



NORTH CAROLINA
Department of Transportation

NCDOT's Integrated Mobility Division (IMD)

Multimodal Updates

September 23, 2026

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: Trail Benefits Tool for NC – Steve Bert, NC State, ITRE
- Presentation: Traffic Safety Unit Updates – Brian Murphy, NCDOT Traffic Safety Unit
- Presentation: Rail Safety Action Plan – Tim McHugh, NCDOT Rail Division
- Integrated Mobility Division Updates
 - IMD Director Comments
 - LAP Delivery Program
 - Confident Scope and Cost Estimate
 - Paved Trails & Sidewalks Feasibility Study Grant Program – Upcoming Call for Applications in 2026
 - Multimodal Planning Grant Program
 - Microtransit Feasibility Studies – Upcoming Call for Applications in 2026
 - FY25 On-Demand Microtransit Annual Report
 - Statewide Active Transportation Plan
 - Transportation Demand Management (TDM) Program Updates
 - Intercity Bus Updates
 - Safe Routes to School Program Updates – Upcoming Call for Applications in 2026
 - Fort Bragg Microtransit Study and Implementation
 - E-Bikes Educational Materials



NORTH CAROLINA
Department of Transportation

North Carolina Department of Transportation – Multimodal Updates Webinar

Getting Ready for Launch

RP: 2026-02 - Developing a Publicly Available Trail Benefits Tool for NC

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



Overview

Project Scope and Status Update

Trail Tool Data & Methodology

Demonstration of the Trail Tool

Case Study Trails

Next Steps

Questions

Project Team



Nick Morrison, IMD
StIC Chair



John Vine-Hodge, IMD
StIC Member



Joe Furstenberg, IMD
StIC Member



Gretchen Belk, SPOT
StIC Member



Sarah Lee, SPOT
StIC Member



Eric Wilson, NCDIT
StIC Member



Jaehoon Kim, Research & Development
Research Engineer



Steve Bert, ITRE
Principal Investigator



Chase Nicholas, ITRE
Senior Geospatial Developer



Research Staff & Students, ITRE



Jane Love, Carolina Thread Trail
Key Adviser & Research Dissemination

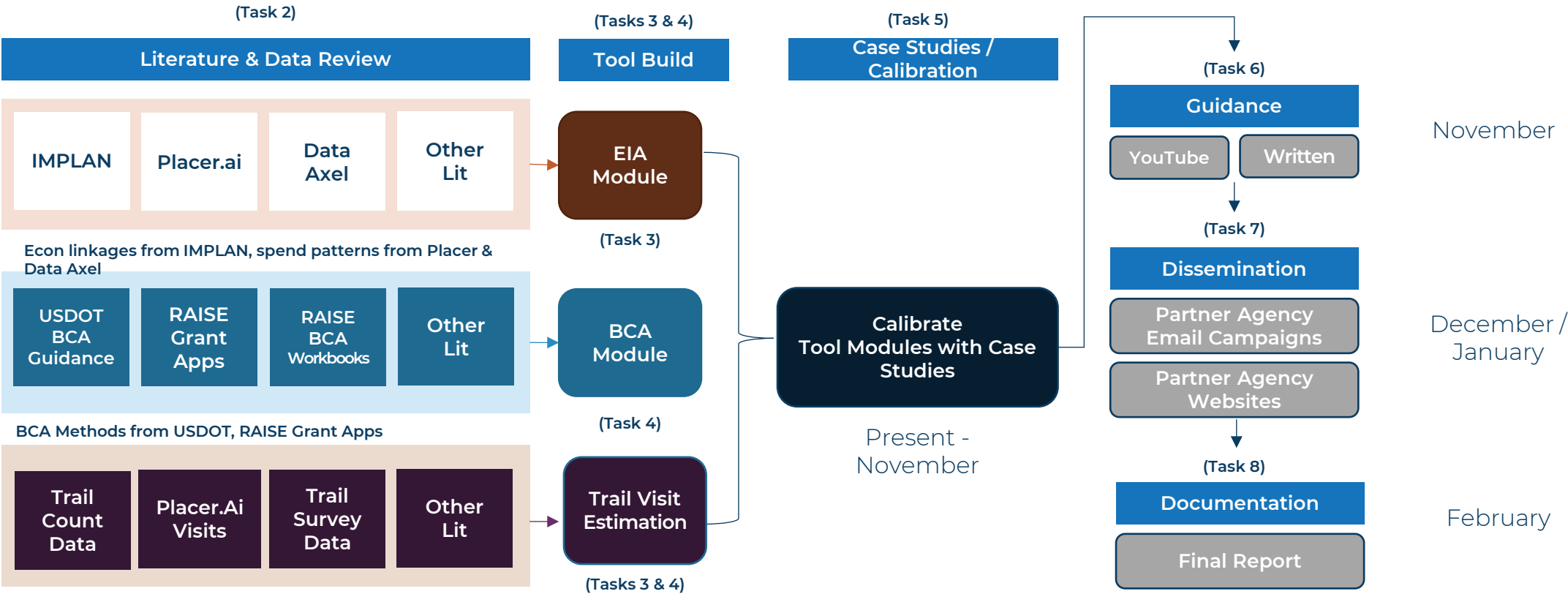


Palmer McIntyre, Piedmont Land
Conservancy
Key Adviser & Research Dissemination



Iona Thomas, McAdams
Key Adviser & Research Dissemination

Project Scope & Status



*Task 1 Includes a Kickoff Meeting and Project Management tasks throughout the duration of the project

Methodology – Cell Phone Data

- Placer.ai
- 17,250+ before & after foot-traffic records
- Paired with Data Axle database to obtain spend per visit
- Assess where people came from directly before & directly after visiting a trail

Name	Category	Sub Category	Prior-Post Visits
Laurel Green Park	Leisure	Nature & Landmarks	1194
Laurel Park Village Shopping Center	Shopping Centers	Community Shopping Centers	1435
Shell	Shops & Services	Gas Stations & Convenience Stores	662
Shell	Shops & Services	Gas Stations & Convenience Stores	387
Southern Streams CoffeeHouse	Dining	Breakfast, Coffee, Bakeries & Dessert Shops	528
Sunoco	Shops & Services	Gas Stations & Convenience Stores	646
Bojangles' Famous Chicken 'n Biscuits	Dining	Fast Food & QSR	274
Veterans Healing Farm	Workplace	Workplace	426
Ingles	Groceries	Groceries	264
Citgo	Shops & Services	Gas Stations & Convenience Stores	395
Walmart	Superstores	Superstores	249
YMCA	Fitness	Fitness	129
Brooks Tavern	Dining	Restaurants	122
Dixie Diner	Dining	Restaurants	297
Hendersonville Sports Club	Shops & Services	Stores & Services	137
Wendy's	Dining	Fast Food & QSR	137
State Employees Credit Union	Shops & Services	Banks & Financial Services	141
Walgreens	Medical & Health	Drugstores & Pharmacies	270
Sub Shop	Dining	Fast Food & QSR	93
Lowe's	Home Improvements & Furnishings	Home Improvement	149
Hot Dog World	Dining	Fast Food & QSR	232
BEACON COMMONS	Workplace	Workplace	247
Marathon Petroleum	Shops & Services	Gas Stations & Convenience Stores	86
Talbots	Apparel	Clothing	86
Trailside Brewing Co	Leisure	Bars & Pubs	424
Circle K	Shops & Services	Gas Stations & Convenience Stores	138
Obermiller's Strawberry Farm	Leisure	Nature & Landmarks	158
Ingles	Groceries	Groceries	77
Tractor Supply Co.	Home Improvements & Furnishings	Home Improvement	77
Quick Mart	Shops & Services	Gas Stations & Convenience Stores	75
State Employees Credit Union	Shops & Services	Banks & Financial Services	71
Mountain Lodge	Hotels & Casinos	Hotels & Casinos	184
Taqueria Gonzalez	Dining	Restaurants	69
Yoga and Massage (YAM)	Fitness	Fitness	96

Source: ITRE Analysis of Placer.Ai data

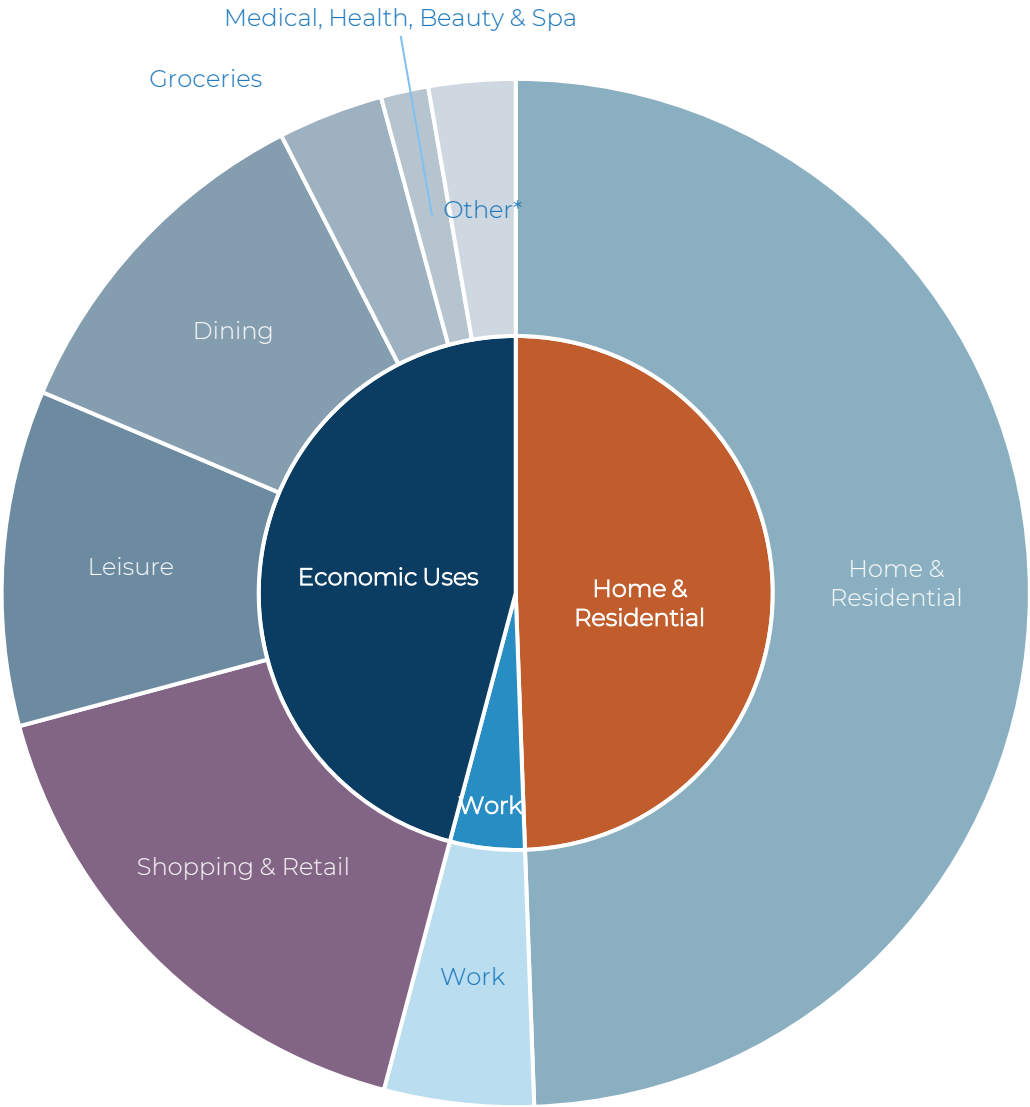
Methodology – Expenditure Profiles

- Trail user behavior for 113 trail corridors (Placer.ai)
- Studied where people went before and after visiting a trail
- 49.4% = home or residential
- 4.7% = work
- 45.9% = context varies based on locations within trail proximity

Visit Category	Share	Notes
Home & Residential	49.4%	No spend
Work	4.7%	No spend
Shopping & Retail	16.7%	--
Leisure	10.6%	Partial spend
Dining	11.1%	--
Groceries	3.3%	--
Medical, Health, Beauty & Spa	1.5%	--
Other*	2.7%	--

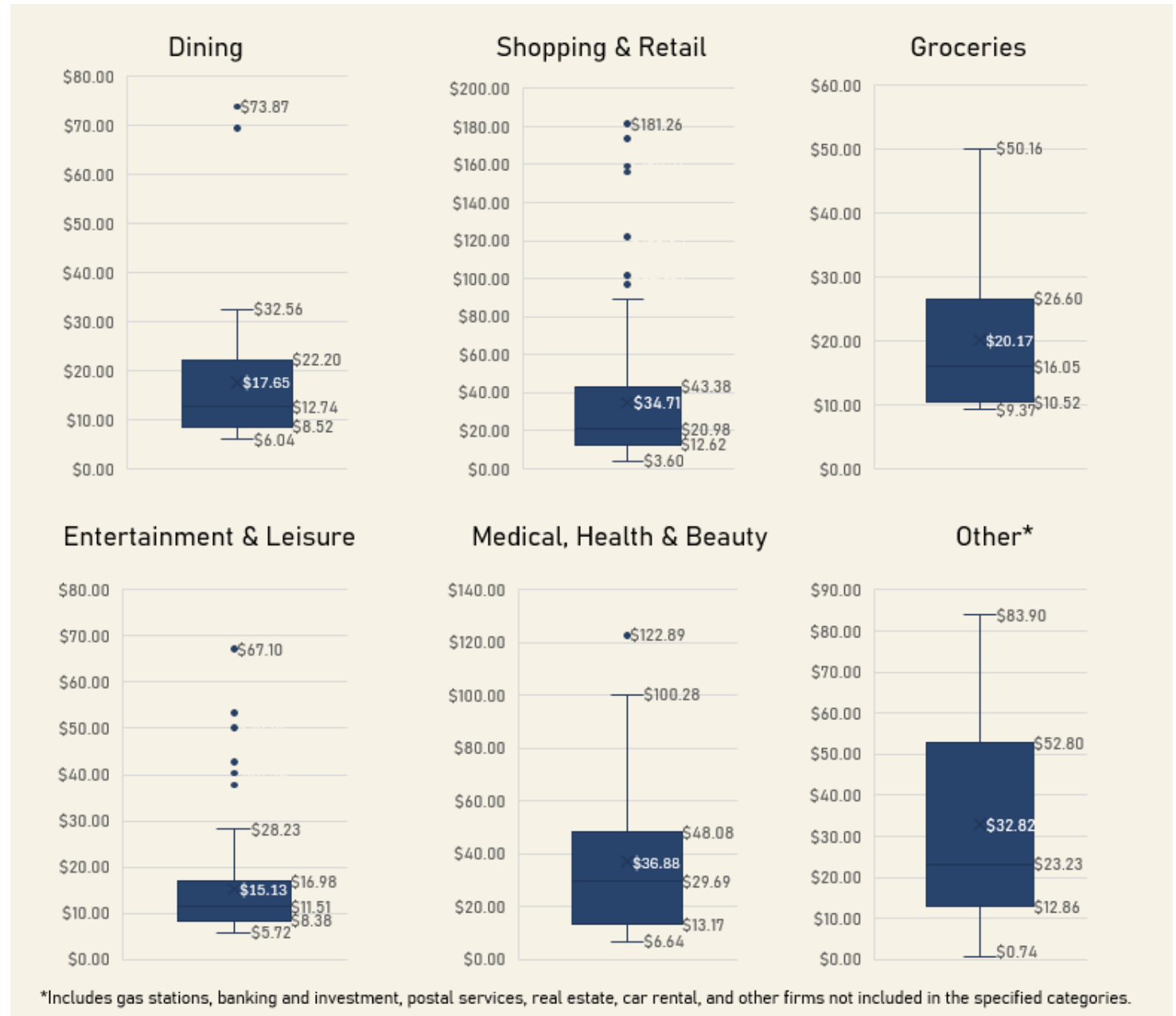
Source: ITRE Analysis of Placer.Ai data for 113 NC trail corridors.

*Includes gas stations, banking and investment, postal services, real estate, car rental, and other firms not included in the specified categories.

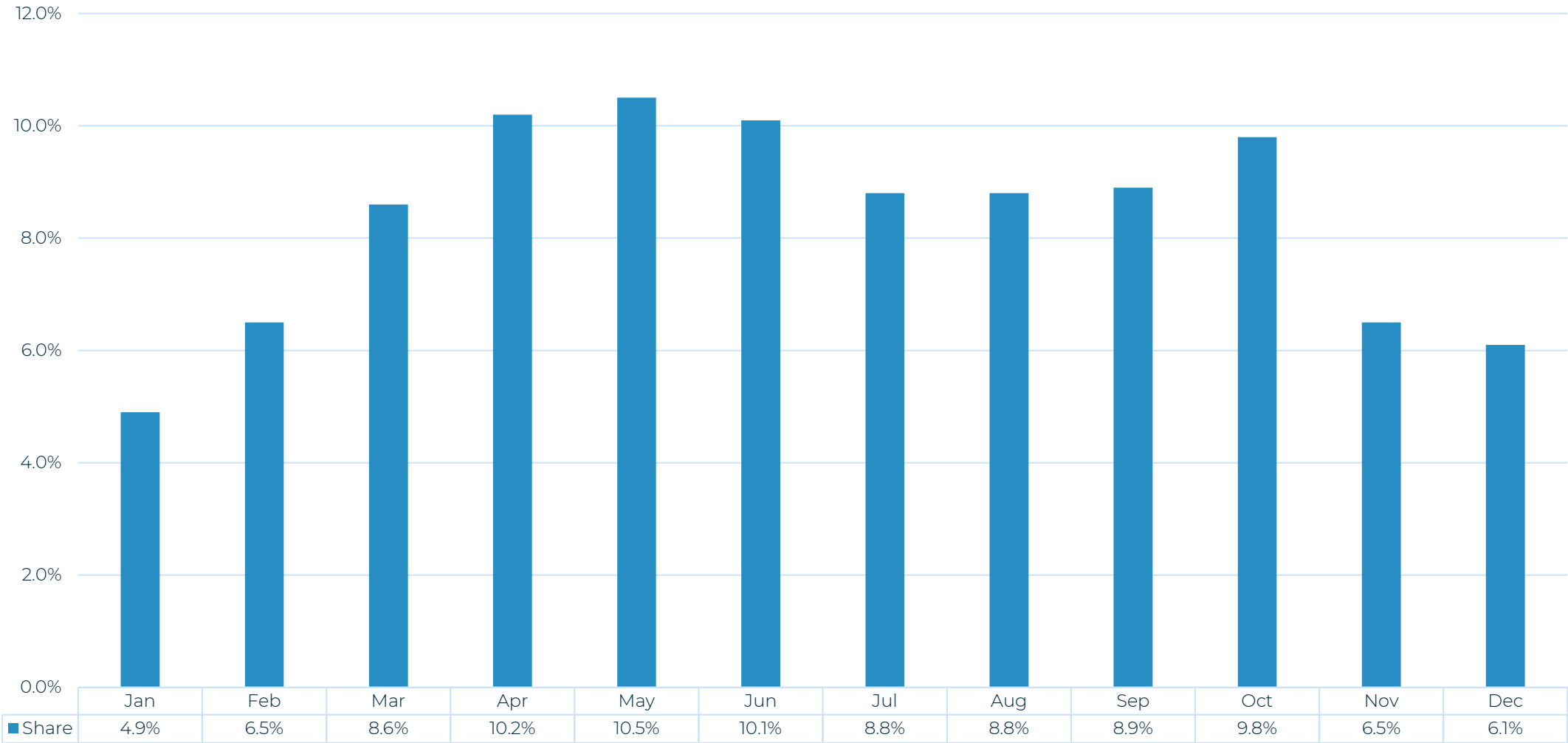


Methodology – Expenditure Profiles Continued

- Placer & Data Axle
- 6,300+ locations with spend profiles
- Resulted in expenditure profiles that form the backend of the EIA module



Methodology - Share of Annual Trail Usage by Month





Input

Output

Trail Lines*



Buffer Distance (MI.)*

0.25

[Help](#)

Run

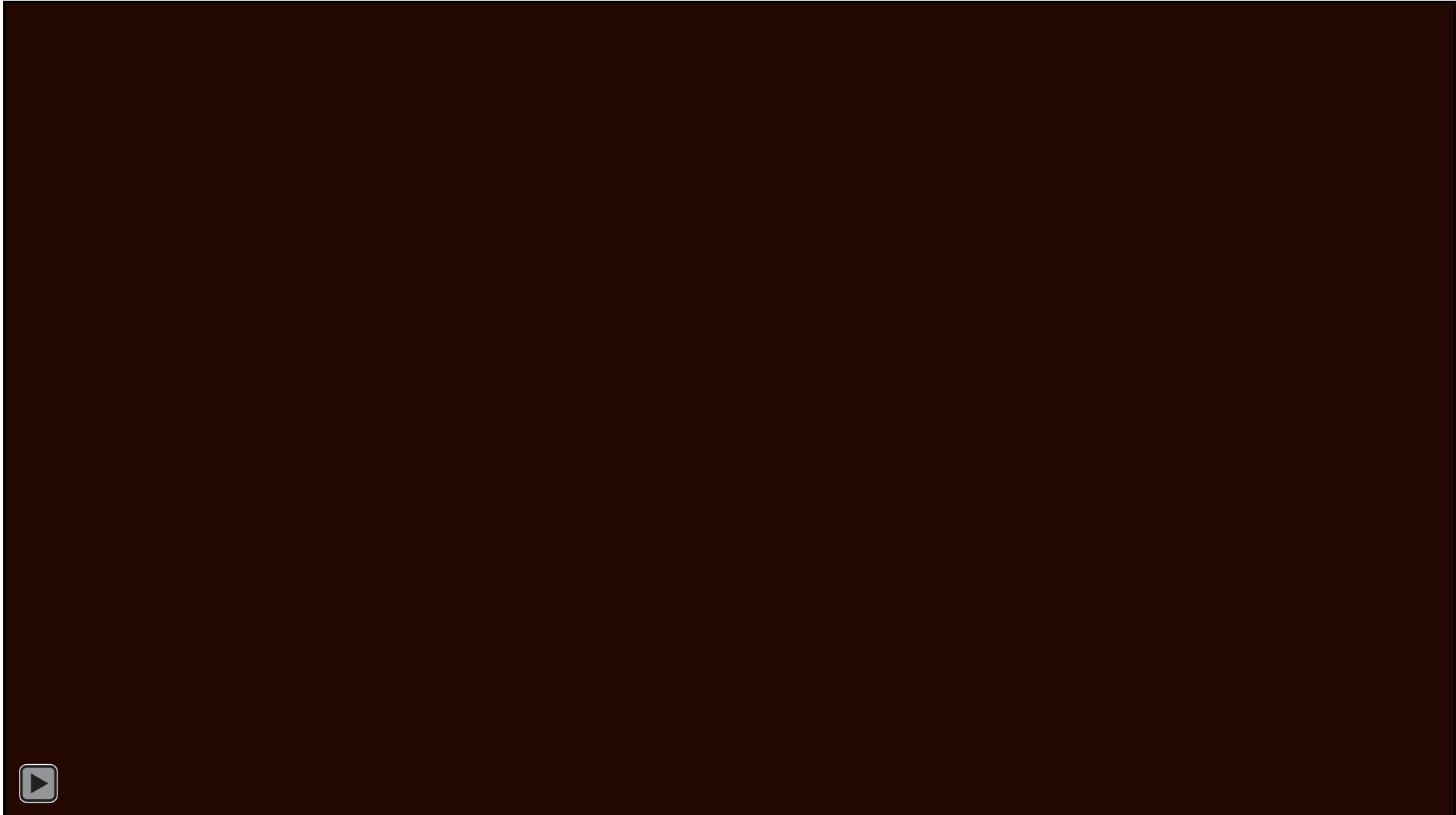


Tool Demo



https://go.ncsu.edu/trail_benefits

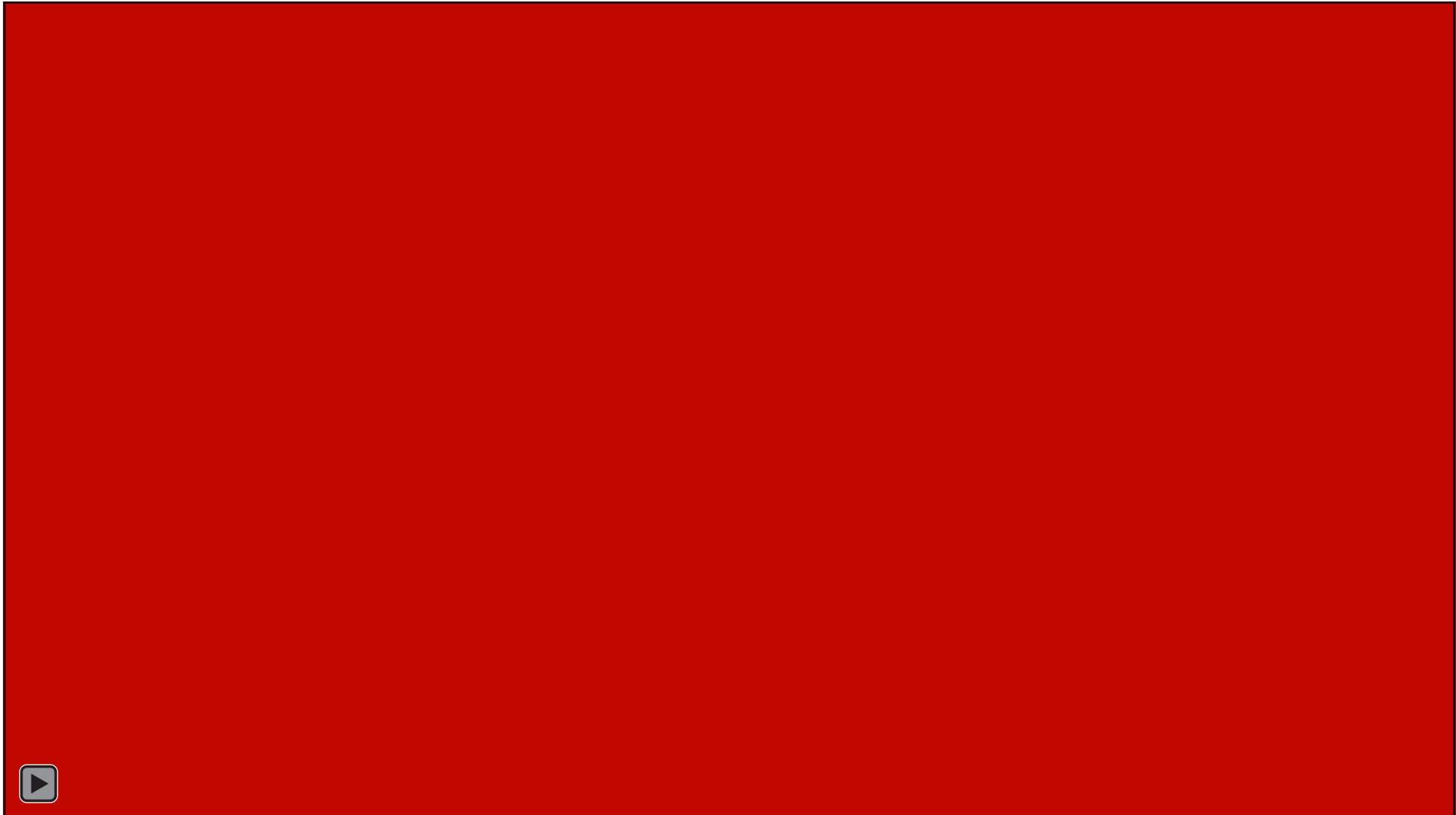
GIS Tool: Determination of Proximate Businesses for Expenditure Estimates



GIS Tool: Copy and Paste Businesses & NAICS into Excel Workbook Tool



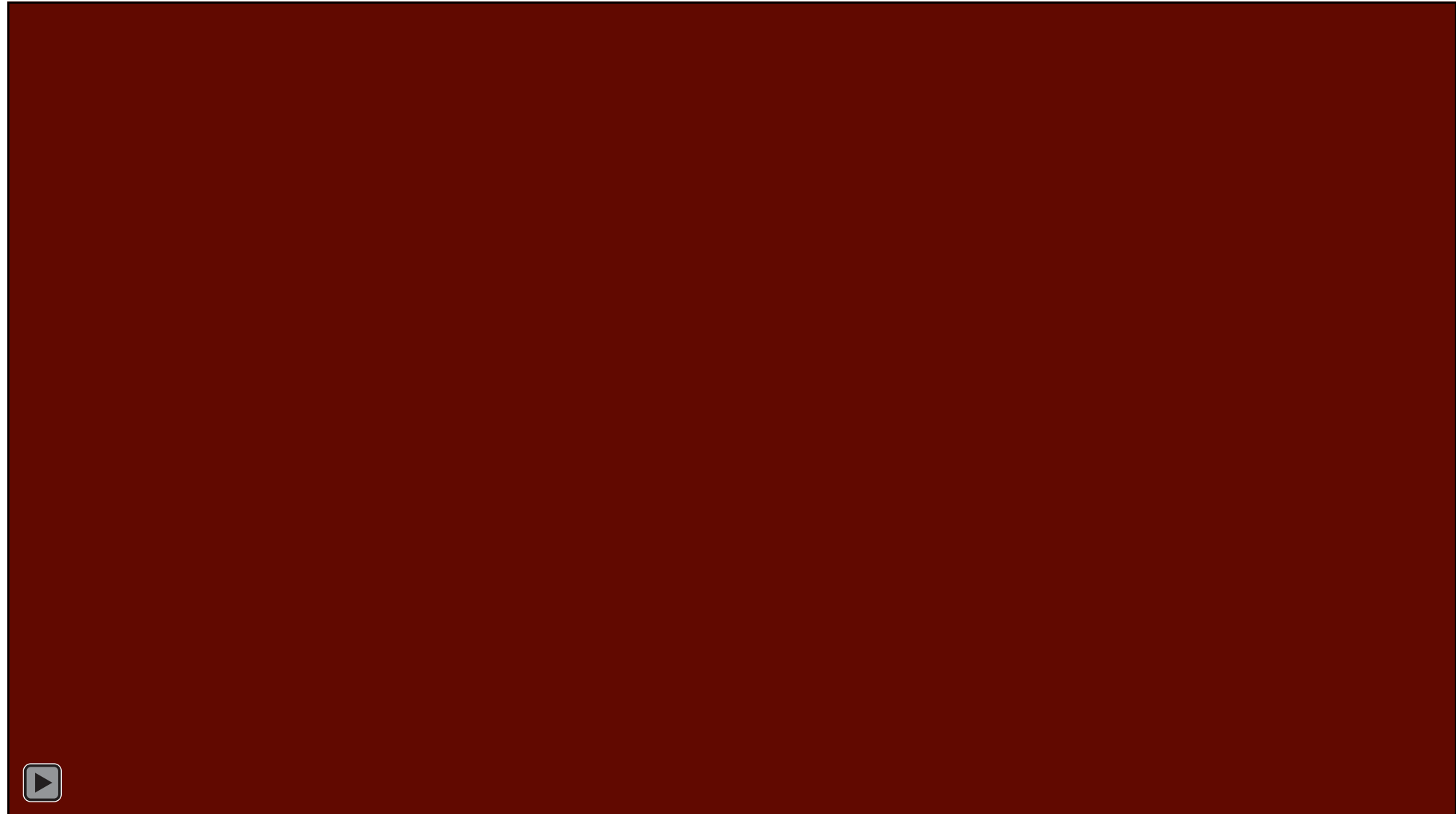
Workbook: Trail Details + I. Trail Tourism Attractiveness Index & Tourism Impacts



Workbook: Trail Retail Capture Index & Trail User Impacts



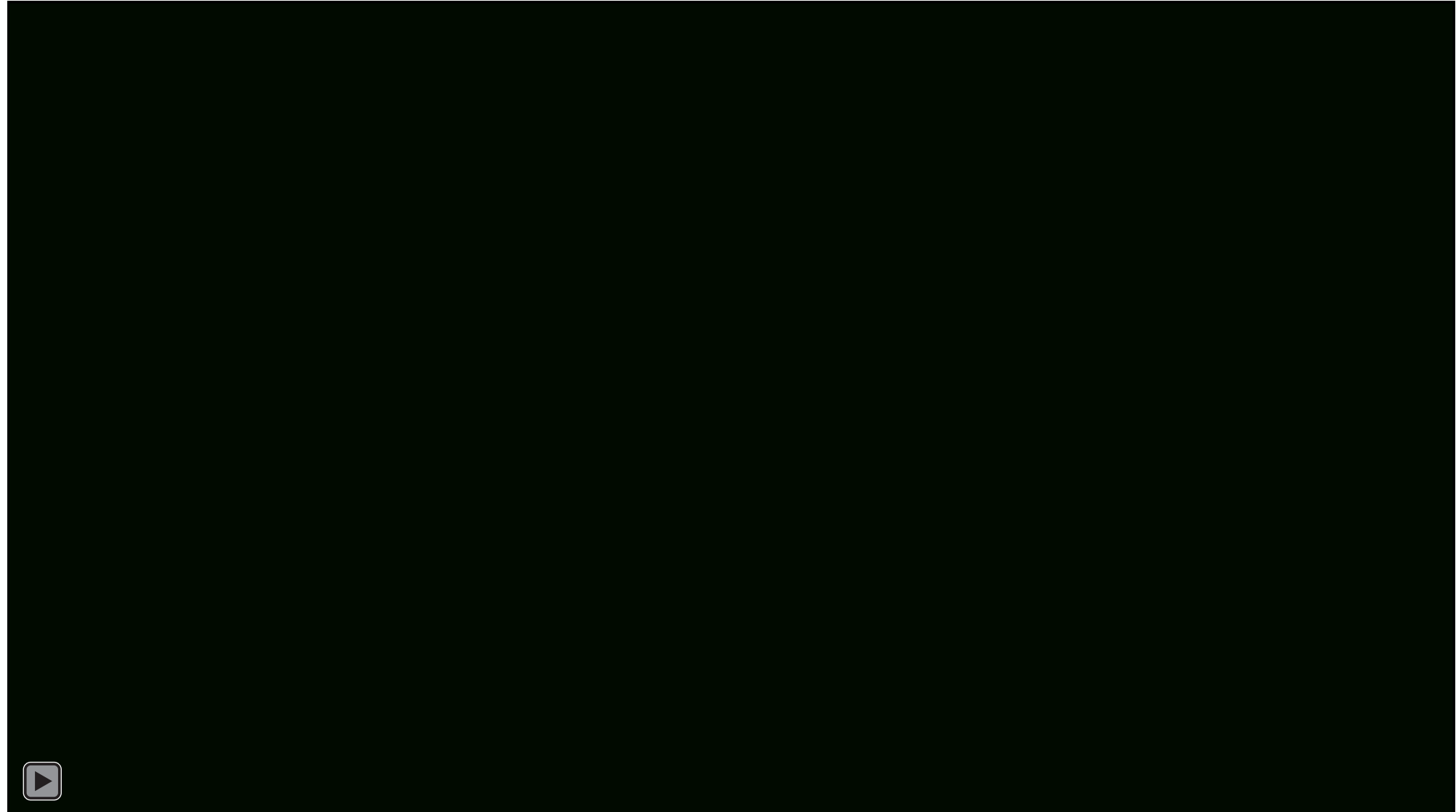
Workbook: Physical Health Benefits



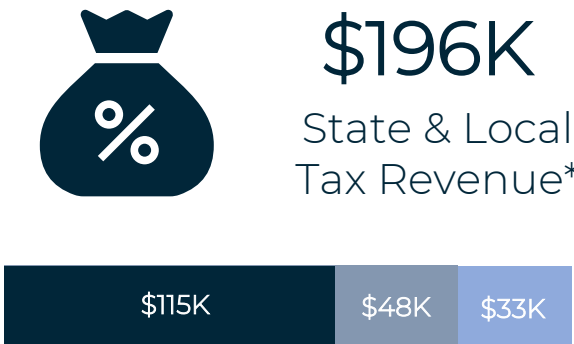
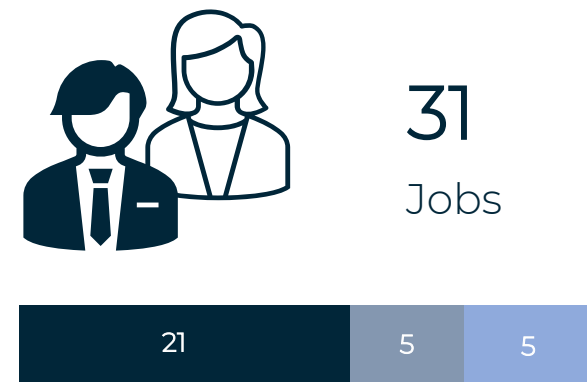
Workbook: Emissions Reduction Benefits



Workbook: Additional Considerations and Customization + VI. Economic Impact Summary

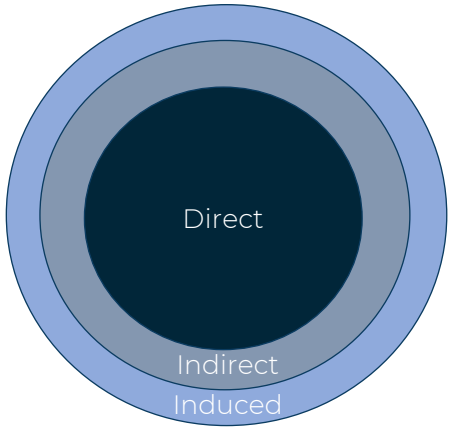


Case Study – Ecusta Trail Draft Findings



*\$72K in local taxes

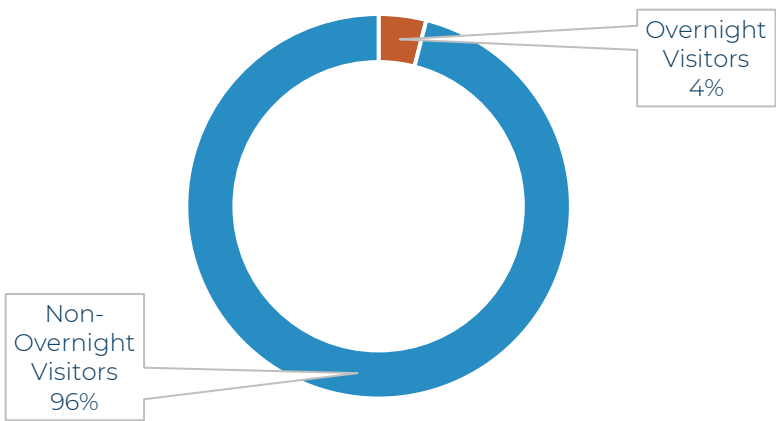
ECONOMIC IMPACTS



- Jobs
- Employee Earnings
- Economic Output
- Local & State Tax Dollars

Case Study – Ecusta Trail Draft Findings

Share of Annual Trail Visits



Share of Annual Economic Output

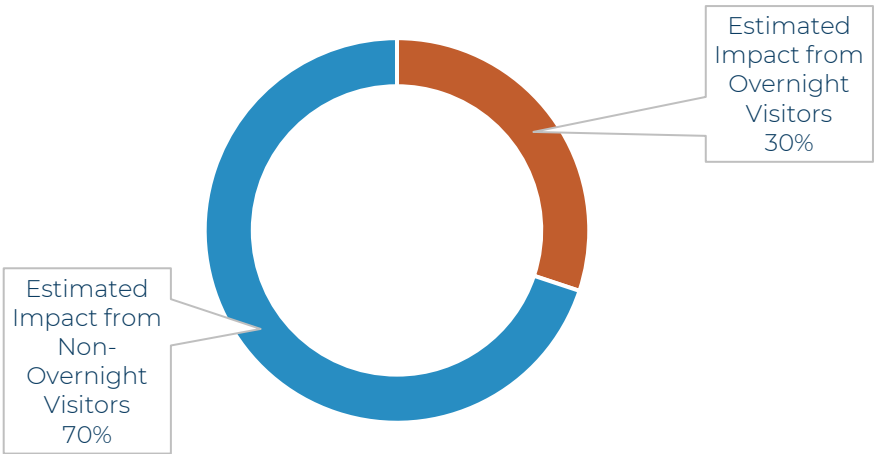


Table 1: Impacts on Annual Output by Trail Visitor Type (Overnight vs. Non-Overnight)

Annual Visits	Trail Visits	Visit Share	Economic Output	Share of Economic Output
Overnight Visitors	4,368	4.0%	\$1,209,000	30.1%
Non-Overnight Visitors	104,842	96.0%	\$2,809,000	69.9%
Totals	109,210	100.0%	\$4,018,000	100.0%

Source: ITRE Analysis, 2026

Case Study – DRAFT FINDINGS*

Economic Impacts of Case Study Trails

Trail	Estimated Annual Visits	Jobs	Employee Earnings	Economic Output	Local & State Tax Revenue
Ecusta Trail (Phase I)*	109,210	31	\$1,399,000	\$4,018,000	\$196,000
Gary Shell Cross-City Trail	125,000	37	\$1,621,000	\$4,680,000	\$229,000
Marcia H. Cloniger Rail Trail	113,853	28	\$1,229,000	\$3,534,000	\$172,000
Panthertown Trails*	65,000	18	\$764,000	\$2,347,000	\$123,000
Statesville Greenway	80,000	19	\$836,000	\$2,421,000	\$110,000

Source: ITRE Analysis, 2026

Economic Benefits of Case Study Trails

Trail	Estimated Annual Visits	Physical Health Benefits	Emissions Reduction Benefits
Ecusta Trail (Phase I)	109,210	\$876,000	\$29,000
Gary Shell Cross-City Trail	125,000	\$1,003,000	\$33,000
Marcia H. Cloniger Rail Trail	113,853	\$913,000	\$30,000
Panthertown Trails	65,000	\$521,000	\$17,000
Statesville Greenway	80,000	\$642,000	\$21,000

Source: ITRE Analysis, 2026

*Case studies are in the process of being revised and the final results are anticipated by November 30. Two additional trails are being added to this list the Greensboro Downtown Loop Trail and the Fonta Flora Trail (Burke County segment).

Next Steps

User Guidance (Nov. 31)

- YouTube videos
- Written documentation

Research Dissemination (Dec. to Jan. 31)

- NCDOT
- Great Trail State Coalition
- Carolina Thread Trail
- Triad Trails Council

Final Report (Jan. 31)

- Documentation of the research

Questions?



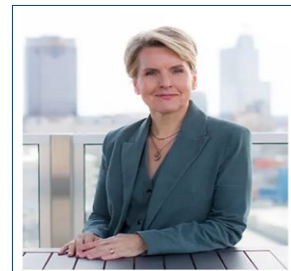
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Thank you!



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Traffic Safety Unit Updates

Brian Murphy, NCDOT Traffic Safety Unit

September 23, 2026

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

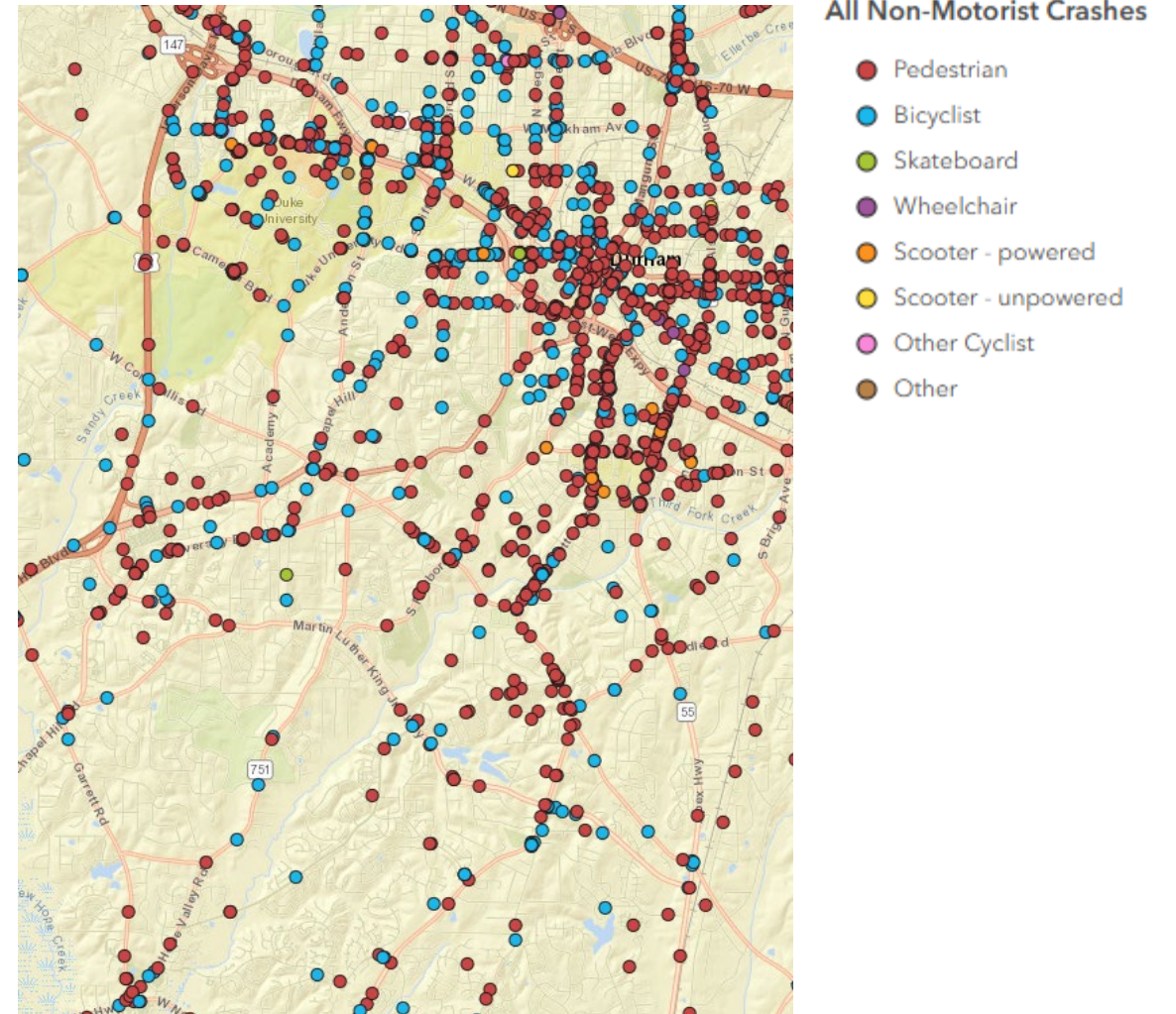
Goals for Today:

- ❑ Provide quick updates on the following items:
 - ❑ Non-Motorist crash data
 - ❑ Pedestrian and Bicycle Infrastructure Network (PBIN)
 - ❑ Intersection Inventory
 - ❑ Transportation Alternatives Program (TAP) funded pedestrian safety projects

Non-Motorist crash data

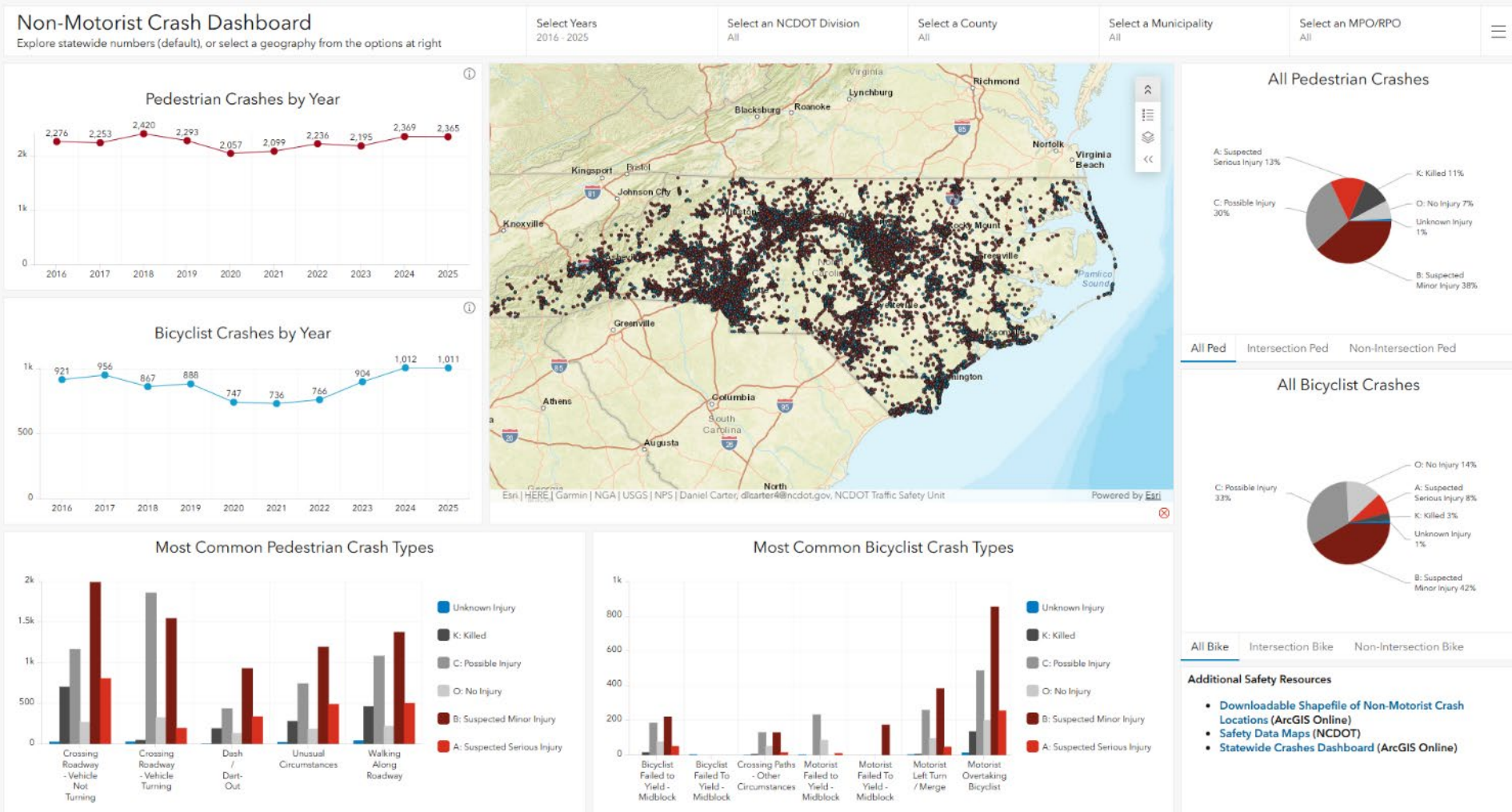
Non-Motorist Crashes

- Non-Motorist Crash Database (also referred to as *Pedestrian and Bicycle Crash Analysis Tool* (PBCAT) database)
- Highly curated and geolocated statewide database of crashes involving non-motorists (2007-2025)
- View online map:
<https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=b4fcfdc266d054a1ca075b60715f88aef>
- Download:
<https://ncdot.maps.arcgis.com/home/item.html?id=d00e97d23146472cb5da78fc3dbc0274#overview>
- Updated June of 2026



Non-Motorist Crashes

Online dashboard:
<https://ncdot.maps.arcgis.com/apps/dashboards/78046d11cabd4658a4d45b88c52ab8af#>



Pedestrian and Bicycle Infrastructure Network (PBIN)

Pedestrian and Bicycle Infrastructure Network (PBIN)

- Statewide spatial (GIS) inventory of existing and planned bicycling and walking facilities along state and city roads
- Point features (crosswalks, etc.) and line features (sidewalks, bike lanes, etc.)
- **Updated July 2026**
 - Statewide coverage
 - New data structure
 - Existing and planned facilities



Existing Point Features

- Marked Crosswalk - Intersection Related
- Crossing Island
- Trail Crossing - At-Grade
- Marked Crosswalk - Mid-Block Crossing
- Access Point - No Parking
- Curb Extension
- Pedestrian Crossing - Overpass
- Pedestrian Crossing - Underpass
- Trail Crossing - Underpass
- Access Point - With Parking
- Trail Crossing - Overpass
- Unknown

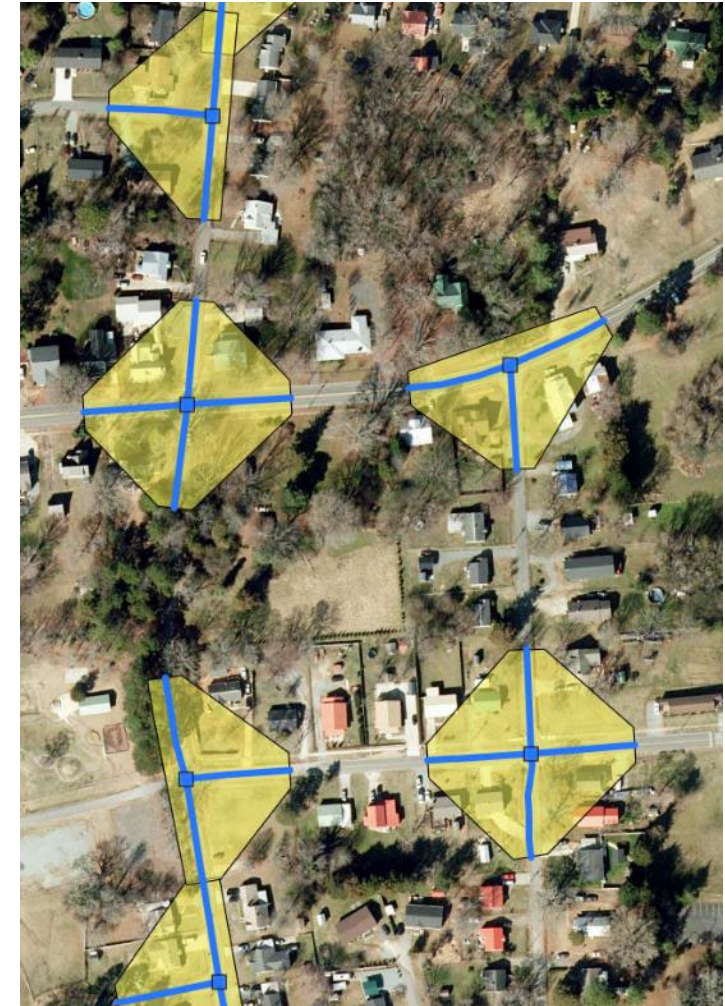
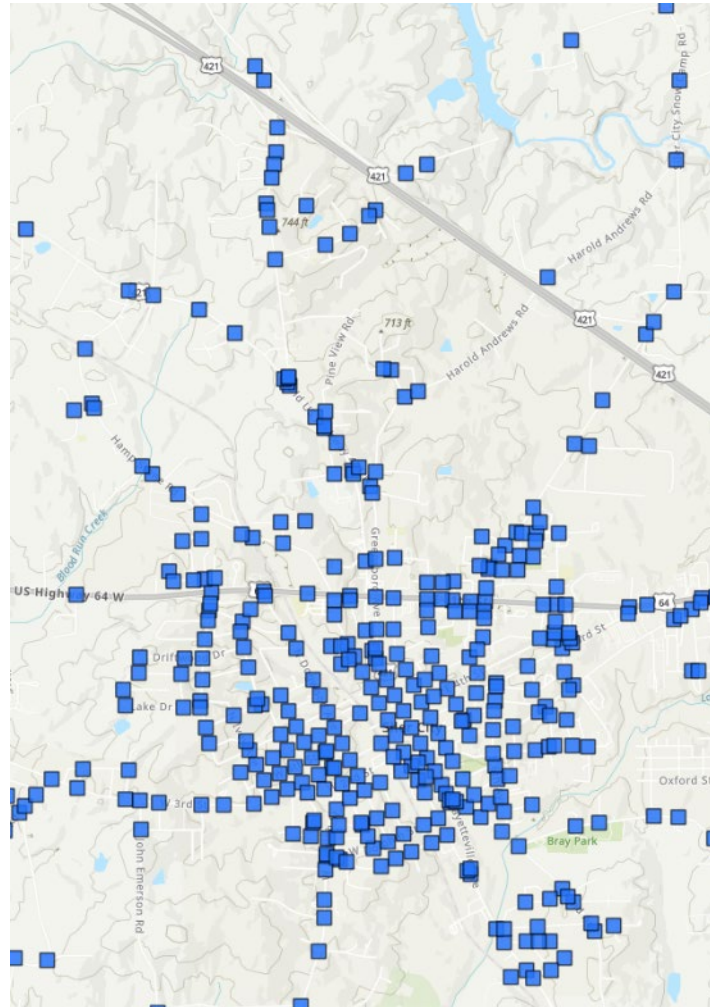
Existing Linear Features

- Sidewalk
- Greenway
- Sidepath
- Bike Lane
- Buffered Bike Lane
- Separated Bike Lane
- Unimproved Trail
- Cycle Track
- Bike Lane - Unknown Type
- Unknown
- Contraflow Bike Lane

Intersection Inventory

Traffic Safety Intersection Inventory

- 391,793 intersections
- Spatial (GIS) dataset
- Intersections represented as points and polygons
- Basic attributes included (e.g., traffic control, number of legs, etc.)
- View online map:
<https://ncdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=a2c61baa9c8f4d2eb68ca65eb1b47bd9>
- Updated July 2026
 - Added 8,000 intersections
 - Refined polygons



Transportation Alternatives Program (TAP) funded pedestrian safety projects

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
- ☐ Obligate funds by June 2027 or June 2028 (for complicated projects)

FY26 TAP Call for Projects Summary



FY26 TAP Call for Projects Summary

The types of projects awarded included:

- High visibility crosswalks
- Curb ramps
- Pedestrian countdown signals
- Leading pedestrian interval (LPI)
- Rapid rectangular flashing beacons (RRFBs)
- Pedestrian Hybrid Beacons (PHB) a.k.a. HAWK signal
- Filling a small sidewalk gap related to a crossing

FY27 TAP Process and Timeline

Open Call for Projects – Closes August 28, 2026

- Local Agencies to submit a project request and any supplemental information
- Project submittal link is live on the webpage:
<https://connect.ncdot.gov/resources/safety/Pages/Pedestrian-Safety-Project-Call.aspx>

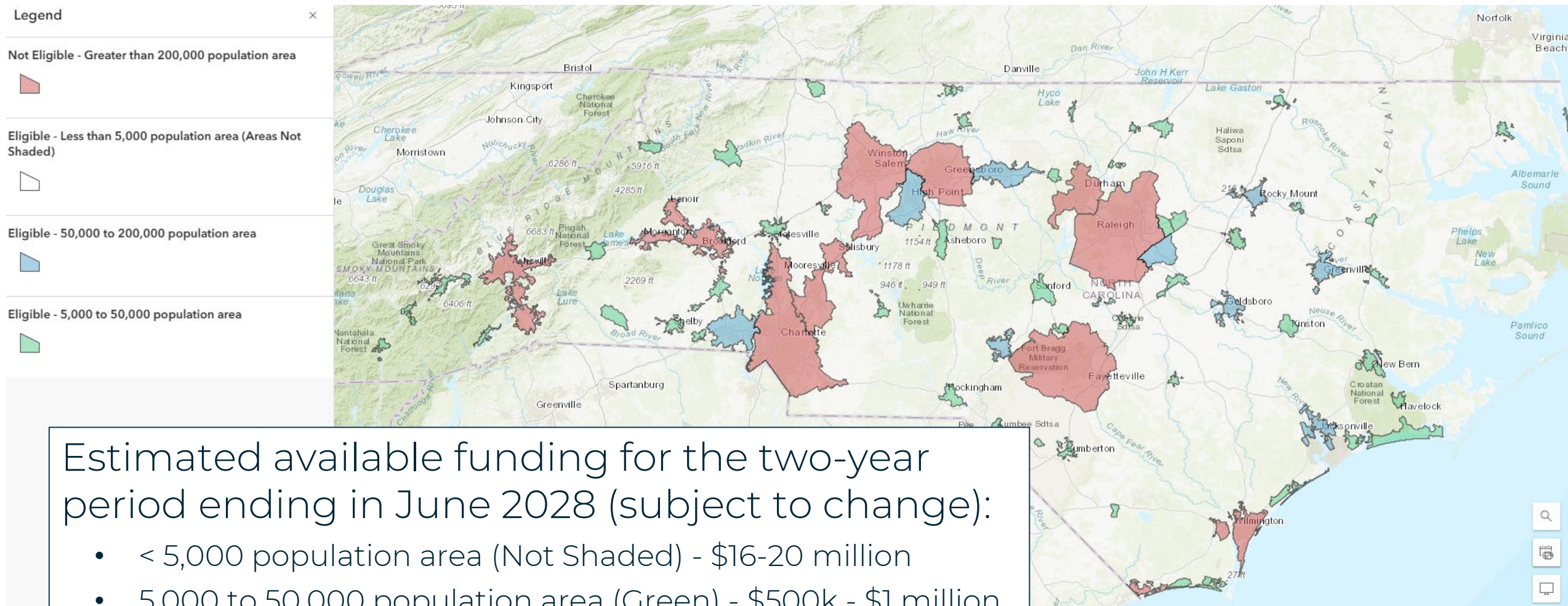
Evaluation and Award

- Review project submittals – September/October 2026
- NCDOT develops project designs and estimates – November 2026 to April 2027 / April 2028
- Notify recipients – November 2026
- Obligate funds for construction – June 2027 and June 2028

Project Delivery

- Project Delivery by NCDOT Divisions – After June 2027 / June 2028

Eligibility - TAP Funding Areas



Thank you!

Brian Murphy, PE

State Traffic Safety Engineer
Traffic Safety Unit

North Carolina Department of Transportation

(919) 814-4948

bgmurphy@ncdot.gov

Rail Safety Action Plan

Rail Safety Action Plan for Statewide Active Transportation

Goal: Improve rail safety in North Carolina by Identifying non-motorized paths/trails encountering a railroad

- **Phase 1:** Developing a statewide mapping layer identifying and scoring all active and planned paths/facilities encountering a rail corridor
 - Accessible GIS layer to identify conflicts
- **Phase 2:** Providing guidance to planners when planning near railroads
 - Identify obstacles and provide resources for planners to overcome planning challenges

Phase 1 Completion date: March 2027



Signs and railroad crossing lights guard trail crossing of Hiawatha light rail corridor; Minneapolis, Minnesota – Stuart Macdonald, americantrails.org

IMD Director Comments

LAP Delivery Program

LAP Delivery Program

Program Purpose

- Provide delivery support to 37 projects
- Resolve barriers to project progress
- Promote collaboration and accountability across invested parties
- Identify program-wide trends and systemic solutions

Recent Activity



Data Collection



Dashboard and Roadmap Updates



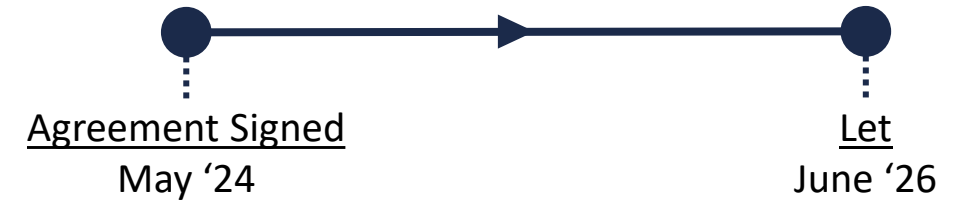
NCDOT LAP Workgroup

Recent Successes

BN-0011

Estatoe Trail Phase 3

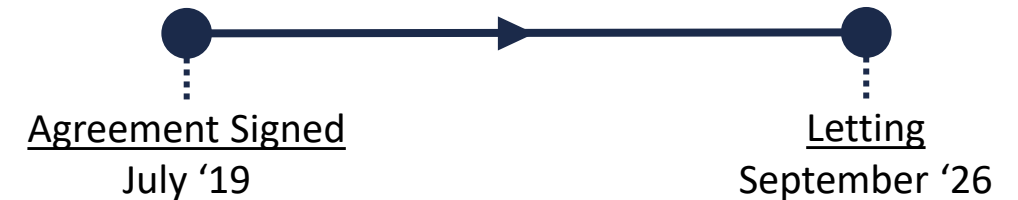
Construct 0.7 miles of shared use path from Cashiers Valley Road to Silverstein Drive in Brevard



EB-5810

Barbara Jane Sidewalk

Construct 0.3 miles of sidewalk along Barbara Jane Avenue from Chandler Street to Old Greensboro Road in Winston-Salem



Confident Scope and Cost Estimate (CSCE)



CSCE: Confident Scope and Cost Estimate

What Agencies Should Know

What is the CSCE?

- New project delivery milestone for projects selected through prioritization
- Establishes agreement on project scope at the appropriate stage
- Creates a stable scope and cost baseline and improves confidence in the project estimate
- Future State: CSCE would be established before a project is programmed for construction

What does this mean for LAPs?

- For most LAP projects, CSCE is expected around the Design Recommendation Plan Set (DRPS) / approximately 25% plans
- Divisions and Preconstruction are beginning to identify projects that need to achieve CSCE
- Project-specific coordination will help confirm design status, scope/cost information, and the remaining path to CSCE

Expectation

9/30/27

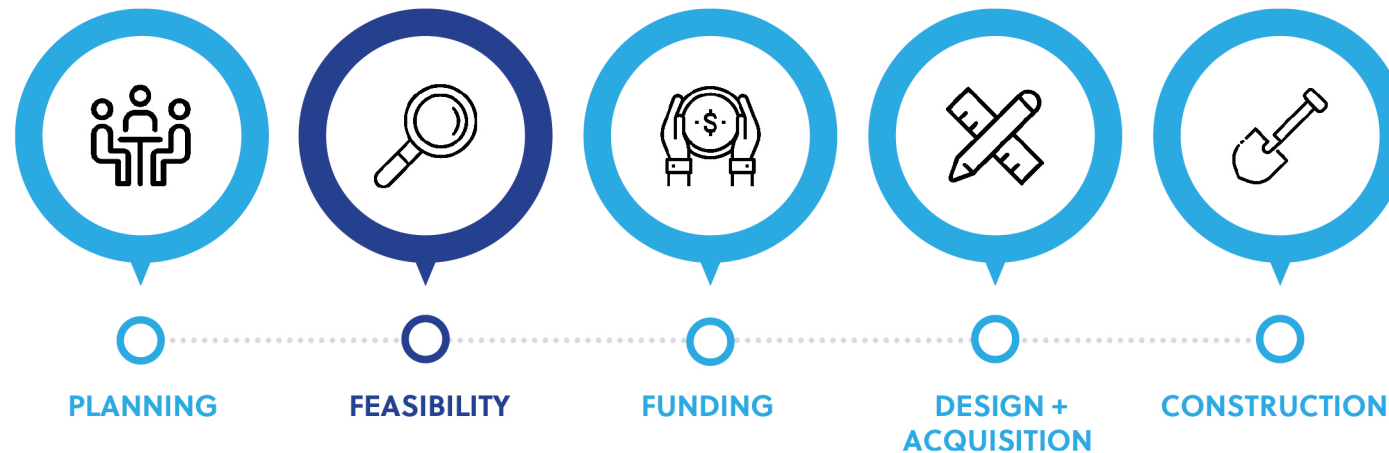
Bike-ped projects scheduled for delivery must obtain CSCE by September 30th, 2027, or face re-evaluation in P9.0.

Paved Trails & Sidewalks Feasibility Study Grant Program

PURPOSE

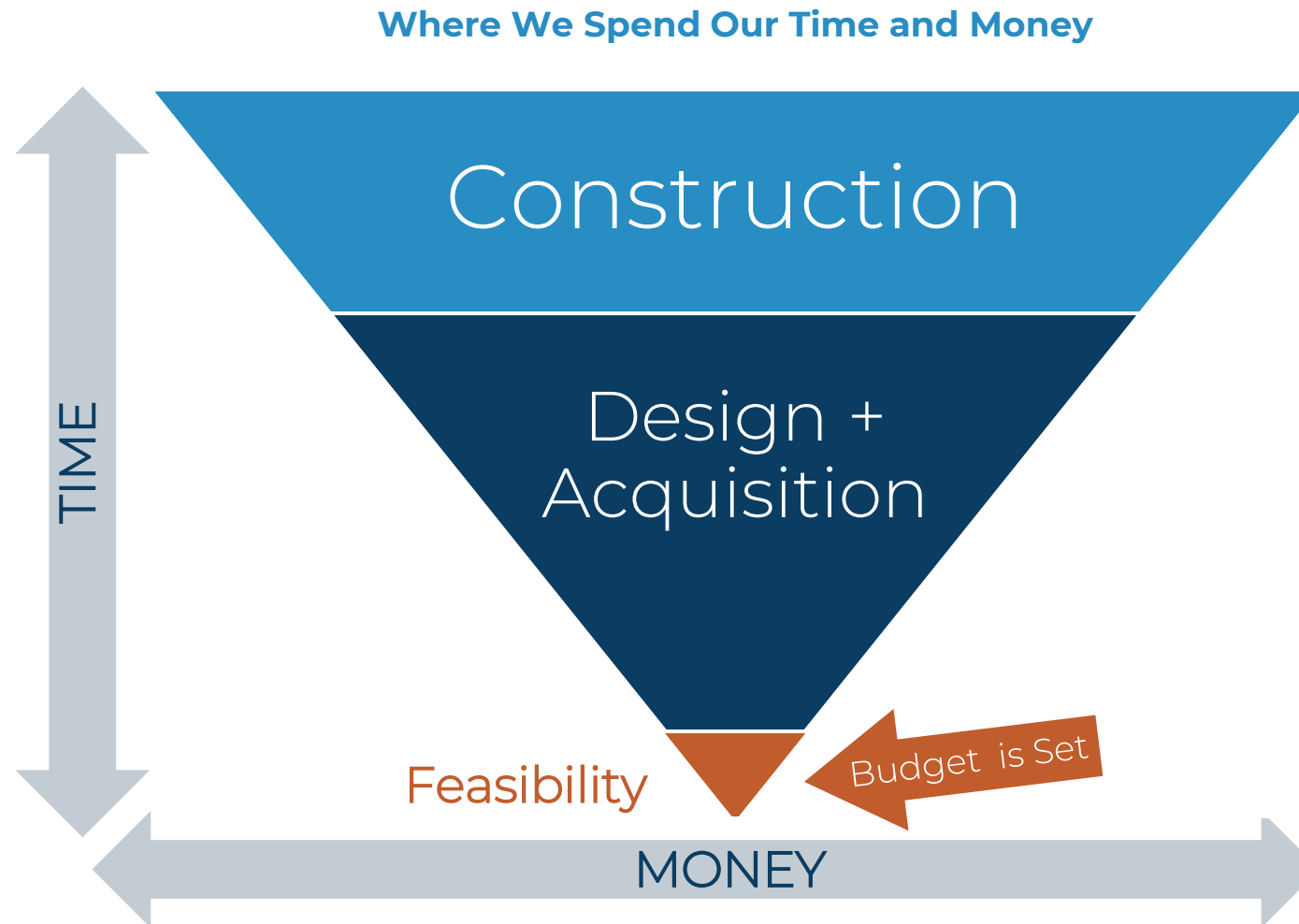
The purpose of the Paved Trails and Sidewalks Feasibility Studies Grant Program is to improve the pathway of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities multimodal infrastructure.

Applications are open on October 1st 2026 through November 6th 2026



[Click Here to Apply](#)

IMPORTANCE OF FEASIBILITY STUDIES



ELIGIBILITY

The following governmental entities and non-profit organizations can apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Any municipality or county within North Carolina
- Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) in North Carolina
- Bicycle, pedestrian, and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies

Due to limited funding, the following entities are ineligible to apply to the Paved Trails and Sidewalk Feasibility Study Grant Program:

- Colleges or universities
- Other entities such as Business Improvement Districts

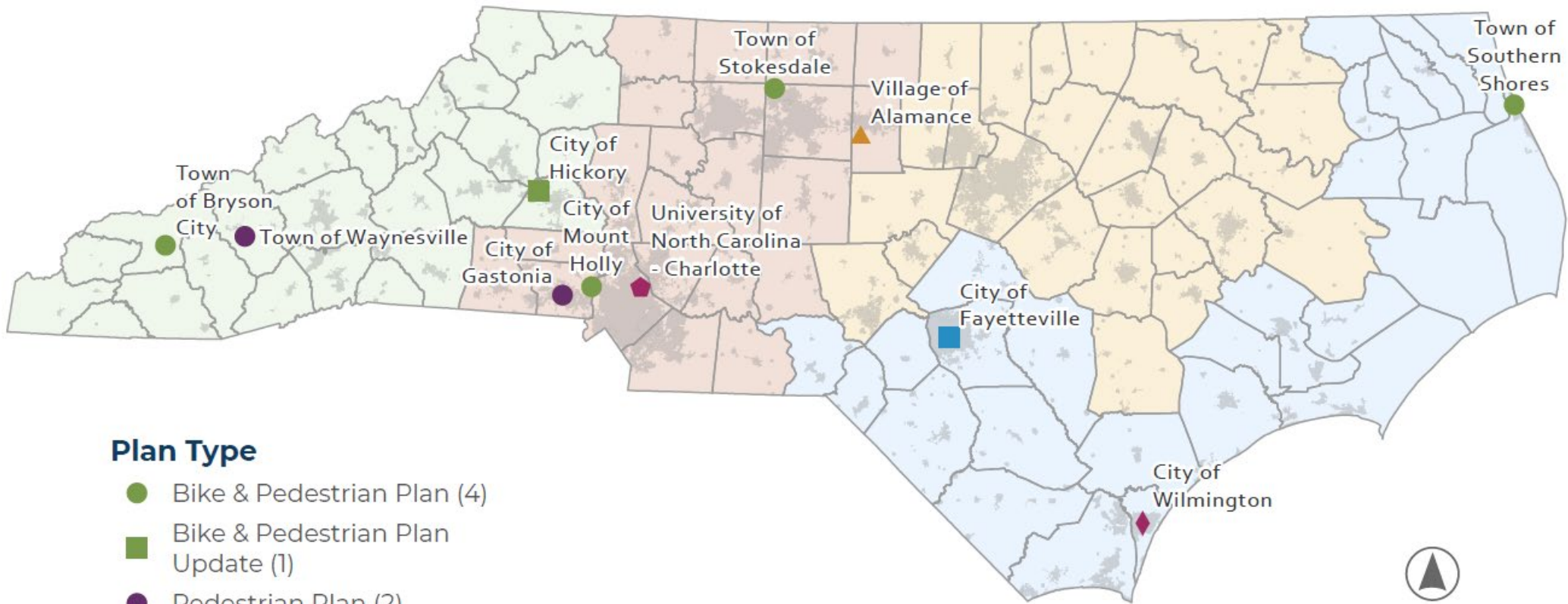
Applicants must re-apply each year to be considered within the current grant cycle. Please note that all applications and relevant documents will be accepted online at the program webpage.

FEASIBILITY STUDY SCALE

	Small-Scale Feasibility Study	Large-Scale Feasibility Study
Cost	\$60,000 - \$80,000	\$80,000 - \$120,000+ Significantly more complex and extensive corridors may result in a higher plan cost
Number of Route Alternatives	Up to 4 alternatives to be evaluated	Greater than 4 alternatives to be evaluated
Mileage Range	¼ mile to 3 miles	3+ miles
Jurisdictional Range	Up to 2 jurisdictions along the corridor	2+ jurisdictions along the corridor (may require additional jurisdictional meetings/coordination)
Corridor Constraints	Minimal utilities Moderate topography Smaller FEMA studied streams (creeks and streams) Moderate roadway characteristics constraints (minor road crossings, moderate to high traffic volumes, moderate to high-speed limits)	Rail corridors/crossings Significant roadway characteristic constraints (controlled access roadways, major road crossings, high traffic volumes, high speeds) Larger FEMA studied streams (major water bodies – rivers, lakes) Moderate/significant utilities Significant topography
Community + Stakeholder Engagement Expectation	3 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 4 focused stakeholder (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)	4-5 steering committee meetings (virtual) 1 online survey 1 public meeting Up to 8 focused stakeholders (landowners, local businesses, underrepresented groups, etc.) meetings (1-on-1 or may include multiple stakeholders per meeting)

Multimodal Planning Grant Program

MMPG Awardees FY 2027



Plan Type

- Bike & Pedestrian Plan (4)
- Bike & Pedestrian Plan Update (1)
- Pedestrian Plan (2)
- Bike Plan Update (1)
- ▲ Bike & Pedestrian Project Acceleration Plan (1)
- ◆ Multimodal Network Plan (1)
- ⬠ University Multimodal Network Plan (1)

Region

- Mountains
- Western Piedmont
- Eastern Piedmont
- Coastal Plains

FY27 MMPG Project Info

Community	Plan Type	Total Project Cost (fed + state + local)
Bryson City	Combined Bicycle & Pedestrian Plan	\$ 80,000.00
Gastonia	Comprehensive Pedestrian Plan	\$ 120,000.00
Hickory	Bicycle & Pedestrian Plan Update	\$ 72,500.00
Mount Holly	Combined Bicycle & Pedestrian Plan	\$ 85,000.00
Southern Shores	Combined Bicycle & Pedestrian Plan	\$ 80,000.00
Stokesdale	Combined Bicycle & Pedestrian Plan	\$ 80,000.00
UNC Charlotte	Multimodal Plan for College / University	\$ 90,000.00
Village of Alamance	Project Acceleration Plan	\$ 65,000.00
Waynesville	Comprehensive Pedestrian Plan	\$ 85,000.00
Wilmington	Multimodal Network Plan	\$ 210,000.00
Fayetteville	Bicycle Plan Update	\$ 162,500.00

FY27 MMPG Next Steps

Timeline for 2026

- Municipal Agreements were sent out in August
 - Signed agreements are trickling in
- Local Matches collected September - October
- IMD has begun contracting firms
 - SOWs are in development
- NTP are anticipated November - December
- Official Kickoff Meetings will be held in December - January

DATES	TASK/EVENT	RESPONSIBLE PARTY
October – November 2025	Review program goals, plan types, and eligibility requirements for updates or adjustments	INTERNAL -Program Manager -Regional Planning Manager -Deputy Director of Planning and Programming
November 2025	-Updates to EBS application initiated -Review EBS access protocols for applicants	INTERNAL & EXTERNAL -Program Manager -EBS Admin Team
February – April 2026	Call for Applications Open to Partners -Technical support and application support for applicants -Process requests daily for EBS access	INTERNAL Program Manager
Early February 2026	Outreach and Marketing -Draft press release for review / comments -Issue press release -Email to IMD listservs: MPO's, RPO's, Quarterly Webinar listserv, transit agencies, NC Plan orgs, etc. -Informational Webinar (optional)	INTERNAL & EXTERNAL -Program Manager -IMD Comms Liaison
April 17, 2026	-Deadline for EBS form requests April 13 -Deadline for application submissions April 17	INTERNAL Program Manager
Mid-April 2026	Application Review -Compile applicant metadata -QA/QC application submissions -Document missing attachments and eligibility mistakes -Assign Regional Planners review assignments and instructions -Convene Regional Planning Team for award discussion & recommendations	INTERNAL -Program Manager -Regional Planning Staff
April 22, 2026	-Deadline for May BOT Agenda items -Draft list of estimated project costs -Final list of Award Recommendations sent to Director or Planning & Programming	INTERNAL -Program Manager -Deputy Director of Planning & Programming
May 7, 2026	NCDOT BOT approves funding (Item I)	EXTERNAL NCDOT BOT
June 2026	-Notify all applicants of award status (once funding is secured) -Issue press release of awarded communities (optional) -Create project WBS elements and submit AFRA requests (CRP funded projects)	INTERNAL & EXTERNAL -IMD Program Manager -IMD Comms Liaison -Deputy Director of Planning & Programming
July 2026	Initiate Consultant Assignments, Contracting, & Municipal Agreements -Coordinate with IMD Procurement and Contract staff on roles and responsibilities for contracting -Coordinate with Local Programs Office to initiate Municipal Agreements -Assign firms / Request draft scopes of work and contracting forms from consultants -Create project WBS elements and submit AFRA requests (SPR funded projects)	INTERNAL & EXTERNAL -Program Manager -IMD Procurement and Contracting Staff -Local Programs Office -Deputy Director of Planning & Programming
August – October 2026	-Finalization of Scopes of Work, Contracting Requirements, and Municipal Agreements (including receipt of local matches) -Create tracking Smartsheet for project status -Regular check-ins with local contacts for status and execution	INTERNAL & EXTERNAL -Program Manager -IMD Procurement and Contracting Staff -Local Programs Office
November – December 2026	Notices to Proceed Issued -Schedule kick-off meetings -Request consultants to submit initial invoices	INTERNAL & EXTERNAL -Program Manager -IMD Procurement and Contracting Staff
January 2027	-Kick-off Meetings held	INTERNAL -Program Manager -Regional Planning Staff

MMPG Program Next Steps

- Formalize program goals
- Increase program visibility
 - Project Dashboard under development
 - Develop a consistent program brand including a logo
- FY28 call for projects will open in Spring of 2028

IMD Multimodal Planning Program

Guidelines, procedures and resources for the IMD Multimodal Planning Program.

Home ► Connect NCDOT ► Local Governments ► Planning ► IMD Multimodal Planning Program

About the Multimodal Planning Program



Overview

Multimodal Planning Grant Program Overview

Grant Awardees

2025 Multimodal Planning Grant Awardees

Program Options for Local Governments

Bicycle and/or Pedestrian Plan

Microtransit Feasibility Studies

Microtransit Feasibility Studies

Upcoming Grant Opportunity for NC Transit Agencies

Funding available for up to **four** transit studies

Emphasis on implementation readiness

Anticipated timeline

- Call for Applications open in **Fall 2026**
- Grants awarded in **January 2027**
- Project start in **March 2027**

Six studies previously funded in 2023:

- Davidson County
- Robeson County
- Cabarrus County
- Onslow County
- Wilson County
- Hoke County

Contact Bryan Lopez balopez@ncdot.gov for more information

FY25 On-Demand Microtransit Annual Report

Overview

In 2025, NC's microtransit network continued to grow with the launch of new services across the state. This expansion contributed to sustained ridership increases, pushing cumulative microtransit trips beyond 1.6 million since the first service launched in 2020. Through 2025, approximately 736,000 North Carolinians had access to microtransit service within their communities.

Total ridership
for the year
(State FY 25)
533,266 rides

1.6M+
microtransit trips
completed
statewide
through 2025

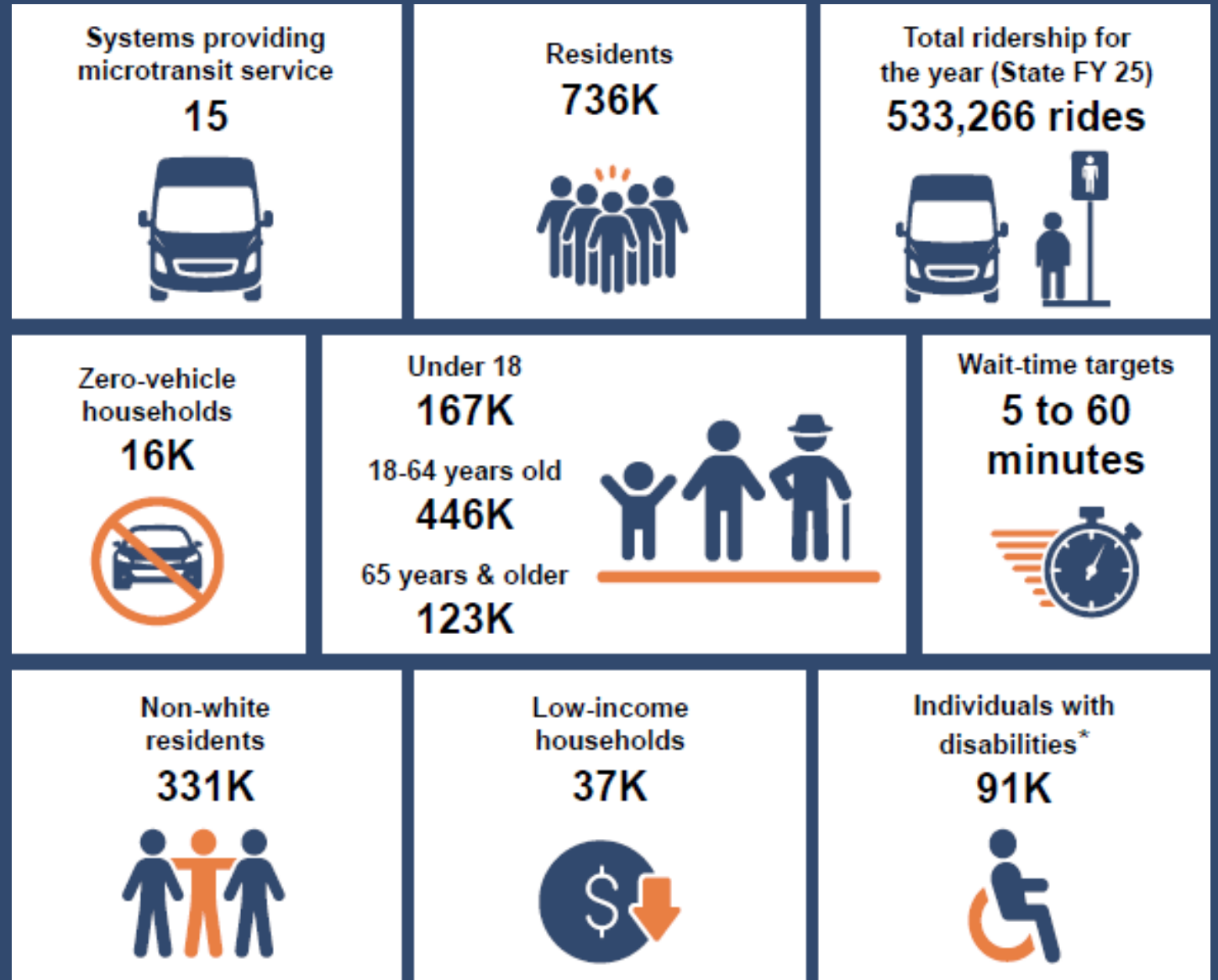
~736,000
North Carolinians
have 60-minute
(or less) access
to on-demand
transit

Services added in CY 2025:

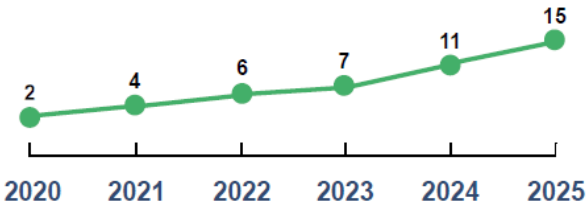
- ARRIVE – Wilson County Transportation
- CATS Micro – Charlotte Area Transit System (CATS)
- FLEX Ride – Kerr Area Transportation Authority
- Greenway – Western Piedmont Regional Transit Authority
- McDowell Express – McDowell Transit

Microtransit in NC

The information presented is based on American Community Survey (ACS) data for the population with access to transit within the combined microtransit service areas. The ridership and wait-time targets have been provided by the transit agencies.

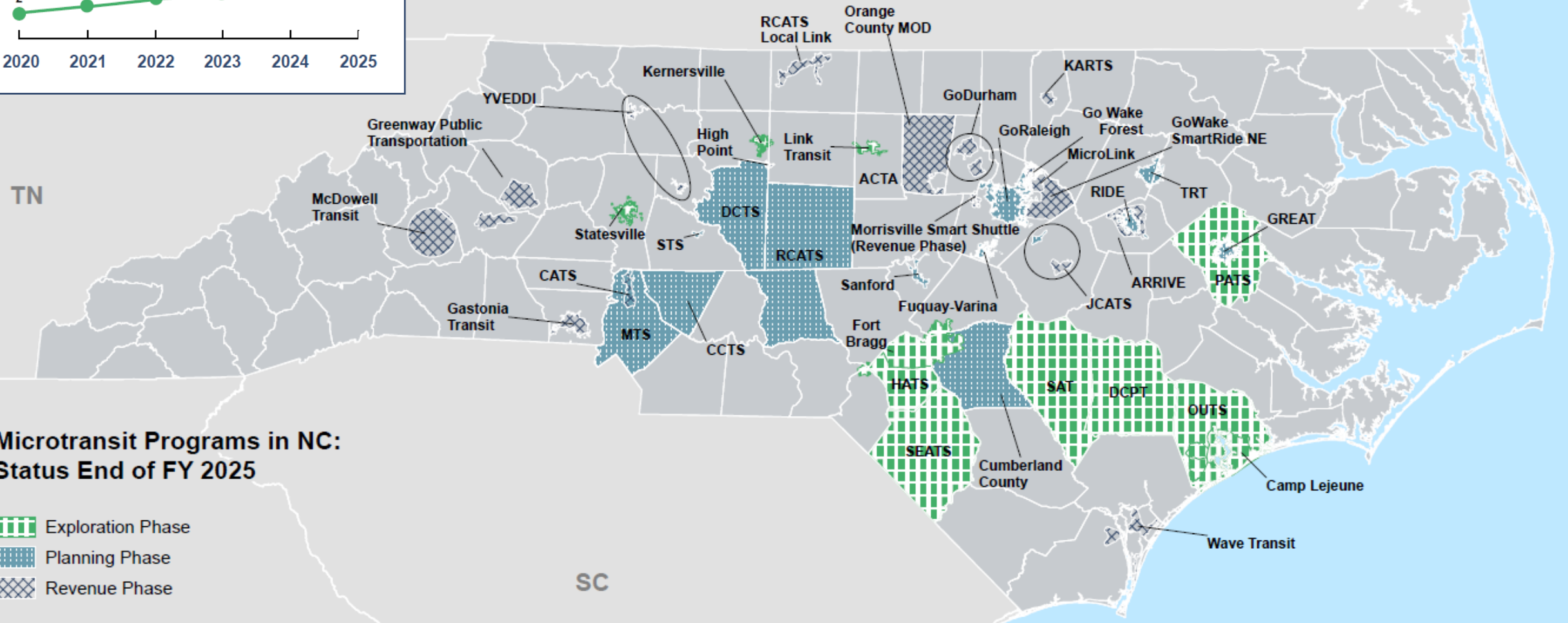


On-Demand Microtransit Services Across the State



Microtransit Programs in NC: Status End of FY 2025

- Exploration Phase
- Planning Phase
- Revenue Phase



Microtransit programs that entered the revenue phase in CY 25 are shown on the map but not discussed in this report.

Overview of the Services

The following is a summary of key service and performance data from the 15 agencies operating on-demand microtransit in North Carolina.

Total ridership for the year (State FY 25)

533,266 rides



Total trips per service hour (State FY 25)

3.2



Total ridership since start date

1,649,348 rides



Median service area size

48.8 sq mi



Average number of service area zones

1.5



Average fleet size

11 vehicles

RideMICRO

Wave Transit (Cape Fear Public Transportation Authority)

RideMICRO serves portions of Brunswick, Pender, and New Hanover Counties.

The service was created to:

- ☒ Connect to fixed-route service
- ☒ Replace an inefficient fixed-route
- ☒ Provide transit for low density areas
- ☐ Offer temporal service (for times when other mobility services are difficult to access)
- ☒ Allow convenience beyond demand response

★ Service Launch: October 2021

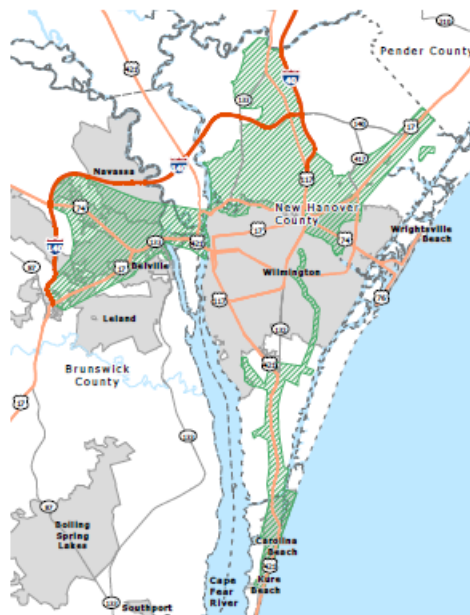
Service Model

- **Service model:** TaaS
- **Software vendor:** Wave Transit
- **Vehicle maintenance:** Daniels Tours

Service Characteristics

- **Service hours:** 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
- **Scheduling:** Mobile app, web portal, call center, in person (including walk-up customers)
- **Advanced booking:** Up to 1 week in advance
- **Pick up & drop off:** Virtual stops, curb-to-curb
- **Fare:** \$2.00 per one-way trip
- **Payment:** Cash, mobile app, vouchers/tickets, coupons
- **Service area:** 76 sq mi
- **Fleet size:** 7 vehicles
- **Vehicles:** Chevy Suburban, Ford Transit Connect, Chrysler Pacifica (all ADA-compliant)
- **ADA:** 4 vehicles

The agency offers promotional coupons during key marketing campaigns, as well as for special free-ride days such as Election Day.



	Service Design	Public Engagement	Branding & Marketing	Vehicle Sourcing	Vehicle Maintenance	Vehicle Fueling
Provided by Transit Agency		●	●			●
Provided by Vendor	●			●	●	

RideMICRO

Wave Transit (Cape Fear Public Transportation Authority)

RideMICRO serves portions of Brunswick, New Hanover, and Pender Counties that are not dense enough to be supported by a fixed-route service. These areas include populations that are elderly, low-income, or have LEP. RideMICRO allows riders to travel within the four microtransit zones and to connect to regional fixed routes.

To promote the service, Wave Transit conducted outreach at targeted locations, including Veterans Affairs centers, the Wilmington International Airport, the New Hanover County Sheriff's Office, and senior living facilities. Wave Transit also gave presentations and advertised through pamphlets, podcasts, billboards, radio, TV news segments, and social media.

Cape Fear Community College is one of the largest sources of RideMICRO ridership, as Zone 4 connects the downtown campus with the northern New Hanover County campus. Another key destination is the New Hanover County Sheriff's Office, which had previously been served by a low-performing fixed route. Each microtransit zone also connects to existing fixed-route service at Forden and Padgett Stations or at the Monkey Junction transfer hub.

With the introduction of RideMICRO, Wave Transit created a designated phone line for the Sheriff's Office to schedule microtransit pick-ups and drop-offs.

Accessibility

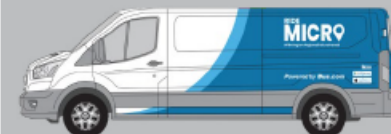
- The service, including the app and call center, comply with ADA standards and offer multilingual accessibility.

Ridership & Response

- **Total passengers since launch:** 65,537
- **State FY 25 ridership:** 18,054

Costs & Funding

- **Total cost:** \$1,068,278
- **Funding sources:** MEE NC Grant, NCDOT ConCPT, and local funding from New Hanover County and City of Wilmington



Service Area Population
83,845
Service Area Density
1,103 people/sq mi

	Hiring Drivers	Training Drivers	Operating the Service	Managing Service Operations	Rider App	Driver App	Call Center
Agency			●		●	●	
Vendor	●	●		●			●

Statewide Active Transportation Plan



Statewide Active Transportation Plan



What's Happening?

- NC's current statewide bicycle and pedestrian plan, WalkBikeNC, was adopted in 2013.
 - North Carolina has changed a lot since 2013.
- Our goal is to create a new action-oriented blueprint for improving walking, biking, and rolling across the state of North Carolina.
 - The updated plan will guide future partnerships, policies, programs, and projects to create safer and more connected walking, biking and rolling options.
 - The plan is not anticipated to update or generate any statewide bicycle/pedestrian/multimodal networks.
- Efforts began August 2026 and are anticipated to take about 12-months.

How Can You Get Involved?

- Sign-up on our email list to hear about plan milestones or engagement opportunities.
 - <https://publicinput.com/ncactivetransportation>



- We are asking North Carolinians to share their active transportation stories and photos.
 - Share your own active transportation stories and photos through our community stories platform and ask others to do the same!



Safer Connections. Stronger Communities.

North Carolina Statewide Active Transportation Plan

Help NCDOT shape the future
of walking, biking, and rolling
in North Carolina.



Tell Us Your Story!

Share a story,
photo, or both!

★ Why do you love
walking, biking, or
rolling?

★ How do you
envision NC's active
transportation future?



Selected stories
and photos may be
featured in the final
plan, AND you could
win a \$100 gift card.



Transportation Demand Management (TDM)



Transportation Demand Management (TDM) Program Updates

FY26 TDM Program Highlights Report

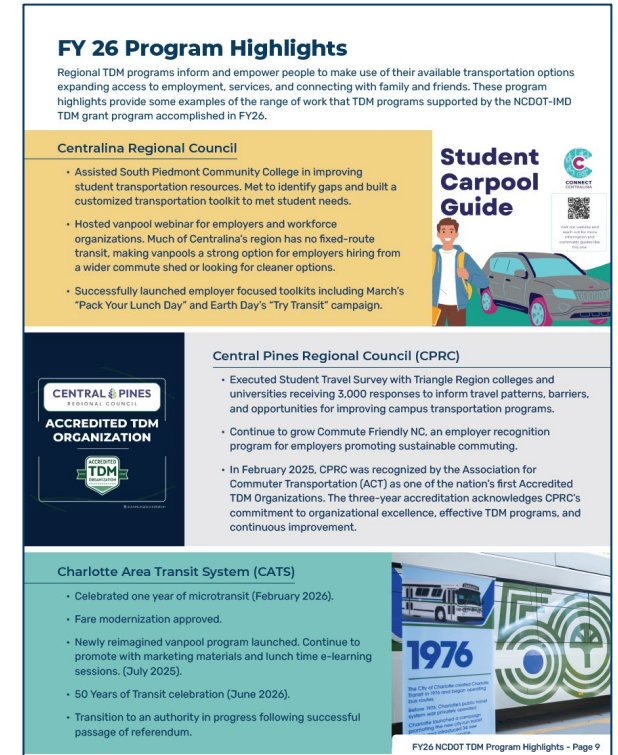
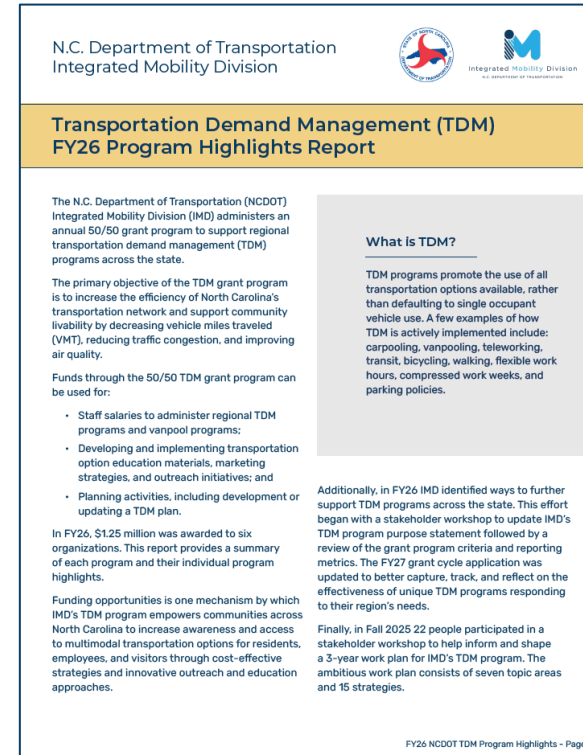
- The report is now available on the TDM Connect page.
- Provides an overview of each grant funded TDM program along with individual program activity highlights and stories.

FY27 Grant Cycle Awardees

- Centralina Regional Council
- Central Pines Regional Council
- City of Charlotte's Charlotte Area Transit System (CATS)
- Land of Sky Regional Council
- Piedmont Authority for Regional Transportation (PART)
- Sustain Charlotte

FY28 Grant Cycle will open late December/early January

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



Intercity Bus

Intercity Bus Updates

Service Changes Effective July 1, 2026

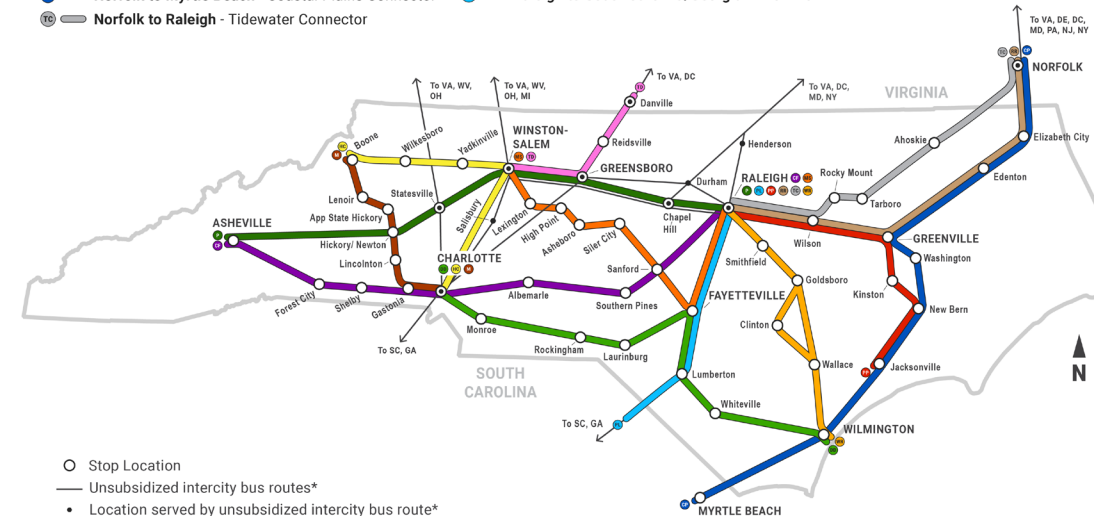
- New Route! Rockfish Run- Raleigh → Norfolk, VA
- New Route! Pine Line- Raleigh → Atlanta
- Route Extension- High Country Gateway- Continues south to Charlotte
- Route Extension- Mid-State Express- Continues north to Raleigh
- Schedule Change- Mid-State Express to connect to and from Wilmington
- Schedule Change- High Country Gateway to connect to and from Raleigh and Norfolk, VA

Intercity Bus Service in North Carolina



ROUTES SUBSIDIZED AND MANAGED BY NCDOT

- AP** Asheville to Raleigh via Hickory - Piedmont Pass
- CF** Asheville to Raleigh - Cardinal Flyer
- MT** Boone to Charlotte - Mountaineer
- HCG** Boone to Charlotte - High Country Gateway
- CD** Charlotte to Wilmington - Dogwood Dasher
- CP** Norfolk to Myrtle Beach - Coastal Plains Connector
- TC** Norfolk to Raleigh - Tidewater Connector
- RR** Norfolk to Raleigh via Greenville - Rockfish Run
- PP** Raleigh to Greenville to Jacksonville - Pirate's Passage
- WR** Raleigh to Wilmington - Wave Rider
- TD** Winston-Salem to Danville - Triad-Danville Connector
- MS** Winston-Salem to Fayetteville - Mid-State Express
- PL** Raleigh to South Carolina/Georgia- Pine Line



- Stop Location
- Unsubsidized intercity bus routes*
- Location served by unsubsidized intercity bus route*

*The unsubsidized intercity bus routes are shown for general informational purposes only. NCDOT is not involved in the management or operation of these routes which are subject to change at any time by the independent service providers.

Updated 6/1/2026

Intercity Bus Updates

Marketing Campaign

- On-bus interior advertising
 - Advertising on the interior of buses on 12 systems throughout NC
- Radio Advertisements
 - 10-30 second sound clips on various radio stations throughout NC
- Billboard Advertising- month-long campaign in July with over 35 locations throughout NC on major interstates
- Coming Soon- exterior bus advertising on various transit systems



Intercity Bus Updates

Changes and Updates in Process:

- Connection with Virginia Breeze in Norfolk
- Stop addition in Kannapolis
- Stop addition In Benson on Mid-State Express
- Resumption of service to Statesville
- Stop relocation in Shelby
- Stop relocation in Reidsville
- Stop relocation in Albemarle
- Stop relocation in Sanford

Partner with Us! We are looking for all transit agencies to have information on their websites regarding our service. We also have brochures and flyers that can be sent for in-person distribution.

Comments or questions please reach out to Hart Evans, Statewide Planning and Programming Manager jhevans1@ncdot.gov

Safe Routes to School

Safe Routes to School Strategic Plan



Engagement Completed:

- 🚲 29 – participants attended Technical Advisory Committee in-person workshop
- 🚲 6 - listening sessions completed
- 🚲 9 - key informant interviews
- 🚲 427 - responses received on statewide survey

START
May 2026

FINISH
March
2027



NC Safe Routes to School Planning & Programming Grants

Next call for applications opens early Oct!

- 🚶 Application deadline in early November
- 🚶 Period of Performance (18 months)
 - Jan 1, 2027 – June 30, 2028
- 🚶 Funded with TAP
 - 80% federal, 20% local match required
- 🚶 Reimbursement-based funding
- 🚶 Projects must clearly serve K-12 students and support safe walking, bicycling, or rolling



NC Safe Routes to School Planning & Programming Grants

Questions?

- 🚲 Website is being updated with application information (and new URL)
- 🚲 Informational webinar on Wed, Oct 7 at 3pm (will be recorded & posted online)
- 🚲 Weekly office hours during application period for questions (details will be posted on website)
- 🚲 Contact Jennifer Delcourt, SRTS Program Manager at 919-707-2609 or jadelcourt@ncdot.gov



Fort Bragg Microtransit Study & Implementation

Project Purpose

Fort Bragg and NCDOT IMD developed this study to design and implement a microtransit service that provides **safe, convenient** transportation to improve quality of life for Service Members and Families.



Process and Study Outcomes

Fall 2025:
Project Kickoff

Winter 2025/2026:
Data Gathering and
Existing Conditions

Spring 2026:
Engagement and Assessment

Summer 2026:

- ✓ Peer Exchange
- ✓ Stakeholder Engagement
- ✓ Fort Bragg Visit
- ✓ Phase I Project Documentation
- ✓ Microtransit Alternatives Development
- Final Recommendations and Report

Phase III:
Implementation



Overall Service Objectives

Guiding objectives for the service



Service Area and Stops

Service extent and pick-up/drop-off format



Service Schedule

When the service will operate



Booking Method

How the rides will be reserved



Delivery Model

Software and vehicle ownership



Implementation Roadmap

A high-level overview of implementation steps

Fort Bragg Microtransit Study



Peer Review

The peer review identifies lessons from comparable **military** and **civilian** microtransit services and organizes them by:

- Structure
- Community context
- Operations
- Overall lessons



Cavazos Connector
Fort Hood, TX



Carson Connector
Fort Carson, CO



RIDE
City of Wilson, NC



RideMICRO
Wilmington, NC



GoGastonia
Gastonia, NC

Implementation Roadmap: What We Have Done



PHASE 1

Service Planning

- ✓ Service objectives
- ✓ Delivery model
- ✓ Service area
- ✓ Stop structure
- ✓ Service schedule
- ✓ Booking method



PHASE 2

Service Design

- ✓ Estimate costs and identify funding
- ✓ Coordinate with Fayetteville
- Hire a mobility manager
- Procure software, vehicle, and staff vendor(s)



PHASE 3

Service Launch

- Branding and communications
- Pre-launch testing
- Operator and staff training
- Launch-period monitoring

Next Steps

Partnerships and Funding

- Work with City of Fayetteville to develop administrative framework for the service.
 - Define FAST's role in the service.
- Encumber DoD funds through NCDOT IMD.

Operations

- Hire a mobility manager to begin the microtransit launch process.
- Put out an RFQ to procure a turnkey provider



E-Bikes Educational Materials

E-Bikes Educational Materials

- Session Law 2026-46 - Directs NCDOT to develop educational materials on the proper use and safety considerations of e-bikes.
- Effective Date (date to complete the request) – 12/1/2026
- IMD will be developing some preliminary materials to post on an NCDOT website. This may include a focus on the below:
 - Current law and policy including e-bike classes,, where to ride, etc.
 - Safety aspect including helmet usage, etc.
 - Operations including how to ride, etc.
- While the law only specifically mentions e-bikes, we also plan to include e-scooters if/where possible in this effort OR with a future phase.
- Initial materials will only be online resources. Additional products may be developed with future phases.



Thank you!

For slides and recordings – [Multimodal Updates Webinars](#)