



NORTH CAROLINA
Department of Transportation

NCDOT's Integrated Mobility Division (IMD)

Multimodal Updates

November 5, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina



Agenda

- Presentation: *Intercity Passenger Rail in North Carolina* – Jason Myers, NCDOT Rail Division
- Presentation: *Call for Pedestrian Safety Projects* – Brian Murphy, NCDOT Traffic Safety Unit
- Integrated Mobility Division Updates
 - IMD Staffing Updates
 - Toll Credit Pilot Program
 - Grant Programs
 - Transportation Demand Management (TDM) and TDM Work Plan
 - Bicycle Helmet Initiative
 - Multimodal Planning Grant
 - Paved Trail and Sidewalk Feasibility Studies
 - Safe Routes to School – Events and Strategic Plan
 - Statewide Active Transportation Plan Update
 - Intercity Bus
 - 2024 Microtransit Annual Report
 - Mobility Hubs



NORTH CAROLINA

Department of Transportation

Intercity Passenger Rail in North Carolina Multimodal Updates Webinar

Jason S. Myers

Rail Programs Manager

NCDOT Rail Division

November 5, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Presentation Overview

- NC By Train Program Overview
- NC By Train Future
- FRA Corridor ID Program
- Collaboration with IMD



NC By Train Program Overview

NC By Train – State Supported Intercity Passenger Rail



NC

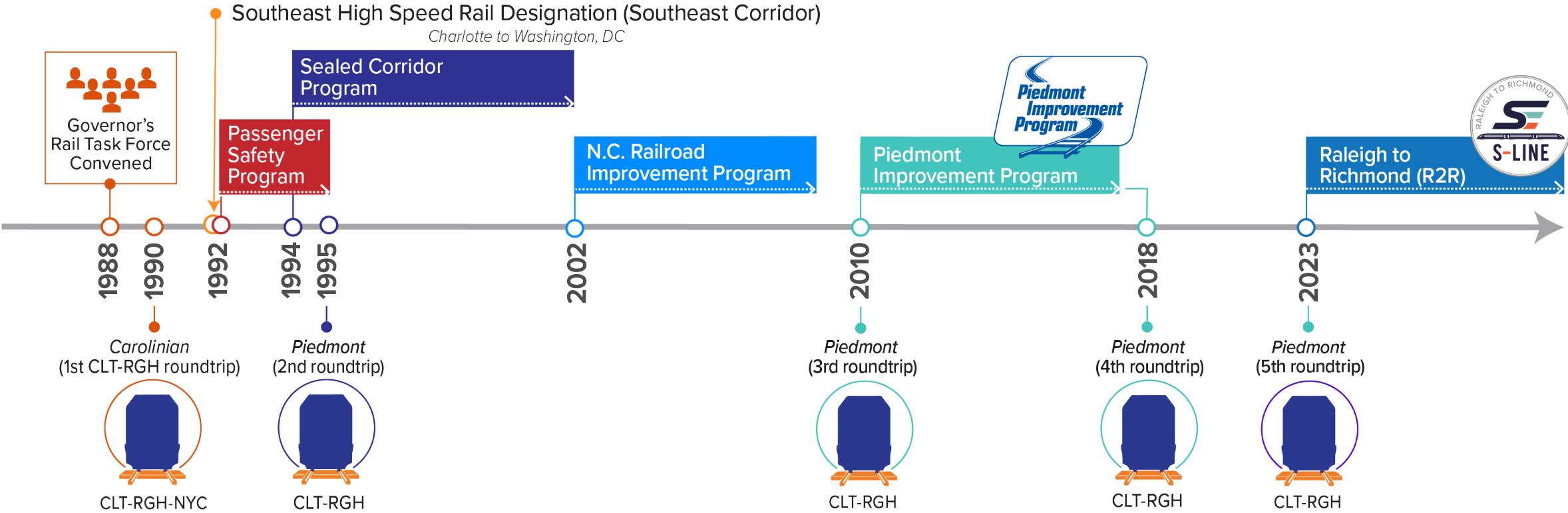


BY TRAIN

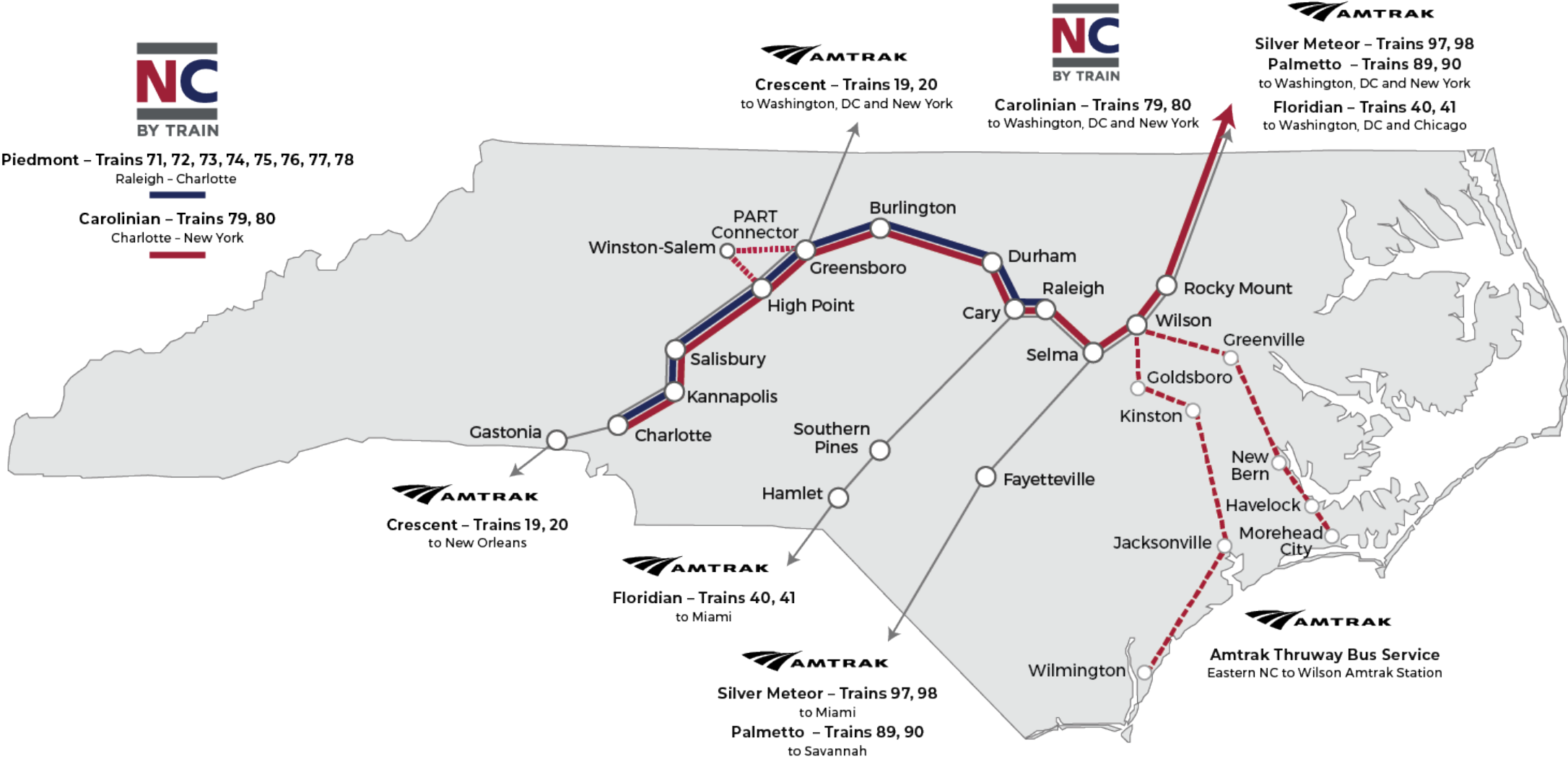
Types of Passenger Rail Service

- **Intercity Passenger Rail (Typically FRA supported)**
 - *NCDOT NC By Train Service operated by Amtrak in North Carolina*
 - Connecting the centers of cities and towns
 - Longer distances between stations
 - Longer trip durations
 - Baggage and food service typical
- **Commuter Rail (Typically FTA supported)**
 - Connecting outlying areas and urban centers
 - Peak hour service is historically typical
 - Closer station spacing
 - Shorter trip durations
- **Light Rail (Typically FTA supported)**
 - Urban area
 - Separate rail system (not part of national rail network)





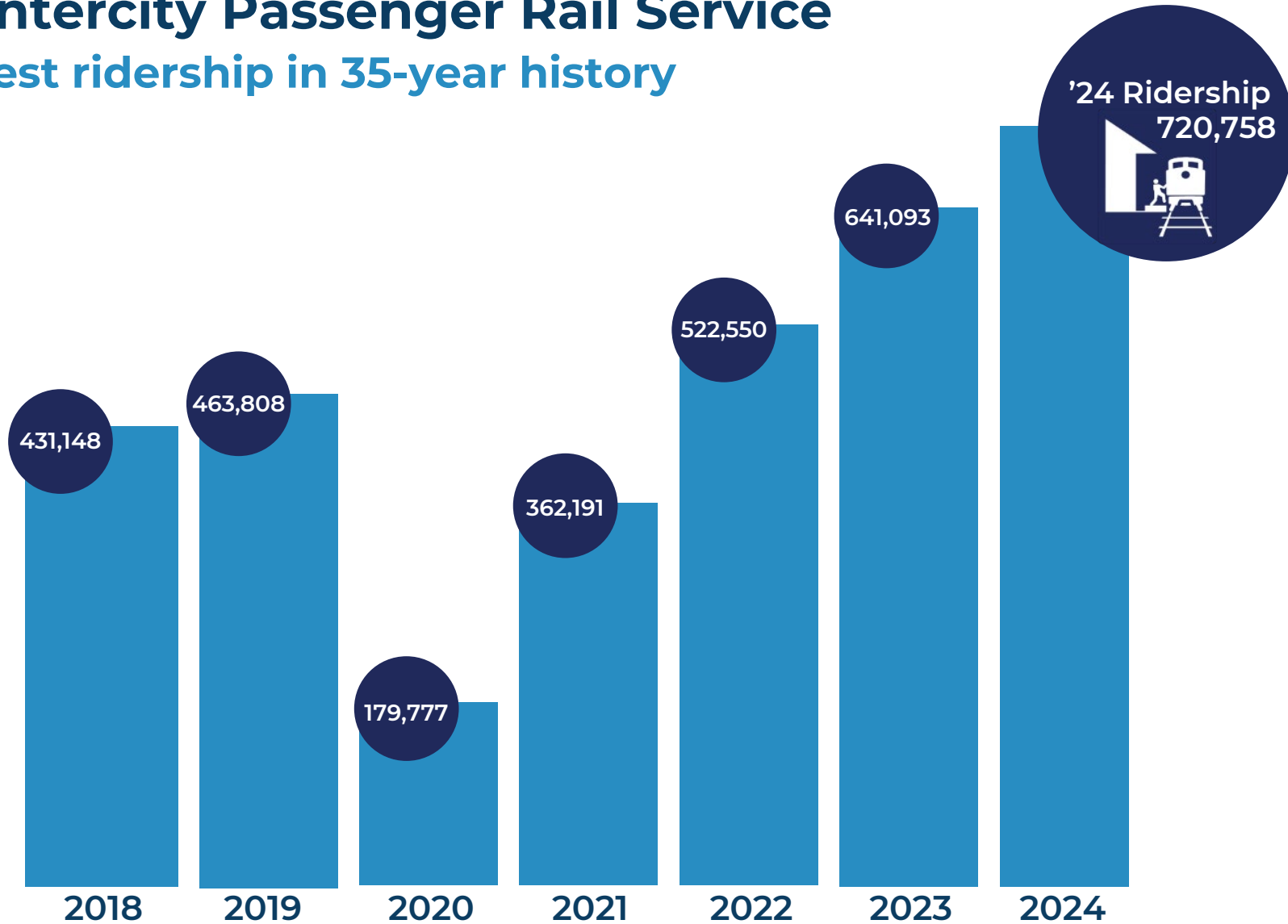
NC Intercity Passenger Rail Service





NC Intercity Passenger Rail Service

Highest ridership in 35-year history



NC By Train Future

Piedmont Service Expansion Planning

- YouTube video, online survey, and in-person meetings for comments/questions
- 2,109 surveys were completed
- 109 people attended in-person meetings
- Over 3,500 comments were provided
- 54% of responders are current riders

Ten Daily Trips Between Raleigh & Charlotte

EFFECTIVE JAN. 13, 2025

SOUTH-BOUND						NORTH-BOUND					
	TRAIN 71 Piedmont	TRAIN 73 Piedmont	TRAIN 75 Piedmont	TRAIN 77 Piedmont	TRAIN 79 Carolinian		TRAIN 80 Carolinian	TRAIN 72 Piedmont	TRAIN 74 Piedmont	TRAIN 76 Piedmont	TRAIN 78 Piedmont
■ Raleigh	6:30 AM	10:00 AM	12:45 PM	3:15 PM	5:30 PM	■ Charlotte	6:45 AM	10:25 AM	2:20 PM	5:00 PM	7:45 PM
■ Cary	6:42 AM	10:12 AM	12:57 PM	3:27 PM	5:43 PM	■ Kannapolis	7:10 AM	10:50 AM	2:45 PM	5:25 PM	—
■ Durham	7:02 AM	10:32 AM	1:17 PM	3:47 PM	6:04 PM	■ Salisbury	7:28 AM	11:06 AM	3:01 PM	—	8:22 PM
■ Burlington	—	11:08 AM	1:55 PM	4:26 PM	6:48 PM	■ High Point	8:02 AM	11:40 AM	3:35 PM	—	8:56 PM
■ Greensboro	8:01 AM	11:35 AM	2:20 PM	4:51 PM	7:16 PM	■ Greensboro	8:24 AM	11:59 AM	3:54 PM	6:25 PM	9:15 PM
■ High Point	—	11:52 AM	2:37 PM	5:08 PM	7:32 PM	■ Burlington	8:46 AM	12:21PM	4:15 PM	—	9:37 PM
■ Salisbury	—	12:25 PM	3:11 PM	5:41 PM	8:06 PM	■ Durham	9:27 AM	1:02 PM	5:01 PM	7:23 PM	10:17 PM
■ Kannapolis	8:59 AM	12:42 PM	3:27 PM	—	8:23 PM	■ Cary	9:47 AM	1:28 PM	5:22 PM	7:45 PM	10:38 PM
■ Charlotte	9:28 AM ^{ar}	1:10 PM ^{ar}	3:55 PM ^{ar}	6:21 PM ^{ar}	8:56 PM ^{ar}	■ Raleigh	10:13 AM	1:41 PM ^{ar}	5:36 PM ^{ar}	7:59 PM ^{ar}	10:52 PM ^{ar}

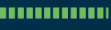
• Schedules are subject to change.
• Times are departure times unless indicated by (ar) for arrival times.
• Carolinian Trains 79 and 80 continue service to DC and NY.

■ Checked Baggage
■ Connecting bus service to and from Winston-Salem

2,000 copies of this public document were printed at a cost of \$976.20, or \$0.1632 per copy. (02/25) Visit [NCByTrain.org](https://www.ncbytrain.org) or call 1-800-By-Train for more information



Connecting the Southeast to D.C. and the Northeast Corridor

-  Southeast Corridor
-  CID Existing Service
-  CID Planned Service
-  Existing Service



North Carolina Intercity Rail Expansion Opportunities

Seven Corridors Awarded

- ✓ Charlotte to Washington, DC
- ✓ Salisbury to Asheville
- ✓ Raleigh to Wilmington
- ✓ Charlotte to Kings Mountain
- ✓ Raleigh to Fayetteville
- ✓ Raleigh to Winston-Salem
- ✓ Charlotte to Atlanta

Future CID Applications:

- Raleigh to Greenville
- Raleigh to Hamlet
- Raleigh to Morehead City
- Winston-Salem to Charlotte
- Raleigh to Weldon

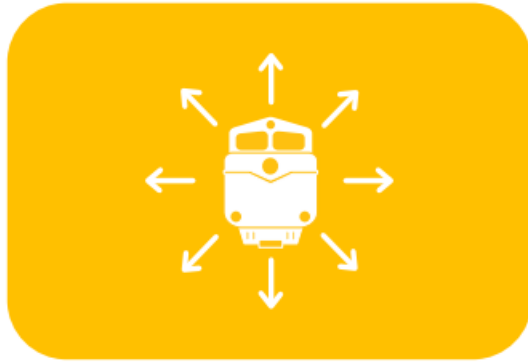


FRA Corridor Identification and Development (CID) Program

Corridor ID Program Overview



Partnership with corridor sponsors to develop a strategic plan for improving/expanding passenger rail in America



Provides **sustained support** of selected corridors through the Planning and Project Development stages



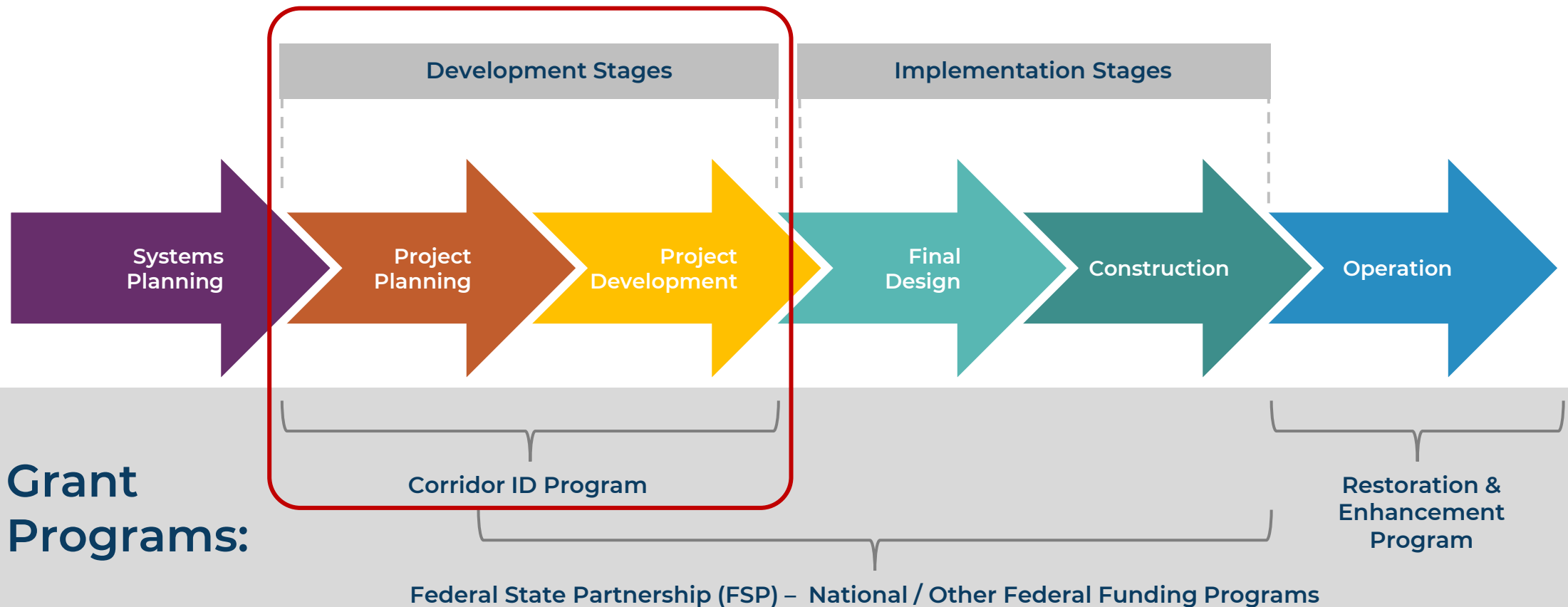
Projects in the **Project Pipeline** fully developed through the CID Program will benefit from **priority selection** under the Federal-State Partnership National Program



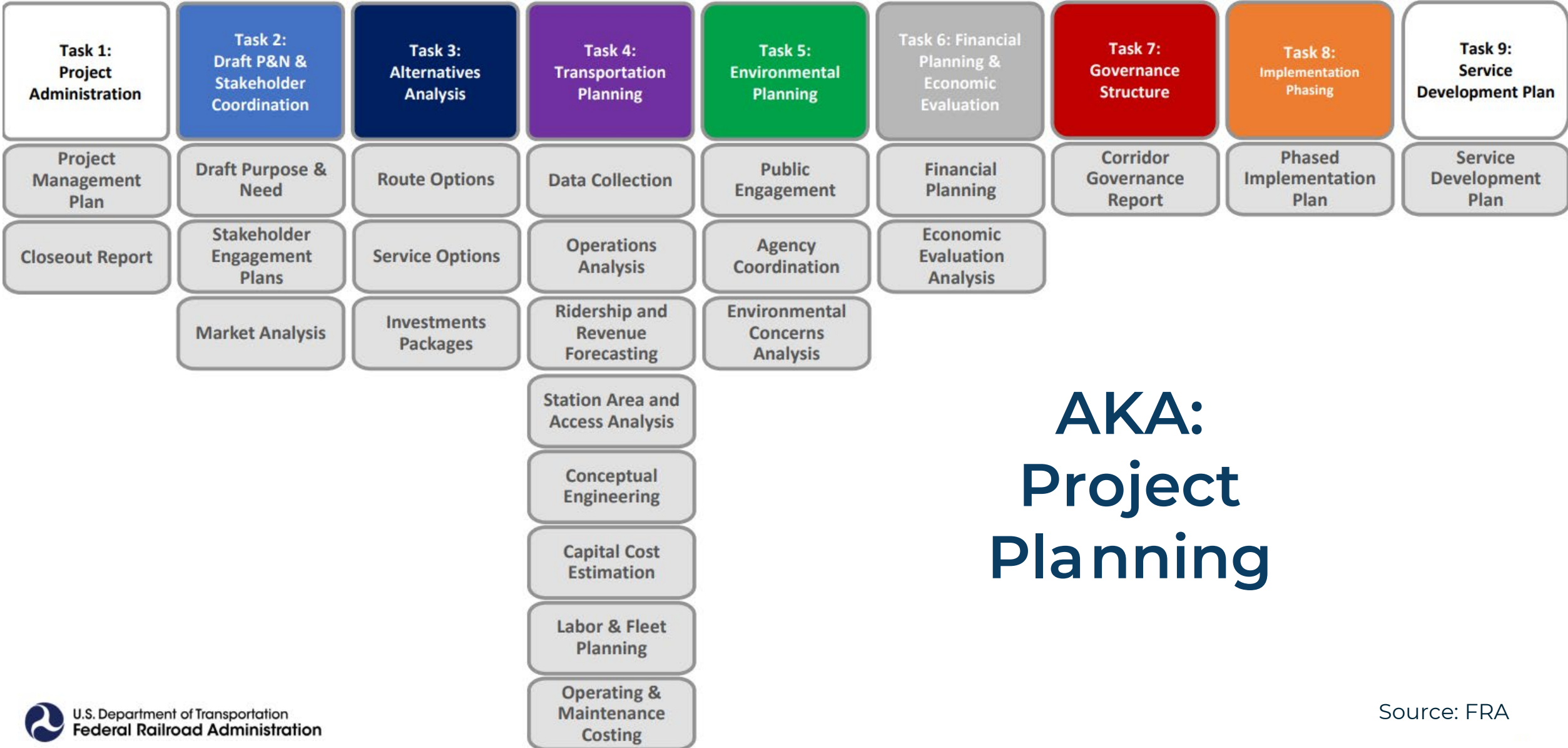
Pipeline of projects that show the **untapped potential investment**—we can show how continued investment in passenger rail will result in tangible benefits nationwide

Corridor ID Process

FRA Project Lifecycle Stages and Corresponding FRA Funding Programs



Service Development Plan Tasks



**AKA:
Project
Planning**

Collaboration with Integrated Mobility Division

IMD and CID/Rail Programs

Partnership Role

- We have mutually-supportive roles in providing “livable transportation.”
- MPO/RPO Relationships and Outreach
- Stations and Mobility Hubs
- Exploring Intercity bus connections to NC By Train service.
- Working to improve train/transit transfers.



Question?

Contact Us

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NORTH CAROLINA
Department of Transportation

Transportation Alternatives Program (TAP) Pedestrian Safety Improvements

Brian Murphy

November 5, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Goals for Today:

- ☐ Provide background information on the NCDOT TAP - Pedestrian Safety Improvements Program

What are the objectives of the NCDOT TAP - Pedestrian Safety Improvements Program?

- ☐ Implement pedestrian safety improvements in rural and smaller urban areas
- ☐ Utilize Transportation Alternatives Program (TAP) funding
- ☐ Work with local governments to identify potential projects
- ☐ Obligate funds by June 2026

FY26 TAP Process and Timeline

Open Call for Projects – Closes November 14, 2025:

- NCDOT will work with Local Agencies to submit a project request and any supplemental information
- Project submittal link is live on [NCDOT's Connect Site](#)

Evaluation and Award

- Review project proposals and consult with Project Submitters – November/December
- Develop project estimates – Early 2026
- Obligate funding – June 2026
- Notify recipients / Formal request for NCDOT to deliver project – June(ish) 2026

Project Delivery

- NCDOT Divisions to design projects – January to June 2026
- Project Delivery – After June 2026 by NCDOT Divisions

Project Components

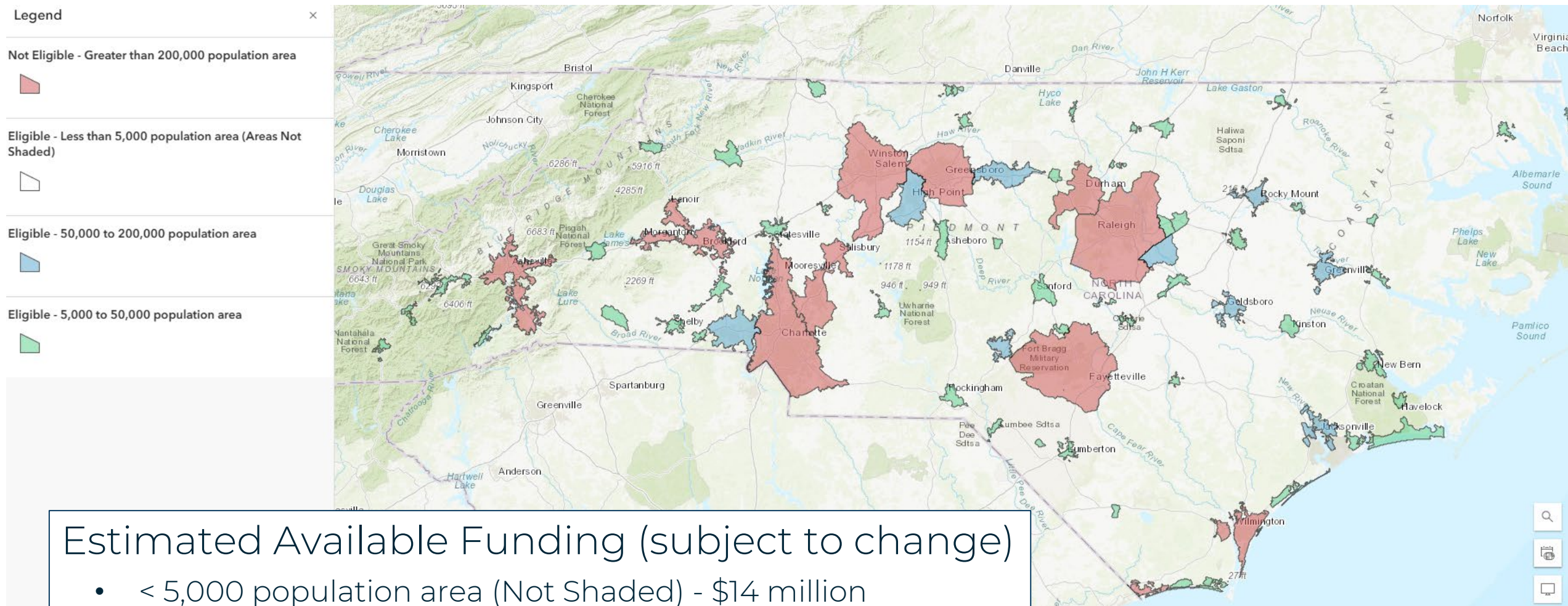
Eligibility Requirements

- Is the project located in an eligible TAP funding area?
- Does the local government support and agree to submit the project?
- Is the project type consistent with the Highway Safety Improvement Program (HSIP) pedestrian safety program goals?
- Is right-of-way required to install the project?
- Can the funds be obligated by June 2026?

Scoring and Project Prioritization Criteria

- Does the project meet requirements of the HSIP?
 - Reduce risk for pedestrian crossings along a corridor
 - Improve an existing pedestrian crossing or establish a new pedestrian crossing

TAP Funding Areas



Project Website

Connect NCDOT
BUSINESS PARTNER RESOURCES

HomeHelpSite Map

Doing BusinessBidding & LettingProjectsResourcesLocal Governments

Search...

Asset ManagementEnvironmentalGeotechnicalGISHydraulicsMaterials & TestsContract StandardsMapping ResourcesLogistics and Freight

Pedestrian Safety - Call for Projects

Increasing Pedestrian Safety across North Carolina

↑ Connect NCDOT > Resources > Transportation Mobility and Safety > Pedestrian Safety - Call for Projects

Pedestrian Safety - Call for Projects

NCDOT aims to increase pedestrian safety improvements implemented in **smaller urban and rural areas** across North Carolina by leveraging unobligated federal funds eligible for pedestrian safety projects.

NCDOT is issuing a call for **eligible entities** to submit and sponsor projects that will run from **October 6, 2025 through November 14, 2025**. NCDOT will review submissions per funding program eligibility and scoring criteria. For selected projects, NCDOT will cover the non-federal match and administer the projects. See below for additional information and instructions for project submittals:

[Pedestrian Safety Project Eligibility and Scoring Criteria](#)
[Pedestrian Safety Project Call Instructions](#)
[Pedestrian Safety Project Submission Form](#)
[Map of Eligible Areas](#)
[Eligible Entities for TAP Funds](#)

Contact Information

Matt Albee, PE
NCDOT Traffic Safety Unit
(919) 814-5016
mmalbee@ncdot.gov



<https://connect.ncdot.gov/resources/safety/Pages/Pedestrian-Safety-Project-Call.aspx>

Project Submittal

Project Submission Form Requirements

- Project Location and Description
- Right-of-Way Needs (if any)

Information Not Required

- Cost Estimate
 - To be developed by NCDOT staff during evaluation period
- Matching Funds
- Resolutions, letters of support, etc.
 - While letters of support are not required, they may be attached to the Project Submission Form if the Local Agency wishes



Pedestrian Safety - Call for Projects

Project Submission Form

NCDOT aims to increase pedestrian safety improvements implemented in smaller urban and rural areas across North Carolina by leveraging unobligated federal funds eligible for pedestrian safety projects.

NCDOT is issuing a call for eligible entities to submit projects that will run from **October 6, 2025** through **November 14, 2025**.

NCDOT will review submissions per funding program eligibility and scoring criteria. For selected projects, NCDOT will cover the non-federal match and administer the projects.

Contact Information

Agency Name

Contact Person

Contact Person Title

Next Steps

- ❑ Refine projects and confirm feasibility
 - Confirm project impacts and feasibility
 - Refine project scope
 - Develop project estimates
- ❑ Divisions to perform preliminary engineering (PE) between January and June 2026
- ❑ Obligate funds by June 2026
- ❑ Divisions to deliver projects after June 2026

Frequently Asked Questions

- Are there match funds required from local agencies?
 - No. NCDOT will provide matching funds to deliver projects with TAP and toll credits
- How does the Smartsheet form work?
 - Project submitters enter the project information into the Smartsheet form, which is then collected by Department staff for further review and determination
- Our agency population is under 200,000 but our jurisdiction is included in a larger red area on the map showing it to be not eligible for funding. Why is that?
 - FHWA uses Census Urbanized Area (UZA) boundaries to determine funding allocations and population thresholds.
 - This program utilizes FHWA approved adjusted urbanized area maps
 - Projects must be wholly located within a single population category
- Should our Agency submit one Smartsheet entry for each project location?
 - Yes, one Smartsheet entry per project location is preferred

Questions?



Thank you!

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North Carolina Department of Transportation

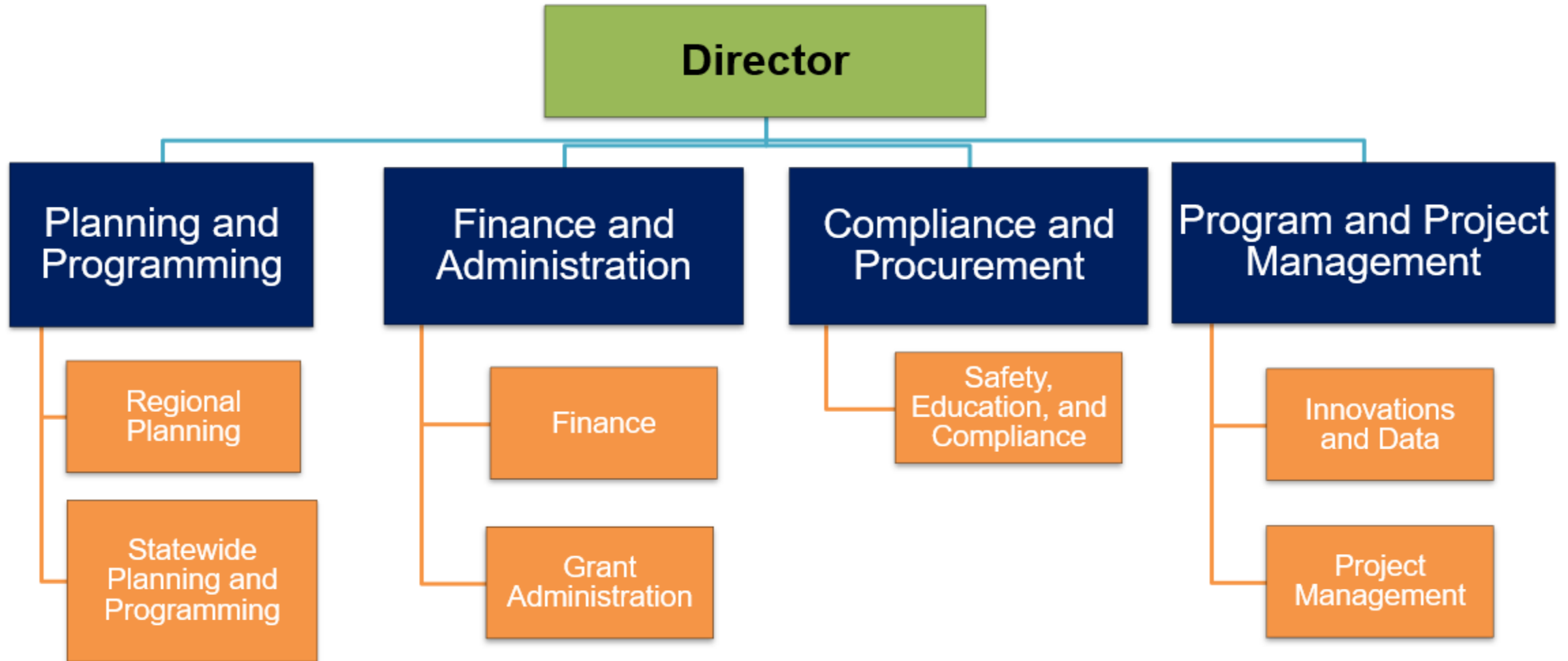
(919) 814-5016

mmalbee@ncdot.gov

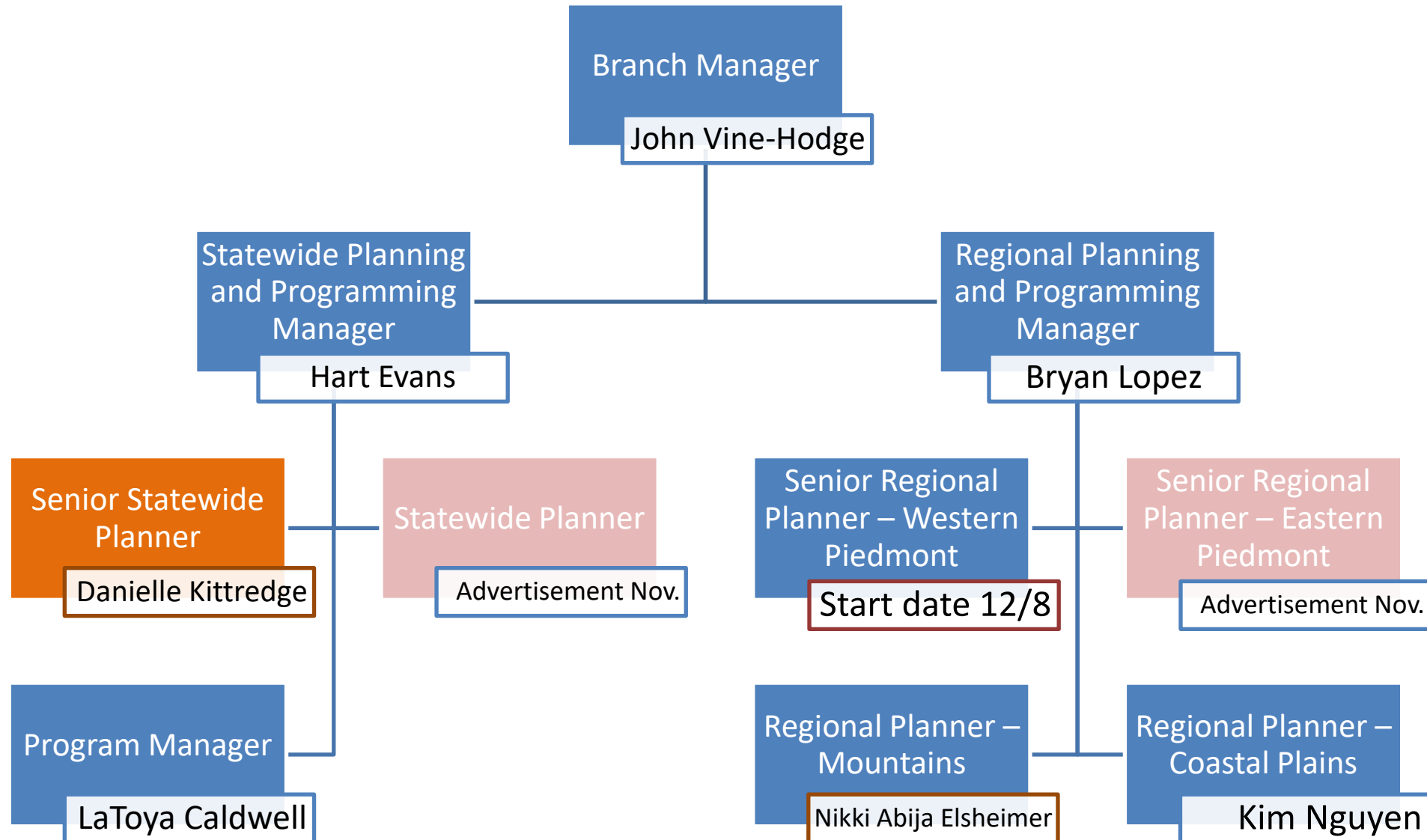


IMD Staffing Updates

IMD's Organizational Structure

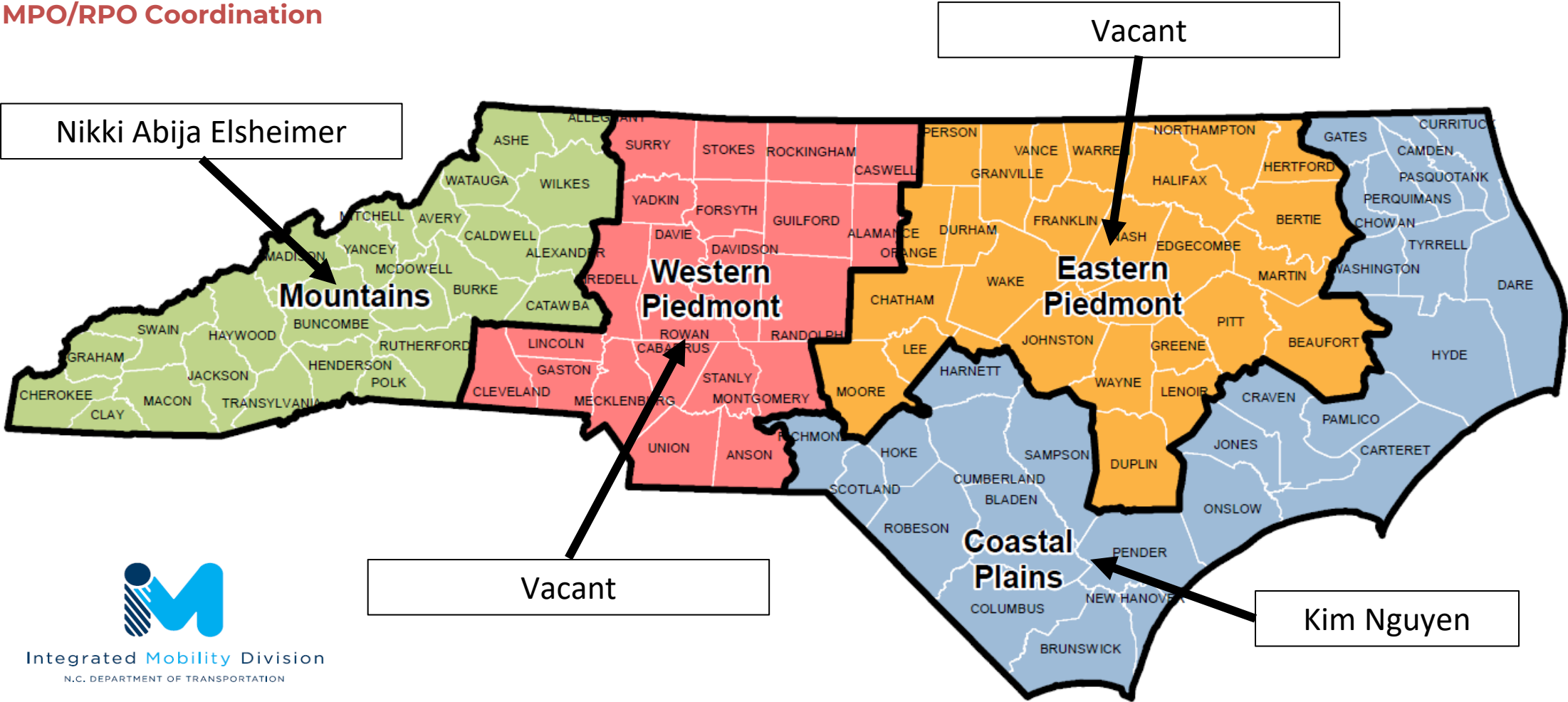


Planning and Programming Branch

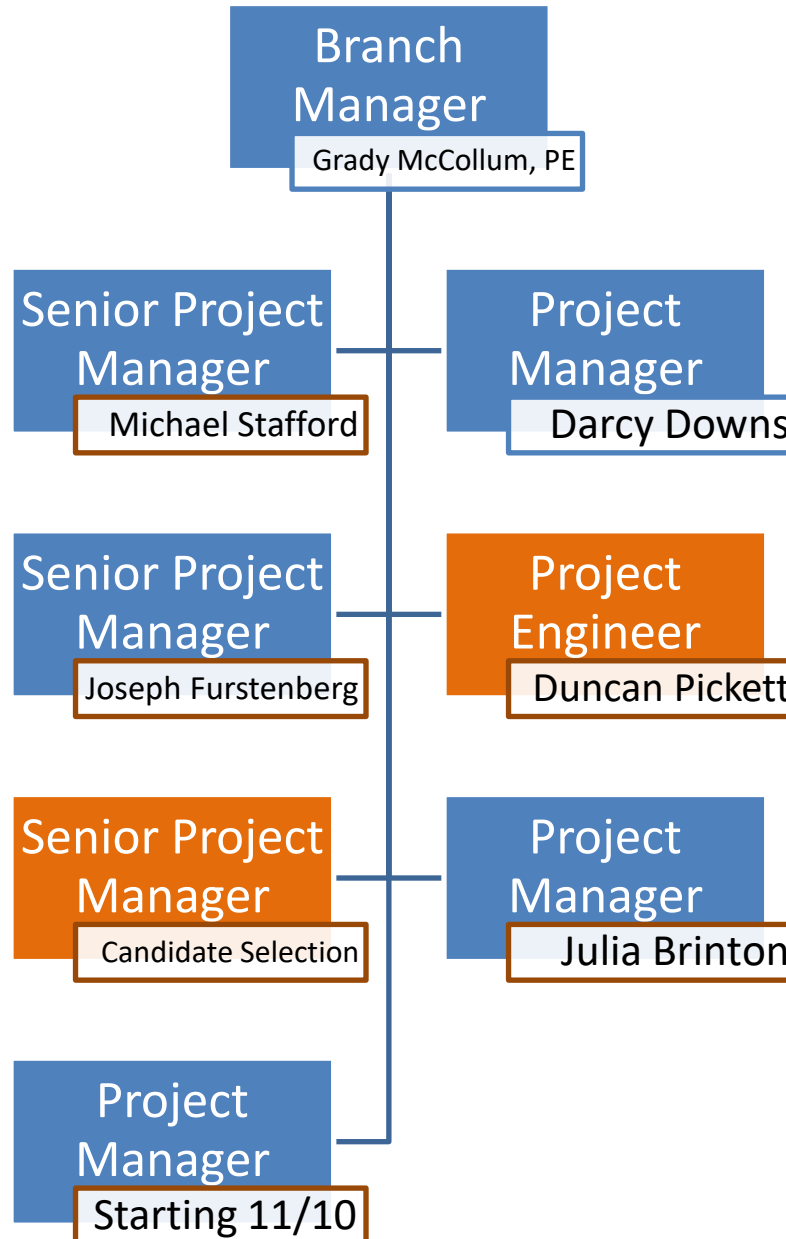


IMD Regions

MPO/RPO Coordination



Program and Project Management Branch



Toll Credit Pilot Project Implementation

Toll Credit Review

What are toll credits?

- FHWA uses toll credits to reward states for spending toll revenue on projects that would otherwise require federal-aid support.
- Toll credits do **NOT** generate new money.
- Toll credits allow states to use their existing Federal funds to fulfill the non-Federal match requirements on Federal-aid projects.
- Toll credits can be applied to any Federal-aid transportation project; they are **NOT** limited or restricted to toll projects or Divisions with toll facilities.

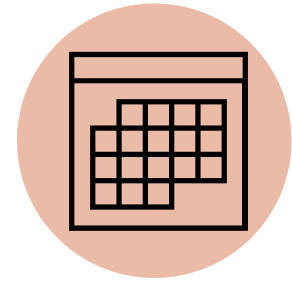


Image Source: [FHWA Center for Innovative Finance Support](#)

Pilot Program for Applicable Projects

Overview and Recommendations

- Target underutilized federal funds
- Alleviate state match constraints
- Pilot program for applicable projects:
 - Competitive application program for local match
 - Opportunity for local governments to apply for federal toll credits
 - Cost increase of local match fulfilled using federal funds



Pilot Program for Applicable Projects

Purpose

Pilot program goals:

- Minimize project delivery delays caused by local funding constraints.
- Target Federal funds that are difficult to use:
 - TAP – Transportation Alternatives
 - CMAQ – Congestion Mitigation & Air Quality
 - CRP – Carbon Reduction
- Allow locals opportunity to participate in this Federal-aid financing tool

Weighted Scoring:

- 29% Economic distress
- 28% Project delay
- 28% Cost increase
- 15% Qualitative Scoring (cost constraints)

Limited resource: Pilot program limited to \$15M credits

Toll credits will only be used to cover the match on increases and not the entire project

Pilot Program Selected Projects

Division	County	Municipality	STIP ID
7	Rockingham	Mayodan	EB-5891
7	Alamance	Burlington	EB-5879
7	Alamance	Burlington	EB-5885
8	Lee	Sanford	EB-5867
8	Scotland	Laurinburg	EB-5865
8	Scotland	Laurinburg	EB-5872A
8	Scotland	Laurinburg	EB-6015B
8	Scotland	Laurinburg	EB-6015A
8	Lee	Sanford	EB-5868
9	Forsyth	Winston-Salem	EB-5722
9	Forsyth	Winston-Salem	EB-5810
10	Cabarrus	Concord	EB-5732
11	Watauga	Boone	EB-5983
12	Catawba	Hickory	C-5196
12	Gaston	Mount Holly	EB-5912
12	Gaston	Mount Holly	EB-5748
13	McDowell	Marion	EB-5753
13	Burke	Morganton	EB-5978
14	Macon	Franklin	EB-5964
14	Transylvania	Brevard	BN-0011

IMD's ROLE

Pilot Program Administration (in Collaboration with the STIP Unit)

- Develop program tracking tools
- Assess project status
- Assist with the development of action plans and milestones
- Develop a final report on program results
- Provide administrative tasks to support program delivery as needed



Grant Programs

Transportation Demand Management (TDM)
Bicycle Helmet Initiative
Multimodal Planning Grant
Paved Trail and Sidewalk Feasibility Studies

NCDOT Transportation Demand Management (TDM) FY27 Grant Application Cycle

General program purpose: To increase efficiency of North Carolina's transportation network and support community livability by decreasing vehicle miles traveled, reducing traffic congestion, and improving air quality.

Eligible participants: Public organizations (such as regional transit or planning agencies) responsible for promotion of TDM activities and providing TDM services.

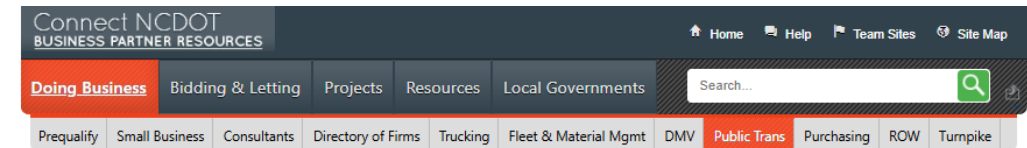
What can funds be used for? Funds staff salaries to administer regional TDM programs, marketing efforts/activities, and planning activities, including development of a TDM plan.

- TDM programs promote the use of all transportation options available, rather than defaulting to single occupant vehicle use. Included among these travel options are carpooling, vanpooling, teleworking, transit, bicycle, flexible work hours, compressed work weeks, and parking policies.

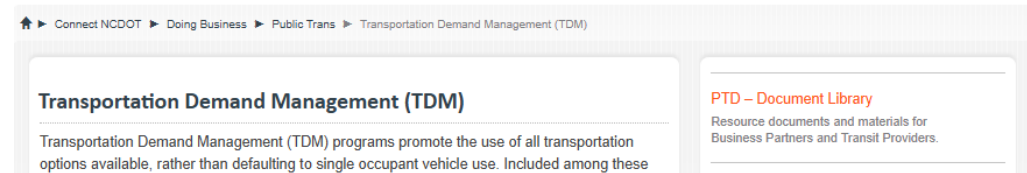
Required match: 50%

Timeline: FY27 grant application cycle **anticipated to open December 2025** and close in early 2026. Information will be posted on the NCDOT TDM Connect webpage.

<https://connect.ncdot.gov/business/Transit/Pages/TDM.aspx>



Transportation Demand Management (TDM)



For questions contact: Danielle Kittredge, dkittredge1@ncdot.gov or 919-707-2604

2026 Bicycle Helmet Initiative: Call for applications opens December 2025

- Program Application opens mid December – end of January (Tentatively)
- Organizations eligible to apply:
 - Government/ nonprofit organizations
 - Schools
 - Churches
- For more information on program details please visit our connect page:

<https://connect.ncdot.gov/projects/BikePed/Pages/Bicycle-Helmet-Initiative.aspx>

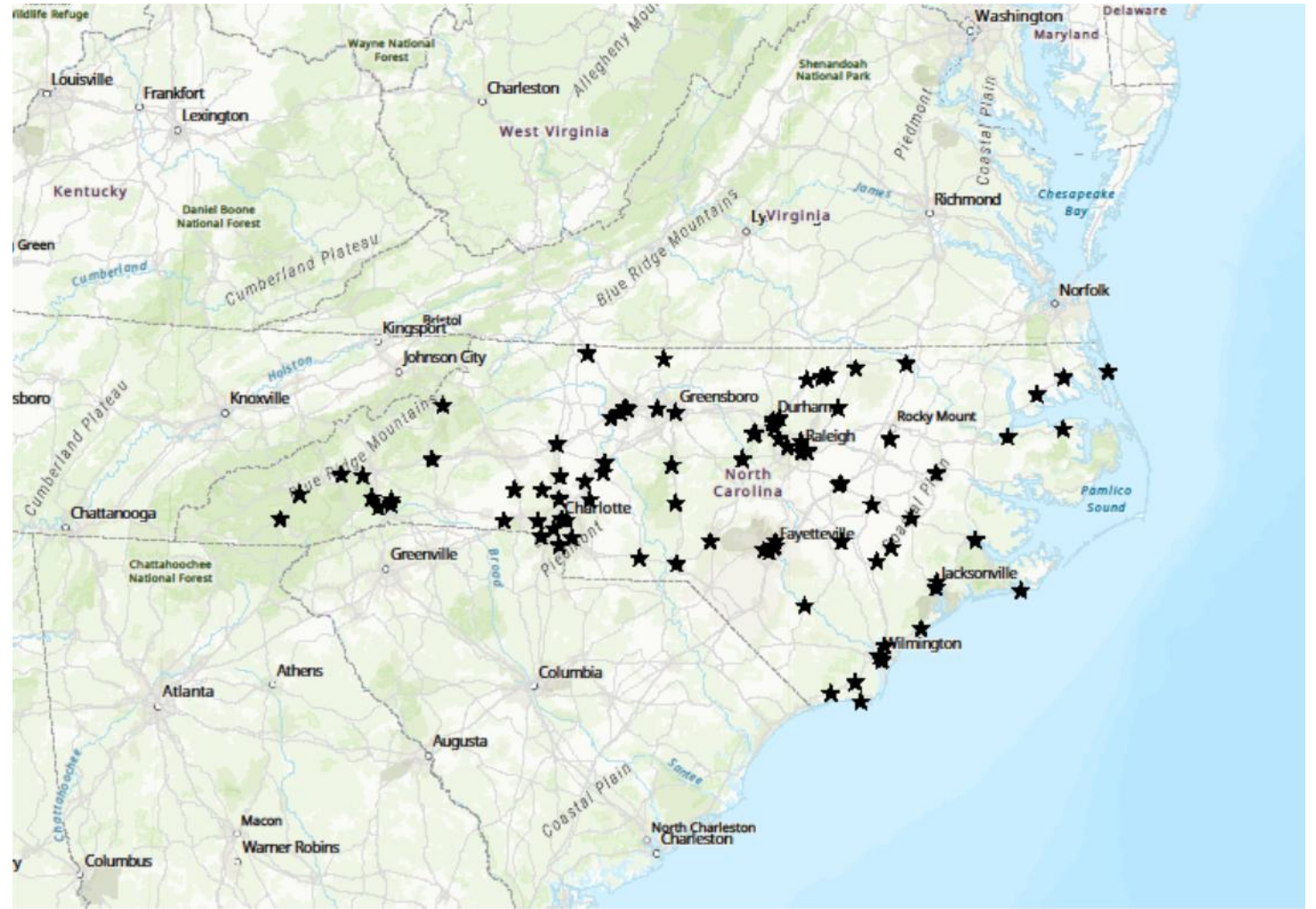


Bicycle Helmet Initiative

Event Report

Please submit your 2025 reports!

- Applicants who received helmets in 2025 must submit their reports by December 31, 2025
- Report guidelines can also be found on the website



Upcoming Multimodal Plans

Contracting Phase, Kickoff in January 2026

Matthews 32,000	Pedestrian Plan	Greenville 92,084	Pedestrian Plan
Yadkinville 2,995	Bicycle & Pedestrian Plan	Winterville 10,883	Bicycle & Pedestrian Plan
Boiling Springs 4,500	Project Acceleration Plan	Kinston 19,900	Multimodal Network Plan
Franklin 4,297	Bicycle and Pedestrian Plan Update	Burgaw 3,415	Project Acceleration Plan
Vandemere 254	Project Acceleration Plan	Kitty Hawk 3,713	Bicycle & Pedestrian Plan
Hendersonville 15,466	Bicycle Plan Update	Surf City 4,781	Plan Update

[Link to Program Webpage](#)

Upcoming Multimodal Plans for Colleges and Universities

Contracting Phase, Kickoff in January 2025

UNC Chapel Hill 53,272	• Explore dedicated bicycle corridors to reduce bicycle-pedestrian conflicts • Complement future BRT with bicycle demand • Comprehensive audit of pedestrian facilities, intersections, and network gaps
NCSU 49,894	• Expand safety and attractiveness of bicycle mobility beyond Main Campus. • Improve bicycling infrastructure on key inter-campus connectors. • Alleviate overcrowding on Wolfline transit network
UNC Wilmington 21,500	• Improve bicycling options linking campus to surrounding off-campus neighborhoods • Support investments in micromobility and bicycle amenities • Explore grade-separated crossing over South College Road (NC 132)

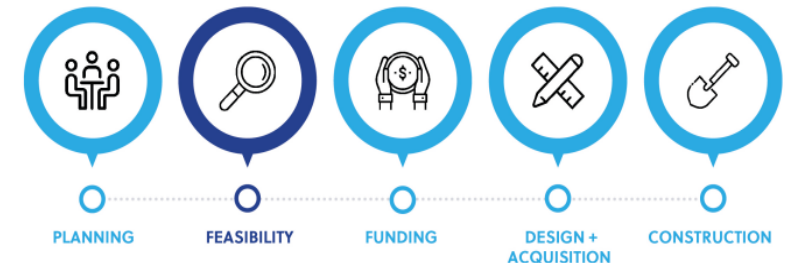
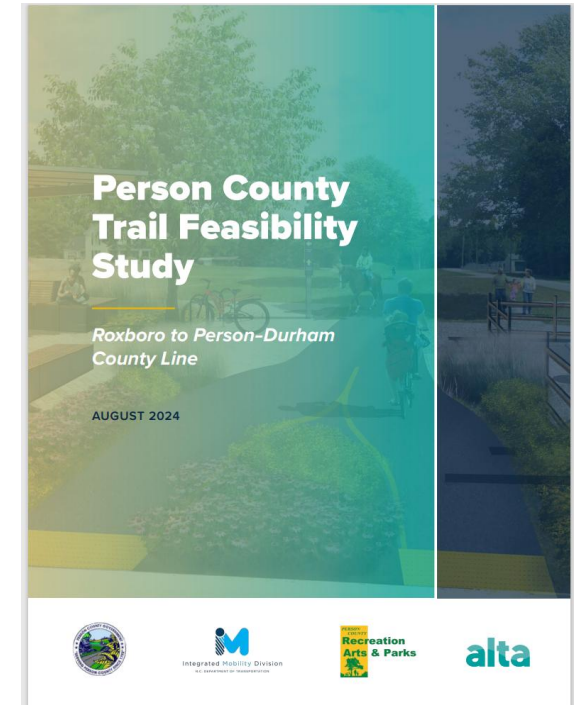
Multimodal Planning Grants - Call for Projects FY2027

Call for applications January 2026 – March 2026

- Bicycle, Pedestrian, or Combined (Bike + Ped) Plan
- Project Acceleration Plans for small towns (< 10,000 population)
- Multimodal Network Plans for LGA's with existing fixed-route transit
- **Local Match Required** (typically 10% - 50%) depending on population
- Live informational webinar TBA February 2026
- See [website](#) for application details and eligibility requirements

Paved Trail and Sidewalk Feasibility Studies - Request for Interest

- In 2023, call for projects for Paved Trail and Sidewalk Projects
 - In total 28 were funded
- Will refine standards and guidance
- Reopening application early 2026 for new projects
- No new funding currently
- IMD will fund feasibility studies as money is available



Safe Routes to School

Events Strategic Plan

National Walk and Roll to School Day – October 8, 2025

North Carolina had 116 schools walking in 2025!



Secretary Johnson joined us at
Hunter Magnet Elementary Walk and
Roll to School, Raleigh, NC.
600+ students



Eastway Elementary Walk & Roll to
School Day, Durham, NC!
BIG Halloween Walk with costumes!



Hazelwood Elementary School,
Waynesville, NC.
Assisted by
Land of Sky SRTS Coordinator
Ada McGovern



Ruby Bridges Walk to School - November 14, 2025

Ruby Bridges Grant Awardees are:

- Health Educator II / Hoke County Safe Routes to School Coordinator - Aiyana | Hoke County Health Department | Raeford | North Carolina
- Safe Routes to School Coordinator | Town of Winterville | Winterville | North Carolina
- Family Consumer Sciences Agent | NC Cooperative Extension – Hyde County Center | Swan Quarter | North Carolina
- Regional Program Coordinator | Kerr-Tar Regional Council of Governments | Henderson | North Carolina



Safe Routes to School Strategic Action Plan

Kicking off Beginning of 2026!

- Will engage stakeholders throughout the state to redefine goals and objectives
- Analyze the work that has been done over the last 5 years
- Develop strategies and recommendations for future iterations of programming
- Will develop guidance for FY 2027 Safe Routes to School Call



Statewide Active Transportation Plan Update

Statewide Active Transportation Plan Update

- In Process of scoping the Plan
- Anticipated to take 1 year
- Several engagement touchpoints
- Sign up to receive updates!



[http://www.publicinput.com/
ncactivetransportation](http://www.publicinput.com/ncactivetransportation)

Intercity Bus Updates

Western NC Service Statistics

- Since service restored in August:
 - 1,620 riders have departed from Asheville
 - 1,650 have come to Asheville
- Intercity Bus Stop Request Form coming this month!



2024 Microtransit Annual Report

NC Microtransit CY 2024

The data presented below is based on the population with access to transit within the combined on-demand microtransit service areas.

Systems providing microtransit service

11



Residents

575K



Total ridership for the year (State FY 24)

268,951 rides



Zero-vehicle households

13K



18 years & younger

127K

18-65 years old

354K

65 years & older

89K



Wait time targets

15 or 30 minutes



Non-white residents

265K



Low-income residents

70K



Individuals with disabilities*

61K



KY

VA

On-Demand Microtransit Services Across the State

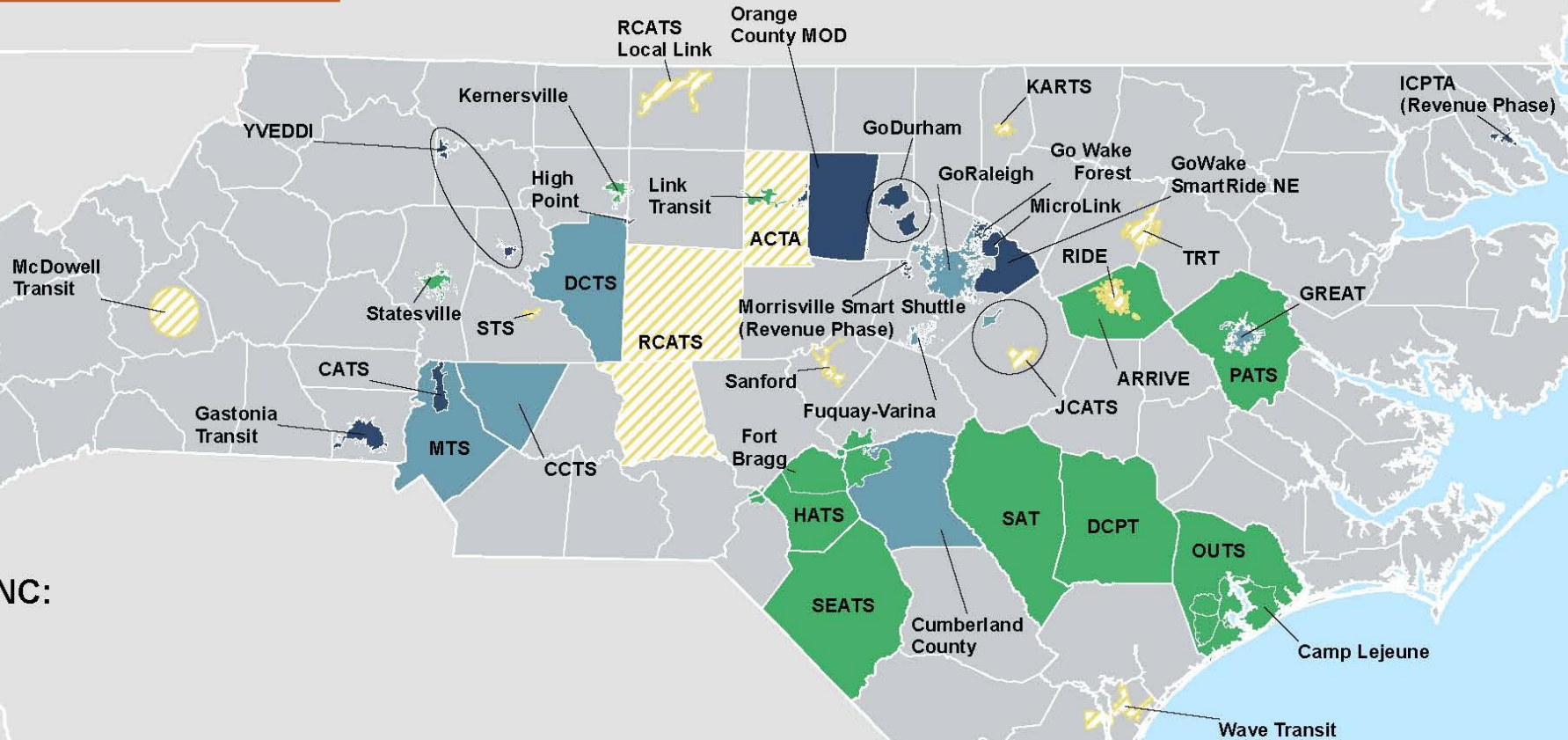
TN

Microtransit Programs in NC: Status September 2025

- Revenue Phase
- Planning Phase
- Exploration Phase
- MEE-NC Project

SC

GA



NC On-Demand Microtransit Services

Operational and Administrative Characteristics

Currently, there is no standard format for reporting microtransit costs. Some of the total costs are derived from the overall transit budget while others come from agency-reported administrative, operational, or capital microtransit costs. Note that for Turnkey services, there are no separate capital costs.

Microtransit Service	Type	Primary Purpose						Vehicle Sourcing	App Provider	Driver Hiring & Training	Managing Service Operations	Funding Source
		Connection	Replacement	Low-Density	Temporal	Convenience	Other					
GO Transit Towns of Elkin, Jonesville, and Mocksville	SaaS		●					YVEDDI	CTS Software	YVEDDI	YVEDDI	FTA Section 5311 funds
GoDurham Connect City of Durham	TaaS	●		●			Serve transit deserts	GoDurham	Spare Labs	WeDriveU	WeDriveU	Durham County Transit Plan (Sales tax, rental tax, vehicle registration fee)
GoGastonia City of Gastonia	TaaS		●					Gastonia Transit	Via	Via	Via	FTA Section 5307 funds
MicroLink Towns of Rolesville and Wake Forest	SaaS		●	●				GoRaleigh	Via	GoRaleigh	GoRaleigh	Wake Forest Community Funding Grant, Wake Transit Plan funds
Mobility On Demand Orange County	SaaS			●	●	●		OCPT	TransLoc	OCPT	OCPT	Long Range Transit Plan (local transit tax) and FTA Section 5307 funds
QuickRIDE Towns of Smithfield and Selma	SaaS					●		JCATS	CTS Software	JCATS	JCATS	Rural State Operating grant and County funds
RIDE Wilson City of Wilson	TaaS		●					River North Transit / Via	Via	Via	Via	FTA Section 5311 funds, Rural State Operating grant, ARPA funds, local City of Wilson funds
RideMICRO Brunswick, Pender, and New Hanover Counties	TaaS	●	●	●				Daniels Transportation	Moovit	Daniels Transportation	Wave Transit	NCDOT ConCPT, local tax dollars, ticket sales
Same Day Service Elizabeth City	SaaS					●		ICPTA	CTS Software	ICPTA	ICPTA	Rural State Operating grant
Smart Shuttle Town of Morrisville	TaaS						Provide mobility options to community members	GoCary	Via	GoCary	Town of Morrisville	Town of Morrisville General Fund, CAMPO Community Funding Area Program
SmartRide NE Towns of Zebulon, Wendell, Knightdale	TaaS	●		●		●		RATP Dev	Ecolane	RATP Dev	RATP Dev	FTA Section 5311 funds, Wake Transit, Community Funding Area Grant

Service Characteristics

Microtransit Service	Service Hours	Scheduling	Advanced Booking	Pick Up & Drop Off	Fare	Payment	Service Area	Fleet Size
GO Transit Towns of Elkin, Jonesville, and Mocksville	Mon-Fri, 6:00 AM to 6:00 PM	Mobile app, web portal, call center	Up to 30 days in advance	Door-to-door	\$1 per one-way trip	Cash or check	16.66 square miles	6
GoDurham Connect City of Durham	Mon-Sun, 7:00 AM to 8:00 PM	Mobile app, web portal, call center	Up to 3 days in advance	Door-to-door	Fare free (up to 60 trips per month)	N/A	27.57 square miles	51 vehicles (comingle)
GoGastonia City of Gastonia	Mon-Fri, 5:30 AM to 6:30 PM; Sat, 8:00 AM to 6:00 PM	Mobile app, call center	Not offered	Curb-to-curb	\$2.50 per one-way trip. \$1.25 for elderly and handicapped riders. Free for children under 5 years old.	Mobile app, vouchers/ticket	50 square miles	21 vehicles with 2 spare vehicles
MicroLink Towns of Rolesville and Wake Forest	Mon-Fri, 7:00 AM to 6:00 PM	Mobile app, call center	Not offered	Curb-to-curb	Fare free	N/A	27 square miles	3
Mobility On Demand Orange County	Mon-Thurs and Sat, 8:00 AM to 5:00 PM; Fri, 8:00 AM to 9:00 PM	Mobile app, web portal, call center	Yes, no booking restrictions	Door-to-door, curb-to-curb, nodes	\$5 per one-way trip within the same zone; variable from zone-to-zone and based on distance	Mobile app, web portal	401 square miles	5
QuickRIDE Towns of Smithfield and Selma	Mon-Sat, 6:00 AM to 8:00 PM	Mobile app, call center	Up to 7 days in advance	Door-to-door	\$6 per one-way trip	Cash, mobile app, tickets	20 square miles	5
RIDE Wilson City of Wilson	Mon-Fri, 5:30 AM to 7:00 PM; Sat, 7:00 AM to 6:00 PM	Mobile app, web portal, call center, City of Wilson's Customer Service Center	Not offered	Door-to-door, curb-to-curb, virtual stops	\$2.50 per one-way trip. Additional riders are \$1.00. Free for children under 8 years old.	Cash, City of Wilson's Customer Service Center, mobile app, call center	32.12 square miles	19
RideMICRO Brunswick, Pender, and New Hanover Counties	Zones connecting counties: Mon-Fri, 6:30 AM to 10:00 AM; 12:00 PM to 7:00 PM Zones within New Hanover County: Mon-Fri, 6:00 AM to 8:00 PM; Sat, 8:00 AM to 6:00 PM; Sun, 9:00 AM to 5:00 PM	Mobile app, web portal, call center, in person	Up to 7 days in advance	Virtual stops	\$2.00 per one-way trip	Cash, mobile app, tickets	62.8 square miles	4
Same Day Service Elizabeth City	Mon-Fri, 8:00 AM to 4:00 PM	Mobile app, web portal, call center	Not offered	Curb-to-curb	Fare free	N/A	12.25 square miles	2
Smart Shuttle Town of Morrisville	Mon-Fri, 7:00 AM to 9:00 PM; Sat, 8:00 AM to 8:00 PM; Sun, 8:00 AM to 7:00 PM	Mobile app, web portal, call center	Not offered	Nodes	Fare free	N/A	Approx. 9 square miles	2
SmartRide NE Towns of Zebulon, Wendell, Knightdale	Mon-Fri, 6:00 AM to 7:00 PM	Mobile app, call center	Up to 24 hours in advance	Door-to-door, curb-to-curb, virtual stops	Fare free	N/A	70 square miles	4

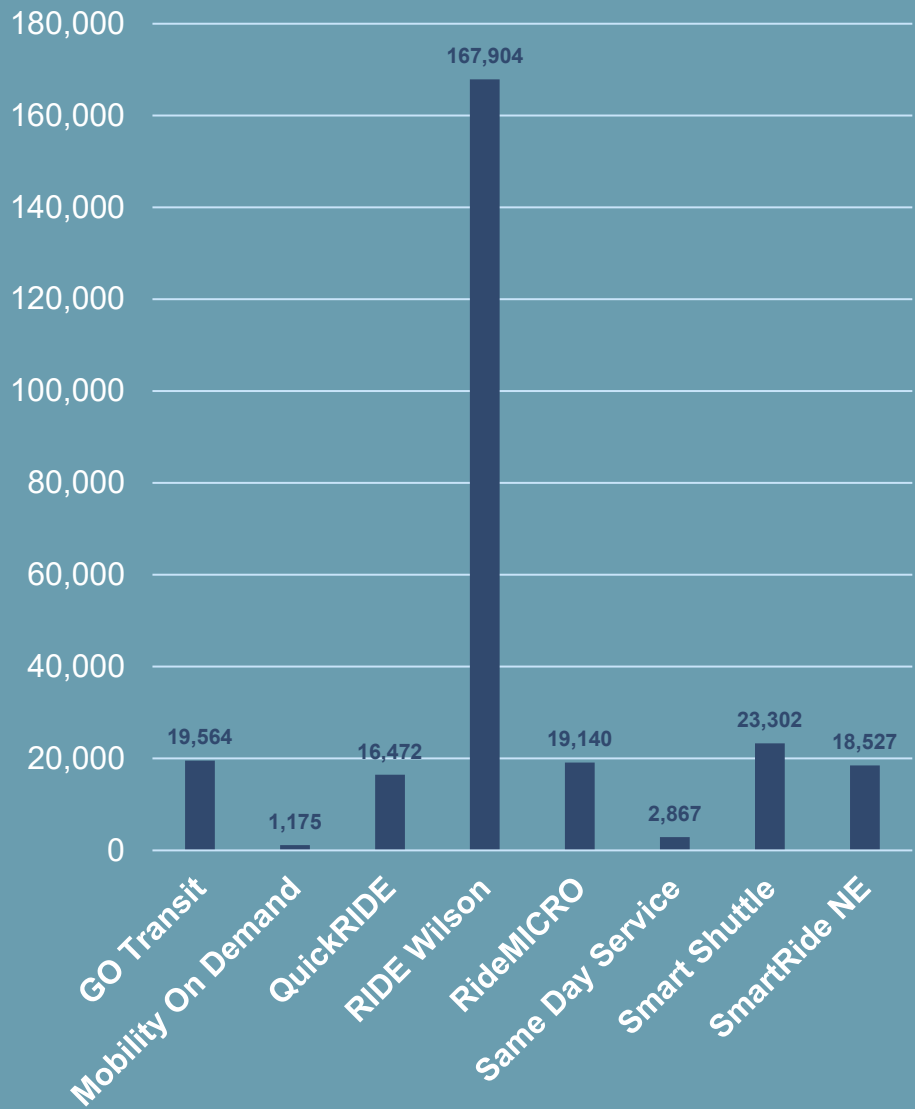
NC On-Demand Microtransit Performance

Responsibility Structure of Microtransit Elements

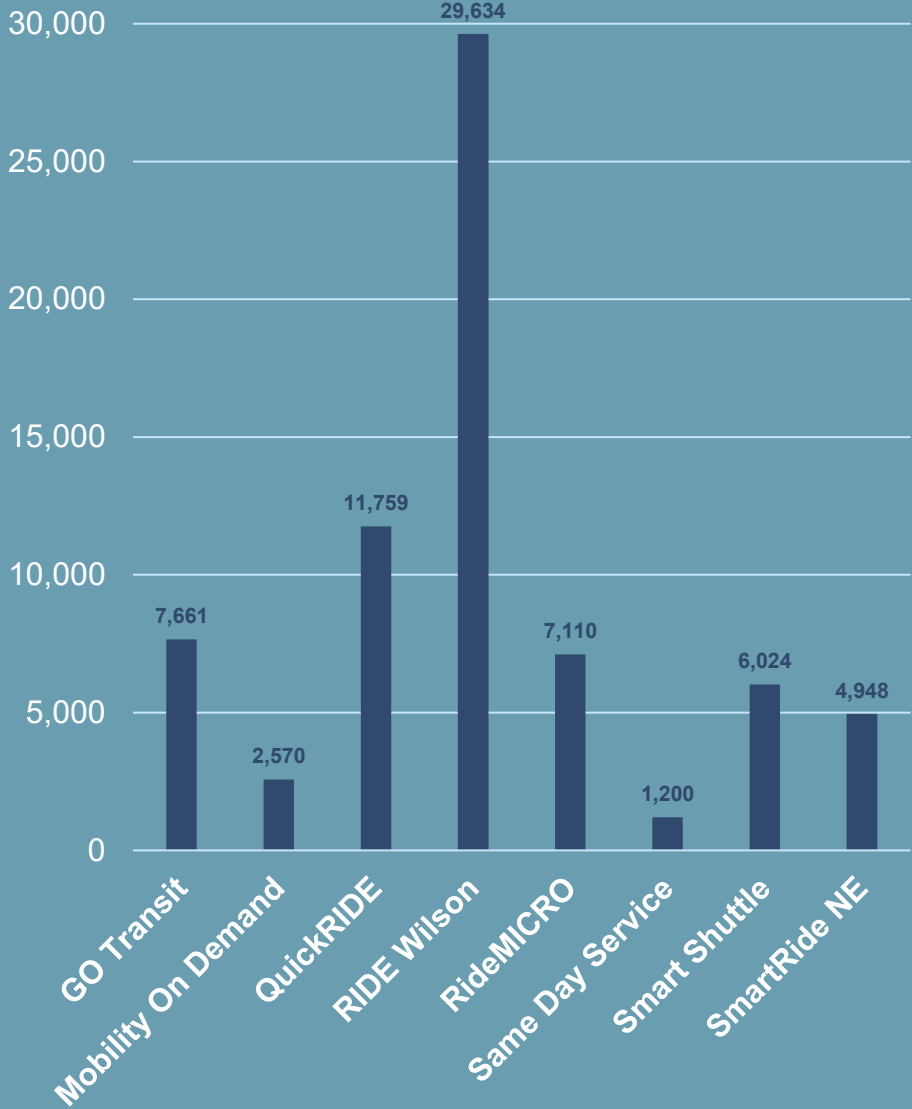
The following elements are crucial to establishing and operating an on-demand microtransit service. The graph reflects the structure of the 11 microtransit services in NC and shows whether a particular element is provided by a transit agency or a vendor.



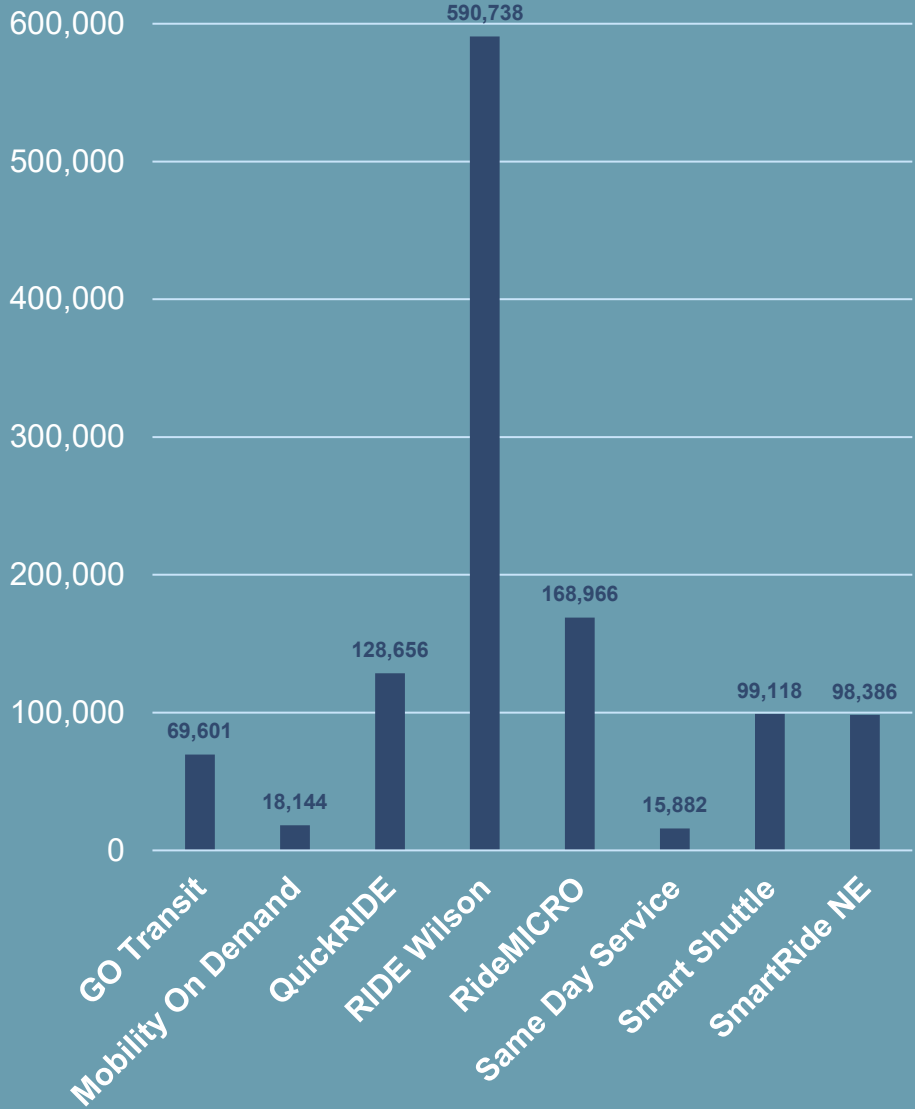
State FY 24 Ridership



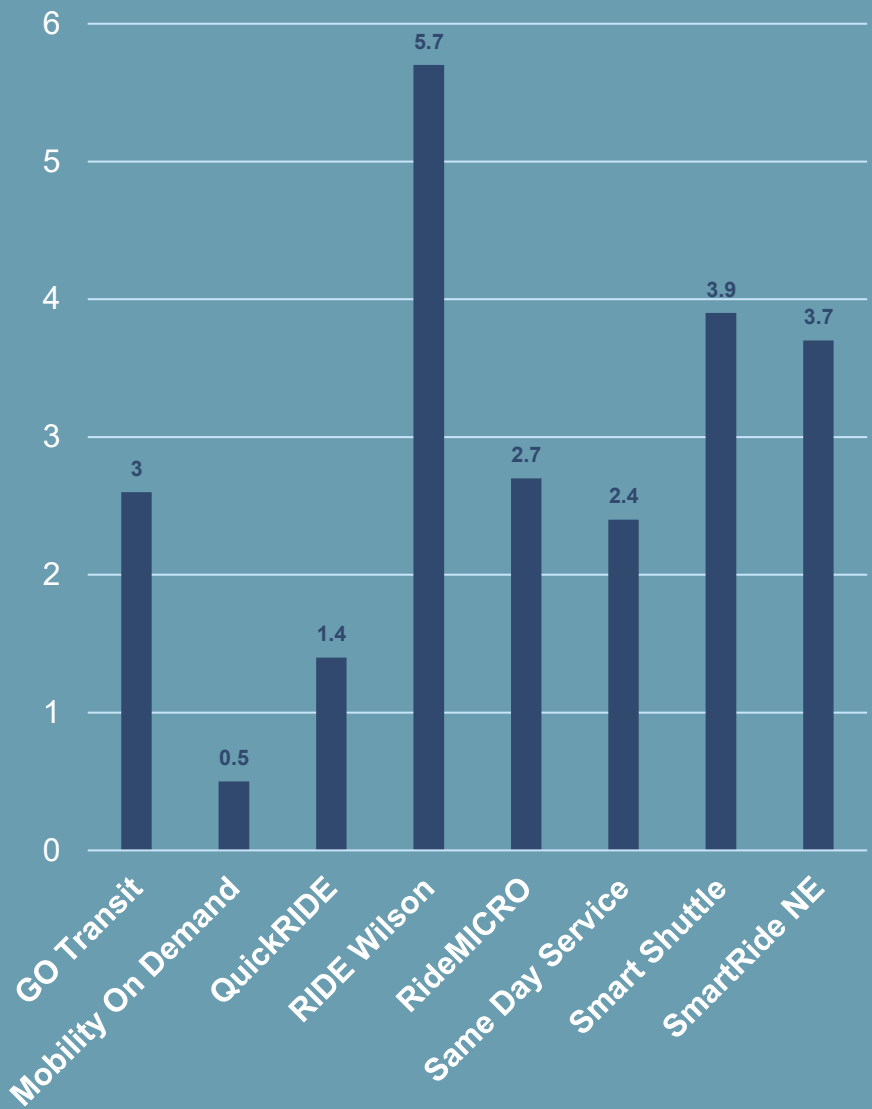
State FY 24 Service Hours



State FY 24 Revenue Miles



State FY 24 Trips Per Revenue Hour



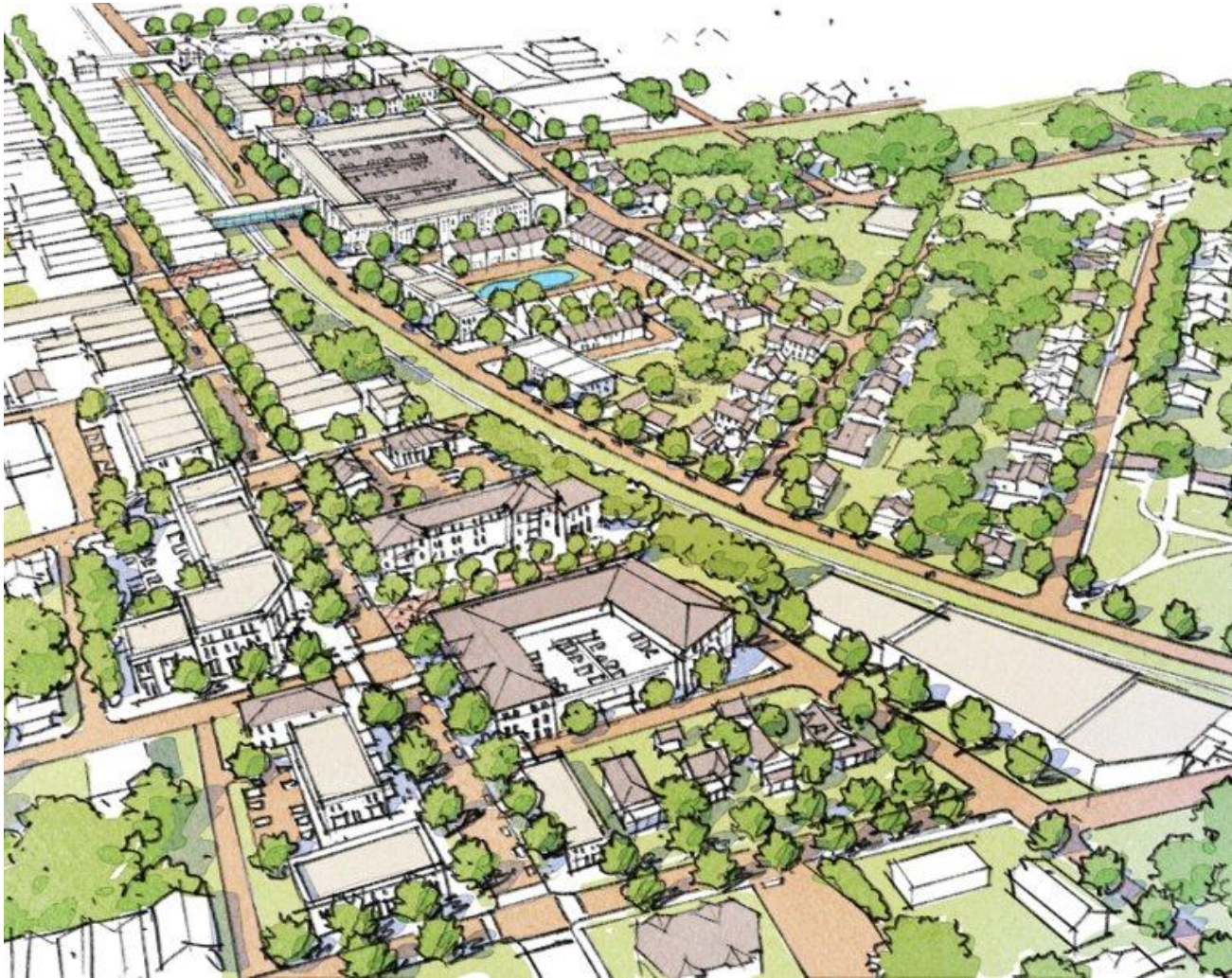
Mobility Hubs

Henderson Mobility Hub

Site Selection

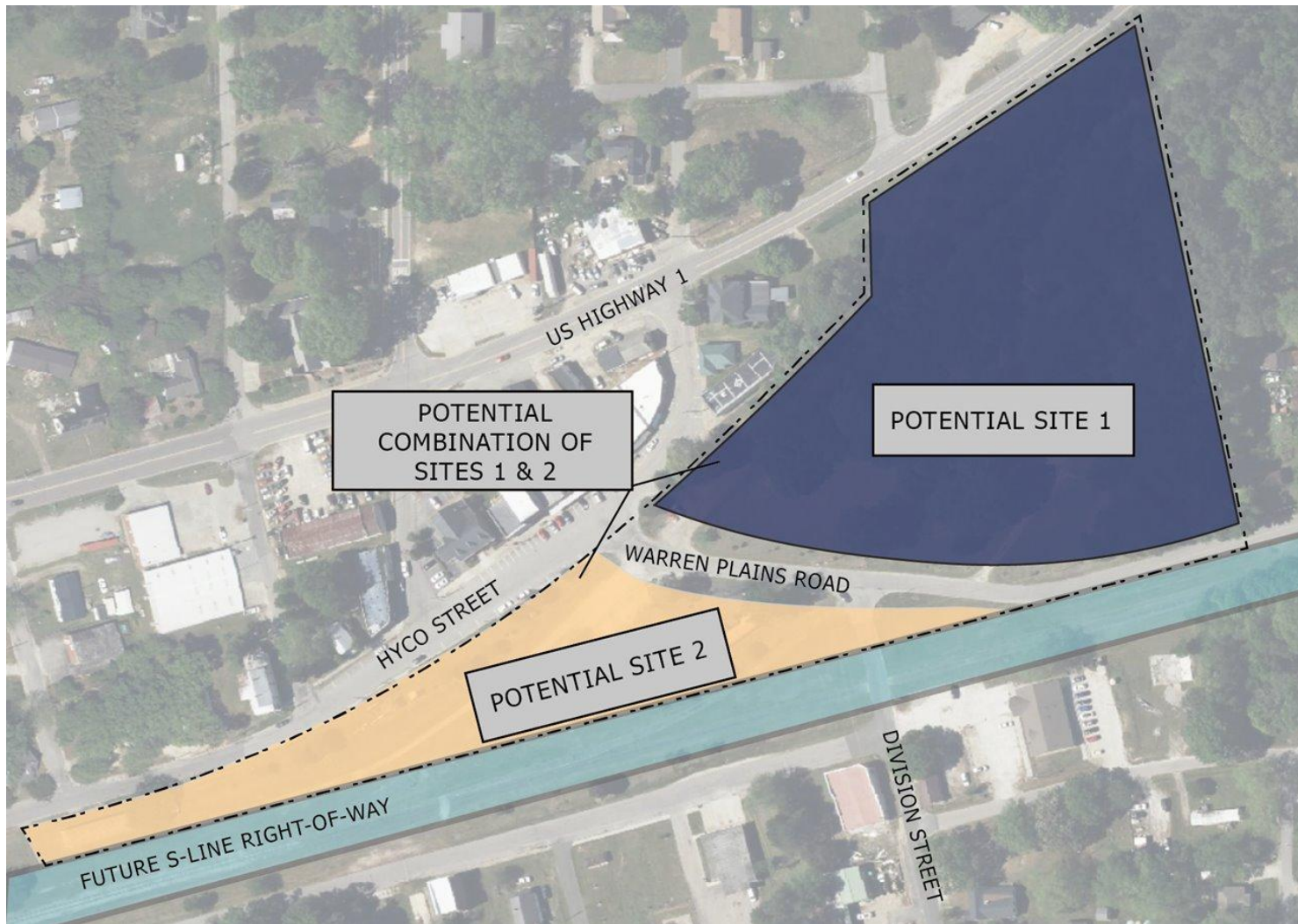


Council Preferred Site – First National Bank



Norlina Mobility Hub

Site Evaluation and Selection



Based on TOD study, three potential sites were evaluated:

- Site 1: North of Warren Plains Road
- Site 2: South of Warren Plains Road
- Combination of Site 1 and Site 2

Concept Renderings

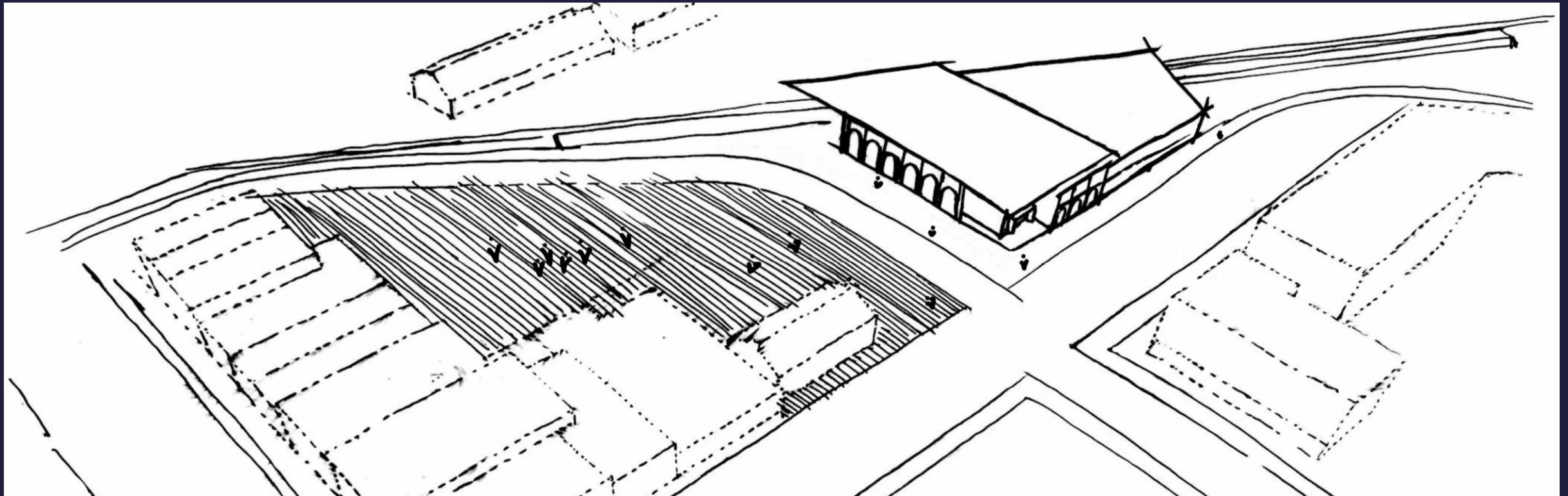


Concept Renderings



Sanford Mobility Hub

October 2025



Conceptual Planning



Preliminary Design

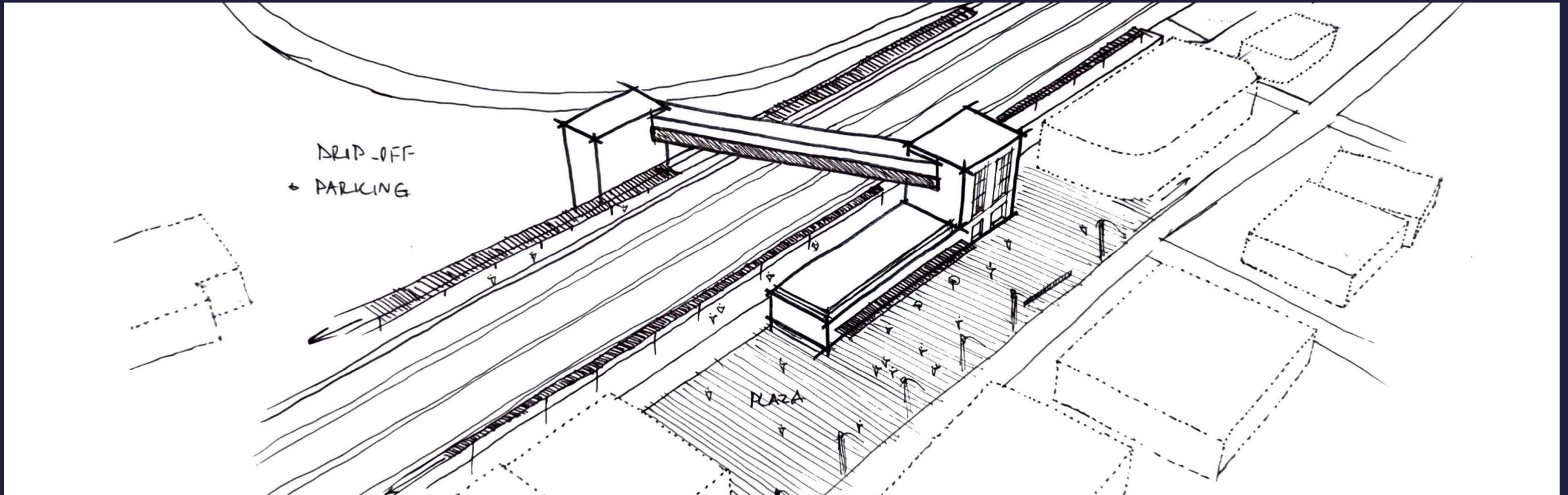


Preliminary Design

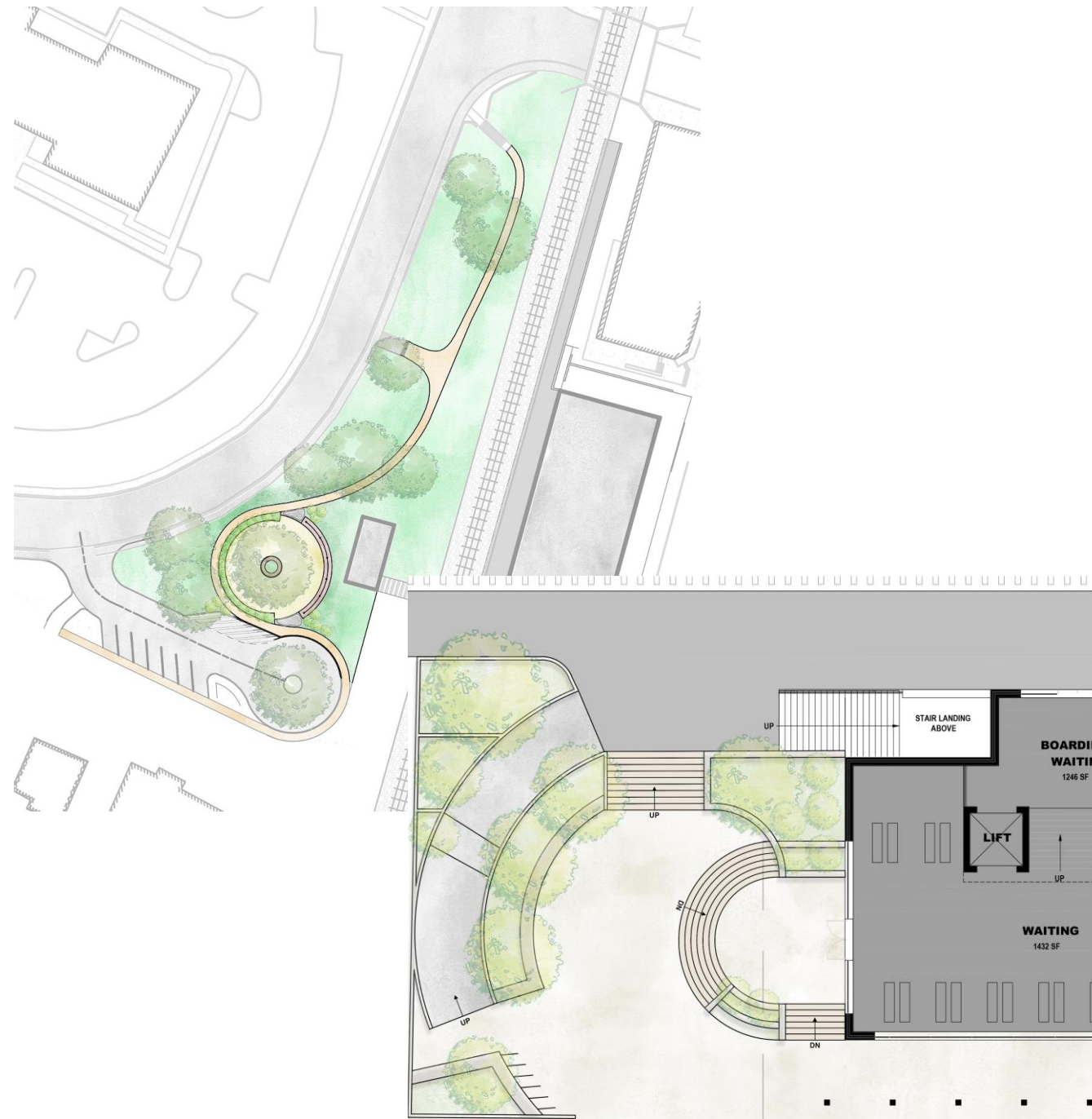


Wake Forest Mobility Hub

October 2025



Conceptual Planning



Preliminary Design



Preliminary Design



Thank you!

Next Multimodal Updates Webinar – February 2026

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