

## Technical Report J - Transit Environmental Analysis

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Repurposing the vacated freight rail infrastructure for transit service and/or a greenway would require little, if any, additional avoidance or mitigation measures because these factors would be included in the original planning and permitting process for the freight rail realignment to save time and to ensure the transit project would proceed unimpeded. However, any new construction would require consideration of practical alternatives for avoiding and minimizing impacts in collaboration with federal and state regulatory agencies and will still require mitigation for any unavoidable impacts to wetland on the transit project and therefore the need for a negotiated mitigation plan meeting federal and state resource agencies.

The options for compensatory mitigation of the transit project impacts are the same as the freight rail project and include:

- Mitigation banks: Applicant satisfies the mitigation requirement by purchasing mitigation credits from an approved mitigation bank.
- In-lieu fee mitigation: Applicant satisfies the mitigation requirement by purchasing mitigation credits through the NCDMS.
- Project-specific mitigation: Applicant satisfies the mitigation requirement themselves, either at the project site or at an off-site location.

Since the transit corridor and the subsequent stations needed to support the transit system will be located within the City, the project will also need to evaluate impacts related to NRHP and SHPO historic properties/sites.

Realigning the freight rail line and repurposing the existing corridor through the City for public transit use will provide a number benefits; many of which are discussed in the Executive Summary. Other benefits, all of which can be qualified and quantified as the project moves forward, are presented in the various Technical Reports.

A few of the primary benefits may be:

- Greater transition to walking and biking as a mobility option.
- Provision of “greenway” trail connecting to other “greenway” trails throughout the City.
- Increased use of public transit system by area residents—also benefitting air and water quality.
- Repurposing of existing but vacant building infrastructure and resources invested in their construction, particularly along the southern segment.

## Technical Report K - Transit Engineering Analysis

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### Transit Technologies Considered

#### Commuter Rail

Fixed guideway, long haul, and passenger rail services operating between large metropolitan and suburban areas. This option was considered and discarded due to not meeting the needs of the City.