

NEPA RE-EVALUATION FORM

Project Title: *Charlotte Passenger Rail Facility* (also referred to as *Charlotte Locomotive and Railcar Maintenance Facility* and *Piedmont Intercity Fleet & Infrastructure Investments Project*)

Environmental Approval Type: Environmental Assessment (EA) and Finding of No Significant Impacts (FONSI)

Date Approved: March 19, 2025

Reason for Consultation (23 CFR 771.129), check one:

- ☐ Project proceeding to next major federal approval
☒ Change in scope, setting, effects, mitigation measures, requirements
☐ 3-year timeline (EIS only)

Description of Changed Conditions:

The Federal Railroad Administration (FRA) is providing financial assistance to the North Carolina Department of Transportation (NCDOT) for the design and construction of the Charlotte Passenger Rail Facility (CPRF) in Charlotte, North Carolina. The facility will support the new Charlotte Gateway Station (a separate project) and expanded passenger rail service by adding storage tracks, a maintenance facility, fuel tank and pad, a train wash facility, a wheel truing machine, and a crew base.

In compliance with the National Environmental Policy Act (NEPA) and FRA's Procedures for Considering Environmental Impacts, FRA and NCDOT prepared an Environmental Assessment (EA) in September 2013. Based on this EA, FRA signed a Finding of No Significant Impact (FONSI) on May 12, 2014. The 2013 EA and 2014 FONSI evaluated the full build-out of the CPRF, but NCDOT phased the design to align with the growth of intercity passenger rail and the Southeast High-Speed Rail (SEHSR) service in North Carolina. Phase 1A was completed in 2018 and supports the layover and servicing of the NCDOT Piedmont fleet and Carolinian, handling up to 12 daily (six round trip) trains on the Piedmont Corridor.

In 2019, FRA awarded funding to NCDOT to expand the CPRF to accommodate the new Amtrak Airo fleet, funded by the federal Infrastructure Investment and Jobs Act (IIJA). The new fleet will replace the aging Piedmont trains, improving safety, comfort, reliability, and environmental sustainability.

This NEPA Reevaluation (Reevaluation #1) is required due to the time that has passed since the FONSI was signed (over 10 years) and design changes needed for the Amtrak Airo equipment.

NEPA CONCLUSION – VALIDITY

- ☐ The original environmental document or CE remains valid. No further documentation will be prepared.
- ☒ The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☐ is attached. With this additional documentation, the original ED or CE remains valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
- ☐ The original document or CE is no longer valid.
- Additional public review is warranted (23 CFR 771.111(h)(3)) ☐ Yes ☐ No
- Supplemental environmental document is needed. ☐ Yes ☐ No
- New environmental document is needed. ☐ Yes ☐ No (If "Yes," specify type:)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Supervisory Environmental
Protection Specialist

Date

CONTINUATION SHEET(S)

Changes in project design, e.g., scope change; a new alternative; change in project alignment.

Since 2022, NCDOT has engaged in extensive outreach with the City of Charlotte and the local public and stakeholders. Initially, NCDOT proposed expanding the rail maintenance yard by extending it across West Summit Avenue onto an 18.9-acre vacant parcel. This design raised concerns among the community, including potential disruptions to residential neighborhoods, traffic issues, and the possibility of permanent road closures or intermittent disruptions due to trains crossing the road.

To address public concerns, NCDOT met with community members, neighborhood groups, and stakeholders, including Charlotte Center City Partners. Feedback highlighted concerns about property acquisition, land use changes, and impacts on real estate development in the area. Stakeholders also noted that the original plan, based on projections over 20 years old, no longer aligned with the area's current growth.

In response, NCDOT, in coordination with FRA and Amtrak, revised the design to minimize community impact. The updated plan confines the project to the existing site, eliminating the need for expansion across West Summit Avenue. The new facility will be built entirely within the existing NCDOT right-of-way, purchased during Phase 1A of the project. While minor utility, drainage, or vegetation buffer work may be required on the vacant parcel, no railroad infrastructure will be built or operated there.

The revised design includes key components such as an enclosed maintenance facility, storage tracks, a train wash facility, and accommodations for up to 20 train crew members. These updates address the community's concerns while meeting the needs of the expanded Amtrak service along the Gateway Station corridor.

For this Reevaluation, the project study area remains the same as evaluated in the EA/FONSI, but the Limits of Disturbance (LOD) have been reduced due to the design changes. While the original full build-out required about 32.2 acres, the current LOD is approximately 14.7 acres, most of which are previously disturbed. The LOD is bounded by West Summit Avenue to the west, Norfolk-Southern Railroad to the north, Mint Street to the south, and just north of Graham Street to the east (see Attachment 1: Project Study Area Figure).

The current LOD, based on the updated design, may expand within the study area to accommodate stormwater runoff and utilities as the plans progress. However, any expansion would utilize existing easements and not require additional land acquisition. If new easements or property acquisitions are necessary, NCDOT will notify FRA to determine if additional NEPA analysis is necessary.

Previously identified impacts to the Wilmore Historic Neighborhood, including noise and vibration, property acquisition, cultural resources, and traffic due to a proposed at-grade crossing, are no longer anticipated.

The table below outlines notable design changes from the 2013 EA:

CPRF Design	2013 EA	Current Design	Notes
Tracks			
Total Tracks	8	10	

Total Tracks East of Summit Ave.	4	10	
Track Type	Lead (1), Lead to Wash (1), Open Air Storage (2), Maintenance (4)	Truing (1), Train Wash (1), Open Air Storage (4), Covered Service & Cleaning (1), Maintenance (3)	
Tracks Crossing Summit Ave.	4 (at-grade)	0	
Total Tracks West of Summit Ave.	4	0	
Track Type	Lead (1), Open Air Storage (2), Train Wash (1)	N/A	
Connections			
Connections to NS mainline	2 (North and South end of facility)	1 (North of facility)	Southern connection to NS mainline was previously proposed to accommodate turning trains. The new Amtrak Airo fleet trains provide multi-direction operations, eliminating the need for turning trains.
Connection to Charlotte Gateway Station (CGS)	1 (Direct)	1 (Direct)	Access to CGS will remain the same (direct access, off NS mainline).
Facilities			
Service Building (Maintenance)	Yes	Yes	
Crew Base	Yes	Yes	
Parts Storage	Yes	Yes	
Refueling	Yes	Yes (multi-location)	Current design facilitates refueling of locomotives at either end of trainsets simultaneously.
Train Wash	Yes	Yes	Public input noted concerns with having a train wash near

			a historic district. Current design minimizes this concern by locating the train wash adjacent to the existing rail corridor.
Wheel Truing	No	Yes	Current design provides a standalone wheel truing track with covered underfloor wheel truing machine system.
Parking	Yes	Yes	

Changes in environmental setting, e.g., new development affecting traffic or air quality.

N/A

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

In compliance with Section 7 of the Endangered Species Act, updated species surveys have been completed and documented in Attachment 4: Natural Resources Technical Memorandum and Attachment 5: Protected Species Survey. Habitat for the federally proposed endangered tricolored bat is present.

Updated cultural resource investigations were conducted to reflect the revised project scope. Within the updated Area of Potential Effects (APE), the cultural consultant identified 13 previously recorded built environment resources and no archaeological resources. Of the seven built environment resources, only one was deemed eligible for the National Register of Historic Places (National Register) through a consensus determination with the North Carolina State Historic Preservation Officer (NCSHPO) in 2011. Additionally, four new built environment resources were identified and all were recommended as ineligible for the National Register, a determination with which FRA agreed.

A geoarchaeological assessment of the APE indicated that all soils are classified as urban and geotechnical testing confirmed they are highly disturbed. Based on this, the cultural consultant concluded there is a low potential for encountering intact subsurface archaeological resources during construction.

FRA submitted Section 106 compliance documentation to the NCSHPO on September 12, 2024, concluding that the project will result in a Finding of No Adverse Effect to Historic Properties under 36 CFR § 800.5(b). NCSHPO concurred with this determination on December 10, 2024. Correspondence related to Section 106 responsibilities is in Attachment 6.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact and changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

The following table addresses changes to impacts and changes to avoidance, minimization, and/or mitigation measures.

Impact Category (Section of EA)	Impacts as Described in the 2013 EA/2014 FONSI	Reevaluation #1: New Impacts	Mitigation
Air Quality (3.1.1)	No Impact. The results of the Applicability Analysis, as part of the General Conformity process, showed the Build Alternative to be below the threshold and regionally insignificant.	While the project will continue to have no impact on air quality specific to the site, overall, the construction of the CPRF will have a positive impact on air quality throughout the Piedmont Corridor. Construction of CPRF will accommodate the upgrade to Amtrak Airo fleet along the corridor. These new modern trains are more fuel efficient and produce 90% less particulate emissions in diesel operations.	Not Applicable.
Noise and Vibration (3.1.2)	<p>Minor Impact. Existing noise levels at three site receptors in the Wilmore Historic Neighborhood are significantly high. These high noise levels are due to existing noise generated from nearby interstates, existing rail traffic, and activity at Charlotte Pipe and Foundry.</p> <p>None of the three receptors will be impacted by the noise generated by the LRMF only. However, two sites will be moderately impacted by the noise from additional trains sounding their horns while crossing West Summit Avenue, when combined with the noise generated by the LRMF. These future noise levels will be 1 to 2 dBA above existing levels, an</p>	<p>NCDOT completed a noise and vibration assessment (Attachment 3: <i>Noise and Vibration Technical Report</i>) for the modified design changes. Based on current measured noise levels and noise modeling of the proposed improvements, the Project is expected to have no impact on identified noise receptors.</p> <p>Train and locomotive maintenance at CPRF will include equipment inspection and testing, which may require periodic testing of locomotive train horns. Federal Roadway Worker Protection regulations also require the sounding of train horns anywhere that trains operate, including yards, when maintenance or other workers are present. Additionally, engineers</p>	The commitments and mitigation measures pertaining to the West Summit Avenue grade crossing described in the 2014 FONSI (Table 3; Noise and Vibration) are no longer applicable.

Impact Category (Section of EA)	Impacts as Described in the 2013 EA/2014 FONSI	Reevaluation #1: New Impacts	Mitigation
	<p>increase which is not perceived by humans.</p> <p>No Impact. No vibration impacts will result from construction or operation of the LRMF.</p>	<p>may sound train horns to alert of a safety hazard at any time. The use of train horns for equipment inspection and testing, roadway worker protection and for safety can occur at any time at CPRF.</p>	
Water Quality (3.1.3)	<p>No Impact. The project will not permanently impact water quality and will not cause a change in the Class C classification designated by NCDENR DWQ. Temporary impacts associated with construction stormwater and sedimentation may occur as part of construction activities.</p>	<p>No change in impacts.</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.</p>
Water Bodies and Waterways (3.1.4)	<p>Minor Impact. Construction of the project will involve crossing an unnamed ephemeral railroad drainage ditch. This activity will result in permanent impacts to the Mecklenburg County 30-foot, post construction SWIM buffer established for this drainage feature. Temporary impacts associated with construction stormwater and sedimentation may occur as part of construction activities.</p>	<p>Updated field surveys identified three streams, five potential surface waters and three wetlands within the project study area. All streams and wetlands are located west of West Summit Avenue and will not be impacted by the modified designs LOD. Four of the five potential surface waters are located east of West Summit Avenue and will be impacted by the modified designs LOD. The total impacted area for the four non-wetland surface water sites is 1.01 acre. These potential surface waters are all stormwater basins, previously constructed during Phase 1A of the project. but the U.S. Army</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.</p> <p>Reevaluation #1 Additional Mitigation: During the Project's permitting phase, NCDOT will obtain authorization from the U.S. Army Corps of Engineers for impacts to aquatic resources within its jurisdiction. If the U.S. Army Corps of Engineers requires compensatory mitigation, NCDOT will provide this this information to FRA, and FRA will determine if any additional NEPA analysis</p>

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		Corps of Engineers (USACE) issued a Preliminary Jurisdictional Determination on July 25, 2023, which concluded that the stormwater basins are jurisdictional waters subject to the Clean Water Act. During the Project's permitting phase, the USACE may re-evaluate whether these stormwater basins are jurisdictional. For the purposes of this Reevaluation, the stormwater basins are assumed to be jurisdictional aquatic resources.	and/or documentation is necessary.
Floodplains (3.1.5)	No Impact. The Build Alternative will not permanently impact any FEMA designated 100-year floodplain areas.	No change in impacts.	Not Applicable.
Wetlands (3.1.6)	No Impact. There are no wetlands within the project area. Therefore, the project will not have permanent, temporary, secondary or cumulative wetland impacts.	No change in impacts. All wetlands are located west of West Summit Avenue and will not be impacted by the modified project design.	Not Applicable.
Coastal Zones (3.1.7)	No Impact. This Project is located in Mecklenburg County, which is not one of North Carolina's 20 coastal zone counties.	No change in impacts.	Not Applicable.
Farmland (3.1.8)	No Impact. The areas adjacent to the Project area are developed and urban in nature. No land exhibiting the criteria of farmland is present	No change in impacts.	Not Applicable.

Impact Category (Section of EA)	Impacts as Described in the 2013 EA/2014 FONSI	Reevaluation #1: New Impacts	Mitigation
	within or adjacent to the Project area.		
Ecologically Sensitive Areas (3.2.1)	No. Impact. A survey of the Project found no ecologically sensitive areas, wildlife habitat, or designated critical areas.	The modified project design eliminated the need to clear trees; therefore, impacts are not anticipated to ecologically sensitive areas, wildlife habitat, or designated critical areas.	Not Applicable.
Threatened and Endangered Species (3.2.2)	No Impact. Field surveys found no evidence of federally-listed or state-listed threatened and endangered species within the project area.	No impacts are anticipated. Habitat for the federally proposed endangered tricolored bat is present due to trees suitable for summer roosting, foraging, and commuting. However, since the species is not federally listed, no effect determination is required under Section 7 of the ESA at this time. Tree clearing is not expected within the LOD, and the habitat in the study area is primarily west of West Summit Avenue, which is no longer impacted by the project. Therefore, the project will not jeopardize the continued existence of the species. If the tricolored bat is federally listed prior to completion of project construction, NCDOT will notify FRA and FRA will determine whether consultation with USFWS is required.	Not Applicable.
Transportation (3.3.1)	Minor Impact. The project will improve servicing operations for passenger rail. Vehicular, pedestrian,	The Project no longer crosses West Summit Avenue; therefore, no at-grade crossings are proposed and vehicular,	The commitments and mitigation measures pertaining to the West Summit Avenue grade crossing described in the

Impact Category (Section of EA)	Impacts as Described in the 2013 EA/2014 FONSI	Reevaluation #1: New Impacts	Mitigation
	<p>and bicyclist traffic impacts will occur at the West Summit Avenue at-grade crossing by creating two separately operating at-grade railroad crossings. Minor delays to Charlotte Area Transit System (CATS) bus route 2 will likely occur due to increased train traffic crossing West Summit Avenue.</p> <p>Each Carolinian and Piedmont trains will cross West Summit Avenue three times while being serviced at the LRMF maintenance building and the train was. As noted in Table 3 of the EA (page 14), there are six NCDOT sponsored trainsets that will be serviced at the facility, therefore, the crossing will be closed 18 times per day for these trains. NCDOT estimates that each Piedmont trainset (400 feet long) will create 1.75 minutes of total closure per crossing. Carolinian trainsets (trains #79 and #80 in Table 3 on page 14 of the EA) are longer and will create 2.75 minutes of closure per crossing. This calculation is based upon a yard speed of 5 MPH, with the gates down 30 seconds before and 15 seconds after the train crosses. As noted in Table 3 of the</p>	<p>pedestrian, transit, and bicyclist traffic impacts are no longer anticipated.</p> <p>If NCDOT's contractor determines utility relocations or stormwater management activities are necessary west of West Summit Avenue, NCDOT will provide this information to FRA, and FRA will determine if any additional NEPA analyses and/or documentation is required.</p> <p>The previously documented impacts to surface parking on NCDOT-owned property (via lease to the Carolina Panthers) is not associated with the CPRF site. These parcels are located north of the CPRF site and are more closely associated with impacts from Phase 1A of the Project and the future CGS development. No surface parking will be impacted by the Project.</p>	<p>2014 FONSI (Table 3; Transportation) are no longer applicable.</p> <p>If NCDOT determines utility relocations; stormwater management; and/or additional easements or property acquisitions to accommodate such activities are necessary west of West Summit Avenue, NCDOT will provide this information to FRA, and FRA will determine if any additional NEPA analysis and/or documentation is necessary.</p>

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	<p>EA, all NCDOT sponsored trains will enter the facility between the hours of 8 a.m. and 11 p.m., and thus a majority of the crossing activity will be during this time period. It should be noted that the Crescent trains (#19 and #20) will only enter the facility for refueling and will not cross West Summit Avenue multiple times. The Crescent will enter the facility sometime between 1 a.m. and 2 a.m. and will block the crossing approximately 3 minutes.</p> <p>The project will eliminate existing surface lot parking on NCDOT-owned property. These surface lots are currently leased to the Carolina Panthers for use during events at their stadium and are not for public parking. The existing surface parking agreement allows NCDOT to terminate the lease with a 45-day notice. Prior to construction, NCDOT will terminate the surface parking lease per the existing agreement. The removal of this parking lot will not impact the amount of parking spaces available for use during normal workdays in Uptown Charlotte.</p>		

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Land Use, Zoning, and Property Acquisition (3.3.2)	Minor Impact. The project will have a minimal impact on both land use and zoning as the future land use and zoning designations associated with the Build Alternative will be consistent with all existing land use plans and local planning documents. The project will require acquisition of 10 parcels from 3 separate property owners.	<p>Modified design changes allow for the Project to be constructed on property already owned by NCDOT. No additional property acquisition is required.</p> <p>If NCDOT's contractor determines additional easements are required to construct retaining walls, fencing, drainage, utilities, and/or vegetative buffers, NCDOT will provide this information to FRA, and FRA will determine if any additional NEPA analyses and/or documentation is required.</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.</p>
Hazardous Materials and Wastes (3.3.4)	Minor Impact. Surveys identified two potential hazardous materials sites within the project study area.	<p>One of the properties (White Consolidated Industries, Inc.) is no longer impacted by the project. Potential hazardous material impacts identified in the 2013 EA for the Charlotte Pipe and Foundry property will still occur.</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.</p>
Historic, Cultural and Archaeological Resources (3.3.5)	<p>No Adverse Effect*. FRA and NCDOT determined, and SHPO concurred, that the Project will have "No Effect" on historic resources. However, the project will require the acquisition of 3 separate tax parcels (owned by one owner) included in the locally designated Wilmore Historic District boundary.</p> <p>*It should be noted that the Impact Summary</p>	<p>No Adverse Effect. Impacts to the 3 separate tax parcels (owned by one owner) within the locally designated Wilmore Historic District boundary are no longer anticipated.</p> <p>During the archaeological assessment, two potentially historic gold mines were identified within the vicinity of the project. The gold mines are located outside of the project LOD. A formal Phase I archaeological</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI with the exception of obtaining a Certificate of Appropriateness from the City of Charlotte Historic District Commission, which is no longer a requirement.</p>

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Historic, Cultural and Archaeological Resources (3.3.5) (continued)	<p>Tables in both the EA and FONSI noted Cultural Resource as “No Adverse Effect”, however, the actual findings within the text of the EA document note “No Effect”.</p>	<p>survey is not recommended. FRA and NCDOT determined, and SHPO concurred, that the Project will have “No Adverse Effects” with the condition that construction plans mark this area as Environmentally Sensitive.</p>	
Section 4(f) Resources (3.3.6)	<p>No Impact. The Project will have no impact on Section 4(f) resources. FRA and NCDOT determined, and SHPO concurred, that the Project would have no effect on the historic resources in the Project area.</p>	<p>No change in impacts.</p>	<p>Not Applicable.</p>
Section 6(f) Resources (3.3.7)	<p>No Impact. There are no Section 6(f) resources in the Project study area.</p>	<p>No change in impacts.</p>	<p>Not Applicable.</p>
Construction Transportation Impacts (3.4.1)	<p>Minor Impacts. Construction activities will result in some delays for pedestrians, cyclists, motor vehicles and buses traveling West Summit Avenue. During construction West Summit Avenue will be closed for extended periods, requiring signed detours.</p>	<p>The Project no longer crosses West Summit Avenue; therefore, construction activities that may cause some delays for pedestrians, cyclists, motor vehicles, and busses traveling west Summit are anticipated to be minimized or eliminated.</p> <p>If NCDOT's contractor determines utility relocations or stormwater activities are necessary west of West Summit Avenue, NCDOT will provide this information to FRA, and FRA will assess potential temporary</p>	<p>NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.</p> <p>If NCDOT determines utility relocations; stormwater management; and/or additional easements or property acquisitions to accommodate such activities are necessary west of West Summit Avenue, NCDOT will provide this information to FRA, and FRA will determine if any additional NEPA analysis</p>

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		impacts to vehicular traffic on West Summit Avenue.	and/or documentation is necessary.
Solid Waste Disposal (3.4.2)	No Impact. Accumulated solid waste will be disposed of in accordance with State and local requirements throughout the duration of construction.	No change in impacts.	Not Applicable.
Use of Energy Resources (3.4.3)	Minor Impact. During construction, there will be an increase in energy usage due to construction related activities. The facility will provide more services than the existing facility in NS' Charlotte Yard. As such, the proposed facility will result in more energy consumption than the existing locomotive servicing facility. However, the Project will assist in implementing NCDOT's plan to improve passenger rail service, which should result in fewer automobile trips, and thus lower overall energy usage.	Yes – While the energy usage during construction and future operations of the facility essentially remains the same, the incorporation of Amtrak Airo fleet trains will result in reduced fuel consumption over the lifetime of the equipment. These operational savings combined with the improved passenger rail service, which should result in fewer automobile trips, will result in lower overall energy usage.	Not Applicable.
Use of Other Natural Resources (3.4.4)	No Impact. The use of other natural resources is anticipated to be minimal during construction of the selected preferred alternative. NCDOT will use BMPs during construction to minimize adverse impacts to natural resources both onsite and adjacent to	No change in impacts.	Not Applicable.

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	the construction boundary.		
Aesthetic and Design Quality Impacts (3.5)	<p>Minor Impact. All the parcels to be acquired are zoned for commercial or industrial use. The project area is adjacent to the Wilmore neighborhood and will create changes in the visual landscape.</p> <p>Temporary visual impacts attributed to construction activities will be greatest for those directly adjacent to the construction site. Views of heavy equipment and material stockpiles will be commonplace throughout the duration of construction.</p>	The modified project design eliminated the need to expand the facility adjacent to the Wilmore neighborhood. Changes in the visual landscape (specific to the Wilmore neighborhood) will be minimal and most notable during construction. In general, visual impacts to adjoining parcels will be temporary and limited to views of heavy equipment and material stockpiles throughout the duration of construction.	NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI.
Possible Barriers to Elderly and Handicapped (3.6)	<p>No Impact. Construction of the Build Alternative is not anticipated to result in barriers to the elderly and handicapped populations.</p>	No change in impacts.	Not Applicable.
Public Health (3.7)	<p>No Impact. No impacts to public health are anticipated during construction of the Build Alternative. Air quality assessments performed showed the impacts from project construction to be below air quality thresholds and thus considered regionally insignificant.</p>	No change in impacts.	Not Applicable.

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	<p>NCDOT does not anticipate impacts to public health from CPRF operations. All existing NCDOT locomotives comply with current EPA emission requirements, and all new locomotives to be serviced at the facility will be Tier 0+ and Tier II compliant with the Clean Air Act. Given the fairly moderate year-round temperatures, trains will not be idling overnight or for extended periods during the day. NCDOT will locate wayside power on-site to provide electricity to the passenger cars and locomotives during servicing, and therefore no head-end power engines will be required to run for extended periods of time between train arrivals and departures at the maintenance facility. Existing area noise levels are already significantly high due to the noise generated by the existing NS rail line, nearby freeways, and the operations will be in an enclosed facility, and future noise levels in the project area are projected to be 1 to 2 dBA above existing levels, an increase which is not perceived by humans.</p>		

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Public Safety (3.8)	<p>Positive Impact. Given the nature of the operations of the proposed Project (train movements, etc.), NCDOT will give particular attention to safety in the Project design. NCDOT will construct a more secure facility than existing, which will result in a higher degree of public safety.</p> <p>The Project will include typical hazards associated with a construction site, and NCDOT will give particular attention to the maintenance of public safety for the duration of construction.</p>	No change in impacts.	NCDOT is responsible for complying with the commitments and mitigation measures described in Table 3 in the 2014 FONSI, with the exception of “NCDOT will add protection (gates, flashers) to the new at-grade crossing at West Summit Avenue”, as a new at-grade crossing at West Summit Avenue is no longer proposed.
Recreational Opportunities (3.9)	<p>No Impact. Construction of the Project is not anticipated to impact recreational opportunities in and around the Project study area. The Project will not permanently alter access to local recreational resources</p>	No change in impacts.	Not Applicable.

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Secondary and Cumulative (3.10)	<p>Positive Impacts. The Build Alternative will remove passenger rail maintenance activity from the NS Charlotte Yard, which will improve both passenger and freight operations. The Build Alternative will also locate maintenance activities closer to the proposed Charlotte Gateway Station, which will result in more efficient train movements and operations.</p> <p>The Project will also help NCDOT implement the Piedmont Improvement Program (PIP), which is a larger effort to increase capacity and speeds in the Piedmont Corridor.</p> <p>NCDOT does not anticipate secondary impacts from construction and operation of the CPRF, such as growth-inducing changes in nearby land uses.</p>	<p>No Change in impacts.</p>	<p>Not Applicable.</p>
Tribal Lands or Interests	<p>Not Addressed.</p>	<p>NCDOT sent a notification informing tribes of the Project's NEPA re-evaluation. The Catawba Indian Nation responded via letter dated May 12, 2023. Their response noted "no immediate concerns". However, the Catawba Indian Nation are to be notified if Native American artifacts and / or human remains are</p>	<p>NCDOT will notify the Catawba Indian National if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.</p>

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		<p>located during the ground disturbance phase of this project.</p> <p>NCDOT distributed tribal coordination letters on September 17, 2024, on behalf of FRA. NCDOT sent a follow-up email on October 25, 2024. No comments were received in response to these coordination efforts.</p>	