

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
FY 23-24 CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY
IMPROVEMENTS “CRISI”
GRANT APPLICATION**

**Driving Maine's Rural Economy through
Freight Rail Efficiency Project**

**NEPA CATEGORICAL
EXCLUSION WORKSHEET**

FRA Categorical Exclusion Worksheet

Expiration date: 01/31/2025

OMB No. 2130-0615

Public reporting burden for this information collection is estimated to average 156 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0615. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., S.E., Washington D.C. 20590.

**Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET**

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| <i>For Agency Use: Categorical Exclusion Signature Approval</i> | |
| <i>Date Class of Action was Determined by FRA:</i> | |
| <i>Date Completed Document was Received by FRA:</i> | |
| <i>Reviewed By:</i> | <i>Date:</i> |
| <i>Concurrence by Approving Official:</i> | <i>Date:</i> |

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| <i>For Agency Use: Section 4(f) Evaluation</i> | |
| Will the Project result in the use of a resource protected by 49 U.S.C. §303 [Section 4(f)] of the Department of Transportation Act of 1966? | |
| <i>If answer is 'YES,' please include Section 4(f) documentation and coordination letters.</i> | |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO |

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| <i>For Agency Use: FRA Required Mitigation</i> | |
| Does FRA require additional mitigation for this Project? | |
| <i>If answer is 'YES,' please indicate additional mitigation in Section R below.</i> | |
| <input type="checkbox"/> YES | <input type="checkbox"/> NO |

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| <i>For Agency Use: Unusual Circumstances</i> | |
| Did FRA find that the Project falls within § 771.116 (b) Any action that normally would be classified as a CE but could involve unusual circumstances? | |
| <i>If answer is 'YES,' please indicate under Project Description below, what FRA coordination and appropriate environmental studies were conducted to determine if the CE classification is proper.</i> | |
| <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO |

**Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET**

The purpose of this worksheet is to assist Project Sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as Categorical Exclusions (CE). CEs are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, normally do not have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement (EIS) or an environmental assessment (EA). Decisions to prepare EAs and EISs are made by FRA.

The Project Sponsor is responsible for providing FRA with a sufficient level of documentation and analysis to help inform FRA's determination that a CE is the appropriate NEPA class of action. Documentation and analysis may include background research, results of record searches, field investigations, field surveys, and any past planning or studies.

Note: Submission of this worksheet by itself does not meet FRA's NEPA requirements. FRA must make a final determination that a CE is appropriate. This worksheet also does not demonstrate compliance with other Federal laws that may be applicable to the Project. For questions regarding FRA's NEPA requirements, please contact FRAenvironment@dot.gov.

Instructions for completing this CE worksheet are available on the FRA website at: <https://www.fra.dot.gov/Page/P0550>.

Submit the following documents along with this worksheet:

1. Map(s) or diagram(s) of the Project area that identify locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences.
2. Map(s) or diagram(s) of the proposed modifications to existing railways, roadways, and parking facilities.
3. Copies of all agency correspondence particularly with permitting agencies.
4. Representative photographs of the Project area.
5. Any technical memoranda or report(s) developed to support this CE worksheet.

I. PROJECT DESCRIPTION

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| Project Sponsor Name Maine Department of Transportation | Date Submitted to FRA | FRA Funding Program or other FRA Action Triggering NEPA (Unfunded) CRISI |
| Project Sponsor Contact Nathan Howard | Project Sponsor Phone 207-624-3042 | Project Sponsor E-mail address nathan.howard@maine.gov |
| Proposed Project Title (verify with FRA Regional Manager if part of a grant award and list grant award number) Driving Maine's Rural Economy through Freight Rail Efficiency | | |
| Location (Include Street Address, City or Township, County, and State) Maintenance activities will occur at the One North industrial site in Millinocket, Maine and along the West Millinocket subdivision from the Millinocket Yard to One North, the Millinocket subdivision from Millinocket to Brownville Junction, and the Mattawamkeag subdivision from Brownville Junction to Vanceboro in Penobscot, Piscataquis and Aroostook Counties, Maine. | | |

| FRA NEPA Contact James Cherry, Environmental Protection Specialist | FRA NEPA Contact 978-793-3849 | FRA NEPA Contact E-mail address James.Cherry@dot.gov |
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| <p>Description of Project:</p> <p>Fully describe the Project. The description should focus on Project elements that may be of environmental concern, such as: <i>widening an embankment to stabilize roadbed; repairing or replacing bridge pier foundations, extending culverts, adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating a new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard. Also, identify the proposed construction schedule if known. Where applicable, fully describe the operational characteristics of the facility to be improved by the Project and any anticipated operational changes that may result.</i></p> <p>The Maine Department of Transportation proposes to perform railroad track and tie maintenance activities at the One North industrial site and along the West Millinocket subdivision, the Millinocket subdivision, and the Mattawamkeag subdivision. The purpose of the proposed project is to upgrade and repair existing rail infrastructure. Project elements include:</p> <ul style="list-style-type: none"> • Rehabilitation of 9,926 track feet of main line track infrastructure between the Millinocket yard and One North. This will consist of new ties, new 115lbs rail, ballast and surfacing throughout, and a new main line turnout. • Rehabilitation of 7,974 track feet of customer sidings utilizing new ties, existing relay rail as applicable, ten new turnouts, and ballast and surfacing. • Restoration of signals and surface as well as safety upgrades to grade crossing protection devices at three highway/rail grade crossing locations– upgrades will result in flashers and crossing gates at all three grade crossing locations. • Track structure upgrades and safety improvements on 32 miles of the Millinocket subdivision. Work includes replacing 15,000 ties, upgrading 12 lineal miles from worn 100lbs rail to new 115lbs rail, upgrading two main line turnouts, and new ballast and surfacing. • Upgrades to rail infrastructure and safety improvements on the 100 miles of the Mattawamkeag subdivision. Work includes replacing 62,400 ties, upgrading 80 lineal miles from worn 100lbs rail to new, continuously welded 115lbs rail, transposing main line worthy relay rail, upgrading four main line turnouts, and new ballast and surfacing. • Installing three new Wayside Hot Bearing Detectors (Hot Box Detectors) complete with dragging equipment detector and Automatic Equipment Identification Detector (AEI) at strategic locations on the Mattawamkeag subdivision. As well as upgrading two signalized public road crossings on this subdivision. <p>All work will occur within the existing previously disturbed railroad right-of-way (ROW). Project activities will be accessed from existing approach points/access roads. Any waste or excess materials will remain within the railroad ROW until disposal in appropriate, permitted facilities.</p> | | |

Property Acquisition:

Describe the need to acquire property for the project, such as temporary easements for construction or permanent easements or right-of-way. Also, discuss outreach to the property owners and any concerns or possible opposition.

Property acquisition is not required for the completion of the proposed project. All project activities will occur within the existing railroad ROW.

Note: A Project Sponsor must obtain authorization from FRA before acquiring property prior to completing the NEPA process and receiving written FRA concurrence in the NEPA recommendation or Federal financial participation in the Project may be jeopardized.

II. FRA CATEGORICAL EXCLUSION

Please identify below the CE category or categories below that best fits the Project:

Project uses FRA CE found at 23 CFR § 771.116:

[\[list CE number and description\]](#)

(9) Maintenance or repair of existing railroad facilities, where such activities do not change the existing character of the facility, including equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; tunnels; maintenance-of-way and maintenance-of-equipment bases.

(22) Track and track structure maintenance and improvements when carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, such as stabilizing embankments, installing or reinstalling track, re-grading, replacing rail, ties, slabs and ballast, installing, maintaining, or restoring drainage ditches, cleaning ballast, constructing minor curve realignments, improving or replacing interlockings, and the installation or maintenance of ancillary equipment.

Note: If it is not clear if a CE category applies, [contact FRA](#). The Project may require an EA or EIS.

III. DISCUSSION OF EFFECTS

Analyze and identify potential impacts from both construction and changes to operations (where applicable) for each resource type below. Effects or impacts are reasonably foreseeable changes to the human environment, including those effects that occur at the same time and place and effects that are later in time or farther removed in distance from the proposed action or alternatives. Effects may be beneficial or detrimental. (40 CFR § 1508.1(g))

Where appropriate, the Project sponsor may commit to mitigation measures to avoid, reduce, or minimize impacts, including the use of Best Management Practices (BMP). Identify any mitigation measures necessary to comply with other laws or regulations in each section (e.g., Clean Water Act Section 404) and consider the impacts from mitigation.

Include reference to any technical reports, data collection methods (surveys, agency coordination), and compliance with applicable laws. Avoid noting specific location information about sensitive resources, which may include archaeological sites or threatened/endangered species.

Identify any resource topics that would not be affected by the proposed Project because the resource is not present in the Affected Environment. These topics do not require further discussion, except as noted in the corresponding section below:

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| <input type="checkbox"/> Land Use (B) | <input type="checkbox"/> Waters of the US (J) |
| <input type="checkbox"/> Cultural Resources (C) | <input type="checkbox"/> Floodplains (K) |
| <input type="checkbox"/> Parks and Recreational Facilities (D) | <input type="checkbox"/> Water Quality (L) |
| <input type="checkbox"/> Transportation (E) | <input type="checkbox"/> Navigable Waterways (M) |
| <input type="checkbox"/> Noise and Vibration (F) | <input type="checkbox"/> Coastal Zones (N) |
| <input type="checkbox"/> Air Quality (G) | <input type="checkbox"/> Important Farmlands (O) |
| <input type="checkbox"/> Hazardous Materials and Waste (H) | <input type="checkbox"/> Listed Species (P) |
| <input type="checkbox"/> Communities and Environmental Justice (I) | <input type="checkbox"/> Public Safety (Q) |

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| <p>A.</p> | <p>Affected Environment: Define the limits of the Project or analysis area and briefly describe the environmental conditions in and surrounding the area (defined as broadly as necessary to evaluate potential impacts and include maps as appropriate).</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way.</p> |
| <p>B.</p> | <p>Land Use: Briefly describe the existing land use of the Project area and surrounding properties and resources and identify and discuss any potential inconsistencies the Project might have with local land use plans and policies.</p> <p>There would be no change to existing land use classifications. All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way.</p> |
| <p>C.</p> | <p>Cultural Resources: Does the project include activities that have the potential to impact cultural resources (such as ground disturbing activities, building or landscape alterations, or the introduction of visual, audible or atmospheric elements)?</p> <p><input checked="" type="checkbox"/> Yes, explain how the Project is the type of activity that has the potential to impact cultural resources.</p> <p><input type="checkbox"/> No, explain how the Project is not the type of activity that has the potential to impact cultural resources. (Continue to D)</p> <p>Is a Federal agency program alternative, established under Advisory Council on Historic Preservation regulations (36 CFR 800.14), applicable to the Project (either fully or partially)?</p> <p><input checked="" type="checkbox"/> Yes, a program alternative applies. Program Comment FULLY Applies</p> <p>Explain applicability of the program alternative (Continue to D)</p> <p><input type="checkbox"/> No, there is no applicable program alternative.</p> <p>Note: Describe the: 1) Area of Potential Effects (APE); 2) identification of any cultural resources in the APE; 3) impact of the Project on cultural resources in the APE, if present; and 4) consultation with the State Historic Preservation Office. Attach relevant maps, correspondence, and reports.</p> <p>All project activities will occur within the previously disturbed railroad ROW.</p> <p>Based on the scope of work, Section 106 compliance for this project is achieved using the <i>Program Comment to Exempt Consideration of Effects to Rail Properties Within Rail Rights-of-Way</i>, issued by the Advisory Council on Historic Preservation on 8.17.20 (83 FR 42920, 8.24.2018, and amended 84 FR 31075, 6.28.2019). The project meets the following exempted activities:</p> <ul style="list-style-type: none"> Appendix A.II.A.1: Track and trackbed maintenance, repair, replacement, and upgrades within the existing footprint (i.e., existing subgrade, subballast, ballast, and rails and crossties (track)). These activities must not include alterations to the trackbed that would result in a substantial visual change (i.e., elevation or alignment) in the relationship between the trackbed and the surrounding landscape or built environment. |

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| | <p>Section 106 compliance is achieved with the use of the ACHP's Program Comment, as noted above.</p> <p><i>What efforts have been made to determine if resources of interest to Federally-Recognized Indian Tribes are present in the Project area (e.g. archaeological sites, cultural landscapes, sacred places, or traditional use areas)</i></p> <p>Outreach to Tribes was not conducted; all work is confined to existing railroad infrastructure within the existing railroad ROW.</p> |
| <p>D.</p> | <p>Parks and Recreational Facilities: <i>Are any parks, wildlife and waterfowl refuges, or recreational areas in or directly adjacent to the Project area?</i></p> <p><input type="checkbox"/> No, include a short statement describing efforts to identify parks, wildlife refuges, and recreational facilities in or adjacent to the Project area.</p> <p><input checked="" type="checkbox"/> Yes, include a detailed description of the property, including map or drawing, describe the recreational uses of the property, any unique characteristics of the property, identify if the property or resource may be protected under Section 4f of the Department of Transportation Act, and discuss any coordination with the entity with legal jurisdiction over the property.</p> <p><i>If Yes:</i> Would the Project result in "use" of a 4f property or resource per Section 4f?</p> <p><input checked="" type="checkbox"/> No, explain why</p> <p><input type="checkbox"/> Yes, describe the potential use(s) and coordinate further with FRA on additional documentation requirements.</p> <p><i>Would the Project result in other recreational impacts?</i></p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes, describe the potential impacts</p> <p>The proposed project may be adjacent to a park, wildlife and waterfowl refuge, or recreational area; however, all project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Therefore, due to the limited scope and nature of the work, the project will not affect parks and/or recreational facilities.</p> |
| <p>E.</p> | <p>Transportation: <i>Would the Project have any effect (beneficial or adverse) on transportation including but not limited to other railway operations, road traffic, pedestrian, or increase the demand for parking?</i></p> <p><input type="checkbox"/> No, explain why the Project would have no effect (beneficial or adverse) on transportation.</p> <p><input checked="" type="checkbox"/> Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Also, summarize any coordination that has occurred with other railroads or highway authorities whose operations this Project would be impacted.</p> <p>The proposed project is expected to have a beneficial impact on the ability for the rail lines to operate safely and efficiently. All work is to replace and/or upgrade existing railroad infrastructure components.</p> |

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| <p>F.</p> | <p>Noise and Vibration: <i>Are any sensitive receptors in or near the Project area?</i></p> <p><input type="checkbox"/> No, identify the steps taken to confirm no sensitive receptors (residences, parks, schools, hospitals, public gathering spaces) are in or near the Project area. (Continue to G)</p> <p><input checked="" type="checkbox"/> Yes, will the Project change the noise and/or vibration exposure of the sensitive receptors when applying the screening distances for noise and vibration assessment found in FRA's and the Federal Transit Administration's most recent noise impacts assessment guidance manuals. Such changes in exposure might include changes in noise emissions and/or noise events, or changes in vibration emissions and/or vibration events.</p> <p>Note: If the Project is anticipated to change the noise or vibration exposure of sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. Describe the results of the Assessment and any mitigation that will address potential impacts.</p> <p>There may be sensitive receptors near the project area; however, all work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Therefore, due to the limited scope and nature of the work, the project would not change noise and/or vibration exposure levels.</p> |
| <p>G.</p> | <p>Air Quality: <i>Is the Project located in a National Ambient Air Quality Standard (NAAQS) Non-Attainment or Maintenance area?</i></p> <p><input checked="" type="checkbox"/> No, identify any air emissions increases or benefits that the project will create. (Continue to H)</p> <p><input type="checkbox"/> Yes, for which of the following pollutants:</p> <p><input type="checkbox"/> Carbon Monoxide (CO) <input type="checkbox"/> Ozone (O₃) <input type="checkbox"/> Particulate Matter (PM₁₀) or <input type="checkbox"/> PM_{2.5}</p> <p><input type="checkbox"/> Nitrogen Oxide (NO_x) <input type="checkbox"/> Sulphur Dioxide (SO₂) <input type="checkbox"/> Lead (Pb)</p> <p><input type="checkbox"/> Emissions from volatile organic compounds (VOC)</p> <p>Will the Project, during construction and/or operation, result in new emissions from: Carbon Monoxide (CO), Ozone (O₃), Particulate Matter (PM₁₀ or PM_{2.5}), Nitrogen Oxide (NO_x), Sulphur Dioxide (SO₂) and Lead (Pb) or volatile organic compounds?</p> <p><input checked="" type="checkbox"/> No</p> <p><input type="checkbox"/> Yes, attach an analysis showing the emissions for the applicable pollutant that would result from construction and operation of the Project.</p> <p>Note: In some cases, FRA will require additional information to comply with the Clean Air Act's General Conformity requirements.</p> <p>The project falls under 40 CFR 93.153(c)(2)(iv) and is considered routine maintenance and repair activities. The project would not result in increased ozone emissions as work is a maintenance activity and construction impacts are considered minimal.</p> |

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| <p>H.</p> | <p>Hazardous Materials and Waste: <i>Would the Project involve the use, handling, disposal, or disturbance of hazardous materials or waste?</i></p> <p><input checked="" type="checkbox"/> No, describe the steps taken to determine that hazardous materials or waste would not be a concern (continue to I)</p> <p><input type="checkbox"/> Yes, describe the concerns and measures that will mitigate any potential for release and contamination.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. The rehabilitation and replacement work would not involve the use, handling, disposal, or disturbance of hazardous materials or waste.</p> <p><i>If yes, is it likely that hazardous materials will be encountered as a result of the Project? (Prior to acquiring land or a facility with FRA funds, consult with FRA regarding the potential presence of hazardous materials)</i></p> <p><input type="checkbox"/> No, explain why it is unlikely that hazardous materials will be encountered.</p> <p><input type="checkbox"/> Yes, complete a Phase I site assessment and attach.</p> <p><i>If a Phase I survey was completed, is a Phase II site assessment recommended?</i></p> <p><input type="checkbox"/> No</p> <p><input type="checkbox"/> Yes, provide a copy of the Phase II site assessment and describe mitigation and clean-up measures to remediate any hazardous materials present identified in the Phase II site assessment, and describe what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the Project.</p> |
| <p>I.</p> | <p>Communities and Environmental Justice: <i>Is the Project likely to result in impacts to adjacent communities? Impacts might be both beneficial (e.g. economic benefits) or adverse (e.g. reduction in community cohesion).</i></p> <p><input checked="" type="checkbox"/> No, describe the steps taken to determine whether the Project might result in impacts to adjacent communities. (Continue to L)</p> <p><input type="checkbox"/> Yes, characterize the socio-economic profile of the affected community, including the presence of minority or low-income populations.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Therefore, due to the limited scope and nature of the work, the project would not significantly affect adjacent communities, nor have a disproportionately high or adverse impact on any low income or minority populations in the project area.</p> <p><i>Describe any potential adverse effects to communities, including noise, visual and barrier effects. Indicate whether the Project could have a disproportionately high and adverse effect on minority or low-income populations. Describe outreach efforts targeted specifically at minority or low-income populations.</i></p> |

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| <p>J.</p> | <p>Waters of the US.: <i>Would the Project temporarily or permanently impact wetlands or require alterations to streams or waterways?</i></p> <p><input checked="" type="checkbox"/> No, describe the steps taken to determine that the Project is not likely to temporarily or permanently impact wetlands or require alterations to streams or waterways. (Continue to M)</p> <p><input type="checkbox"/> Yes, show wetlands and waters on the site map and classification. Describe the Project's potential impact to on-site and adjacent wetlands and waters and attach any correspondence with the US Army Corps of Engineers.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. If impacts to waters are anticipated as the project progresses, grantee will obtain any required permits.</p> <p>Is a Section 404 Permit necessary?</p> <p><input type="checkbox"/> Yes, attach all permit related documentation</p> <p><input checked="" type="checkbox"/> No</p> |
| <p>K.</p> | <p>Floodplains: <i>Is any portion of the Project area located within a 100-year floodplain, a special flood hazard area, or regulated floodway?</i></p> <p><input type="checkbox"/> No (Continue to N)</p> <p><input checked="" type="checkbox"/> Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any and how the Project will comply with Executive Order 11988.</p> <p><i>If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.</i></p> <p>Project activities are limited to previously disturbed railroad ROW located on existing railroad corridors and may occur within floodplains. However, due to the limited scope and nature of the work, the project is would not significantly affect floodplain functions and values.</p> |
| <p>L.</p> | <p>Water Quality: <i>Are waters of special quality or concern, or protected drinking water resources present at or adjacent to the Project area?</i></p> <p><input type="checkbox"/> No, describe the proximity of the project area to surface waters and the steps taken to identify protected waters of special quality or concern, or protected drinking water resources present at or adjacent to the Project area.</p> <p><input checked="" type="checkbox"/> Yes, describe surface and/or ground water resources and the potential for impact from the Project.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Given the limited scope and location of the work, should waters of special quality or concern or protected drinking water resources be encountered, they would not be significantly adversely affected by the rail replacement and rehabilitation work.</p> |

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| | <p>Is a Section 402 Permit necessary?</p> <p><input type="checkbox"/> Yes, attach all permit related documentation</p> <p><input checked="" type="checkbox"/> No</p> |
| M. | <p>Navigable Waterways: <i>Would the Project cross or affect a navigable waterway?</i></p> <p><input type="checkbox"/> No (continue to P)</p> <p><input checked="" type="checkbox"/> Yes, describe potential for impact and any coordination with US Coast Guard and/or US Army Corps of Engineers.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. The project may cross a navigable waterway on existing infrastructure, but no impacts to waterways are expected.</p> |
| N. | <p>Coastal Zones: <i>Is the Project in a designated coastal zone as defined in 16 U.S.C. 1453(1) or does it have the potential to affect coastal resources?</i></p> <p><input checked="" type="checkbox"/> No (continue to Q)</p> <p><input type="checkbox"/> Yes, describe coordination with the applicable coastal state(s) regarding consistency with the coastal zone management plan and attach the coastal state's finding if available.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Projects may occur within designated coastal zones. However, due to the limited scope and nature of the work, the project is not expected to impact coastal resources significantly or adversely.</p> |
| O. | <p>Important Farmlands: <i>Would the Project impact any prime or unique farmlands?</i></p> <p><input checked="" type="checkbox"/> No, describe the steps taken to identify impacts to important farmlands.</p> <p><input type="checkbox"/> Yes, describe potential for impact and any coordination with the Natural Resources Conservation Service of the US Department of Agriculture.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. The project would not result in changes to current land use classification or land management activities; therefore, it would not significantly impact prime or unique farmlands.</p> |
| P. | <p>Listed Species: <i>Does designated critical habitat overlap the Project area?</i></p> <p><input type="checkbox"/> No (continue to next question).</p> <p><input checked="" type="checkbox"/> Yes, identify species with critical habitat that overlaps and describe the steps taken to verify field conditions and the potential for impact.</p> |

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| | <p>Although the proposed project could be adjacent to designated critical habitat, the action area is limited to previously disturbed railroad ROW located on existing railroad corridors. All work is to replace and/or upgrade existing railroad infrastructure components. The project will not directly or indirectly affect any designated or proposed critical habitat that may be in the action area.</p> <p><i>Is habitat for any threatened, endangered, or other special-status species located in or adjacent to the Project area?</i></p> <p><input type="checkbox"/> No, describe the steps taken to determine that no special-status species would be affected.</p> <p><input checked="" type="checkbox"/> Yes, describe the species and their habitat and the potential for impact.</p> <p>Although the proposed project could be adjacent to habitat suitable for federally listed or candidate species, the action area is limited to previously disturbed railroad ROW located on existing railroad corridors. All work is to replace and/or upgrade existing railroad infrastructure components. The project would have “no effect” on federally listed or candidate species.</p> <p><i>Describe any coordination with the US Fish and Wildlife Service, National Marine Fisheries Service, or State, as appropriate, about the impacts to critical habitat and to threatened and endangered species. If additional consultation is required, contact FRA to prepare a biological assessment and attach it and any applicable agency correspondence.</i></p> |
| <p>Q.</p> | <p>Public Safety: <i>Will the Project result in any public safety impacts?</i></p> <p><input checked="" type="checkbox"/> No, describe method used to determine whether the Project results in any safety or security impacts.</p> <p><input type="checkbox"/> Yes, describe the impacts to safety or security and any measures that would need to be taken to provide for the safe and secure operation of the Project during and after its construction.</p> <p>All work is to replace and/or upgrade existing railroad infrastructure components. Project activities, to include project access, staging, and construction, will occur within existing previously disturbed railroad right-of-way. Therefore, the project is not anticipated to result in any public safety or security impacts.</p> |
| <p>R.</p> | <p>Mitigation: Describe all mitigation measure commitments as noted on CE worksheet, which address identified impacts that have been incorporated into the Project, if any.</p> <p><i>What is the Project sponsor’s plan to enforce and monitor the mitigation proposed?</i></p> <p><i>What are FRA’s additional mitigation requirements (if any)?</i></p> <p>Water Resources: If impacts to waters are anticipated as the project progresses, grantee will obtain any required permits.</p> <p>General: Any waste or excess materials will remain within the railroad ROW until disposal in appropriate, permitted facilities.</p> |

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| <p>S.</p> | <p>Public Notification: <i>Briefly describe any public outreach efforts undertaken on behalf of the Project, if any. Indicate opportunities the public has had to comment on the Project (e.g., Board meetings, open houses, special hearings).</i></p> <p>Has the Project generated any public discussion or concern, even though it may be limited to a relatively small subset of the community? Indicate any concerns expressed by agencies or the public regarding the Project.</p> |
| <p>T.</p> | <p>Other Resource Area: <i>Use this section only if the project affects another resource area not otherwise listed.</i></p> |
| <p>U.</p> | <p>Related Federal, State, or Local Actions: <i>Does the Project require any additional actions (e.g., permits) pursuant to another Federal environmental law? Attach copies of relevant correspondence with Federal permitting agency. It is not necessary to attach voluminous permit applications if a single cover agency transmittal will indicate that a permit has been granted. Describe permitting issues in the relevant resource discussion above.</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Section 106 of the National Historic Preservation Act <i>Historic Properties</i> <input type="checkbox"/> Section 401/404 of the Clean Water Act <i>Waters of the U.S.</i> <input type="checkbox"/> Section 402 of the Clean Water Act <i>Water Quality</i> <input type="checkbox"/> Section 9 or 10 of the Rivers and Harbors Act <i>Navigable Waterways</i> <input type="checkbox"/> Migratory Bird Treaty Act <input type="checkbox"/> Endangered Species Act <i>Threatened and Endangered Species</i> <input type="checkbox"/> Magnuson-Stevens Fishery Conservation and Management Act <i>Essential Fish Habitat</i> <input type="checkbox"/> Safe Drinking Water Act <input type="checkbox"/> Section 4(f) Department of Transportation Act <input type="checkbox"/> Section 6(f) Land and Conservation Act <input type="checkbox"/> Other Federal Requirements (Describe) <input type="checkbox"/> Other State or Local Requirements (Describe) |