

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 (NCR)
- 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>
- **Wake County Transit Plan 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 transit (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 the following documents.

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

- **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](http://files.www.campo-nc.us/transportation-plan/2045-metropolitan-transportation-plan/Final%20Report/2045%20Joint%20MTP%20Adopted%20Chap1-10%20combined.pdf)

Downtown Cary Multimodal Transit Facility General Location Map

