



U.S. Department of Transportation
Federal Railroad Administration

FRA Categorical Exclusion Companion Guide

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Background

The National Environmental Policy Act (NEPA) requires federal agencies to consider the potential environmental impacts of their proposed actions. In certain circumstances, an agency may determine that its action is categorically excluded from further review under NEPA. Categorical exclusions (CEs) are categories of actions (i.e., types of projects) that an agency has determined, based on its experience, typically do not individually or cumulatively 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). The Federal Railroad Administration (FRA) has established a number of CEs, which are available at 23 CFR part 771.116.

FRA makes the final decision on whether a CE is the appropriate class of action for a proposed action/project or whether an EA or EIS is necessary. FRA typically makes this decision based on information provided by the project sponsor that has developed a CE worksheet to help organize this information.

Purpose

This document is intended to serve as a companion to FRA's CE worksheet. The CE worksheet assists FRA in identifying if a proposed action/project fits one of the categories of actions that are excluded from detailed environmental review. However, even if a project fits within one of the identified categories of an excluded action, FRA may nonetheless determine it is not eligible for a categorical exclusion if the project will have unusual circumstances.¹ In instances where a CE is not appropriate, an EA or EIS will be prepared in accordance with guidance provided by FRA environmental staff.

I. Project Description

Section I of the FRA CE worksheet contains basic project information, including the project title, type of grant, or FRA action triggering NEPA.

The "Description of Project" section should describe the project components, with a focus on elements of the project that have potential to affect environmental resources positively or negatively; relevant project background; anticipated construction activities; utility relocations; and/or any changes to rail service. If known, include the proposed construction schedule and total project cost.

The "Property Acquisition" section should explain current property ownership and proposed acquisitions specific to the project. It should cover temporary easements for construction or any other purpose and permanent acquisitions. The discussion should include any prior or ongoing outreach to property owners, as well as any concerns or opposition members of the public have identified for the project. Additional outreach discussion should be presented below under the Public Notification

¹ Unusual circumstances defined at 23 CFR 771.116 (b) 1-4

section.

Note that acquiring property before FRA has completed the NEPA process may jeopardize federal financial participation in the project.

II. FRA Categorical Exclusion

Section II should identify if the project fits under a FRA CE, found at 23 CFR part 771.116, or if another approval method is appropriate (e.g., using another U.S. Department of Transportation (U.S. DOT) CE found at 23 CFR 771 part 117 or 118). FRA may request the applicant or project sponsor submit additional documentation to demonstrate that the specific conditions or criteria for the CEs are met and no unusual circumstances are present. In some cases, more than one CE category can be listed for a proposed project as appropriate. If no FRA CE or U.S. DOT CE applies, contact FRA environmental staff.

III. Discussion of Effects

Section III should contain the information necessary to inform FRA's determination on whether a CE is the appropriate class of action for the proposed project. Section III also helps identify the required technical studies needed to aid in this determination and the compliance with other federal, state, or local laws applicable to the project. For example, required technical studies may include a cultural resources report to comply with Section 106 of the National Historic Preservation Act; a use and alternatives analysis to comply with Section 4(f) of the U.S. Department of Transportation Act; and a biological assessment or evaluation to comply with Section 7 of the Endangered Species Act.

To complete the CE worksheet, coordination with resource agencies may be necessary, but be advised that only FRA or another federal agency can initiate consultations if required for the project, pursuant to federal laws. FRA advises project sponsors to coordinate with FRA's environmental staff early in the project planning process to identify which (if any) additional consultations, permits, or technical studies are needed for environmental compliance.

Based on the review of resource topics and potential effects, check the box next to each resource topic that would **not** be affected and does not require further discussion or analysis. This should be based on initial research of the presence or absence of the resource(s) in the affected environment and should consider the nature of the project and potential for effects if the resource is present. If effects are not clear, present a discussion of the potential concerns under the appropriate resource section below.

A. Affected Environment

In this section of the CE worksheet, project sponsors should define a project or analysis area and describe the general environmental characteristics of the area. Attach photographs, a map, or a diagram of the project area.



Supporting maps or diagrams should identify locations of critical resource areas such as wetlands, cultural resources, parks and recreational areas, or noise sensitive receptors (i.e., schools, hospitals, and residences), as applicable. If these types of critical resource areas are present, describe how the proposed project may affect these resource areas within the applicable sections of the CE worksheet.

B. Land Use

In this section of the CE worksheet, project sponsors should describe existing land uses in and near the project area. Provide evidence the project is compatible with surrounding land uses and zoning and consistent with applicable land use plans or explain any potential conflicts.

For fixed facilities, attach a map or diagram identifying the location of the proposed project area and the surrounding land uses and zoning.

C. Cultural Resources

To complete Section C, project sponsors should coordinate with FRA environmental staff early in the environmental compliance process. This section should address a project's potential to affect cultural resources and historic properties in support of compliance with Section 106 of the National Historic Preservation Act (Section 106). If another federal agency is involved with the project, early coordination between that agency and FRA should be initiated to discuss the approach for compliance. Coordination with FRA environmental staff may be required to determine the need for a cultural resource technical report.

The project sponsor should first recommend if the project, by its nature, appears to have no potential to affect historic properties and does not require further compliance with Section 106 (36 CFR 800.3(a)(1)). Projects involving ground disturbance, construction, or facility repairs, renovations, or restoration would NOT fall into this category. If the project does not include any of these activities check the "No" box and proceed to Section D. Note: the recommendation of "no potential to effect" must be made purely on the nature of the project and not on the presence or absence of historic properties.

In the next step the project sponsors will recommend if the project is covered by an existing Federal agency program alternative (36 CFR 800.3(a)(2)). The most commonly applicable alternative is the "Advisory Council on Historic Preservation's (ACHP) Program Comment to Exempt Consideration of Effects to Rail Properties within Rail Rights-of-Way" (Section 106 Program Comment). The Project sponsor should prepare a memorandum (memo) to FRA environmental staff identifying elements of the scope of work that may qualify as exempt from further Section 106 review according to Section 106 Program Comment. The Exempted Activities List is found in Appendix A of the Section 106 Program Comment. The memo to FRA environmental staff should describe the relevant project scope items, identify the corresponding Exempted Activities List categories, and include any associated supporting documentation to exempt the scope of work from further Section 106 review. If the Exempted Activity requires the work be performed or supervised by a Secretary of the Interior qualified



professional, the Project Sponsor must discuss in the memo how those requirements will be met. FRA environmental staff will verify if the project activities are exempted under the Section 106 Program Comment or if further consultation with a State Historic Preservation Office (SHPO) is necessary. If another type of program alternative applies to the project, it should be noted as such in the worksheet, explained why, with a copy of the relevant program alternative included. If the entire project can be covered under the Section 106 Program Comment or another program alternative, no further analysis should be necessary; proceed to Section D. Note: for a project to be completely covered by the Section 106 Program Comment, no part of the project or its effects can extend beyond the right-of-way, including laydown areas and construction access.

If the project has the potential to affect historic properties and is not covered by the Section 106 Program Comment or another program alternative, the project sponsor should work with a cultural resource professional and FRA Environmental staff to comply with Section 106. FRA environmental staff will work with the Project Sponsor to make a finding of effect under Section 106 and to consult with the SHPO, Tribal Historic Preservation Officer (THPO), Federally Recognized Native American tribes, other consulting parties, and the public. If the project results in adverse effects to historic properties, the project sponsor will work with the FRA environmental staff to identify changes to the project to avoid adverse effects or to develop a Section 106 Agreement Document to mitigate adverse effects (36 CFR 800.6).

The Section 106 process must be completed prior to FRA approval of the CE worksheet. FRA environmental staff will record and attach any correspondence and concurrence related to Section 106 to the CE worksheet. Additional information on the Section 106 compliance process is available at: <https://www.achp.gov/digital-library-section-106-landing/section-106-applicant-toolkit>

D. Parks and Recreational Facilities

In this section, project sponsors should use planning documents, maps of the area, and a field visit, if necessary, to identify any parks, recreational facilities, and wildlife or waterfowl refuges in or adjacent to the project area. Provide a map that identifies these areas in proximity to the project. Describe the recreational uses of the parks and refuges and any potential impacts that may be caused by the proposed project, such as land conversion, disruptions to activities, or visual changes.

The “use” of publicly owned parks, recreational facilities, and wildlife refuges requires additional documentation and coordination under Section 4(f) of the U.S. Department of Transportation Act. Project sponsors should work with FRA environmental staff to verify the presence of properties that require Section 4(f) documentation and coordination within or adjacent to the project area and complete any Section 4(f) reporting or coordination as required per statute (49 U.S.C. part 303 and 23 U.S.C. part 138).

E. Transportation

In this section, project sponsors should describe the existing transportation network in and near the



project area and discuss how the proposed project may benefit or adversely affect local transportation—including but not limited to railway operations, road traffic, or increased demand for parking. Also, briefly describe whether the proposed action includes an increase in the number of trains operated per day, an increase or decrease in operational speeds, an increase or decrease in the length of trains operated, and the associated impacts of these changes.

If new stations or loading facilities are proposed, describe, and document the road traffic impacts from accessing the new or modified site, such as changes to road capacity or parking demand. Indicate the extent/duration of impacts and provide maps or diagrams to illustrate these impacts. Also, summarize and attach documentation of any coordination with affected railroads, transit, or highway authorities.

F. Noise and Vibration

Noise and vibration can come from various sources, such as additional trains, increased speeds, or stationary facilities, and may affect sensitive receptors or noise-sensitive land uses nearby. A 'receiver/receptor' is defined by FRA as a stationary far-field position at which noise or vibration levels are specified. Examples of sensitive receptors are residences, hospitals, schools, and parks. If these receptors are nearby, project sponsors should describe current noise conditions in the project area (existing sources of noise) and identify these receptors, including providing a map or diagram that shows their distance from the project area. The closer the receptor is to the project area, the more likely it could be affected by changes in noise levels.

If the proposed project is anticipated to change either the noise or vibration exposure to sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. This assessment analyzes airborne noise or vibration. Use the FTA's Transit Noise and Vibration Impact guidance manual for rail operations under 120 mph and the FRA High-Speed Ground Transportation Noise and Vibration Impact Assessment guidance manual for high-speed passenger rail operations. Consult with FRA environmental staff on which manual to use for the project if questions arise. Both manuals are found on FRA's website: <https://railroads.dot.gov/environment/noise-vibration/guidance-assessing-noise-and-vibration-impacts>.

Describe the results of the assessment and any mitigation measures that would alleviate potential impacts, considering both construction and operational impacts.

G. Air Quality

Describe any impacts to air quality from the proposed project and whether these effects are beneficial or adverse. Include a discussion of impacts to the National Ambient Air Quality Standards (NAAQS) and impacts to areas that meet or do not meet these standards. The Clean Air Act (CAA) requires the U.S. Environmental Protection Agency (EPA) to set NAAQS for six principal air pollutants (also known as "criteria" air pollutants) which can be harmful to public health and the environment. These pollutants are: carbon monoxide (CO), ozone (O₃), particulate matter (PM) – both PM with a diameter ≤10 micrometers (PM₁₀) and PM with a diameter ≤2.5 micrometers (PM_{2.5}),



nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). The EPA designates areas as meeting or not meeting the NAAQS as attainment or nonattainment areas, respectively. Nonattainment areas that meet the NAAQs are re-designated by the EPA as attainment areas with a maintenance plan and are then referred to as maintenance areas. To determine whether your project is located in a nonattainment or maintenance area for any of the criteria air pollutants, refer to EPA's Green Book: <https://www.epa.gov/green-book>.

Indicate whether the release of any of these emissions will lead to levels that exceed the NAAQS, lead to the establishment of a new nonattainment area, or delay achievement of attainment and provide supporting documentation. Be sure to include relevant analysis for each nonattainment or maintenance area affected by the proposed project.

If any portion of the proposed project will take place within a nonattainment or maintenance area, a General Conformity applicability assessment is needed. For proposed actions/projects that are not: 1) covered by [Transportation Conformity](#), 2) listed as [exempt in the rule](#), or 3) on EPA's or FRA's [presumed to conform list](#); then an estimate of the action's annual non-exempt direct and indirect emissions is needed. These emissions should be compared to the relevant EPA *de minimis* emission thresholds (see: <https://www.epa.gov/general-conformity/de-minimis-tables>) to determine if further analysis is required. For actions that do not add rail capacity or modify the operational aspect of the rail line, an emissions inventory for just the construction phase is likely all that is needed. For more information on General Conformity, see EPA's General Conformity website at <https://www.epa.gov/general-conformity>.

H. Hazardous Materials and Waste

Hazardous materials and waste include petroleum products, pesticides, organic compounds, heavy metals, or other compounds injurious to human health and the environment. These materials could exist in the environment already, such as in previous industrial areas, developed sites, or known hazardous sites, or they could be introduced into the environment from project activities such as construction uses, material transport, or spills.

Project sponsors should identify if the proposed project would involve the use, handling, or movement of hazardous materials as defined in the Hazardous Materials Regulations (49 CFR Parts 100 – 185). If hazardous materials would be used, handled, or transported because of the project, describe the use and measures that would mitigate any potential for release and contamination.

Identify if any known hazardous sites have been documented in or near the project area and describe current and past uses of the area that could demonstrate the presence of hazardous materials, such as being previously developed or used for industrial or agricultural production. Contact local officials for property and zoning records to obtain this information and review government sources of known hazardous sites (<https://www.epa.gov/superfund/search-superfund-sites-where-you-live>). If hazardous materials or waste is a concern, detail the results of consultation



with the relevant local, state, and/or federal agency regarding the proposed remediation on the CE worksheet. If the project does not pose any concern regarding hazardous sites, provide a basis for this determination, and describe the steps taken to determine that hazardous materials are not present within the vicinity of the project area.

If real property is to be acquired, the project sponsor should complete a Phase I site assessment to determine if contaminated soil and groundwater are present and provide the Phase I assessment documentation to FRA with the completed CE worksheet. A Phase II site assessment may also be required if there is a presence of contaminated soils. Consult with FRA regarding these issues prior to acquiring land or other physical facilities with FRA funds.

I. Communities

Project sponsors should identify adjacent or nearby communities and associated resources and discuss potential impacts to these communities from the proposed project. This may include any areas of the community that may potentially be disrupted, displaced, or segmented by the project. Indicate and document if there is any known project opposition or outreach to the community about the proposed project.

J. Waters of the US

Project sponsors should review the:

National Wetland Inventory (<https://www.fws.gov/wetlands/data/mapper.html>),
National Hydrography Dataset (<https://viewer.nationalmap.gov/advanced-viewer/>),
Web Soil Survey (<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>),

and previous environmental survey reports for the area to identify the potential for waters of the US to be present in the project area. Waters of the US includes streams, wetlands, and other aquatic resources, as defined by the US EPA and US Army Corps of Engineers (USACE). A field verification may be necessary to confirm presence or absence of potential waters of the US in the project area, and a delineation of waters of the US may be needed to support permitting.

Describe any potential impacts of the proposed project on wetlands and other waters, considering both impacts from construction and operation of the project. Be sure to include information regarding the location, type, and extent of Waters of the US that may be affected. Provide a basis for this determination and provide measures to minimize adverse impacts and to avoid any disturbance of wetlands and other waters. Coordination with the USACE may be helpful to discuss the project and any concerns with impacts to Waters of the US.

A Clean Water Act permit (i.e., Section 404) may be required from the USACE depending on the impacts to Waters of the US, and a corresponding water quality certification from the State would be

required pursuant to Section 401. Attach relevant decision correspondence, concurrences, and/or copies of permits. Consult with FRA environmental staff on the need for a delineation of waters of the US and permits for the project.

K. Floodplains

Review the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRMs) maps to determine whether the project is located within a 100-year floodplain or other special flood hazard area. Most known floodplains have been mapped and are available for review at local zoning or planning commission offices or online at the FEMA Map Service Center:

<https://msc.fema.gov/portal/home>.

Also assess the presence of major streams that cross through the project area, as they may indicate floodplains that have not been mapped at a higher level.

If the project area does not overlap a mapped floodplain or designated special flood hazard area and does not involve impacts to streams or changes in the existing pattern of water runoff, then a detailed analysis is not required.

If major streams cross through the project area or research indicates mapped floodplains or flood zones in the project area, assess current concerns with flooding and possible flooding induced by the proposed project due to its impact on floodplain capacity, such as by raising the grade through a floodplain or installing a facility in the floodplain that may not adequately convey flood flows. Include a detailed analysis of any risk to, or resulting from, the action; the impacts on natural and beneficial floodplain values; and the degree to which the action provides direct or indirect support for development in the floodplain. Additionally, discuss measures to minimize harm or to restore or preserve the natural and beneficial floodplain values affected by the project.

L. Water Quality

Determine if the proposed project may impact water quality and provide the basis for the determination. Consider the proximity of surface waters and existing concerns with water quality in those waters. Rail projects can impact water quality by increasing runoff, discharging pollutants into stormwater runoff, generating wastewater, or altering surface or sub-surface drainage patterns. Indicate whether the project is adjacent to protected waters (states often have mapping resources to identify these), essential fish habitat, or drinking water resources.

Maps of essential fish habitats are available at:

<https://www.fisheries.noaa.gov/resource/map/essential-fish-habitat-mapper>

If a project may affect ground water, one or more aquifers, or a recharge area, consult with the appropriate water resource district hydrologist early in the planning stages. Additionally, initiate early consultation with the EPA Regional Administrator if the project has direct or indirect contamination of

a sole or principal source aquifer, a recharge zone for such an aquifer, or a related streamflow source zone that has been designated or for which a petition for designation is being processed.

Construction activities can cause discharges of pollutants into stormwater runoff, which can enter nearby surface waters and contribute to water quality concerns. Wastewater discharge can also impair surface and ground water resources. Pursuant to Section 402 of the Clean Water Act, discharges must be permitted under the National Pollutant Discharge Elimination System (NPDES). Construction General Permits have been issued by the U.S. EPA and many states to cover certain discharges from construction activities. Other NPDES general permits may also be available and apply to the project. Review permitting options and determine the type of NPDES permit(s) that may be required for the project.

M. Navigable Waterways

Determine whether any navigable waterways are in or near the project area. Navigable waterways are defined by the USACE as those waters of the US that are subject to the ebb and flow of the tide shoreward to the mean high-water mark—and that are presently used, have been used in the past, or may be susceptible to use for transport of interstate or foreign commerce. Projects that affect navigable waterways are subject to permitting and review. Assess the nature of impacts to navigable waters and coordinate with the applicable regulatory agency to determine the need for permits.

The U.S. Coast Guard issues bridge permits for bridges and causeways that are constructed across navigable waters, pursuant to Section 9 of the Rivers and Harbors Act. The U.S. Army Corps of Engineers reviews structures that could obstruct the navigable capacity of navigable waterways and may issue a permit pursuant to Section 10 of the Rivers and Harbors Act. More information can be found at: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/Bridge-Permit-Application-Process/> and <https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899>.

N. Coastal Zones

If the proposed project is located within a coastal zone, determine if the project's state is participating in the National Coastal Zone Management Program. For a list of participating states and territories, see: <https://coast.noaa.gov/czm/mystate/>.

If the project's state is participating, provide evidence that the project is consistent with the coastal management plan and obtain written concurrence from the administering state agency, which is typically the state Department of Natural Resources or equivalent agency.

O. Important Farmlands

Review soil and farmland data for the project area to determine if any important farmlands (prime, unique, statewide or local importance) are present. Note that the land may not currently be used as

farmland, but it may still qualify as farmland under one of these categories. It may be helpful to coordinate with appropriate Natural Resources Conservation Service (NRCS) state office or USDA State Land Use Committee staff to discuss the project and obtain data or sources for data.

If important farmlands are present, address impacts to the land such as from conversion or use conflicts. The NRCS Farmland Conversion Impact Rating Form AD-1006 must be completed and submitted to the NRCS for approval if important farmlands will be converted to nonagricultural uses (see: https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1045394.pdf).

Local NRCS staff and/or FRA staff can provide assistance in making farmland determinations and determining if farmland may be converted as part of the project. If this resource is within the project area, include the NRCS Important Farmlands Inventory/Important Farmlands Maps (see: https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/technical/nra/nri/results/?cid=nrcs143_014_052) or other relevant maps and the NRCS Statewide list of soil mapping units and results of standard soil surveys (see: <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>) with the CE worksheet.

Attach relevant decision correspondence, concurrence letters, and/or permit copies to the completed CE worksheet. Find your local NRCS contact online:
<http://www.nrcs.usda.gov/about/organization/regions.html>

P. Listed Species

To determine the potential for federally listed species or their habitat to occur in the project area, first compile a resource list from U.S. Fish and Wildlife Service (FWS) via the Information for Planning and Consultation tool (<https://ecos.fws.gov/ipac/>) and review National Marine Fisheries Service (NMFS) species lists if the area may be within NMFS' jurisdiction (<https://www.fisheries.noaa.gov/species-directory/threatened-endangered>).

These lists will identify threatened, endangered, candidate, and proposed species as well as designated or proposed critical habitat that may occur in the project area. In addition, the online critical habitat mapper may be useful to review (<https://ecos.fws.gov/ecp/report/table/critical-habitat.html>). This is a first-level review of species concerns to comply with the Endangered Species Act. If critical habitat, listed species, or their habitat may be present and affected by the project, a biological evaluation or assessment may be needed to support consultations with FWS and/or NMFS, and this section should summarize the results of that document and process.

If no critical habitat is shown as overlapping the project area, check the appropriate box and proceed to review the individual species. If critical habitat overlaps, a field visit should be conducted by a biologist to assess conditions in the project area and determine if the primary constituent elements or essential habitat features for the species with critical habitat are present. Further analysis of modifications to those features is necessary if they are present.



For listed, candidate, or proposed species, review their habitat preferences to determine if their habitat may be present in the project area and review available data on species occurrences, such as through a State Fish and Wildlife Department. A field visit conducted by a biologist is the best way to confirm the potential for species to occur. If a clear determination can be made that no listed species have potential to occur in the project area or be affected by the project, document that in the worksheet and proceed to the next section.

If listed, candidate, or proposed species or their habitat could be affected, describe the potential effects and coordinate with the FRA environmental staff on the consultation requirements. Section 7 of the Endangered Species Act requires FRA to ensure that no federally funded or authorized railroad projects will jeopardize the continued existence of any listed species or result in the destruction or adverse modification of critical habitat. FRA or another federal agency, if one is involved in the project, will consult with FWS or NMFS if needed. For local USFWS Endangered Species Program contacts by region, see: <https://www.fws.gov/endangered/regions/index.html>.

Q. Public Safety

Consider safety and security issues of the proposed project/action and document this information on the CE worksheet. This may include the safety and security of employees, passengers, and pedestrians as well as the safety and security of vehicles, platforms, or stations, and security of the project and its facilities as well as any potential construction safety concerns. This should also include any safety impacts, positive or negative, from modal shifts or new threats.

R. Mitigation

Describe all mitigation measure commitments that are incorporated into the proposed project to address identified impacts. Mitigation measures should be developed in coordination with applicable resource agencies and FRA, so groups can identify and work through possible sources of conflict and develop agreements to advance these projects. Describe any plan developed to monitor and enforce the proposed mitigation.

Mitigation measures include:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

S. Public Notification

Detail any outreach efforts that have occurred to notify the public about the proposed project in this section (e.g., board meetings, open houses, and special hearings). Additionally, indicate other



opportunities for the public to comment on the proposed project, even if these were not efforts directly undertaken by the project sponsor (e.g., media coverage, city or town council meetings) or through NEPA-related actions.

T. Other Resource Areas and Impacts

If the project affects another resource area, not listed on the CE worksheet, (i.e. Climate Change) describe the resource and the project's potential impacts on that resource in this section.

This section is also used to describe direct/indirect impacts and cumulative effects. More information is found: <https://www.environment.fhwa.dot.gov/nepa/QAimpact.aspx>

U. Related Federal, State, or Local Actions

Determine if the proposed project requires any additional actions (e.g., permits) by other agencies. Attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover agency transmittal will indicate that a permit has been granted. Permitting issues should be described in the relevant resource discussion on the CE worksheet.

Section 106 of the NHPA: <https://railroads.dot.gov/rail-network-development/environment/final-section-106-program-comment-rail-rights-way> and <https://www.achp.gov/protecting-historic-properties/section-106-process/introduction-section-106>

Clean Water Act: <https://www.epa.gov/laws-regulations/summary-clean-water-act>

Rivers and Harbors Act: <https://www.fws.gov/laws/lawsdigest/riv1899.html>

Migratory Bird Treaty Act: <https://www.fws.gov/laws/lawsdigest/migtrea.html>

Endangered Species Act: <https://www.fws.gov/endangered/laws-policies/>

Magnuson-Stevens Fishery Conservation and Management Act:
<https://www.fisheries.noaa.gov/topic/laws-policies#magnuson-stevens-act>

Safe Drinking Water Act: <https://www.epa.gov/sdwa>

Section 4(f) Department of Transportation Act:
<https://www.environment.fhwa.dot.gov/legislation/section4f.aspx>

Section 6(f) Land and Conservation Act: <https://www.nps.gov/subjects/lwcf/protection.htm>

Additional permit and links to specific resources are found on FRA's website:
<https://railroads.dot.gov/rail-network-development/environment/fra-legislation-regulations>