

DOWNTOWN CARY MULTIMODAL TRANSIT FACILITY CONCURRENCE PLAN

Concurrence Team Members:

Project Sponsor: Town of Cary

Definite Cooperating Agencies to be invited:

- Capital Area Metropolitan Planning Organization (CAMPO)
- North Carolina Railroad Company (NCRR)
- North Carolina Department of Transportation (Rail and Highway) (NCDOT)

Other potential Cooperating Agencies to be invited depending on environmental screening:

- North Carolina Department of Cultural Resources – State Historic Preservation Office (SHPO) (if project screening suggests the potential for historic resources to be impacted);
- United States Army Corps of Engineers (USACE) (if there are jurisdictional waters/wetlands within the direct impacts study area of the project or on any of the sites reviewed for the facility; the NWI isn't showing mapped wetlands in the vicinity of the facility sites
<https://www.fws.gov/wetlands/Data/Mapper.html>);
- U.S. Fish and Wildlife (to check on whether there are any regulated endangered species);
- North Carolina Department of Environmental Quality;
- And any others with a potentially impacted resource.

Participating Agencies to be invited:

- City of Raleigh
- Wake County
- GoTriangle
- Amtrak (if desired)

Initial Concurrence Points:

- ***Concurrence Point 1: Purpose and Need***
 - The foundation upon which justification of the project is established.
- ***Concurrence Point 2: Identify Study Alternatives Carried Forward***
 - Alternatives which satisfy the purpose and need for the project. These alternatives will be studied and evaluated in sufficient detail to ensure good transportation and impact mitigation or avoidance decision-making.
 - This may just be one alternative
- ***Concurrence Point 3: Alternatives Screening Process***
 - If alternatives are screened out (i.e. alternatives are eliminated prior to the LPA recommendation, the appropriate participants must be informed and concur.
- ***Concurrence Point 4: Avoidance and Environmental Minimization***
 - A detailed, interdisciplinary and interagency review to optimize the design and benefits of the project while reducing potential impacts to both the human and natural environments.
- ***Concurrence Point 5: Locally Preferred Alternative (LPA) Recommendation***
 - Final recommendation for locally preferred alternative.

Other Concurrence Points (N/A)

- ***Concurrence Point 6: National Environmental Protection Act (NEPA) Assessment***
 - A detailed, interdisciplinary and interagency review of required NEPA assessment.
 - Town of Cary completed the NEPA work necessary for a Documented Categorical Exclusion (DCE) and submitted to the Federal Transit Administration (FTA) Region IV Office for review. FTA Region IV declined to review the documentation and suggested the project was not well suited for federal funding.

- **Concurrence Point 7: LEDPA Recommendation**

- Final approval for the alternative selected as the “least environmentally damaging practicable alternative.”
 - After unanimous concurrence from the Concurrence Team, the CAMPO Executive Board approved the Locally Preferred Alternative (LPA) at the February 17, 2021 meeting.

- **Concurrence Point 8: Additional Federal Process-Related Decisions**

- Depending on alternative or corridor, additional federally required documentation may be necessary. If this is the case, an additional Concurrence Point may be added.

Later Concurrence Points:

- **Concurrence Point 9: Agreement with Jurisdictions for Additional Decision Points**

- Additional subsequent Concurrence Points that address the final design, construction, and system integration phases of a project life cycle are further memorialized in an agreement(s) between the project sponsor and impacted jurisdiction(s).

Proposed Tentative Schedule for Concurrence Process Through LPA Adoption

Action	Date
Concurrence Plan Distributed to Concurrence Team	November 5, 2020
Concurrence Team Meeting for Concurrence Points 1-5	December 17, 2020
Begin CAMPO consideration of adoption of LPA	January 6, 2021
CAMPO Executive Board Public Hearing of LPA	January 20, 2021
CAMPO Executive Board Adoption of LPA	February 17, 2021
Concurrence Points 6-8	N/A
Concurrence Team Meeting for Concurrence Point 9	Mid-to Late-2025

The following documents support the need for the downtown multimodal facility:

- **Wake Transit Work Plan (annual, ongoing)**

The Work Plan is an annual document that guides the ongoing planning, funding, expansion and construction of projects included in the Wake Transit Plan.

<http://www.campo-nc.us/programs-studies/transit/wake-transit-plan/annual-work-plans>

- **Wake Transit Plan Fixed Guideway Transit Corridors Major Investment Study (MIS) (2018)**

GoTriangle, CAMPO and GoRaleigh managed the MIS, an in-depth analysis of the 20 miles of Bus Rapid Transit (BRT) and 37 miles of Commuter Rail (CRT) infrastructure defined by the Wake Transit Plan, including a western BRT terminus in downtown Cary at a multimodal transfer facility and an assumed CRT station in downtown Cary. The MIS includes multiple documents found at the link below.

<http://www.campo-nc.us/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/document-library>

- **Wake County Transit Plan (2016), (2021)**

The Wake County Transit Plan is a strategy to expand the transit system in Wake County by offering expanded and more frequent service supported by high-capacity transit infrastructure, including rapid bus services along major transportation corridors, including a terminus in downtown Cary, and commuter service with a station in downtown Cary.

FY2021-2030 Wake County Transit Plan (Adopted 2021)

<https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/wake-county-transit-plan/Vision-Plan-Update/Final-Adopted-Wake-Transit-Plan-Update/Wake-County-Transit-Plan-Update---FINAL-ADOPTED.pdf>

FY2018-2027 Wake County Transit Plan (Adopted 2016)

<https://nmcdn.io/e186d21f8c7946a19faed23c3da2f0da/8bfec28a290449a7b10eb1fee3a0e264/files/about-us/committees/wake-county-transit-planning-advisory-committee-tpac/document-library/Wake-Transit-Plan--Adopted-November-2016-.pdf>

- **2050 Metropolitan Transportation Plan (2018)**

The MTP identifies the BRT and CRT corridors to be served by the downtown facility but does not include specific alignments.

<https://www.campo-nc.us/transportation-plan/2050-metropolitan-transportation-plan-mtp>

Concurrence Plan Originally Prepared By:

Bret Martin, Wake Transit Program Manager, July 2019

Concurrence Points 1-5 Form Approved By:

Bret Martin, CAMPO

Richard Hancock, NCDOT Highway Division 5

James Bridges, NCDOT Rail Division

Renee Gledhill-Earley, North Carolina State Historic Preservation Office

Kevin Wright, Federal Railroad Administration

Donald Arant, North Carolina Railroad Company

Concurrence Plan Updated By:

Kelly Blazey, Transit Director, Town of Cary, January 2024

DocuSigned by:
Kelly D. Blazey 1/30/2024
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Concurrence Plan Update Accepted By:

Stephanie Plancich, Wake Transit TPAC Administrator, January 2024

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Stephanie Plancich 2/1/2024
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ATTACHMENT 1

DRAFT CONCURRENCE PLAN

Distributed to Concurrence Team November 5, 2020

DOWNTOWN CARY MULTIMODAL TRANSIT FACILITY CONCURRENCE PLAN

Concurrence Team Members:

Project Sponsor: Town of Cary (with FTA as potential funding partner)

Definite Cooperating Agencies to be Invited:

- Capital Area Metropolitan Planning Organization
- North Carolina Railroad Company (NCRR)
- North Carolina Department of Transportation (Rail and Highway)
- North Carolina Department of Cultural Resources – State Historic Preservation Office
- Federal Railroad Administration

Participating Agencies to be invited:

- City of Raleigh
- Wake County
- GoTriangle

Proposed Concurrence Points:

- ***Concurrence Point 1: Project Purpose and Need***
 - Review of Purpose and Need
- ***Concurrence Point 2: Identification of Alternatives to Study Further***
 - Identification of alternative(s) which satisfy the Purpose and Need (modes accommodated, facility location, and necessary capacity)
 - This may just be one alternative
- ***Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives***
 - Based on effectiveness of alternative to satisfy Purpose and Need
 - Based on environmental avoidance or minimization associated with each alternative
 - If only one alternative is selected for further study at Concurrence Point 2, Concurrence Point 3 is not needed
- ***Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation***
 - This is a recommendation of the Town of Cary on LPA for which the Town will seek concurrence from the Cooperating Agencies
 - The recommended LPA would then be considered by CAMPO's Technical Coordinating Committee (TCC) and Executive Board
 - The LPA would need to be appropriately integrated with the 2045 or 2050 MTP with an MTP amendment, if necessary; however, the Town can proceed with the concurrence process, land acquisition, and design when the LPA adoption occurs

- At this point in the process, the project site/location, modes to be accommodated, and necessary capacity must be established. Further design details do not yet need to be determined and should be determined by applying appropriate evaluations through the NEPA/project development process.
- Later Concurrence Points
 - ***Concurrence Point 5: Least Environmentally Damaging Preferred Alternative (LEDPA) Recommendation***
 - This is the NEPA preferred alternative, which should correspond with approximately 30% design.
 - At this point, environmental avoidance and minimization should be discussed relative to the refined project details to select a LEDPA.
 - This is the point at which we optimize the design and benefits of the project while reducing environmental impacts to both the human and natural environment.
 - ***Concurrence Point 6: Agreement with Jurisdictions for Additional Concurrence Points***
 - Opportunity for the project sponsor and cooperating agencies to reassess whether any remaining proposed project-level decisions will impact their jurisdictions (this will likely be the case for NCCR and possibly for NCDOT)
 - If there are impacts, an agreement will be reached on future points for concurrence.

Proposed Tentative Schedule for Concurrence Process Through LPA Adoption

Action	Date
Concurrence Plan Distributed to Concurrence Team	Week of November 2, 2020
Concurrence Team Meeting Daily Agenda Distributed to Concurrence Team	Week of November 23, 2020
Concurrence Meeting Information Packet Distributed to Concurrence Team	Week of November 30, 2020
Concurrence Team Meeting for Concurrence Points 1-4	Week of December 14, 2020
Begin CAMPO consideration of adoption of LPA	Week of January 4, 2020
Concurrence Team Meeting for Concurrence Points 5-6	Mid- to Late-2021

The following documents support the need for the downtown multimodal facility:

- **Wake Transit Work Plan (annual, ongoing)**
The Work Plan is an annual document that guides the ongoing planning, funding, expansion and construction of projects included in the Wake Transit Plan.
<http://www.campo-nc.us/programs-studies/transit/wake-transit-plan/annual-work-plans>
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infrastructure defined by the Wake Transit Plan, including a western BRT terminus in downtown Cary at a multimodal transfer facility and an assumed CRT station in downtown Cary. The MIS includes the following documents.

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- **Wake County Transit Plan (2016)**

The Wake County Transit Plan is a strategy to expand the transit system in Wake County by offering expanded and more frequent service supported by high-capacity transit infrastructure, including rapid bus services along major transportation corridors, including a terminus in downtown Cary, and commuter service with a station in downtown Cary.

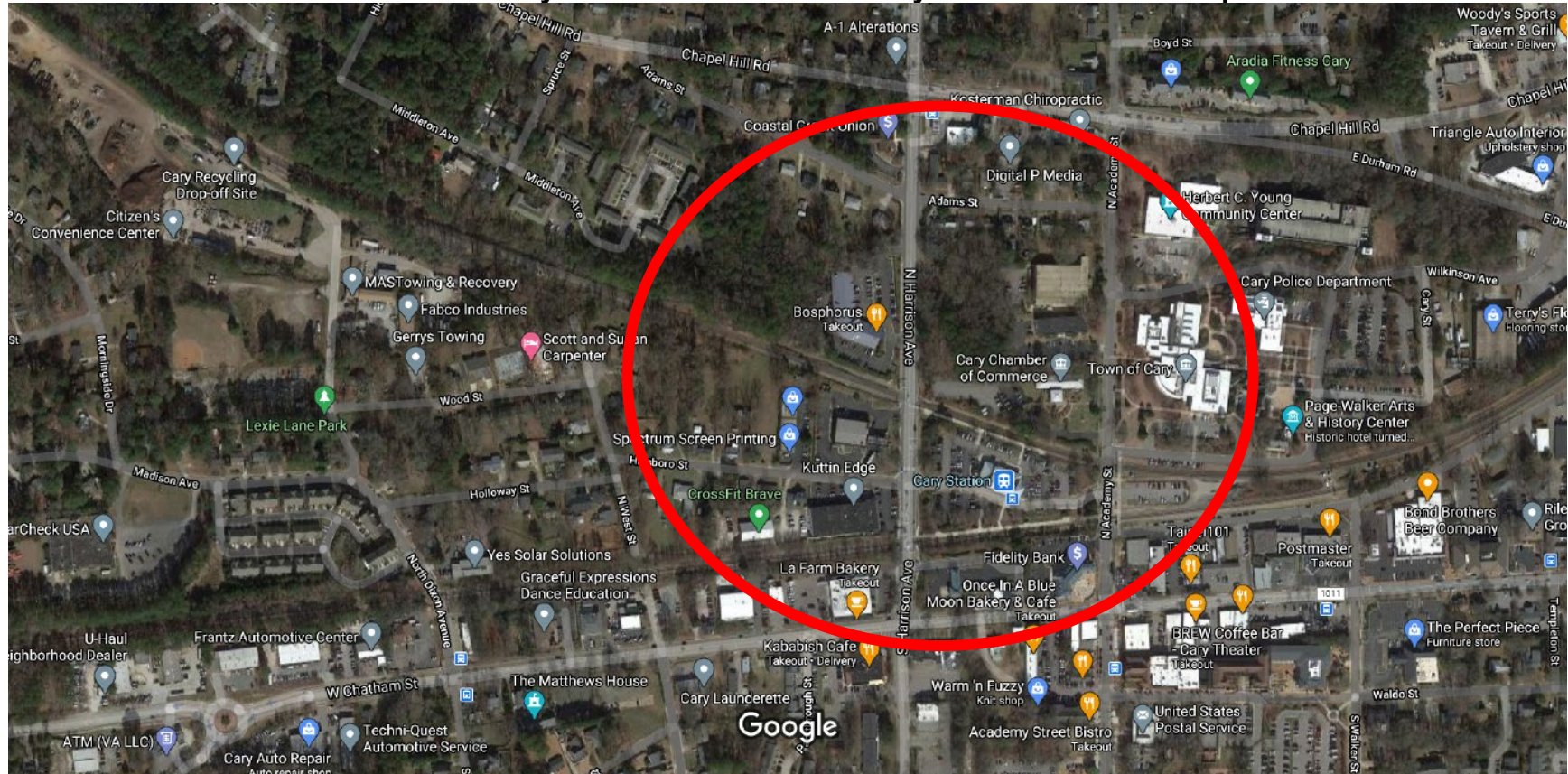
http://goforwardnc.org/wp-content/uploads/2018/03/November-2016-Wake-Transit-Plan_small.pdf

- **2045 Metropolitan Transportation Plan (2018)**

The MTP identifies the BRT and CRT corridors to be served by the downtown facility but does not include specific alignments.

http://files.www.campo-nc.us/transportation-plan/2045-metropolitan-transportation-plan/Final_Report/2045_Joint_MTP_Adopted_Chap1-10_combined.pdf

Downtown Cary Multimodal Transit Facility General Location Map



ATTACHMENT 2

DAILY AGENDA AND INFORMATION PACKET FOR CONCURRENCE
MEETING ON DECEMBER 17, 2020

DOWNTOWN CARY MULTI-MODAL CENTER CONCURRENCE PROCESS

Daily Agenda for Concurrence Points 1-4

Thursday, December 17, 2020

10:30am-12pm, WebEx Virtual Meeting

- Explanation of CAMPO's Concurrence Process
 - Agency roles (Participating versus Cooperating)
- Project Background/Explanation
- Concurrence Point 1: Project Purpose and Need
- Concurrence Point 2: Identification of Alternatives to Study Further
- Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives
- Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation
- Next Steps

Concurrence Team Members:

Project Sponsor: Town of Cary (with Federal Transit Administration [FTA] as funding partner)

Definite Cooperating Agencies to be Invited:

- Capital Area Metropolitan Planning Organization
- Federal Railroad Administration (FRA)
- North Carolina Railroad Company (NCR)
- North Carolina Department of Transportation (Rail and Highway Divisions)
- North Carolina State Historic Preservation Office (NC SHPO)

Participating Agencies to be Invited:

- Wake County
- City of Raleigh/GoRaleigh
- GoTriangle

**Information Packet for Concurrence Points 1-4
CAMPO Concurrence Process Meeting for
Downtown Cary Multi-Modal Center Project
Thursday, December 17, 2020
10:30am-12pm, WebEx Virtual Meeting**

Agenda

- Introductions
- Explanation of CAMPO's Concurrence Process
 - Agency roles (Participating versus Cooperating)
- Project Background/Explanation
- Concurrence Point 1: Project Purpose and Need
- Concurrence Point 2: Identification of Alternatives to Study Further
- Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives
- Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation
- Next Steps

Concurrence Team Members:

Project Sponsor: Town of Cary (with Federal Transit Administration [FTA] as funding partner)

Cooperating Agencies to be Invited:

- Capital Area Metropolitan Planning Organization
- Federal Railroad Administration (FRA)
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Participating Agencies to be Invited:

- Wake County
- City of Raleigh/GoRaleigh
- GoTriangle

Downtown Cary Multi-Modal Center Project **Supporting Information for CAMPO's Concurrence Process**

Explanation of CAMPO's Concurrence Process

Concurrence is a process in which Sponsors of major Wake Transit Capital Projects may, with respect to such Projects, verify compliance with: Laws, regulations, and policies enacted and/or enforced by agencies having regulatory authority over a resource or interest that may be substantially impacted by the project. The Concurrence Process arises at key project milestones throughout: (1) Project development and permitting and, if applicable to the project, (2) Final design, right-of-way/land acquisition, construction, or other subsequent phases. These milestones, or points, are known as Concurrence Points.

Concurrence Points are distinct to the nature and magnitude of impacts anticipated for each project. Specific sequential Concurrence Points are identified in a project-specific Concurrence Plan. Concurrence Points cumulatively build over the course of project development and subsequent phases such that Concurrence at prior milestones informs the trajectory of project implementation that leads to future milestones. It is anticipated that Project Sponsor actions, and project trajectories, will be informed and improved by the Concurrence Process. Concurrence Points 1-4 include:

- ***Concurrence Point 1: Project Purpose and Need***
 - Review of Purpose and Need
- ***Concurrence Point 2: Identification of Alternatives to Study Further***
 - Identification of alternative(s) which satisfy the Purpose and Need (modes accommodated, facility location, and necessary capacity)
 - This may just be one alternative
- ***Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives***
 - Based on effectiveness of alternative to satisfy Purpose and Need
 - Based on environmental avoidance or minimization associated with each alternative
 - If only one alternative is selected for further study at Concurrence Point 2, Concurrence Point 3 is not needed
- ***Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation***
 - This is a recommendation of the Town of Cary on LPA for which the Town of Cary will seek concurrence from the Cooperating Agencies
 - The recommended LPA would then be considered by CAMPO's TCC and Executive Board
 - The LPA would need to be appropriately integrated with the 2045 MTP with an MTP amendment; however, the Town can proceed with the concurrence process when the LPA adoption occurs

Figure 1: Sequential/Cumulative Nature of Concurrence Process

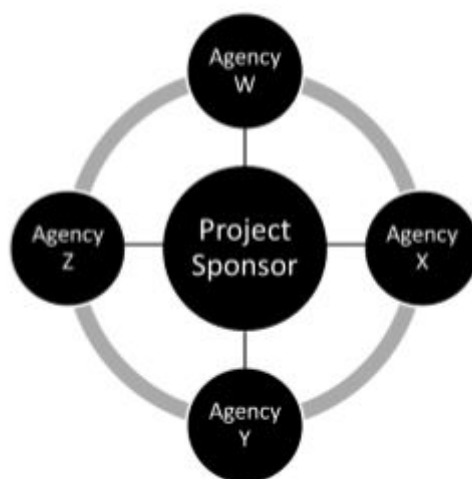
Concurrence signifies that an agency does not object to a Project Sponsor-proposed action or project implementation approach at a Concurrence Point. More particularly, it signifies that the agency does not object to the proposed action in light of impacts to resources or interests over which the agency has regulatory authority. Concurrence further signifies that the agencies will abide by their Concurrence unless there is a profound changed condition upon which the proposed action was based. Non-Concurrence signifies an objection based upon an agency's finding: (1) That the proposed action or approach to project implementation is in conflict with the laws, regulations, or policies under its jurisdiction; (2) That the proposed action or approach to project implementation has substantial negative impacts on a resource or interest over which the agency has regulatory authority; or (3) That information provided is not adequate for Concurrence.

The Concurrence Process does not establish a project-level steering committee or working group. It does not provide a platform for expression of opinions or positions. It does not authorize a project or an Implementation Element of a project. It does not authorize financing for a project. The Concurrence Process is an inter-agency verification of compliance process, involving only the agencies having regulatory responsibility as previously noted. Further, the Concurrence Process is not legally binding upon the agencies which are involved. For example, an environmental permitting agency may concur on a given matter, but that Concurrence does not bind the agency to ultimately issue a permit.

The Concurrence Process is a mechanism that streamlines and expedites the process of securing verification that proposed actions at key project milestones are consistent with the laws, policies and regulations of other agencies. Without the Concurrence Process, the Project Sponsor would be forced to coordinate with other agencies on an individual basis. It would accordingly be difficult to balance the various agencies' mandates, policies, laws, or regulations.

A major goal of the Concurrence Process is to bring order to what can easily be an unwieldy and excessively time-consuming process. Agencies having regulatory jurisdiction over an impacted resource or interest are much better positioned to provide guidance to a Project Sponsor if they have knowledge of and understand the nature of other agencies' interests in the project. Accordingly, the involved agencies may collaboratively react to proposed actions or approaches to project implementation at key project milestones so that compromise-based choices can be made (Figure 2).

Figure 2: Project Sponsor Verifying Compliance with Agencies as a Team



Agency roles (Participating versus Cooperating)

The group of agencies involved in the Concurrence Process for each applicable project is known as the Concurrence Team. The Concurrence Team is composed of a Project Sponsor, Cooperating Agencies, and Participating Agencies. The composition of agencies on each Concurrence Team will vary, depending on the project's geographic location and scope. The determination of the composition of a Concurrence Team and its progression through the Concurrence Process is facilitated and staffed by a Concurrence Administrator, in support of and in cooperation with the Project Sponsor. The Capital Area Metropolitan Planning Organization (CAMPO) will serve as the Concurrence Administrator for the Concurrence Process.

Each role on the Concurrence Team has a defined set of responsibilities in moving the Concurrence Process forward, and in satisfying National Environmental Protection Act (NEPA) compliance requirements:

Concurrence Team Role	Responsibilities
Project Sponsor	Role assigned through adoption of <i>Wake Transit Work Plan</i>
	Initiates project and takes responsibility for its implementation
	Identifies Cooperating Agencies and Participating Agencies with Concurrence Administrator
	Identifies necessary project Concurrence Points with Concurrence Administrator and Cooperating Agencies
	Leads project through Concurrence Points and proposes project-level actions or implementation approaches at corresponding key milestones
Cooperating Agency	Federal, state, or local agency with legal jurisdiction over aspects of project implementation or with respect to resources the project can reasonably be anticipated to impact
	Develops information and/or prepares analyses related to verification of proposed actions' compliance or noncompliance with regulations, policies, or laws under its jurisdiction
	Has capability of voting on Concurrence or Non-Concurrence in response to proposed actions at key project milestones
Participating Agency	Is invited to Concurrence Meetings and may provide input throughout the Concurrence Process
	Does not have legal jurisdiction over aspects of project implementation or with respect to resources the project can reasonably be anticipated to impact
	Does not have capability of voting on Concurrence or Non-Concurrence in response to proposed actions at key project milestones

Project Background/Explanation

The Downtown Cary Multi-Modal Center is envisioned to be a comprehensive multi-modal transportation facility in Downtown Cary, which will enrich and enhance the Town's recent Downtown development efforts, and provide Cary residents improved transportation options to connect regionally within the Triangle. The Town is completing a Feasibility Study for a Downtown Cary Multi-Modal Center (the Study), and the output of this study will be project planning work to enable the Town to move the project into design and land acquisition.

The Study completed a comprehensive assessment that determined the best possible location to connect Downtown Cary regionally and enhance the Town's recent Downtown investments. This assessment identified all possible sites, prepared a four-step analysis that evaluated the alternatives, and validated the recommended option for the final selection.

Concurrence Point 1: Project Purpose and Need

In 2016, the Wake County Transit Plan was published, the result of two years of studies to explore expanded bus and transit service in Wake County. The plan was a collaborative effort between Wake County, Triangle Transit (now GoTriangle), Capital Area Metropolitan Planning Organization (CAMPO), the City of Raleigh/Capital Area Transit (now GoRaleigh), the Town of Cary C-Tran (now GoCary), North Carolina State University's transit service, and all municipalities in Wake County. In November 2016, Wake County voters approved a half-cent sales tax advisory referendum to support the Wake County Transit Plan.

Currently, four (4) local (GoCary) bus routes and two (2) regional (GoTriangle) bus routes utilize the existing Cary Depot. The Town of Cary anticipates that two (2) more local routes and one (1) more regional route will use the Cary Depot in the next five years. In addition to the bus routes, Amtrak operates three (3) routes that stop multiple times per day at the Cary Depot. The expansion to a larger facility is needed to ensure that the transit hub can continue to sustain the increase in ridership that is forecasted over the next ten years.

The Wake County Transit Plan supports Cary's need to expand and enhance its local fixed-route bus services. Each year, the Wake Transit Work Plan includes funds for improvements to local GoCary and regional GoTriangle bus stops and expansions to bus route frequency. The Wake County Transit Plan also allocates funds over the next ten years to the development of Bus Rapid Transit (BRT) services and Commuter Rail, both of which would utilize the proposed Downtown Cary Multi-Modal Center.

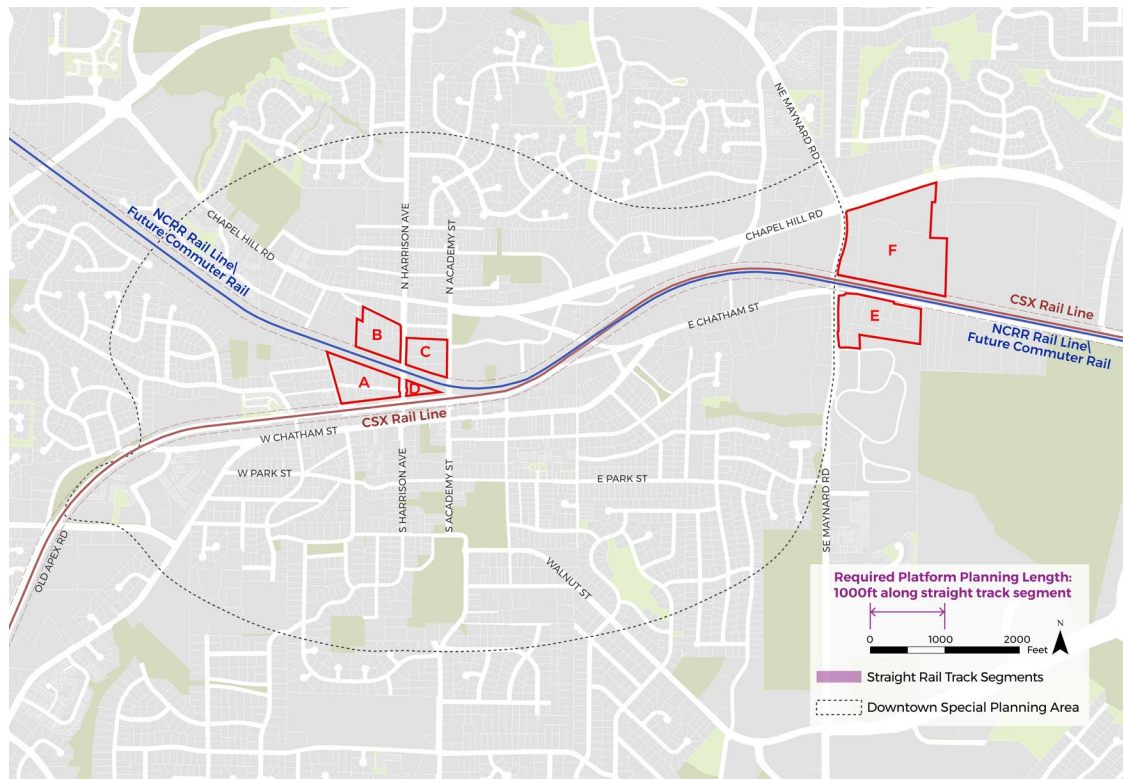
Concurrence Point 2: Identification of Alternatives to Study Further

During the course of the Feasibility Study, the project team completed a Facility Functional Needs Assessment (FNA) to determine the operational and functional needs at the new Multi-Modal Center. The project requirements were identified to include:

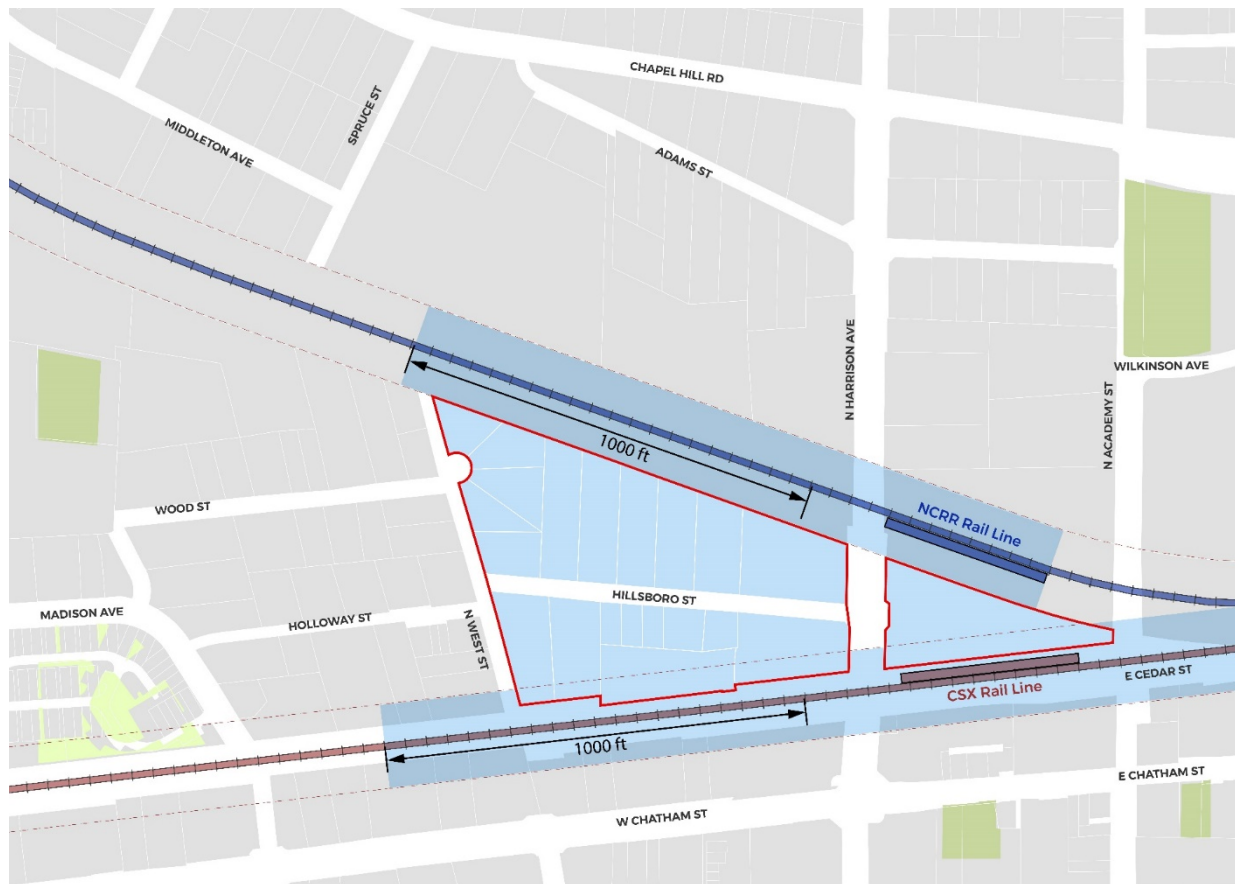
- Bus bays for current and future GoCary and GoTriangle fixed route and paratransit services
- Bus Rapid Transit station for the Western Wake BRT Corridor
- GoCary Road Supervisor space
- Amtrak passenger rail boarding platforms
- Amtrak baggage handling access and cart storage
- Commuter rail passenger boarding platforms
- Rideshare pick-up and drop-off
- Bicycle and scooter racks and staging areas
- Parking for transit staff
- General Parking
- Electric Vehicle charging station
- Rail and transit waiting areas, including customer service, ticketing and restrooms
- Driver amenities

Three key requirements were identified for potential sites. The sites had to have adjacent access to both the NCR and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), straight sections of rail track to allow for 800-1000ft passenger rail platforms, and the site

had to be in the Downtown Cary special planning area to provide transit connections to Downtown.



The team then completed a screening to identify any possible sites for a new Downtown Cary Multi-Modal Center. Due to the requirements outlined above, only one feasible site was identified, the area west of the existing Cary Depot shown here:



These combined parcels total approximately 8 acres, have direct access to both rail lines and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new Multi-Modal Center can be accommodated at this site.

Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives

Since there is only one alternative available as an option to move forward that satisfies the purpose and need for the project, the screening and elimination of other alternatives is not required.

Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation

The alternative, described in Concurrence Point 2, is recommended to be submitted as the LPA to CAMPO. This is consistent with the Town of Cary's intentions, which on February 20, 2020, at a Council work session, approved the proposed site for the new Downtown Cary Multi-Modal Center.

Next Steps

30-Day Public Comment Period on LPA and Schedule CAMPO Executive Board Public Hearing	January 4, 2021– February 3, 2021
CAMPO TCC Receives LPA as Information	January 7, 2021
CAMPO Executive Board Receives LPA as Information and Holds Public Hearing	January 20, 2021
LPA Consideration of Recommendation to CAMPO Board by CAMPO TCC	February 4, 2021
LPA Consideration of Adoption by CAMPO Board	February 17, 2021
Concurrence Point 5: LEDPA	Mid- to Late-2021
Concurrent Point 6: Agreement with Jurisdictions for Additional Concurrence Points	

Concurrence Point 5: Least Environmentally Damaging Preferred Alternative (LEDPA) Recommendation

- This is the NEPA preferred alternative, which should correspond with approximately 30% design.
- At this point, environmental avoidance and minimization should be discussed relative to the refined project details to select a LEDPA.
- This is the point at which we optimize the design and benefits of the project while reducing environmental impacts to both the human and natural environment.

Concurrence Point 6: Agreement with Jurisdictions for Additional Concurrence Points

- Opportunity for the project sponsor and cooperating agencies to reassess whether any remaining proposed project-level decisions will impact their jurisdictions.
- If there are impacts, an agreement will be reached on future points for concurrence.

ATTACHMENT 3
CONCURRENCE FORM

DOWNTOWN CARY TRANSIT CENTER CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4

- **Concurrence Point 1: Project Purpose and Need**
 - Review of Purpose and Need
- **Concurrence Point 2: Identification of Alternatives to Study Further**
 - Identification of alternative(s) which satisfy the Purpose and Need (modes accommodated, facility location, and necessary capacity)
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Project Background/Explanation

The Downtown Cary Multi-Modal Center is envisioned to be a comprehensive multi-modal transportation facility in Downtown Cary, which will enrich and enhance the Town's recent Downtown development efforts and provide Cary residents improved transportation options to connect regionally within the Triangle. The Town is completing a Feasibility Study for a Downtown Cary Multi-Modal Center (the Study), and the output of this study will be project planning work to enable the Town to move the project into design and land acquisition.

The Study completed a comprehensive assessment that determined the best possible location to connect Downtown Cary regionally and enhance the Town's recent Downtown investments. This assessment identified all possible sites, prepared a four-step analysis that evaluated the alternatives, and validated the recommended option for the final selection.

Concurrence Point 1: Project Purpose and Need

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Currently, four (4) local (GoCary) bus routes and two (2) regional (GoTriangle) bus routes utilize the existing Cary Depot. The Town of Cary anticipates that two (2) more local routes and one (1) more regional route will use the Cary Depot in the next five years. In addition to the bus routes,

DOWNTOWN CARY TRANSIT CENTER CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4

Amtrak operates three (3) routes that stop multiple times per day at the Cary Depot. The expansion to a larger facility is needed to ensure that the transit hub can continue to sustain the increase in ridership that is forecasted over the next ten years.

The Wake County Transit Plan supports Cary's need to expand and enhance its local fixed-route bus services. Each year, the Wake Transit Work Plan includes funds for improvements to local GoCary and regional GoTriangle bus stops and expansions to bus route frequency. The Wake County Transit Plan also allocates funds over the next ten years to the development of Bus Rapid Transit (BRT) services and Commuter Rail, both of which would utilize the proposed Downtown Cary Multi-Modal Center.

Specific Purpose and Need Statement Added Following December 17th Concurrence Team Meeting:

The purpose of the Downtown Cary Multi-Modal Center is to provide a comprehensive multi-modal transportation facility for regional and local bus services, intercity passenger and commuter rail, and Bus Rapid Transit (BRT). The center may include mixed-use Transit Oriented Development opportunities. This facility will enrich and enhance the Town's recent Downtown development efforts and will provide Cary residents improved transportation options to connect regionally within the Triangle.

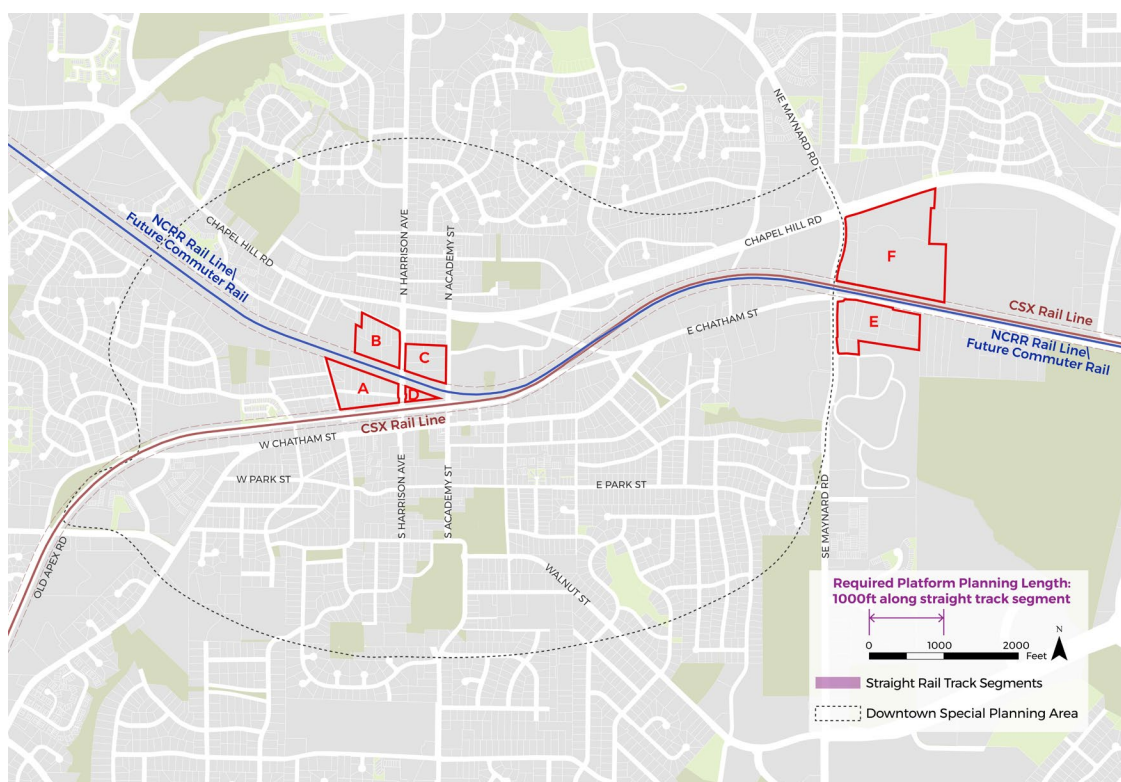
Concurrence Point 2: Identification of Alternatives to Study Further

During the course of the Feasibility Study, the project team completed a Facility Functional Needs Assessment (FNA) to determine the operational and functional needs at the new Multi-Modal Center. The project requirements were identified to include:

- Bus bays for current and future GoCary and GoTriangle fixed route and paratransit services
- Bus Rapid Transit station for the Western Wake BRT Corridor
- GoCary Road Supervisor space
- Amtrak passenger rail boarding platforms
- Amtrak baggage handling access and cart storage
- Commuter rail passenger boarding platforms
- Rideshare pick-up and drop-off
- Bicycle and scooter racks and staging areas
- Parking for transit staff
- General Parking
- Electric Vehicle charging station
- Rail and transit waiting areas, including customer service, ticketing and restrooms
- Driver amenities

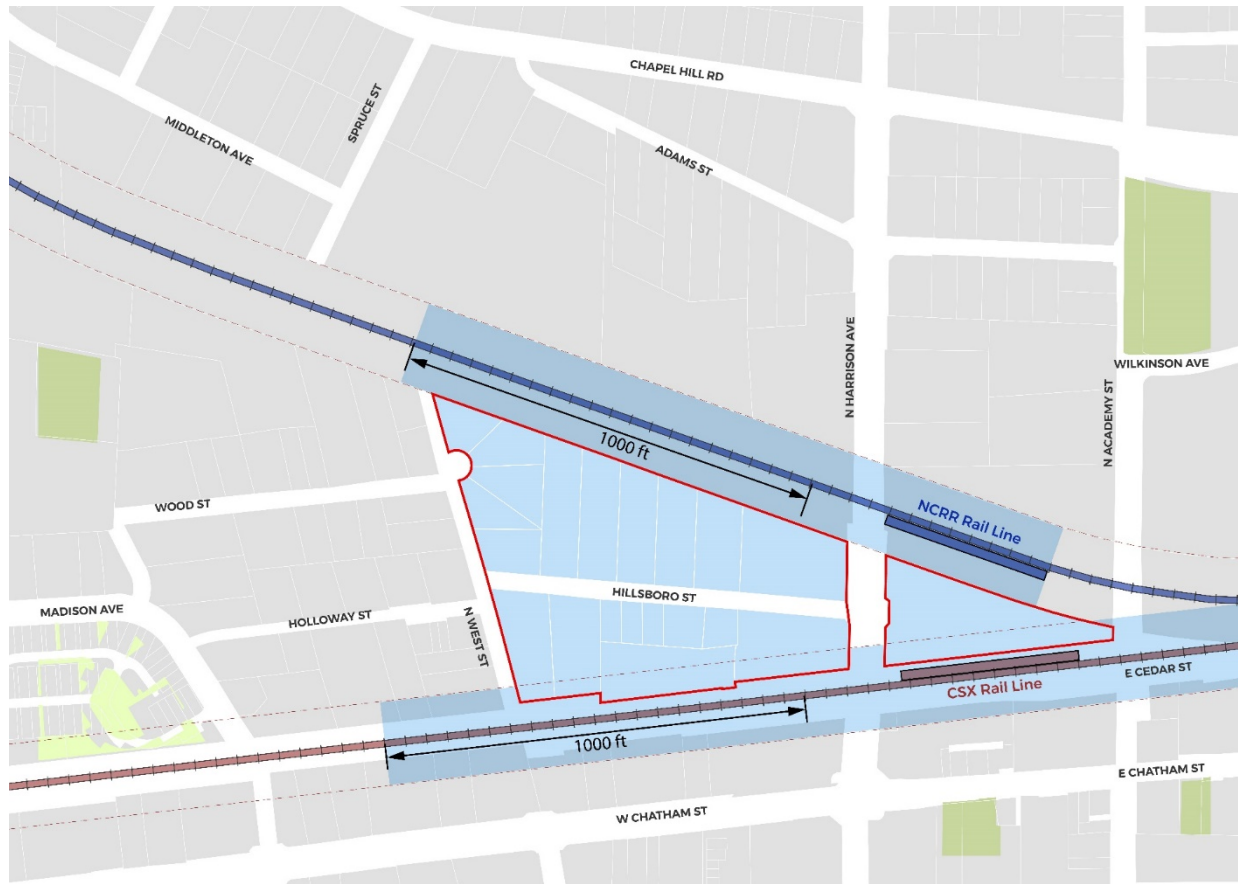
Three key requirements were identified for potential sites. The sites had to have adjacent access to both the NCR and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), straight sections of rail track to allow for 800-1000ft passenger rail platforms, and the site had to be in the Downtown Cary special planning area to provide transit connections to Downtown.

DOWNTOWN CARY TRANSIT CENTER CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4



The team then completed a screening to identify any possible sites for a new Downtown Cary Multi-Modal Center. Due to the requirements outlined above, only one feasible site was identified, the area west of the existing Cary Depot shown here:

DOWNTOWN CARY TRANSIT CENTER CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4



These combined parcels total approximately 8 acres, have direct access to both rail lines and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new Multi-Modal Center can be accommodated at this site.

Concurrence Point 3: Screening of Alternatives/Elimination of Alternatives

Since there is only one alternative available as an option to move forward that satisfies the purpose and need for the project, the screening and elimination of other alternatives is not required.

Concurrence Point 4: Locally Preferred Alternative (LPA) Recommendation

The alternative, described in Concurrence Point 2, is recommended to be submitted as the LPA to CAMPO. This is consistent with the Town of Cary's intentions, which on February 20, 2020, at a Council work session, approved the proposed site for the new Downtown Cary Multi-Modal Center.

**DOWNTOWN CARY TRANSIT CENTER
CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4**

The Concurrence Team members listed below concur with the Project Sponsor’s Downtown Cary Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening/Elimination of Alternatives, and Recommended Locally Preferred Alternative.

Capital Area Metropolitan Planning Organization

Bret Martin Date

North Carolina Department of Transportation – Highway Division 5

Richard Hancock Date

North Carolina Department of Transportation – Rail Division

James Bridges Date

North Carolina State Historic Preservation Office

Renee Gledhill-Earley Date

Federal Railroad Administration

Kevin Wright Date

North Carolina Railroad Company

Donald Arant or Edward Wu Date

ATTACHMENT 4
CONCURRENCE TEAM RESPONSES

Kelly A. Blazey

From: Martin, Bret <Bret.Martin@campo-nc.us>
Sent: Friday, December 18, 2020 4:13 PM
To: Kelly A. Blazey; Maclean, Morven; Gledhill-earley, Renee; James Bridges; Richard Hancock; Donald Arant; ewu@ncrr.com; Wright, Kevin (FRA)
Cc: Plancich, Stephanie
Subject: Concurrence Form for Downtown Cary Transit Center
Attachments: Downtown Cary MM Center CPs 1-4 Information Packet.pdf; Downtown Cary MM Center CPs 1-4 Concurrence Form.pdf

Downtown Cary Transit Center Concurrence Team,

Thank you for your participation yesterday morning in the concurrence team meeting for concurrence points 1 through 4 of the concurrence process for the Downtown Cary Transit Center. As mentioned yesterday, CAMPO staff has prepared a concurrence form for distribution to appointed representatives from Cooperating Agencies. You may indicate your concurrence electronically by responding to this email message.

If you concur with the Town of Cary's Purpose and Need (concurrence point 1), Identification of Alternatives to Study Further (concurrence point 2), Screening/Elimination of Alternatives (concurrence point 3), and Recommendation of a Locally preferred Alternative (concurrence point 4) for the Downtown Cary Transit Center, please indicate accordingly by responding: *"(Your agency name here) concurs with the Town of Cary's Downtown Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening and Elimination of Alternatives, and Recommendation of a Locally Preferred Alternative."* If you do not concur, please indicate accordingly by responding: *"(Your agency name here) does not concur with the Town of Cary's Downtown Transit Center project (reference to applicable concurrence point here) for the following reasons: (please provide listing/explanation of reasons here)."*

Please let me know if there are any questions, and thank you for your participation.

Thanks,

Bret Martin, AICP
Wake Transit Program Manager



One City Plaza
P.O. Box 590
421 Fayetteville Street, Suite 203
Raleigh, NC 27601
Bret.Martin@Campo-nc.us
Phone: (919) 996-4410
Fax: (919) 996-1729
Cell: (469) 834-2737

Kelly A. Blazey

From: Hancock, Richard W <rwhancock@ncdot.gov>
Sent: Monday, January 11, 2021 10:02 PM
To: Martin, Bret; Kelly A. Blazey; Maclean, Morven; Gledhill-earley, Renee; Bridges, James F; Donald Arant; ewu@ncrr.com; Wright, Kevin (FRA)
Cc: Plancich, Stephanie
Subject: RE: [External] Concurrence Form for Downtown Cary Transit Center

Brett,

Sorry for the late response. The North Carolina Department of Transportation – Highway Division 5 concurs with the Town of Cary's Downtown Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening and Elimination of Alternatives, and Recommendation of a Locally Preferred Alternative.

If you require additional information please let me know. Thanks

Richard W. Hancock, PE
Deputy Division Engineer
Division 5
Department of Transportation

919 220 4600 office
rwhancock@ncdot.gov

2612 North Duke Street
Durham, NC 27704



Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.

From: Martin, Bret <Bret.Martin@campo-nc.us>
Sent: Friday, December 18, 2020 4:13 PM
To: Kelly A. Blazey <kelly.blazey@townofcary.org>; Maclean, Morven <Morven.Maclean@wsp.com>; Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>; Bridges, James F <jfbbridges@ncdot.gov>; Hancock, Richard W <rwhancock@ncdot.gov>; Donald Arant <donalदारant@ncrr.com>; ewu@ncrr.com; Wright, Kevin (FRA) <kevin.wright@dot.gov>
Cc: Plancich, Stephanie <stephanie.plancich@campo-nc.us>
Subject: [External] Concurrence Form for Downtown Cary Transit Center

CAUTION: External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Downtown Cary Transit Center Concurrence Team,

Thank you for your participation yesterday morning in the concurrence team meeting for concurrence points 1 through 4 of the concurrence process for the Downtown Cary Transit Center. As mentioned yesterday, CAMPO staff has prepared a concurrence form for distribution to appointed representatives from Cooperating Agencies. You may indicate your concurrence electronically by responding to this email message.

If you concur with the Town of Cary's Purpose and Need (concurrence point 1), Identification of Alternatives to Study Further (concurrence point 2), Screening/Elimination of Alternatives (concurrence point 3), and Recommendation of a Locally preferred Alternative (concurrence point 4) for the Downtown Cary Transit Center, please indicate accordingly by responding: *"(Your agency name here) concurs with the Town of Cary's Downtown Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening and Elimination of Alternatives, and Recommendation of a Locally Preferred Alternative."* If you do not concur, please indicate accordingly by responding: *"(Your agency name here) does not concur with the Town of Cary's Downtown Transit Center project (reference to applicable concurrence point here) for the following reasons: (please provide listing/explanation of reasons here)."*

Please let me know if there are any questions, and thank you for your participation.

Thanks,

Bret Martin, AICP
Wake Transit Program Manager



One City Plaza
P.O. Box 590
421 Fayetteville Street, Suite 203
Raleigh, NC 27601
Bret.Martin@Campo-nc.us
Phone: (919) 996-4410
Fax: (919) 996-1729
Cell: (469) 834-2737

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

February 8, 2021

Bret Martin, Capital Area Metropolitan Planning Organization (CAMPO)

RE: Downtown Cary Multi-Modal Transit Center

This correspondence is in response to the December 17, 2020 concurrence meeting on the Downtown Cary Multi-Modal Transit Center. NCDOT Rail Division met with CAMPO, Town of Cary, FRA and other cooperating and participating agencies to review the project process and reach concurrence on the four points listed below.

- 1-Purpose and Need
- 2-Alternatives for further study
- 3-Elimination of Alternatives
- 4-Locally Preferred Alternative

This letter serves as concurrence from NCDOT Rail Division on the four points (1-4) presented.

In addition, please note that the North Carolina Department of Transportation has partnered with the Town of Cary since the early 1990's on numerous phased train station projects, culminating in the current federally-funded Cary Depot expansion completed in 2011. For that project, the Department has a commitment to the Federal Railroad Administration which calls for a "useful life" of 20 years from opening. That commitment is met under the terms of the lease between the Town and NCDOT. The commitment may also be met via a new lease in a new facility.

Our team looks forward to working with CAMPO, the town of Cary and other stakeholders to advance the Cary Multi-Modal Transit Center.

Sincerely,
DocuSigned by:

James Bridges, Jr.

9647D70AEEF4424...
James Bridges, P.E.

Planning and Development Manager
Rail Division, NC Department of Transportation

CC:

Kelly Blazey, Project Sponsor-Town of Cary
Jason Orthner, Director, Rail Division-NCDOT

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION
1560 MAIL SERVICE CENTER
RALEIGH, NC 27699-1560

Telephone: 919-814-0550
Fax: 919-840-9267

Website: ncdot.gov/aviation

Location:
1050 MERIDIAN DRIVE
MORRISVILLE, NC 27560

Kelly A. Blazey

From: Wright, Kevin (FRA) <kevin.wright@dot.gov>
Sent: Thursday, January 14, 2021 3:50 PM
To: Martin, Bret; Kelly A. Blazey; Maclean, Morven; Gledhill-earley, Renee; James Bridges; Richard Hancock; Donald Arant; ewu@ncrr.com
Cc: Plancich, Stephanie
Subject: RE: Concurrence Form for Downtown Cary Transit Center

Bret,

My one comment would be that there does not appear to be a defined Purpose Statement ("The purpose of the project is to...") in the Purpose and Need as written on the concurrence form. Other than that I concur with all of the concurrence points.

Kevin

Kevin A. Wright
Environmental Protection Specialist
Federal Railroad Administration
202-493-0945

From: Martin, Bret [mailto:Bret.Martin@campo-nc.us]
Sent: Friday, December 18, 2020 4:13 PM
To: Kelly A. Blazey <kelly.blazey@townofcary.org>; Maclean, Morven <Morven.Maclean@wsp.com>; Gledhill-earley, Renee <renee.gledhill-earley@ncdcr.gov>; James Bridges <jfbbridges@ncdot.gov>; Richard Hancock <rwhancock@ncdot.gov>; Donald Arant <dondalarrant@ncrr.com>; ewu@ncrr.com; Wright, Kevin (FRA) <kevin.wright@dot.gov>
Cc: Plancich, Stephanie <stephanie.plancich@campo-nc.us>
Subject: Concurrence Form for Downtown Cary Transit Center

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Downtown Cary Transit Center Concurrence Team,

Thank you for your participation yesterday morning in the concurrence team meeting for concurrence points 1 through 4 of the concurrence process for the Downtown Cary Transit Center. As mentioned yesterday, CAMPO staff has prepared a concurrence form for distribution to appointed representatives from Cooperating Agencies. You may indicate your concurrence electronically by responding to this email message.

If you concur with the Town of Cary's Purpose and Need (concurrence point 1), Identification of Alternatives to Study Further (concurrence point 2), Screening/Elimination of Alternatives (concurrence point 3), and Recommendation of a Locally preferred Alternative (concurrence point 4) for the Downtown Cary Transit Center, please indicate accordingly by responding: "(Your agency name here) concurs with the Town of Cary's Downtown Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening and Elimination of Alternatives, and Recommendation of a Locally Preferred Alternative." If you do not concur, please indicate accordingly by responding: "(Your agency name here) does not concur with the Town of Cary's Downtown Transit Center project (reference to applicable concurrence point here) for the following reasons: (please provide listing/explanation of reasons here)."

Please let me know if there are any questions, and thank you for your participation.

Thanks,

Bret Martin, AICP
Wake Transit Program Manager



One City Plaza
P.O. Box 590
421 Fayetteville Street, Suite 203
Raleigh, NC 27601

Bret.Martin@Campo-nc.us

Phone: (919) 996-4410

Fax: (919) 996-1729

Cell: (469) 834-2737

**DOWNTOWN CARY TRANSIT CENTER
CONCURRENCE FORM FOR CONCURRENCE POINTS 1-4**

The Concurrence Team members listed below concur with the Project Sponsor's Downtown Cary Transit Center project Purpose and Need, Identification of Alternatives to Study Further, Screening/Elimination of Alternatives, and Recommended Locally Preferred Alternative.

Capital Area Metropolitan Planning Organization

Bret Martin

Date

North Carolina Department of Transportation – Highway Division 5

Richard Hancock

Date

North Carolina Department of Transportation – Rail Division

James Bridges

Date

North Carolina State Historic Preservation Office

Renee Gledhill-Earley

Date

Federal Railroad Administration

Kevin Wright

Date

North Carolina Railroad Company


Donald Arant or Edward Wu


Date

ATTACHMENT 5

CONCURRENCE TEAM MEETING SUMMARY REPORT

Kelly A. Blazey

From: Martin, Bret <Bret.Martin@campo-nc.us>
Sent: Wednesday, January 27, 2021 10:44 AM
To: Kelly A. Blazey; Walker, David; Jay Heikes (JHeikes@gotriangle.org); Donald Arant; James Bridges; Richard Hancock; Tim Gardiner; Gledhill-earley, Renee; Wright, Kevin (FRA); James Bridges
Cc: Lucas, Ronald G, Jr.; Maclean, Morven; Gaylord-Miles, Rachel; Juliet Andes; Plancich, Stephanie
Subject: Downtown Cary Transit Center - Concurrence Team Meeting Summary
Attachments: Downtown Cary Transit Center CP 1-4 Meeting Summary - 12-17-20.docx; Downtown Cary MM Center CPs 1-4 Concurrence Form - Updated 1-27-21.pdf

Downtown Cary Transit Center Concurrence Team:

We have achieved concurrence from five of the six Cooperating Agencies on the first four concurrence points for the downtown Cary multimodal transit center. I am waiting to receive signification of concurrence from one more. While I typically wait to receive all indications of concurrence or nonconcurrence before finalizing concurrence team meeting summaries, I have gone ahead and prepared the meeting summary for your review for the concurrence team meeting held on December 17th. The meeting summary is attached and is provided as a Word document should you desire to insert comments or suggested edits. Please provide any suggested edits back to me **by Wednesday, February 3rd**.

I have also attached an amended concurrence form that inserts language requested by the Federal Railroad Administration for a more specific purpose and need statement. This was a request that arose after the December 17th concurrence team and has subsequently been incorporated into the language for concurrence point 1.

Thanks,

Bret Martin, AICP
Wake Transit Program Manager



One City Plaza
P.O. Box 590
421 Fayetteville Street, Suite 203
Raleigh, NC 27601
Bret.Martin@Campo-nc.us
Phone: (919) 996-4410
Fax: (919) 996-1729
Cell: (469) 834-2737

Downtown Cary Multi-Modal Transit Center

Concurrence Meeting for Points 1-4

December 17, 2020 (10:30am-12:00pm)

WebEx Virtual Meeting

Meeting Summary

1. Attendees

AGENCY	ROLE	ATTENDEES
Town of Cary	Project Sponsor	Kelly Blazey
Capital Area Metropolitan Planning Organization	Cooperating Agency	Bret Martin Stephanie Plancich
Federal Railroad Administration	Cooperating Agency	Kevin Wright
North Carolina Railroad Company	Cooperating Agency	Edward Wu
North Carolina Department of Transportation – Rail Division	Cooperating Agency	James Bridges Ronald Lucas Anamika Laad Matthew Potter
North Carolina Department of Transportation – Highway Division 5	Cooperating Agency	Richard Hancock
North Carolina State Historic Preservation Office	Cooperating Agency	Renee Gledhill-Early
City of Raleigh	Participating Agency	David Walker
GoTriangle	Participating Agency	Jay Heikes
Wake County	Participating Agency	Tim Gardiner
WSP, on behalf of Town of Cary	Consultant	Morven Maclean

2. Explanation of CAMPO's Concurrence Process

Bret Martin, CAMPO, explained the overall purpose and structure of the concurrence framework adopted for significant Wake County Transit Plan-funded projects. He mentioned that it can best be characterized as a risk management activity that dovetails with project development and design for major capital projects and that it is primarily concerned with ensuring certain projects comply with applicable laws, regulations, or policies that address resources or interests that may be impacted and that are under the jurisdiction of other agencies. It is to be conducted within a regulatory context rather than a technical opinion context. He mentioned that it is modeled after the NCDOT merger process, which has a similar intent. Mr. Martin explained the roles of various agencies in the concurrence process for the downtown Cary transit center and made the following further points about the concurrence framework and its applicability to the proposed project:

- The concurrence process is tied to projects that are funded by Wake County transit tax revenues similar to how NEPA requirements tie to federally funded projects;*
- Funding for later project phases is not awarded until concurrence at significant milestones that precede those later phases is achieved;*

- All applicable projects have a concurrence plan that lays out the concurrence points that correspond to project-defining actions or milestones, and each successive concurrence point builds from project actions or decisions made at prior concurrence points;
- The concurrence plan for the downtown Cary transit center currently addresses the first six (6) concurrence points for the proposed facility, and the meeting today will address the first four (4);
- Decisions on avoidance, mitigation, and a project's trajectory are best made with all Cooperating Agencies with concurrence authority in the same room so that compromised-based decisions for project implementation can be made; and
- Signification of concurrence means that the Cooperating Agency does not object to the project sponsor's proposed action.

3. Project Background/Explanation and Concurrence Point 1: Project Purpose and Need

Morven Maclean, WSP, provided an overview of the Town of Cary's proposed Purpose and Need for the project. She explained that the existing downtown Cary Depot, which currently serves as a transit center for the Town, is already capacity-constrained with existing services. The Cary Depot does not contain much, if any, space to accommodate transit service expansion envisioned in the Wake County Transit Plan, including bus rapid transit, commuter rail, and additional local bus services. A new transit center is needed to serve all of these additional modes of transit to better connect Cary to the region and enhance investment in downtown Cary.

The proposed Purpose & Need statement for the project is:

The purpose of the Downtown Cary Multi-Modal Center is to provide a comprehensive multi-modal transportation facility for regional and local bus services, intercity passenger and commuter rail, and Bus Rapid Transit (BRT). The center may include mixed-use Transit Oriented Development opportunities. This facility will enrich and enhance the Town's recent Downtown development efforts and will provide Cary residents improved transportation options to connect regionally within the Triangle.

4. Concurrence Point 2: Identification of Alternatives to Study Further

Morven Maclean, WSP, provided an overview of the Town's proposed facility alternatives that were selected and studied further. She identified a number of sites within or near downtown Cary and explained that there were three (3) critical requirements for the siting of the facility. These include:

- 1) The site must have access to both the NCRR and CSX rail lines to accommodate inter-city passenger rail services;*
- 2) There must be straight sections of track to accommodate 800-1,000-foot passenger rail platforms; and*
- 3) The site must be located in downtown Cary to maintain centralized transit connections.*

Further, the sites need to be positioned and configured such that they can appropriately accommodate the modes of transportation envisioned to serve the site, and the size of the

sites would need to accommodate the full program requirements of the future modes to be served in accordance with long-range plans.

5. Concurrence Point 3: Screening/Elimination of Alternatives

Morven Maclean, WSP, explained that there was only one site identified among those evaluated that meets the functional requirements for the facility and that satisfies the project purpose and need. There were no other alternatives that could be carried forward as viable alternatives.

6. Concurrence Point 4: Locally Preferred Alternative Recommendation

Morven Maclean identified the site that meets the established criteria, which is a site that involves retaining the existing Cary Depot site and expanding the facility's footprint west across Harrison Avenue. The expansion would involve the acquisition of a multitude of privately owned parcels that total approximately eight (8) acres, have direct access to both rail lines, and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new multi-modal center can be accommodated at the referenced site.

It was determined that the site can accommodate:

- *An adequate number of bus bays for current and future GoCary and GoTriangle fixed-route and paratransit services;*
- *A bus rapid transit station (BRT) for the Western Wake BRT Corridor;*
- *GoCary Road Supervisor space;*
- *Amtrak passenger rail boarding platforms;*
- *Amtrak baggage handling access and cart storage;*
- *Commuter rail passenger boarding platforms;*
- *Rideshare pick-up and drop-off space;*
- *Bicycle and scooter racks and staging areas;*
- *Parking for transit staff;*
- *General parking;*
- *An electric vehicle charging station;*
- *Rail and transit waiting areas, including customer service, ticketing and restrooms; and*
- *Driver amenities.*

Ms. Maclean mentioned that the site was endorsed by the Cary Town Council at a February 20, 2020, council work session and is proposed to be recommended to CAMPO for its approval of the site as the locally preferred alternative.

Mr. Martin mentioned that the three (3) considerations that come along with a decision on a locally preferred alternative for a multi-modal transit facility are the location/site for the facility, the travel modes to be accommodated by the facility, and the capacity of the facility to accommodate the future program requirements for those modes. He mentioned that the site should be looked at as having a 40-year useful life for planning purposes.

Jay Heikes, GoTriangle, asked whether the recommended locally preferred alternative is making assumptions about the placement or exact size of passenger rail platforms. Mr.

Martin responded that the locally preferred alternative does not get into specific design decisions; it is only concerned with ensuring the site can accommodate passenger rail platforms up to a certain length. The determination of platform lengths and how they are situated on the site will be addressed in later concurrence steps. Ms. Maclean and Kelly Blazey, Town of Cary, confirmed.

Mr. Heikes asked about what consideration has been given to the placement of the platforms with respect to existing rail track and right-of-way lines, with the understanding that additional track may be necessary to implement commuter rail service in the NCRR corridor. Ms. Maclean explained that, as part of the test phase and review of concept layouts, the site and platform lengths could still accommodate an expanded rail track footprint. She further mentioned that only the passenger platforms are within the rail right-of-way, with the other elements assumed to be outside the right-of-way. Mr. Heikes then asked what assumptions were made for parking and vehicular access at the site. Ms. Maclean and Ms. Blazey explained that the concept evaluated would accommodate 620+ parking spaces for rail and transit passengers and staff working at the facility. Specific details for parking needs will be evaluated with later phases. Ms. Maclean and Ms. Blazey further explained that vehicular access to the site is assumed to occur from Harrison Ave., as it is the only readily available access point and it has passed initial feasibility assessments and is expected to meet project needs.

Anamika Laad asked whether there have been any assumptions or decisions made regarding the Harrison Avenue grade separation at the rail corridors. Mr. Martin explained that there was a funded grade separation project planned and studied for Harrison Avenue, but the Town's leadership landed in a position of not wanting to pursue it in the immediate future. If conditions warrant the need for a grade separation in the future, it may be revisited in later years, but the current assumption being made by the Town is that it will not happen. Ms. Blazey explained that the existing passenger platform is rather short and causes the Harrison Avenue crossing to be blocked for long periods of time. The recommended locally preferred alternative would better accommodate train length and will reduce the impact at the crossing.

Tim Gardiner, Wake County, asked what the demographic profile of the property owners or occupants is on the parcels to be acquired for the facility. Ms. Blazey mentioned that the Town has a list of the impacted property owners but cannot provide further details at this time. Ronald Lucas, NCDOT Rail Division, asked whether the first four (4) concurrence points under consideration at this meeting will set the parameters and framework for later concurrence point decisions that coincide more closely with NEPA and preliminary design work. Within this vein, he further asked whether we should expect there to be a multitude of potential design alternatives within the parameters set by the locally preferred alternative decision. Mr. Martin confirmed this to be the case and how the process is expected to play out.

Matthew Potter, NCDOT Rail Division, mentioned that there could be some concern regarding the distance from the train station to the passenger platforms. He mentioned that this is something that we should keep in mind as the site ventures into the design stages. Mr. Martin mentioned that learning of such a concern at this stage in the process is highly productive because it allows the Town to understand what sensitivities there are before proceeding to the design phase for the facility.

7. **Next Steps**

Mr. Martin mentioned that the next step following the concurrence team meeting is for the Cooperating Agencies to sign the concurrence forms. Mr. Martin will send concurrence forms to each Cooperating Agency, and concurrence can be indicated through an email message. He also mentioned that the recommended locally preferred alternative will be forwarded to CAMPO for its consideration of approval.

Following the December 17, 2020, concurrence team meeting, Kevin Wright, Federal Railroad Administration, requested that the Town provide a purpose and need statement worded in the form of a conventional purpose and need statement for NEPA purposes. The Town subsequently provided this language, and it was added to the concurrence materials.

Following the December 17, 2020, concurrence team meeting, concurrence on concurrence points 1-4 has been provided by the following Cooperating Agencies:

- 1) North Carolina State Historic Preservation Office*
- 2) North Carolina Department of Transportation – Highway Division 5*
- 3) North Carolina Railroad Company*
- 4) Federal Railroad Administration*
- 5) Capital Area Metropolitan Planning Organization*

ATTACHMENT 6

CAMPO Staff Report for Locally Preferred Alternative
for Downtown Cary Transit Center (January 20, 2021)



NC Capital Area Metropolitan Planning Organization

Staff Report

One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601

Agenda Date: 1/20/2021
To: Executive B

Agenda Item: 7.6

Locally Preferred Alternative for Downtown Cary Transit Center **Bret Martin, MPO Staff**

In 2018, the Town of Cary initiated a feasibility study for a new downtown transit center to serve as a major multi-modal hub in western Wake County that will provide access to and connections among local and regional bus services, bus rapid transit service, and commuter and inter-city passenger rail services. The capacity of the current facility serving the Town's transit system, Cary Depot, is severely limited in its ability to accommodate the growth of service provision envisioned in the Wake County Transit Plan. The feasibility study assessed program requirements for a facility's future needs and involved a comprehensive assessment to determine the best location that can support the modes envisioned to be accommodated at an appropriate level of capacity to support the range of future services and needs for the facility.

Consideration of a locally preferred alternative (LPA) for a regionally significant multi-modal center involves three (3) characteristics of a proposed project: location/site, modes accommodated, and adequate capacity to support the future program requirements of the modes to be accommodated. In concert with these considerations, three (3) key requirements were identified for potential sites. The sites had to be adjacent to both the North Carolina Railroad (NCR) and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), have straight sections of rail track to allow for 800- to 1,000-foot passenger rail platforms, and the site had to be located in the Downtown Cary special planning area to provide centralized transit connections. Additionally, the site had to be large enough to accommodate the capacity needs of all future modes and associated services.

Given these parameters, the Town identified only one (1) feasible site for the transit center, which is being proposed by the Town as the LPA for the facility. This site is depicted in **Attachment 1**. Through the site evaluation process, it was determined that the site can accommodate:

- An adequate number of bus bays for current and future GoCary and GoTriangle fixed-route and paratransit services;
- A bus rapid transit station (BRT) for the Western Wake BRT Corridor;
- GoCary Road Supervisor space;
- Amtrak passenger rail boarding platforms;
- Amtrak baggage handling access and cart storage;
- Commuter rail passenger boarding platforms;
- Rideshare pick-up and drop-off space;
- Bicycle and scooter racks and staging areas;
- Parking for transit staff;
- General parking;
- An electric vehicle charging station;
- Rail and transit waiting areas, including customer service, ticketing and restrooms; and
- Driver amenities.

The preferred site involves a number of separately owned parcels that total approximately eight (8) acres that have direct access to both rail lines and have adequate sections of straight track for passenger rail platforms. A 'test fit' was performed to validate that the required functions of the new multi-modal center can be accommodated at the referenced site.

On February 20, 2020, the Cary Town Council recommended the proposed site as the LPA for the downtown transit

Agenda Date: 1/20/2021

Agenda Item: 7.6

To: Executive B

center. The LPA was proposed by the Town for concurrence by the Cooperating Agencies identified in the Downtown Cary Multi-Modal Transit Facility Concurrence Plan on December 17, 2020. Concurrence from three (3) of the Cooperating Agencies is still pending. The LPA was posted for public review and comment on January 6th and will be available for comment through February 14th. The Executive Board will hold a public hearing on the proposed LPA at its January 20th regular meeting and will consider action on the LPA at its February regular meeting.

Requested Action: Receive as information and hold a public hearing.

ATTACHMENT 7

CAMPO Minutes Approval (February 17, 2021)

NC Capital Area Metropolitan Planning Organization Meeting Minutes - Final Executive Board

One City Plaza
421 Fayetteville Street
Suite 203
Raleigh, NC 27601

Wednesday, February 17, 2021

4:00 PM

Conference Room

1. Welcome and Introductions

Notice: In order to protect the safety of the public, MPO partners, and staff during the COVID-19 States of Emergency, CAMPO is converting all meetings to a remote electronic format for the duration of the States of Emergency. The conference rooms and CAMPO Office are closed to meetings. Login information for each meeting can be found on both the homepage calendar and our Virtual Meeting Logistics webpage. This information was provided to the Executive Board Members and Alternates via email a week prior to the meeting.

Chair Hutchinson welcomed everyone and asked if there were any new introductions to be made. Mayor Jessica Day introduced herself as the new Town of Knightdale representative.

Each Executive Board member or alternate was asked to orally confirm attendance.

- Present:** 22 - William Allen III, Scott Brame, Corey Branch, John Byrne, TJ Cawley, Jessica Day, Jacques Gilbert, Jimmy Gooch, Michael Grannis, Virginia Gray, Chair Sig Hutchinson, Vice Chair Vivian Jones, RS "Butch" Lawter, Terry Mahaffey, Ken Marshburn, Shaun McGrath, Melvin Mitchell, Neena Nowell, Michael Schriver, Bob Smith, Lewis Weatherspoon, and Harold Weinbrecht
- Absent:** 9 - Ronnie Currin, Grady Hunt, Valerie Jordan, Catherine Knudson, Bob Matheny, Matt Mulhollem, Perry Safran, John Sullivan, and Art Wright

2. Adjustments to the Agenda

There was no adjustment to agenda.

3. Ethics Statement:

Vice Chair Vivian Jones read the Ethics Statement "In accordance with the State Government Ethics Act, it is the duty of every Executive Board member to avoid conflicts of interest. Does any Executive Board member have any known conflict of interest with respect to matters coming before the Executive Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved." No members of the Executive Board identified issues with conflicts during this meeting.

The following information from the Ethics Commission for 2020 was then shared via presentation slide:

Executive Board members and alternates are required by law to file certain financial disclosures called the Statement of Economic Interest (SEI) and Real Estate Disclosure (RED) forms with the State Ethics Commission.

These two forms are due within 60 days of appointment and then every year thereafter.

Failure to file may result in fines of up to \$500 annually for an Executive Board member.

*As of 2019, the State Ethics Commission has a new electronic filing system:
<https://ef.ncsbe.gov/>*

This information was included in the previous agenda distribution emailing. A handout was also provided with full information and instructions for completing the forms.

4. Public Comments

Chair Hutchinson opened Public Comments and explained the parameters of this format. As there were no members of the public who wished to speak, Chair Hutchinson closed Public Comments.

5. Consent Agenda

A motion was made by Member John Byrne, seconded by Member Will Allen III to approve all items on the Consent Agenda. The motion carried by unanimous vote.

5.1 Executive Board January 2021 Meeting Minutes Draft

Requested Action: Approve the Executive Board January 2021 Meeting Minutes Draft.

Attachments: [Executive Board January Meeting Minutes Draft](#)

This Minutes was approved.

5.2**Locally Preferred Alternative for Downtown Cary Transit Center**

Bret Martin, MPO Staff

Requested Action: Approve the proposed LPA for the Downtown Cary Transit Center.**Attachments:** [Staff Report](#)[Attachment 1 - Downtown Cary Transit Center LPA](#)**This Miscellaneous Item was approved.****5.3****Locally Administered Projects Program (LAPP) Investment Program
Gretchen Vetter, MPO Staff****Requested Action:** Approve the FFY22 Locally Administered Projects Program (LAPP) Investment Program.**Attachments:** [Staff Report](#)
[Recommended FFY22 LAPP Investment Program](#)
[LAPP Selection Panel Write-Up](#)
[LAPP FY2022 Funded Projects Map CAMPO Area](#)**This Informational Report was approved.****5.4****FY 21 Unified Planning Work Program - Amendment #2**

Shelby Powell, MPO Staff

Requested Action: Adopt FY 21 Unified Planning Work Program - Amendment #2**Attachments:** [Staff Report](#)
[FY 21 UPWP - Amendment #2](#)
[RESOLUTION-OF-ADOPTION-Amendment#2-2021-UPWP](#)**This UPWP Item was approved.****5.5****Amendment #4 to FFY2020-2029 Transportation Improvement Program**

Gretchen Vetter, MPO Staff

Requested Action: Receive as information.**Attachments:** [Staff Report](#)
[TIP Amendment #4](#)**This TIP Item was approved.****End of Consent Agenda****6. Public Hearing**