

Wake Bus Rapid Transit (BRT): Southern BRT Corridor Concurrence Plan

This concurrence plan applies to the Southern BRT corridor identified in the Wake County Transit Plan between Downtown Raleigh and Garner. This section is a phased subset of a larger BRT corridor identified in the CAMPO Transportation Improvement Program (i.e., Morrisville-Clayton BRT – TIP ID: TO-6166). Other sections of the Morrisville-Clayton BRT corridor will proceed in accordance with their own separate respective concurrence plans. The concurrence plan for the Western BRT corridor identified in the Wake County Transit Plan between Downtown Raleigh and Downtown Cary is anticipated to be executed within the same general timeframe as the Southern corridor. Alternatives analyses for the sections of the full BRT corridor between Downtown Cary and Morrisville and between Garner and Clayton will be initiated in the summer of 2020, with the applicable concurrence processes anticipated to commence following the completion of alternatives analyses.

Concurrence Team Members:

Project Sponsor: City of Raleigh (with FTA as funding partner)

Definite Cooperating Agencies to be Invited:

- Capital Area Metropolitan Planning Organization
- North Carolina Department of Transportation
- North Carolina Department of Cultural Resources – State Historic Preservation Office
- North Carolina Department of Environmental Quality

- Town of Garner

Participating Agencies to be Invited:

- United States Army Corps of Engineers
- Wake County
- GoTriangle
- Town of Cary
- North Carolina State University
- Town of Clayton
- Johnston County

Suggested Concurrence Points:

- First Concurrence Meeting
 - **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 (Mode, alignment, and termini)

- Second Concurrence Meeting
 - **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 City of Raleigh on LPA for which the City of Raleigh 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 City of Raleigh can proceed with the concurrence process when the LPA adoption occurs
 - At this point in the process, the project alignment, mode, and termini must be established. Although not required, preliminary station area identification would be valuable to have. Runningway options do not yet need to be determined and should be determined by applying appropriate evaluations through the NEPA process. Station areas can be further refined through the NEPA process.
 - If concurrence is not achieved for Concurrence Point 3 at the second concurrence team meeting, Concurrence Point 4 will be considered at a subsequent concurrence team meeting.

- Later Concurrence Points
 - **Concurrence Point 5: Least Environmentally Damaging Preferred Alternative (LEDPA) Recommendation**
 - This is the National Environmental Policy Act (NEPA)-preferred alternative. At this point, stations, preferred runningway solutions, termini, mode, alignment, ROW, pavement impacts, etc. should be known.

- 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 and this concurrence plan will be updated to include those additional subsequent concurrence points.

Proposed Schedule for Concurrence Process Through LPA Adoption

Action	Date
Concurrence Plan and Concurrence Daily Agenda Distributed to Concurrence Team	By Week of March 9 th
Concurrence Meeting Information Packet Distributed to Concurrence Team	By Week of March 16 th
First Concurrence Meeting with Concurrence on Points 1 and 2	By Week of March 30 th
LPA Consideration by City of Raleigh and Town of Garner Governing Bodies	By Week of April 6 th
Second Concurrence Meeting on Concurrence Points 3 and 4	By Week of April 27 th
30-Day Public Comment Period on LPA and Schedule CAMPO Executive Board Public Hearing	By May 15, 2020
LPA Consideration of Recommendation to CAMPO Board by CAMPO TCC	By June 4, 2020
LPA Consideration of Adoption by CAMPO Board	By June 17, 2020

The following documents support the definition to date of the Wake Bus Rapid Transit (BRT): Southern BRT Corridor project:

- 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://goforwardnc.org/county/wake-county/the-plan/>

- Wake Transit Plan Major Investment Study (MIS) (2018)
GoTriangle, CAMPO and GoRaleigh managed the MIS, an in-depth analysis of the 20 miles of BRT infrastructure defined by the Wake Transit Plan, including the approximately four (4) miles of BRT infrastructure along the Wilmington Street/South Saunders Corridor from Downtown Raleigh to Garner. The MIS includes the following documents:

- o Existing Conditions Report
- o System Transportation Problem Identification: BRT Corridors
- o BRT Evaluation Framework
- o BRT Design Standards and Performance Measures

<http://goforwardnc.org/>

- Wake Transit Plan (2016)
The Wake Transit Plan is a strategy to expand the transit system in Wake County by offering more frequent bus service, including rapid bus services along major transportation corridors including the Wilmington Street corridor.

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

- City of Raleigh Comprehensive Plan Update (2018)
The 2030 Comprehensive Plan Update provides policy guidance for growth and development and contains action items directed to the City of Raleigh to implement. The Comprehensive Plan identifies South Wilmington Street as a BRT corridor.

<https://www.raleighnc.gov/business/content/PlanDev/Articles/LongRange/ComprehensivePlanUpdate.html>

- Raleigh Downtown Transportation Plan (2018)
The Raleigh Downtown Transportation Plan builds on the Wake Transit Plan by expanding on the vision for transit, transportation, and mobility in downtown Raleigh.

<https://goraleigh.org/downtownplan>

- Garner Forward Comprehensive Plan (2018)
The Garner Forward Comprehensive Plan mentions opportunities for bus rapid transit in Garner.

<https://www.garnernc.gov/departments/planning/long-range-planning/comprehensive-plan>

- Garner Forward Transportation Plan (2018)
Garner Town Council adopted this plan in June 2018, that highlights bus rapid transit connecting Raleigh and Garner.

<https://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/NewBernAvenueCorridorStudy.html>

- Southern Gateway Corridor Study (2017)
The Southern Gateway Corridor Study was adopted in February 2017 by Raleigh City Council, which recommends dedicated transit lanes on South Wilmington Street to accommodate BRT.

<https://www.raleighnc.gov/content/PlanDev/Documents/UrbanDesign/SouthernGateway/SGCSFinalReport.pdf>

- 2045 Metropolitan Transportation Plan (2018)

The MTP identifies the BRT corridors, but no specific alignments.

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

- 2020-2029 CAMPO Transportation Improvement Program (TIP) and North Carolina Statewide Transportation Improvement Program (STIP) (2019)

The TIP/STIP identifies and programs funding for a BRT corridor from Morrisville to Clayton (TIP ID: TO-6166). The proposed corridor subject to this concurrence plan is Phase IB of TIP project TO-6166. Phase IA of TIP project TO-6166 will involve the extent of the corridor between Downtown Raleigh and Downtown Cary and will be addressed by a separate concurrence process that is anticipated to be executed within the same general timeframe as Phase IB. Phase II of the project (between Cary and Morrisville and between Garner and Clayton) will begin preliminary alternatives analyses soon and will be subject to a separate concurrence process when viable alternatives are identified.

Wake BRT: Southern Corridor

