

# Wake Bus Rapid Transit (BRT): Western Corridor Concurrence Team Meeting - Concurrence Points 1-2 Meeting Summary

March 30, 2020 (1:30-2:15pm)  
WebEx Virtual Meeting

## Meeting Summary

### 1. Welcome and Introductions

Agency	Role	Names
City of Raleigh	Project Sponsor	Mila Vega, Het Patel, Meghan Finnegan
Capital Area MPO	Cooperating Agency	Bret Martin
Town of Cary	Cooperating Agency	Kelly Blazey
NC State University	Cooperating Agency	Darcy Downs
North Carolina Department of Environmental Quality (NCDEQ) – Division of Water Resources	Cooperating Agency	Rob Ridings
North Carolina Department of Transportation (NCDOT)	Cooperating Agency	N/A
North Carolina State Historic Preservation Office (SHPO)	Cooperating Agency	N/A
United States Army Corps of Engineers (USACE)	Participating Agency	Lyle Phillips, James Lastinger
GoTriangle	Participating Agency	Meg Scully, Jay Heikes
Wake County	Participating Agency	Nicole Kreiser
Town of Morrisville	Participating Agency	Ben Howell
Town of Garner	Participating Agency	Gaby Lawlor
Research Triangle Foundation	Participating Agency	N/A
Durham-Chapel Hill-Carrboro MPO	Participating Agency	Aaron Cain
Capital Area MPO	Concurrence Administrator	Stephanie Plancich
WSP	Consultant	Rachel Gaylord-Miles, Greg Saur

### 2. Explanation of CAMPO's Concurrence Process

*Bret Martin, CAMPO, discussed the purpose of the Concurrence Process adopted for Wake County Transit Plan-funded projects. He explained the benefit of the process and that it was modeled after the NCDOT merger process. Mr. Martin further explained the*

roles of Cooperating Agencies vs. Participating Agencies and that the process involves concurrence of Cooperating Agencies at key milestones that impact the trajectory of major capital projects throughout their project development and design processes. He mentioned that the concurrence process is conducted within a regulatory context rather than a context within which agencies communicate preferences for project decisions. Mr. Martin referred to the Wake BRT: Western Corridor Concurrence Plan as a resource to obtain more information about what to expect for this particular project's concurrence process.

### **3. Project Background/Explanation**

Rachel Gaylord-Miles, WSP, provided an overview of the Wake BRT: Western Corridor project limits and alignment alternatives. She explained other characteristics of the proposed project, including traffic signal priority at signalized intersections, up to 15 weather-protected stations, level vehicle boarding at stations, and ADA accessibility. She mentioned that 50 percent or more of the corridor would include transit-dedicated infrastructure or runningway for transit vehicles.

### **4. Concurrence Point 1: Project Purpose and Need**

Rachel Gaylord-Miles, WSP, provided an overview of the City of Raleigh's proposed Purpose and Need for the project. Ms. Gaylord-Miles asked if there were any questions or comments on the Purpose and Need statement. Bret Martin, CAMPO, mentioned that CAMPO supports the Purpose and Need for the project as an appropriate indicator of what the project intends to achieve.

### **5. Concurrence Point 2: Identification of Alternatives to Study Further**

Rachel Gaylord-Miles, WSP, provided an overview of the City of Raleigh's proposed BRT alignment alternatives to study further. She explained the range of alignment alternatives that were originally identified in the Wake Transit BRT Major Investment Study and an additional alternative that was subsequently identified through further study by the Town of Cary and City of Raleigh. Ms. Gaylord-Miles also explained how the BRT mode and the alignment alternatives and project limits (termini) identified for the project would satisfy the Purpose and Need for the project. She mentioned that all four of the alternatives provide direct access to the major origins and destinations along the corridor and serve the identified travel market. She explained that the identified BRT mode is the most cost-effective and least intrusive mode that can achieve the proposed purpose and need for the project, and the BRT mode improves throughput capacity and transit service reliability to a level adequate to serve the travel market without introducing significant impacts to the corridor.

Jay Heikes, GoTriangle, asked whether final routing options in downtown Cary and downtown Raleigh have been determined. Mila Vega, City of Raleigh, and Bret Martin, CAMPO, explained that exact routing in downtown Raleigh for all of the corridors is something that may be in flux between a period immediately following project implementation and the long-term. The Raleigh Downtown Transportation Plan included short-term, mid-term, and long-term solutions for BRT routing downtown. However, the alignment as currently portrayed in the concurrence packet is the proposed routing for the specific implementation of the Wake BRT: Western Corridor project.

*Rob Ridings, NCDEQ, and Lyle Phillips, USACE, asked whether general purpose travel lanes where the project would be on new location are anticipated to be part of the project. Mr. Ridings further noted that if general purpose lanes will be included as part of the project, the Purpose and Need statement for the project would likely need to change to reflect that. Mr. Martin agreed with Mr. Ridings' assessment and mentioned that the question is not really whether general purpose lanes will be implemented on the new location segment of the project, but whether the general purpose lanes will be part of this BRT project and corresponding environmental document versus a separate project and corresponding environmental document.*

*Mila Vega, City of Raleigh, mentioned that the City is still working through how to approach that question. Mr. Martin mentioned that the best way to evaluate the Purpose and Need statement and alternatives to carry forward for further study is to assume that the Purpose and Need statement, as presented, is based on general purpose lanes not being included as part of this project and corresponding environmental document. It was further noted that the transit-dedicated lanes on new location would be part of the BRT project, as presented, and that the Purpose and Need statement is still appropriate for the possibility that these lanes may be included as part of the project. Mr. Martin mentioned that if the City decides to add general purpose travel lanes to the project, the concurrence team will circle back to concur on an updated Purpose and Need statement as part of the concurrence process before considering subsequent concurrence points.*

## **6. 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 mentioned that he would make it clear on the concurrence forms that the Purpose and Need for the project assumes that general purpose travel lanes are not included as part of the BRT project.*