

U.S. Department of Transportation
Federal Aviation Administration
Southwest Region

**FINDING OF NO SIGNIFICANT IMPACT
And
RECORD OF DECISION**

19th Street Cargo Redevelopment Project
Dallas Fort Worth International Airport
DFW, Texas

December 2023

I. INTRODUCTION

The Purpose of this Finding of No Significant Impact and Record of Decision (FONSI/ROD) is to briefly present the reasons why the approval of Federal actions supporting the proposed 19th Street Cargo Redevelopment at Dallas Fort Worth International Airport (DFW), which serves both Dallas and Tarrant Counties, Texas, will not have a significant effect on the human environment. Dallas Fort Worth International Airport requested the following Federal actions:

- Federal Aviation Administration's (FAA) approval of the revised Airport Layout Plan with the proposed development.
- Implementation of the following actions: 1) Construct the 19th Street Cargo Redevelopment Project (Proposed Action) to accommodate cargo growth through 2035, 2) Include Airside and Landside improvements to create an operationally functional cargo area, 3) Provide aircraft parking positions and cargo buildings to support operations by aircraft such as the B747-8F, B747-400, and B777-200.
- Federal funding for eligible components of the above development.

The FAA is the Federal agency responsible for the approval of the proposed federal actions outlined above and analyzed in the Environmental Assessment (EA). The FAA has determined that the Proposed Action will have no significant impact on the human environment.

Attached to this FONSI/ROD is the EA on which the finding is made.

II. SUMMARY

The EA was prepared pursuant to the provisions of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) regulations (40 C.F.R. Parts 1500-1508). Additionally, the EA meets the guidelines identified in FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *NEPA Implementing Instructions for Airport Actions*.

III. BACKGROUND

DFW is a commercial service airport that currently encompasses 17,207 acres (approximately 27 square

miles) in Dallas and Tarrant Counties, Texas. DFW has five passenger terminals, seven runways, and six cargo complexes. In 2022, Airports Council International North America (ACI-NA) ranked DFW as the 2nd busiest airport for total passengers and 10th for air cargo volume. At DFW, cargo is transported via passenger airlines, in belly cargo, as well as using cargo integrators such as UPS, DHL, FedEx, and all-cargo airlines. Cargo volumes and operations at DFW are projected to increase at an annual average growth rate of approximately 2.6 percent.

IV. PURPOSE AND NEED

The purpose and need of the 19th Street Cargo Redevelopment project are described in Section 2 of the EA.

A. Need of the Proposed Project

The need for the proposed action is to meet current and future demand for cargo operating areas. Currently, cargo movements are outpacing projections, indicating that existing building capacity is inadequate to meet current and future tenant needs. Based on actual cargo throughput and forecasted air cargo growth, the existing cargo facilities do not have the capacity to meet the growing demand. DFW became cargo-constrained in Fall 2022 and facilities are currently operating at maximum capacity. Therefore, the proposed 19th Street Cargo Redevelopment Project is needed to provide modern cargo facilities, appropriately configured taxiways, taxilanes, and airside pavement to efficiently meet the growing cargo demand and enhance DFW's financial resilience.

B. Purpose of the Proposed Project

The proposed solution to the need is to develop optimized cargo buildings and infrastructure to meet the current and projected growth in cargo demand efficiently. Furthermore, the proposed project would provide modern facilities that meet tenant operational requirements, reduce operating and maintenance costs, and enhance DFW's business performance. The 19th Street Cargo Redevelopment Project would be complete and operational in 2025, representing the project implementation year and 2030, which is the horizon year (5 years past the implementation year).

V. ALTERNATIVES

The FAA explored and objectively evaluated reasonable alternatives that were considered practical and feasible in meeting the purpose and need. Section 3 of the EA describes the alternatives considered to meet the airport's purpose and need.

Two alternatives were proposed in the EA. These consisted of the Proposed Action as described above and the No Action Alternative. Note that the No Action Alternative is always required to be analyzed in accordance with the CEQ regulations 40 CFR § 1502.14.

The FAA has determined in this FONSI/ROD that the Proposed Action is the FAA's preferred and selected alternative. In arriving at this decision, the FAA considered all pertinent factors, including environmental impacts.

VI. ENVIRONMENTAL CONSEQUENCES

A. Potential Impact Resource Categories

The EA analyzed relevant environmental categories based on FAA Order 5050.4B, "National Environmental Policy Act Implementing Instructions for Airport Projects" (NEPA). Those resource

categories that the selected alternative has the potential to impact are discussed below. Any mitigation measures proposed are discussed in Section VIII. Resource Categories such as: Historical/Archeological & Cultural Resources, Natural Resources & Energy Supply, Noise & Noise Compatible Land Use, Visual Effects including Light Emissions, and Water Resources are deemed to have minor or no impact. A summary of evaluated environmental effects on each applicable resource category is summarized in Table 5-1 of the EA.

i. Air Quality

The proposed action's operational emissions would exceed the General Conformity applicability *de minimis* levels of 25 tons per year (tpy) for Nitrogen Oxides (NOx) as detailed in Table 5-10 of the EA. As discussed in the General Conformity Determination (Appendix G of the EA), the proposed action would not delay attainment of the ozone standard (for which the DFW Metroplex is designated as Severe Nonattainment). TCEQ provided their concurrence with the General Conformity Determination to FAA in a letter dated 02 October 2023. Specific measures to mitigate and reduce the NOx and Volatile Organic Compounds (VOC) emissions (as precursors to ozone formation) would not be necessary.

ii. Climate

The construction and increase in cargo operations would generate a slight increase to Greenhouse Gas (GHG) emissions. Section 5.3. provides a detailed analysis of the Climate resource category. Furthermore, the estimates of social costs associated with the GHG emissions are considered potentially conservatively high. They are provided for disclosure and context, but such estimated costs may not actually result.

iii. Hazardous Materials, Solid Waste, and Pollution Prevention

There is potential for the Proposed Action to disturb asbestos-containing materials (ACM) as well as soil and groundwater with chlorinated solvents and total petroleum hydrocarbons (jet fuel). An asbestos survey was performed on Building 221, which identified ACM. Before building demolition, a permitted asbestos abatement contractor will abate all ACM within the building. All abatement activities will be completed in compliance with all federal, state, and local regulations.

Contaminated media, containing chlorinated solvents and jet fuel, would likely be disturbed during demolition and construction activities. All activities conducted in the Texas Voluntary Cleanup Program (TxVCP) area will be overseen by DFW staff and coordinated with Texas Commission on Environmental Quality (TCEQ) to ensure on-going compliance with the VCP guidelines and all applicable regulations.

B. Resource Impact Categories Unaffected by the Proposed Action or Alternatives

The Council on Environmental Quality (CEQ) regulations (§1501.9 (f)(1)) state that the lead agency shall identify and eliminate from detailed study the issues that are not significant or that have been covered by prior environmental review, narrowing the discussion of these issues in the document to a brief presentation of why they would not have a substantial effect on the human environment. The following resource areas were not further analyzed: biological resources, coastal resources, Department of Transportation Section 4(f), land use, prime or unique farmlands, socioeconomics and environmental justice, sole source aquifers, waters of the United States, and wild and scenic rivers. Table 4-1 of the EA provides more details of the afore-mentioned resource categories.

VII. AGENCY COORDINATION AND PUBLIC INVOLVEMENT

A. Agency Coordination

DFW consulted with FAA, TCEQ, U.S. Environmental Protection Agency (EPA), and the Texas Historical Commission (THC) during the development of the EA. Agency coordination with TCEQ and EPA consisted

of scoping letters submitted to various divisions within the EPA and TCEQ on 28 October 2022.

TCEQ provided comments on 04 November 2022, indicating that there would be no significant long-term effects so long as BMPs were in place for construction and waste disposal activities. TCEQ requested an analysis of potential air quality effects, which were performed for this EA and found to be above the *de minimis* thresholds. As such, a General Conformity Determination was entered into as described in Section 5.3.4 – Conformity Determination. TCEQ provided their concurrence with the General Conformity Determination to FAA in a letter dated 02 October 2023. No comments were received from EPA.

The THC was provided information through a cultural resources assessment associated with the 19th Street Cargo Redevelopment Project on 05 December 2022. THC provided concurrence on 02 January 2023 that no adverse effects to historic resources would result from the proposed project activities.

B. Public Involvement

To meet the NEPA and Clean Air Act (CAA) requirements for public notification and comment, DFW and FAA, placed the Draft EA and Draft General Conformity Determination reports in publicly accessible locations via appointment with DFW for public review. Additionally, notifications were provided for the opportunity to request a public meeting during the 30-day public comment period. These notifications were published on 01 and 04 October 2023 in the Dallas Morning News and Fort Worth Star-Telegram, and in Al Día on 04 and 11 October 2023, along with the DFW Airport Publication website (<https://www.dfwairport.com/business/about/publications/>).

One comment was received on 31 October 2023 that requested further information on the process and timeline associated with the public comment period. DFW responded to the comment with the publication dates of the notices and the length of the public comment period being 30 calendar days. No additional information was received from this commentor.

VIII. CONDITIONS AND MITIGATION

As prescribed by 40 CFR §1505.3, the FAA must take steps as appropriate to the action, such as through special conditions in grant agreements, property conveyance deeds, releases, airport layout plan approvals, and contract plans and specifications, and must monitor these as necessary to assure that representations made in the EA and FONSI will be carried out. With respect to the Proposed Action, the following mitigation measure is a condition of approval:

i. Air Quality

Specific measures to mitigate and reduce the NO_x and VOC emissions (as precursors to ozone formation) would not be necessary. However, the Proposed Action will implement best management practices (BMPs) to reduce construction and operational project related emissions.

DFW is committed to implementing BMPs to reduce public health and environmental effects during construction and operation of the Proposed Action to the extent practicable. These BMPs are described in DFW's existing construction application review procedures, the Sustainability Management Plan, Green Building Standards, and the project specific Dust Control Plans implemented by contractors. DFW procedures and plans include overall design and construction standards for airport projects and aligns with DFW's ongoing efforts to implement more environmentally sustainable buildings and infrastructure.

ii. Climate

An estimate of project construction GHG emissions is provided for informational purposes only; FAA has not identified specific factors to consider in making a significance determination for GHG emissions.

Furthermore, the estimated social costs of GHGs are provided for disclosure and context, and such estimated costs may not actually result. As such, no specific mitigation measures are proposed.

iii. Hazardous Materials, Solid Waste, and Pollution Prevention

Existing jet fuel lines in conflict with the proposed development would either be removed from the ground or abandoned in place. Soil management and preliminary soil testing with the potential for detailed soil testing would likely be necessary during construction. Groundwater monitoring wells would be closed and relocated as needed. All activities conducted in the Texas Voluntary Cleanup Program (TxVCP) area will be overseen by DFW staff and coordinated with TCEQ to ensure ongoing compliance with the VCP guidelines and all applicable regulations.

IX. AGENCY FINDINGS

The FAA makes the following determinations for this project based upon a careful review of the attached Final EA, the supporting administrative record, and appropriate supporting information. The FAA weighed both the potential positive and negative consequences that this Proposed Action may have on the quality of the human environment. The FAA has determined that the Proposed Action meets the purpose and need of the proposed project and best implements necessary airfield modifications to meet FAA design standards.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

- The FAA has determined the Proposed Action would result in safe and efficient use of U.S. airspace as prescribed in 49 U.S.C. §40103(a).
- The Proposed Action is reasonably necessary for use in air commerce (49 U.S.C. §44502(b)).
- The Proposed Action is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 U.S.C. §47106(a)(1)).
- The interests of the community in or near where the Proposed Action is located have been given fair consideration (49 U.S.C. §47106(b)(2)).

X. DECISION AND ORDER

After careful and thorough consideration of the facts contained herein, the undersigned finds the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. The undersigned also finds the proposed Federal action is not a major federal action significantly affecting the quality of the human environment or including any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, the FAA will not prepare an Environmental Impact Statement for this action.

This decision does not constitute a commitment of funds under the Airport Improvement Program or Infrastructure Investment and Jobs Act of 2021 (IIJA), Public Law 117-58 (also referred to as the Bipartisan Infrastructure Law (BIL)) however, it does fulfill the environmental prerequisites to approve applications for grants of AIP or BIL funds for the proposed project in the future. (49 U.S.C § 47101)

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to implement the proposed construction of the 19th Street Cargo Redevelopment

Project presented to the FAA by Dallas Fort Worth International Airport. The approved action is specifically described in Part IV of this FONSI/ROD and identified in the EA as the Proposed Action. This approval is to be taken under the authority of 49 U.S.C. 40104, 44701, 46110, 47101, and 47122.

Ignacio Flores  Digitally signed by Ignacio Flores
Date: 2023.12.18 11:01:03 -06'00'

Ignacio Flores
Director, FAA Southwest Region

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC§ 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC§ 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.