

**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)
- North Carolina Railroad Company (NCRR)
- 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

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

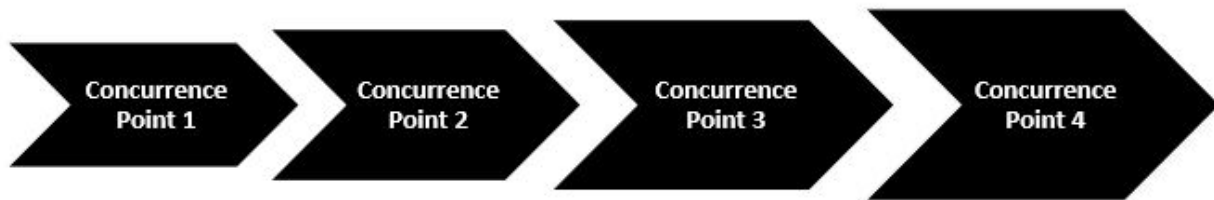
Explanation of CAMPO's Concurrency Process

Concurrency 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 Concurrency 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 Concurrency Points.

Concurrency Points are distinct to the nature and magnitude of impacts anticipated for each project. Specific sequential Concurrency Points are identified in a project-specific Concurrency Plan. Concurrency Points cumulatively build over the course of project development and subsequent phases such that Concurrency 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 Concurrency Process. Concurrency Points 1-4 include:

- ***Concurrency Point 1: Project Purpose and Need***
 - Review of Purpose and Need
- ***Concurrency 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
- ***Concurrency 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 Concurrency Point 2, Concurrency Point 3 is not needed
- ***Concurrency 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.

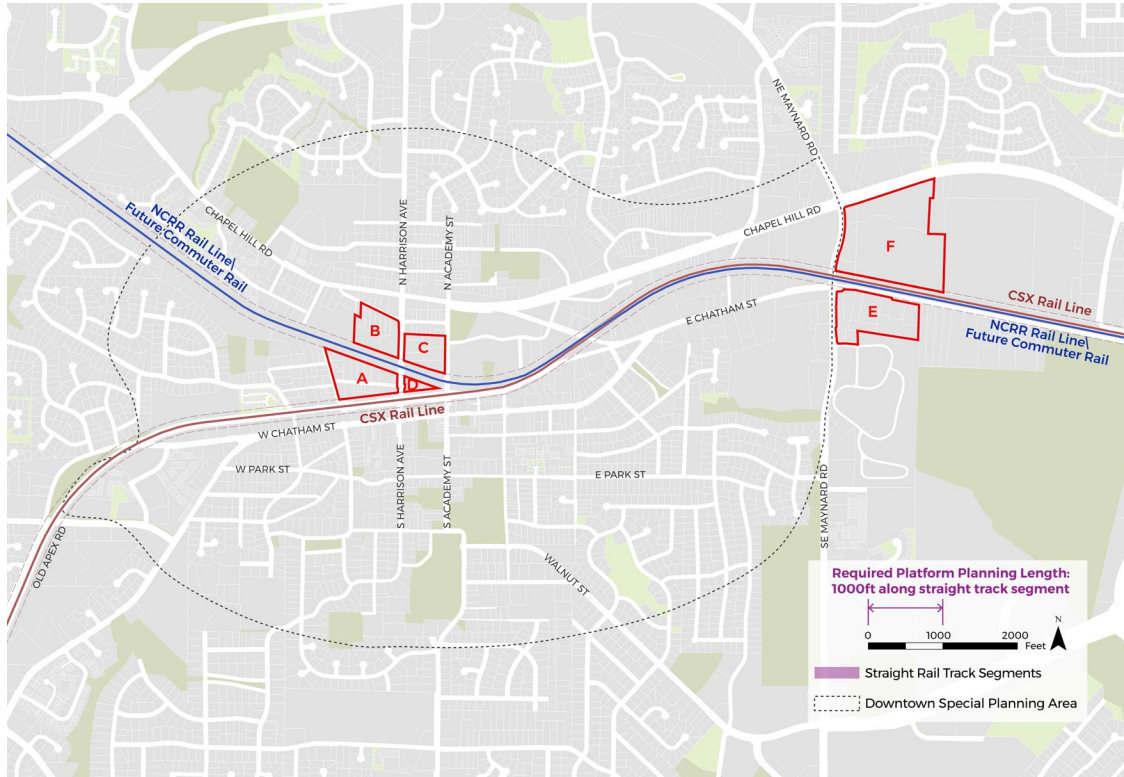
Concurrence Point 2: Identification of Alternatives to Study Further

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:

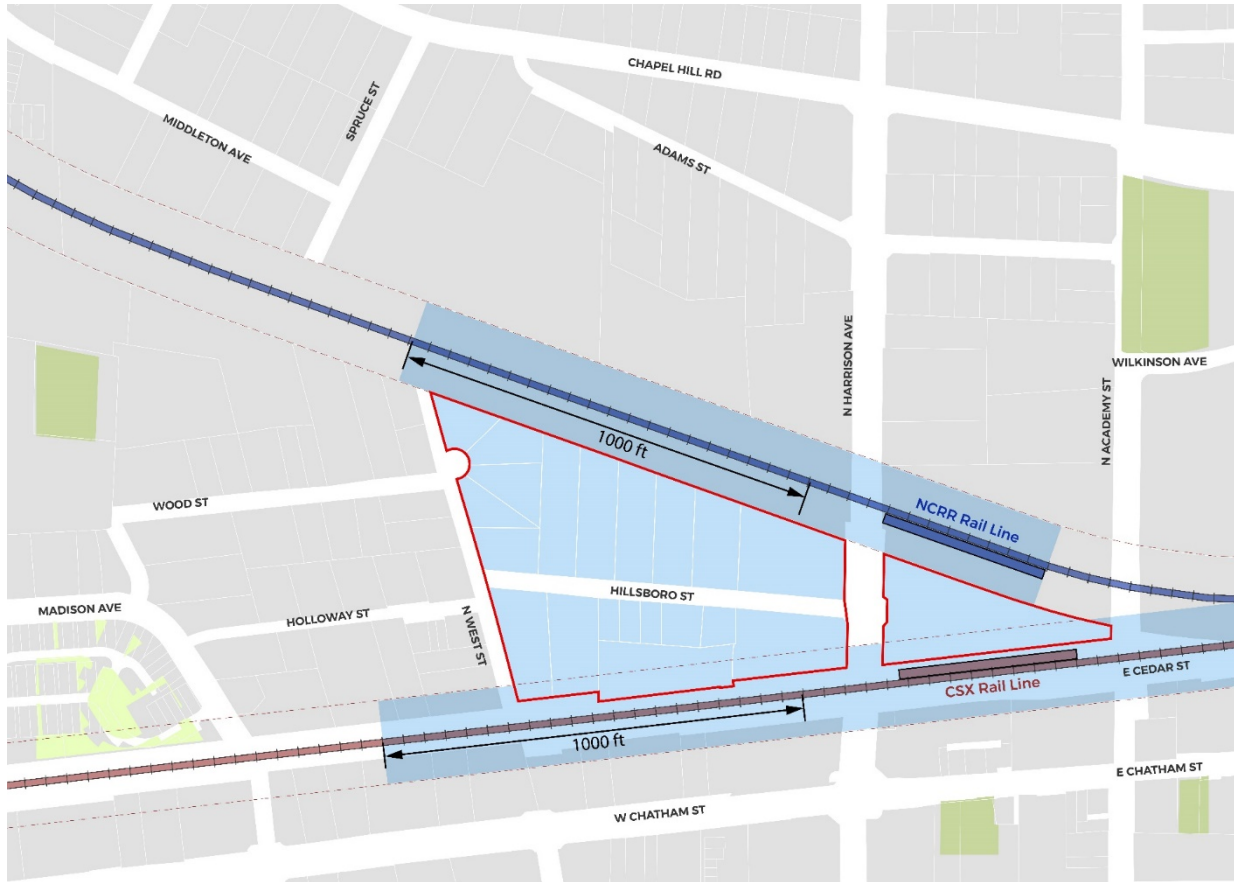
- Bus bays for current and future GoCary and GoTriangle fixed route and paratransit services
- Bus Rapid Transit station for the Western Wake BRT Corridor
- GoCary Road Supervisor space
- Amtrak passenger rail boarding platforms
- Amtrak baggage handling access and cart storage
- Commuter rail passenger 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.