

**Information Packet for Concurrence Points 1-3  
CAMPO Concurrence Process Meeting For  
Triangle Mobility Hub and SPOKE Project  
April 9, 2025 (2:00-3:00 pm)  
GoTriangle Offices (4600 Emperor Blvd) with Virtual Option**

**Agenda**

- Introductions
- Purpose of Meeting
- Overview of CAMPO's Concurrence Process and Agency Roles (Participating vs. Cooperating Agencies)
- Project Background
- Concurrence Point 1: Project Purpose and Need
- Concurrence Point 2: Identification of Study Alternatives
- Concurrence Point 3: Screening of Alternatives
- Next Steps

**Concurrence Team Members**

Project Sponsor: GoTriangle (with Federal Transit Administration (FTA), and the Durham and Wake County Transit Plans as funding partners)

Cooperating Agencies Invited:

- Research Triangle Foundation
- Durham County
- Triangle West Transportation Planning Organization
- Capital Area Metropolitan Planning Organization
- North Carolina Department of Transportation
- North Carolina Department of Environmental Quality

Participating Agencies Invited:

- City of Durham (GoDurham)
- City of Raleigh (GoRaleigh)
- Town of Cary (GoCary)
- Town of Morrisville
- Orange County
- Wake County
- North Carolina Railroad
- US Army Corps of Engineers

## **Triangle Mobility Hub (TMH) Project Supporting Information for CAMPO's Concurrence Process**

### **Overview of CAMPO's Concurrence Process**

Concurrence 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 Concurrence 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 Concurrence Points.

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

Concurrence Points 1-3 include:

- ***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)
  - 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 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
	<b>Does not</b> have legal jurisdiction over aspects of project implementation or with respect to resources the project can reasonably be anticipated to impact
	<b>Does not</b> have capability of voting on Concurrence or Non-Concurrence in response to proposed actions at key project milestones

## Project Background

Wake County residents passed a ballot measure to fund the Wake Transit Plan in November 2016. The Wake County Transit Plan recommends connecting all Wake County municipalities and improving regional connections, among other big moves. The GoTriangle Regional Transportation Center (RTC) is the primary hub for GoTriangle regional bus services connecting Wake, Durham, and Orange Counties. The Wake County Transit Plan identified the RTC as a critical regional facility to enable the tripling of bus service committed by the plan as well as to provide connections to future regional rail.

GoTriangle has operated the current Regional Transit Center (RTC) at 4600 Emperor Boulevard since 2008, but it was always envisioned that GoTriangle would relocate operations—and their administrative headquarters if site conditions permit—to a site more easily accessible from I-40, NC 54, NC 147, and/or I-540 and/or adjacent to a proposed commuter rail station in the future. Additional goals for a relocated RTC include minimizing travel delays, facilitating regional connections, improving operational efficiency, and creating a safer and more inviting atmosphere for all users.

Utilizing funding from the county transit plans, GoTriangle initiated the Regional Transit Center (RTC) Relocation Study in 2019, which included a stakeholder oversight team comprised of transit plan partners and NCDOT. The study included a technical effort analysis as well as public and stakeholder engagement to identify operational criteria and site features that should be prioritized and incorporated into a new RTC site. Through several rounds of an iterative, criteria-driven screening process, an initial 113 sites considered for the future RTC were narrowed down to the three most promising sites. Based on a final assessment and further evaluation of project viability, a 19.3-acre property at the southwest corner of NC 54 and the North Carolina Railroad emerged as the preferred site.

In 2022, GoTriangle partnered with Research Triangle Foundation, the owner of the proposed property, on developing a shared vision for the site. In August 2023, the Research Triangle Foundation passed a resolution approving the siting of the relocated RTC (now called the Triangle Mobility Hub) on the proposed property and supporting adjacent transit-oriented development. In 2024, GoTriangle was awarded a \$25M federal RAISE grant for the Triangle Mobility Hub and SPOKE (Sustainable, Prompt transit connections to Opportunities for Knowledge and Employment) project.

Funding requested in the FY26 Wake Transit Work Plan shows the anticipated County Transit Plan allocation is \$17.9 Million<sup>1</sup> through FY 2029 for planning, design, land acquisition, construction and implementation of the Triangle Mobility Hub. Additional funding for the project will come from the Durham County and Orange County Transit Plans, as well as federal Surface Transportation Block Grant (STBG) funds from the Triangle West TPO Regional Flexible Funding Program.

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<sup>1</sup> This \$17.9M figure is the value of Project TC002-N, which includes \$312,500 for planning/feasibility work, with the balance funding design, construction, right of way acquisition, and other implementation costs. This figure does not include funding for vehicles (Project TC001-D).

## Concurrence Point 1: Project Purpose and Need

The purpose of the TMH project is to enhance regional connectivity and mobility by establishing a central location where multiple modes of transportation—including bus service, biking, car share, and future rail—can be seamlessly accessed, thereby improving access to education, jobs and services and supporting economic growth within the RTP area.

The need for the TMH project is to support transit plan-funded expansion of service and address operational constraints of the current RTC, including location, access, layout & safety. Relocating the RTC will enable faster, more frequent, and more reliable transit service & more connections for riders.

The RTC's current location presents several challenges to current and future service. The distance of the RTC from I-40 and NC 147 necessitates the overlap of several bus routes along I-40 and Slater Road, resulting in duplicative routing and added time and operating cost to travel to and from I-40. The current site lacks a signalized entrance, and buses experience significant delay at nearby intersections during peak times. As Imperial Center, Perimeter Park and surrounding areas continue to add office space and traffic grows, the time and operating cost of serving the current facility will continue to increase. Finally, the current location of the RTC is not proximate to planned investments in bus rapid transit along NC 54 or commuter rail.

Beyond its location, other constraints of the RTC site limit current and future operations in several ways. The number and layout of bus platforms does not adequately support current service levels at the RTC. The platform space is constrained with minimal separation between passengers and transit vehicles, which poses safety challenges and presents an uncomfortable experience for riders. The shelters are insufficient to protect riders from the elements and cannot be expanded due to the proximity of overhead high-voltage transmission lines. Relocation to a new location is necessary to address the onsite and offsite limitations of the current RTC.

## Concurrence Point 2: Alternatives for Further Study

The evaluation process for identifying a new site began with conducting an existing conditions assessment of the current RTC and identifying operational and facility need criteria for an initial parcel search. These criteria, listed below, yielded an initial 113 sites for consideration:

- Location along I-40 between NC 147 and NC 54
- Area of 7 acres or greater
- 1.0 mile of driving distance of I-40, NC 54, and NC 147
- Access to major roadways to I-40, NC 54, and NC 147
- No major factors that could impact constructability or ease of acquisition of the parcel
- Cost per acre below \$500,000

Through several rounds of an iterative, criteria-driven screening process, these 113 initial sites were narrowed down to six sites for further assessment. GoTriangle performed an opportunity and constraints analysis for the remaining six sites, developing a weighted evaluation framework to assess them on factors such as proximity to planned BRT and rail investments, access to employment centers, and ease of acquisition and constructability.

Of those six final candidate sites, three parcels were identified by GoTriangle staff as “opportunity sites” (see Figure 1):

- HUB RTP, located at the northwest corner of Davis Drive and NC 54
- Park Point, located at the northwest corner of the existing railroad tracks and NC 54
- Triangle Metro Center (TMC), located at the southwest corner of the existing railroad tracks and NC 54

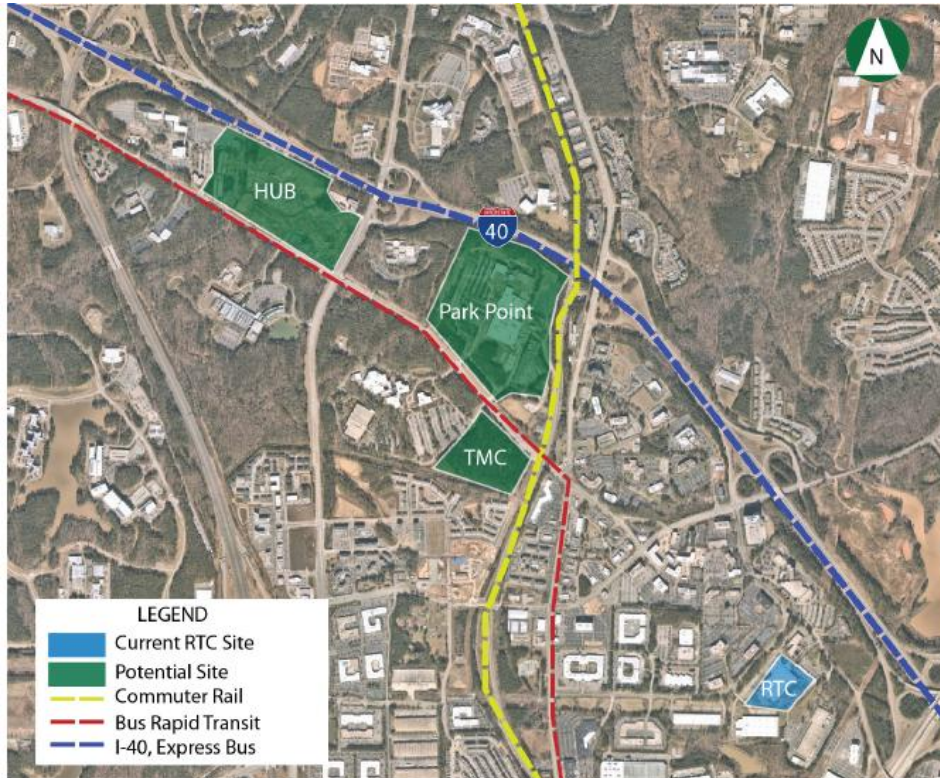


Figure 1: Opportunity Sites

### Concurrence Point 3: Alternative Screening and Elimination of Alternatives

Evaluation metrics were developed to score the three “opportunity sites” along with the existing RTC site and identify a preferred site location (see Figure 2). Five categories of assessment—Mobility, Community, Viability, Accessibility, and Multimodality—were assigned individual indicator metrics that were each given a score of 1 to 5, with 1 being the lowest score and 5 being the highest. Within each category, individual indicator scores were weighted by importance based on input from GoTriangle technical staff before being totaled for each category. Each category was then also weighted to represent its importance in the evaluation process.

At this point in the process, GoTriangle also engaged the landowners of these opportunity sites in conversations. The site that scored the highest in our evaluation—and had the greatest potential for a public-private partnership—was the Triangle Metro Center (TMC), an undeveloped site owned by the Research Triangle Foundation.

Goal	HUB	Park Point	TMC	Existing
<b>Mobility</b> Increase bus speed and reliability				
<b>Community</b> Locate near shops, services, and opportunities for walkable redevelopment				
<b>Viability</b> Support cost effective delivery of the project				
<b>Accessibility</b> Promote access to existing nearby jobs				
<b>Multimodal</b> Provide connections between planned investments in BRT and rail				
<b>Average</b>	4.10	3.22	4.16	1.64

Figure 2: Site Assessment Matrix

In October 2020, the GoTriangle Planning and Legislative Committee expressed a strong preference for a site that would have a direct connection to the planned commuter rail station and expressed support for integrating the transit center within a transit-supportive development.

In April 2021, the GoTriangle Board approved the TMC site at the intersection of NC 54 and NCRR railroad tracks as the preferred location for a relocated RTC. This location will facilitate convenient first- and last-mile transit connections between the fixed-route bus network, planned bus rapid transit service, the future Triangle Bikeway, future regional commuter rail, and Research Triangle Park. Further, this site provides an opportunity for future mixed-use development adjacent to the TMH that will provide amenities for riders.

Next Steps

<b>Action</b>	<b>Date</b>
First Concurrence Meeting with Concurrence on Points 1, 2 & 3	April 9, 2025
Second Concurrence Meeting with Concurrence on Point 4 – Selection of LPA	July 23 – August 1, 2025
Recommended LPA review and release for public comment period by GoTriangle Board	By Week of August 25, 2025
30-Day Public Comment Period on LPA	Closes by Week of September 22, 2025
TCCs, CAMPO & Triangle West TPO receive Engagement Summary and approve LPA selection	September/October 2025
Information presentation to TPAC on project progress	October 22, 2025
LEDPA consideration of adoption by GoTriangle subcommittees and Board of Trustees	November 2025
LEDPA recommendation from TCCs, approval by Triangle West TPO and CAMPO Boards	November 2025