

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)
 - 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

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,

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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.

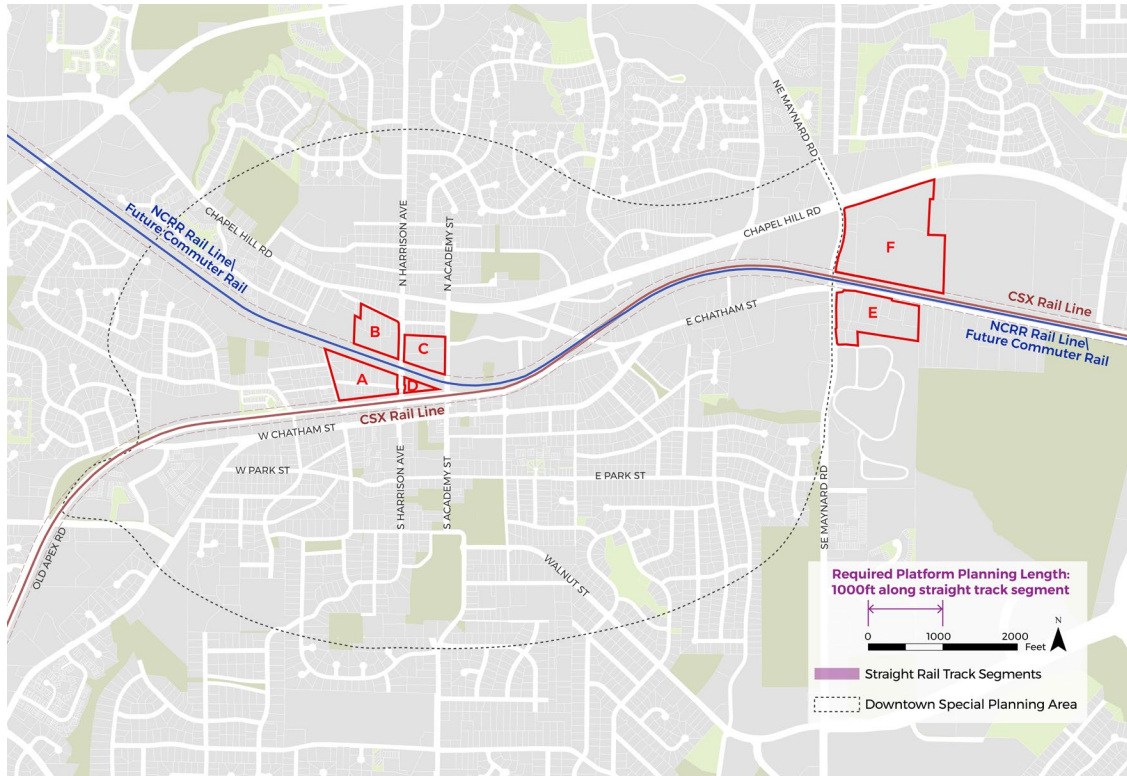
Concurrence Point 2: Identification of Alternatives to Study Further

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

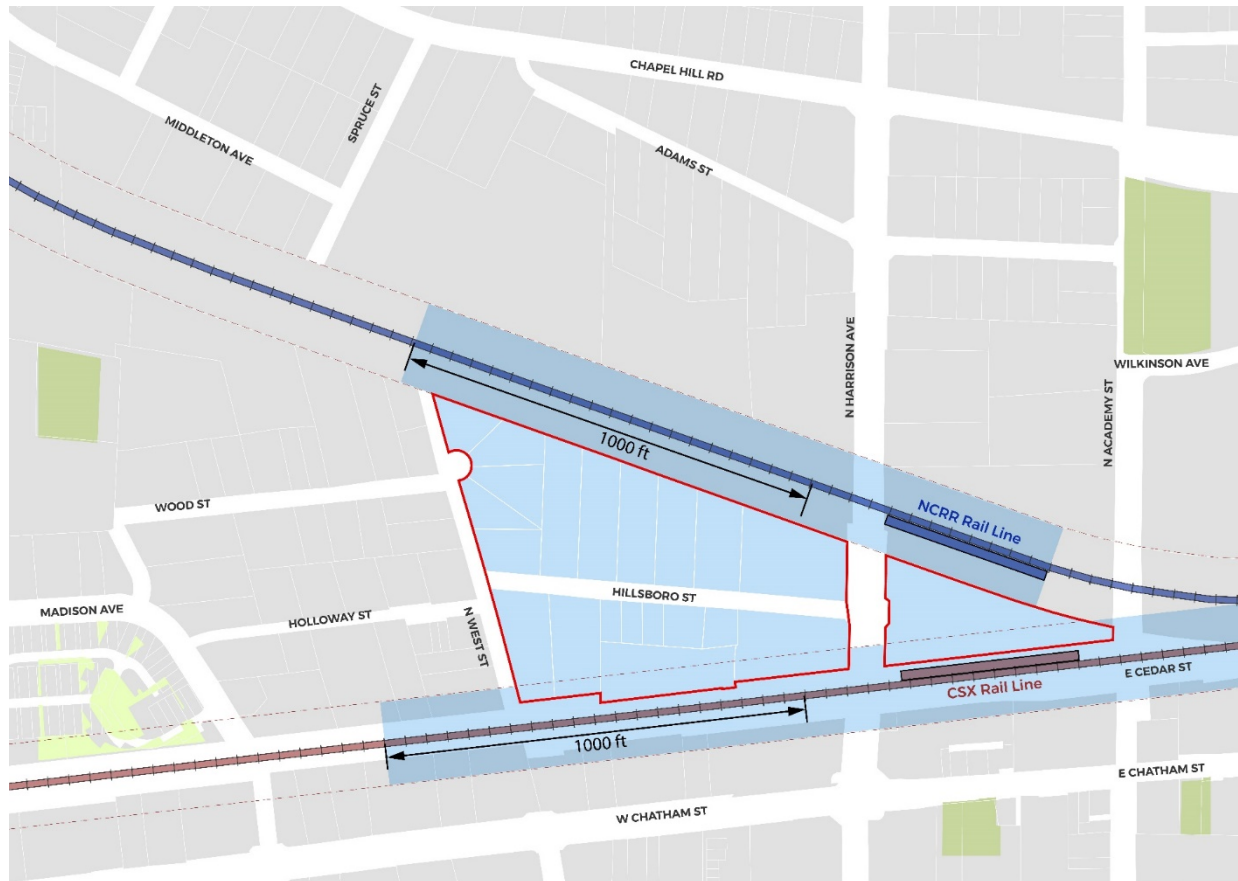
Three key requirements were identified for potential sites. The sites had to have adjacent access to both the NCR and CSX rail lines (Amtrak intercity rail service is provided on both rail lines), straight sections of rail track to allow for 800-1000ft passenger rail platforms, and the site had to be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

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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:

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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.

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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