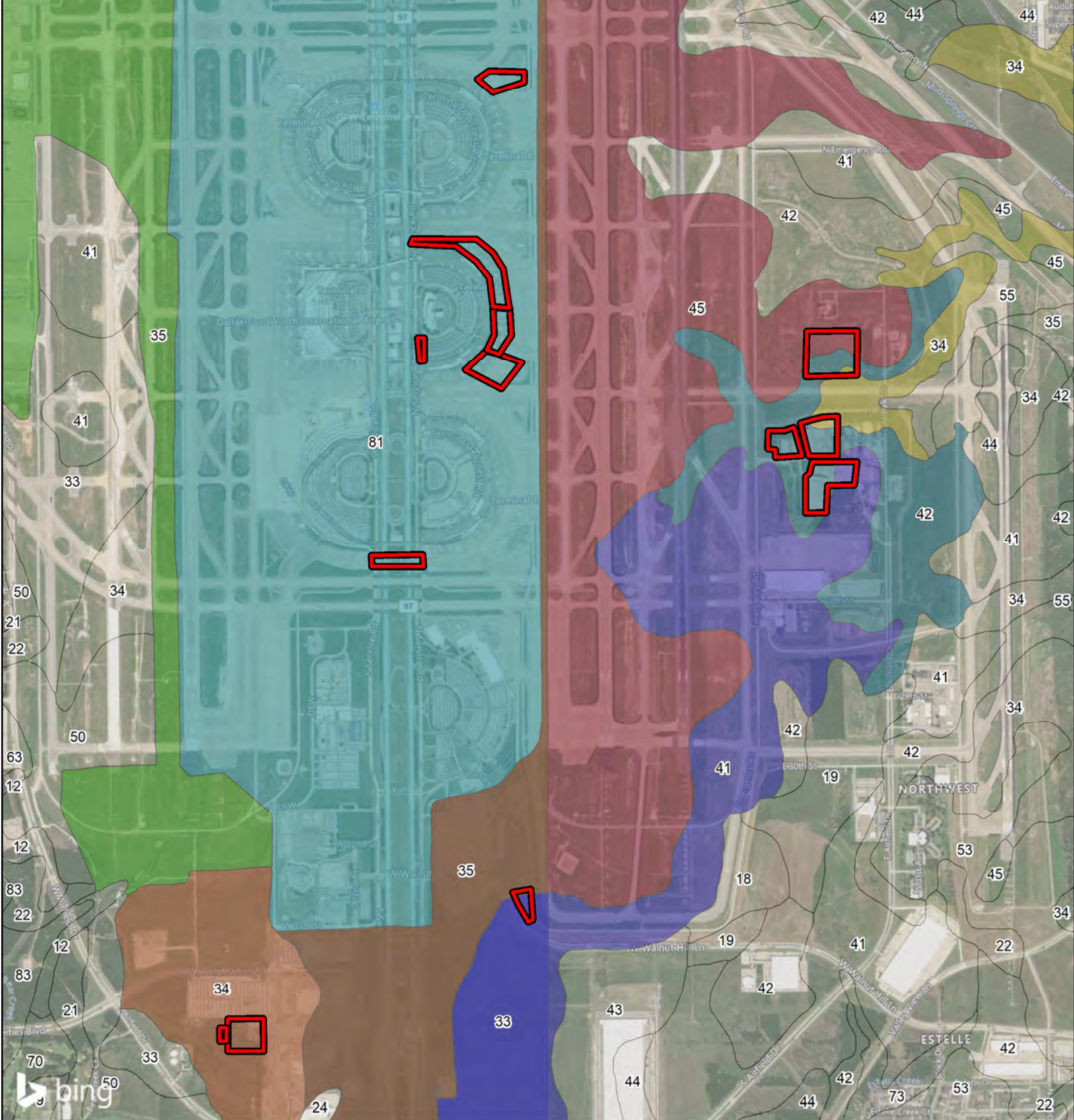
1 in = 2,000 feet

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File Ref. 03.006.094
 Date: 9/28/2021

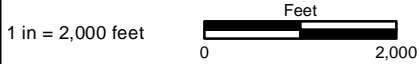
 Survey Area

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**Figure 3.
Soils Map**

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Survey Area

Soil map units outside survey area

Soil Map Units - Dallas County

34- Ferris-Heiden complex, 5 to 12 percent slopes

41- Heiden clay, 1 to 3 percent slopes

42- Heiden clay, 2 to 5 percent slopes, eroded

45- Houston Black-Urban land complex, 0 to 4 percent slopes

Soil Map Units - Tarrant County

33 - Heiden clay, 1 to 3 percent slopes

34 - Houston Black clay, 1 to 3 percent slopes

35 - Houston Black-Urban land complex, 1 to 4 percent slopes

81 - Urban land

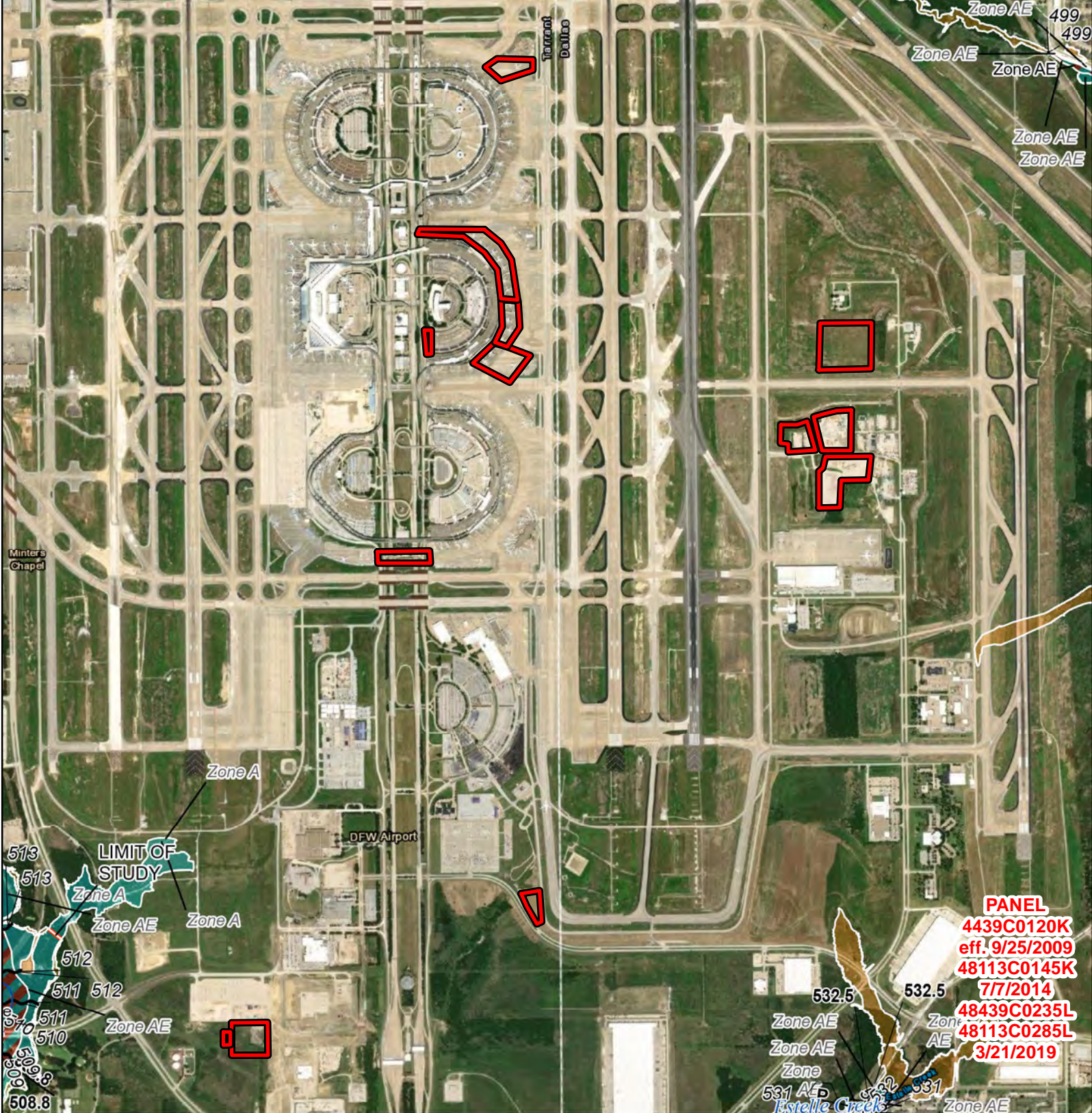


Figure 4.
Federal Emergency
Management Agency
Flood Insurance Rate Map

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1 in = 2,000 feet

Feet
 0 2,000



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Survey Area

FEMA FIRM Zone Descriptions

- Zone X - Areas determined to be outside the 0.2% annual chance floodplain
- Zone X - Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood
- Zone A - Special Flood Hazard Areas subject to inundation by the 1% annual chance flood; No base flood elevations determined
- Zone AE - Special Flood Hazard Areas subject to inundation by the 1% annual chance flood; Base flood elevations determined
- Zone AE - Floodway areas in Zone AE

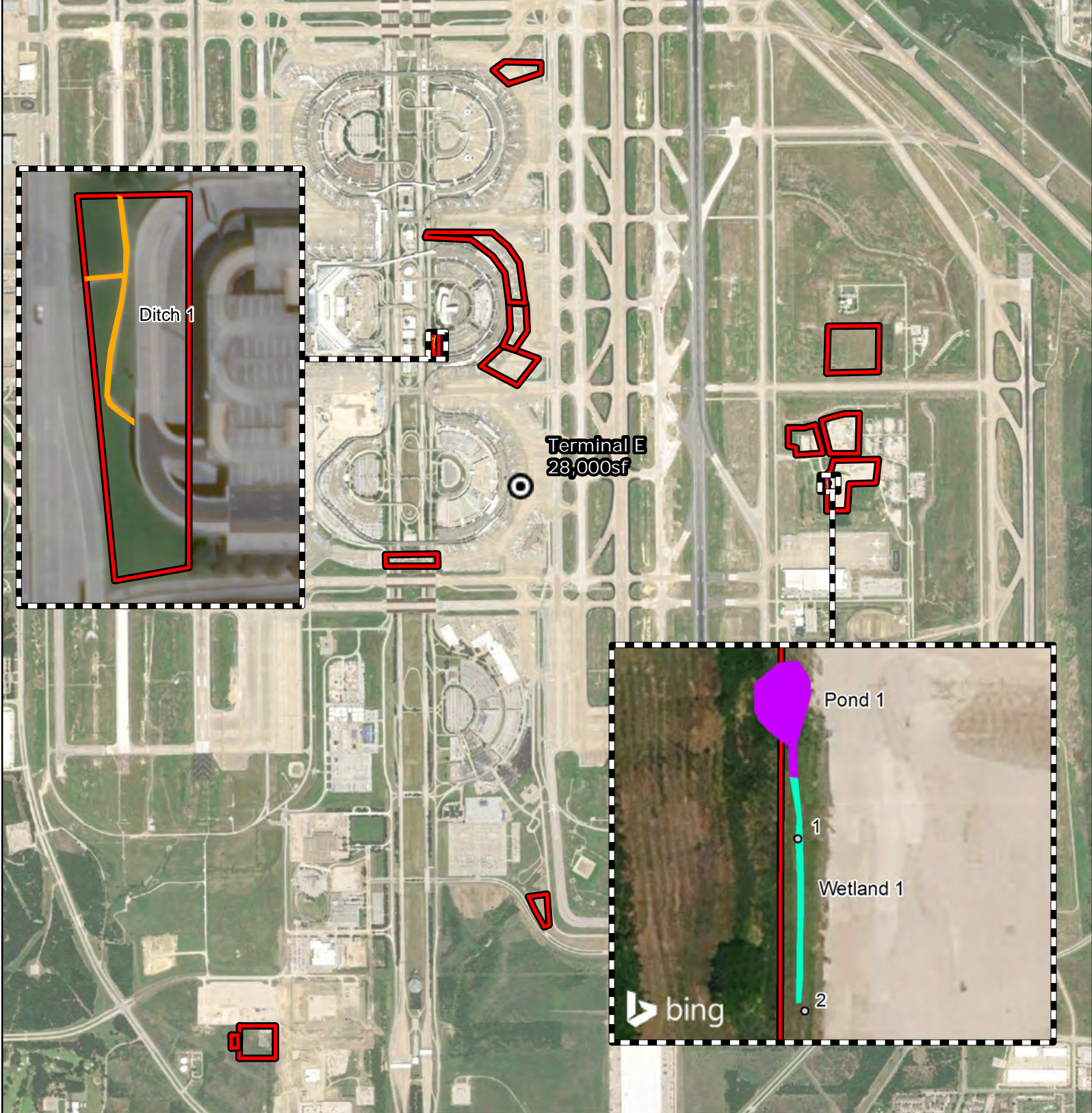
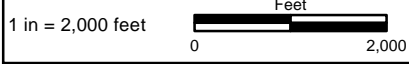


Figure 6.
Pre-2015 Aquatic Features
Identified within the Survey Area

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- Survey Area
- Wetland Determination Data Form
- Aquatic Features Excluded From Jurisdiction**
- Wetland, Isolated
- Ditch, Ephemeral
- Artificial Pond