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TECHNICAL COORDINATION COMMITTEE MEETING
June 24, 2025

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TECHNICAL COORDINATION COMMITTEE MEETING

June 24, 2025

Opening Remarks and Introductions

The North Carolina Transportation Innovation Council (NC-TIC) Technical Coordination Committee (TCC) convened for its quarterly meeting on June 24, 2025, in person at the NCDOT Transportation Building and on Microsoft Teams. During the meeting, applicants to the 2025 State Transportation Innovation Councils (STIC) Incentive Program presented their proposals and the committee reviewed, discussed, scored, and selected projects for funding. The NC-TIC's mission is to cultivate a culture of collaboration within the North Carolina Department of Transportation (NCDOT), ensuring the swift adoption of significant innovations that contribute to the delivery of a contemporary, high-quality transportation system to the public.

Sarah Searcy welcomed attendees and introduced the meeting's agenda. The meeting's agenda, attendance, and the presentation slides are provided at the end of these minutes.

FHWA Update

After opening remarks and introductions, **Sarah Searcy** provided updates on behalf of **Edward Parker**, the Deputy Division Administrator of the North Carolina FHWA office.

The FHWA Headquarters office has requested that STIC Incentive Program proposals be provided for its concurrence by July 1, 2025. Based on the timeline underway, NCDOT and the NC-TIC TCC expect to meet this deadline.

NC-TIC Update

After the FHWA updates, **Sarah Searcy** provided updates on the NC-TIC and NCDOT's participation in FHWA's incentive programs.

The STIC Incentive Program provides technical assistance and up to \$125,000 in total funds per state to offset the cost of standardizing innovative practices. The program funds activities such as conducting internal assessments, initiating capacity building, developing guidance, drafting standards and specifications, organizing peer exchanges, and implementing system process changes.

More information about the NC-TIC and NCDOT's participation in FHWA's incentive programs is provided on [NCDOT's webpage](#). This webpage provides overview information, program guidance, the NC-TIC charter, the TCC membership roster, meeting minutes, incentive program reporting and final reports, and details on other innovation activities at NCDOT, including value management/engineering and research and development.



STIC Applicant Presentation – IMAP Emergency Vehicle Lighting

After the NC-TIC updates, **Sarah Searcy** welcomed **Courtney Weeter**, NCDOT's State Traffic Operations Engineer, to present on her STIC Incentive Program proposal, "IMAP Emergency Vehicle Lighting."

The proposed project would procure roof-mounted light bars with vehicle-to-vehicle (V2V) sync capabilities for pilot deployment on NCDOT's Incident Management Assistance Patrol (IMAP) vehicles. These light bars would allow seamless synchronization of emergency lighting with other responding agencies, including the North Carolina State Highway Patrol, creating a more coordinated and safe scene management approach. Currently, emergency vehicles from different agencies often have unsynchronized flashing patterns, which can create a disorienting and chaotic visual environment for both responders and the traveling public. Studies show unsynchronized emergency lights at incidents may increase driver confusion, reduce visibility of hazards/responders, and heighten the risk of secondary crashes. By equipping IMAP vehicles with synchronized lighting, this project aims to improve scene visibility and minimize roadway incident risks.

The project aligns with broader efforts to enhance traffic incident management (TIM) strategies across the state. It would serve as an evaluation initiative to measure the effectiveness of synchronized emergency lighting in real-world incident response scenarios. The insights gained would help shape future statewide implementation strategies to improve emergency scene safety and reduce secondary crashes.

STIC Applicant Presentation – Drone Illumination for Worksite Safety

Sarah Searcy next introduced **Christopher Arnette**, Transportation Engineering Associate (TEA) in NCDOT's Division of Aviation, to present on his STIC Incentive Program proposal, "Drone Illumination for Worksite Safety."

The proposed project is a standalone project using STIC and Aviation funding to purchase two drone lighting devices and associated hardware to test its benefits for NCDOT applications. The project would establish use cases and standard operating procedures around the use of drones for aerial lighting of NCDOT projects. NCDOT Aviation would purchase two competing products for the project to be able to compare designs and how they integrate into the test worksites. NCDOT Aviation would use the project to get a better understanding of the technology available and the requirements that need to be addressed for future deployments. The drone lighting products would be evaluated and tested within interested NCDOT Divisions and Units.

From a quick interdepartmental survey, interested NCDOT Divisions and Units include the Construction Unit, Division 11 Traffic, Traffic Systems Operations, Division 9 Maintenance, and Division 7 Construction. The varied units and projects would provide testing grounds for assessing the effectiveness of the technology as compared to conventional lighting.



NCDOT Aviation would create a document containing best practices and use cases for the drone lighting solutions evaluated in the project.

STIC Applicant Presentation – Project Delivery Improvement through Integration and Enhancement of Current Tools

Sarah Searcy next introduced **Derrick Weaver**, NCDOT's Deputy Director of Technical Services, to present on his STIC Incentive Program proposal, "Project Delivery Improvement through Integration and Enhancement of Current Tools."

Technical Services (TS)'s goal is to improve NCDOT's project delivery by integrating and enhancing current tools to increase efficiency and consistency, to enable tracking and reporting, and to focus project delivery meetings on solutions. One initiative undertaken by TS is the improvement of the Plans, Specifications, & Estimates (PS&E) process by integrating the PS&E checklist within the ATLAS Workbench application, thereby applying data governance to deliverables, expanding accessibility and transparency, and providing programmatic tracking, analysis, and reporting. This integration supports informed project development, enhances the efficiency of the project management process, and increases the success of timely project delivery for letting.

The proposed project would move this initiative out of the pilot phase and apply it to all pertinent projects to realize the benefit of improved project delivery statewide. This would require expanding the initiative beyond the pilot projects, outreach across Central and Division offices, training Project Teams including PEFs, and implementing application enhancements based on user feedback.

STIC Applicant Presentation – Guiding Innovation in Intercity Bus-Rail Integration

Sarah Searcy next introduced **Jason Myers**, NCDOT's Rail Programs Manager, to present on his STIC Incentive Program proposal, "Guiding Innovation in Intercity Bus-Rail Integration."

North Carolina supports intercity passenger rail (NC By Train) through the Amtrak state-supported Piedmont and Carolinian services. North Carolina also supports intercity bus services through contracting service with Greyhound and Sunway Charters with support of Federal Transit Administration formula grants for rural areas (Section 5311(f)) and state funds. The goal of the 5311(f) program is to provide enhanced connectivity to rural areas where transportation options are limited. NCDOT's Integrated Mobility Division (IMD) oversees 11 subsidized intercity bus routes throughout the state that connect rural areas to major urban hubs. Amtrak provides connecting intercity bus services in Eastern North Carolina that connect to Amtrak national network trains (i.e., trains that operate without state support or oversight). Other states have experimented with different approaches to common carrier transportation serving rural communities.



The proposed project would survey the best practices of peer states to identify steps that NCDOT can take to implement more innovative approaches and provide additional transportation services with existing resources. The project would be managed jointly between the Rail and Integrated Mobility Divisions, building on IMD's expertise in the management of the 5311(f) program and the Rail Division's expertise in managing state-supported intercity passenger rail services. The project would conduct case study research of up to five peer states that have state-supported intercity passenger rail systems and connecting buses, including interviews of peer state staff, interviews of Amtrak personnel, and review of applicable state and federal policies. The primary deliverable would be identification of barriers to the use of 5311(f) funding for services that are coordinated with rail services as well as peer states' innovative strategies to overcome these challenges. The work would be done within existing public policy (state and federal) with the goal of improved coordination between intercity passenger modes, towards the end of increased efficiency and providing additional passenger transportation services in North Carolina.

Closed Session for Scoring and Voting

After the presentations were completed, **Sarah Searcy** thanked the STIC Incentive Program applicants and asked them to depart the meeting.

The committee then completed their review of the applications and submitted their scores for each proposal based on the rubric that was confirmed in the March 20, 2025 meeting and provided through email in advance of the June 24, 2025 meeting.

Break for Calculation of Scores

The committee took a short break after they submitted their scores. During the break, meeting support staff calculated the final scores for each proposal.

Closed Session for Project Selection

After the break, the committee reconvened for project selection based on the final scores that were calculated for each proposal. The project selection outcomes and next steps are summarized in the following.

- Two projects were selected at a 50/50 split (\$62,500 each) of the \$125,000 in federal funding available to North Carolina through the STIC Incentive Program.
 - **Drone Illumination for Worksite Safety** (Christopher Arnette)
 - **Project Delivery Improvement through Integration and Enhancement of Current Tools** (Derrick Weaver, Jennifer Evans, Wendee Smith, LeiLani Paugh)
- Alternate opportunities for funding support will be explored for the other two projects.



- **IMAP Emergency Vehicle Lighting** (Courtney Weeter): Explore the possibility of implementing the emergency vehicle lighting system without additional research funding.
- **Guiding Innovation in Intercity Bus-Rail Integration** (Jason Myers, Hart Evans, Tim McHugh): Recommend for technical assistance funding through the Research and Development Unit's Technical Assistance Request (TAR) program after identifying an appropriate university research team to conduct the work.
- Next steps.
 - The **FHWA NC Division Office** is submitting the two selected proposals to **FHWA Headquarters** for concurrence and allocation of funding.
 - **Sarah Searcy** will notify the applicants about the selection outcome.
 - **Patrick Norman** will reach out to **Courtney Weeter** and the IMAP team to discuss if and how the emergency vehicle lighting can be implemented more immediately.

Adjournment

Sarah Searcy adjourned the meeting.



Attendance and Voting Members

Name	Organization	Role	Voting Member
Yolonda Jordan	FHWA	Member	X
Edward Parker	FHWA	Member	X
Kristin Barnes	NCDOT	Member	X
Robert Barrier	NCDOT	Member	X
Amna Cameron	NCDOT	Member	X, as designee
Matt Clarke	NCDOT	Member	X
Liamcy Hogan	NCDOT	Member	X, as designee
Patrick Norman	NCDOT	Member	X
Alpesh Patel	NCDOT	Member	X
Ebony Pittman	NCDOT	Member	
Jennifer Portanova	NCDOT	Member	X, as designee
Jason Schronce	NCDOT	Member	
Sarah Searcy	NCDOT	NC-TIC Lead	
Nick Short	NCDOT	Member	X
Tunya Smith	NCDOT	Member	X
Julie White	NCDOT	Member	X
Victor Barbour	Carolinass AGC	Member	X
Kate Davison	NC LTAP	Member	X
Chris Lukasina	NC Association of MPOs	Member	X
Christopher Arnette	NCDOT	Presenter	
Tim McHugh	NCDOT	Presenter	
Jason Myers	NCDOT	Presenter	
Derrick Weaver	NCDOT	Presenter	
Courtney Weeter	NCDOT	Presenter	
Mykel Jones	NCDOT	Guest	
Kevin Nolan	NCDOT	Guest	
Monica Sadek	NCDOT	Guest	
Dolan Weaver	NCDOT	Guest	
Jiana Brown	HDR	Support	
Clare Fullerton	Jacobs	Support	
Voting Members Not in Attendance			
Sam Boswell	Cape Fear RPO	Member	X
Curtis Bradley	NCDOT	Member	X
Ryan Brumfield	NCDOT	Member	X
Greg Dean	Carolinass CPA	Member	X
Jed Dixon	NCDOT	Member	X
Brian Mayhew	NCDOT	Member	X
Amanda Olive	NCDOT	Member	X



Name	Organization	Role	Voting Member
Jason Orthner	NCDOT	Member	X
Catherine Peele	NCDOT	Member	X
Ellis Powell	Carolina APA	Member	X
Tara Robbins	ACEC NC	Member	X
Alyson Tamer	NCDOT	Member	X



Attachment A: Meeting Slides



NORTH CAROLINA
Department of Transportation

North Carolina Transportation Innovation Council (NC-TIC)

Technical Coordination Committee (TCC) Meeting

June 24, 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

Meeting Agenda

10:00 am	Opening Remarks – FHWA Update	Edward Parker
10:05 am	Opening Remarks – NC-TIC Update	Sarah Searcy
<i>STIC Applicant Presentations</i>		
10:10 am	“IMAP Emergency Vehicle Lighting”	Courtney Weeter
10:20 am	“Drone Illumination for Worksite Safety”	Christopher Arnette
10:30 am	“Project Delivery Improvement through Integration and Enhancement of Current Tools”	Derrick Weaver, Jennifer Evans, Wendee Smith, Leilani Paugh
10:40 am	“Guiding Innovation in Intercity Bus-Rail Integration”	Jason Myers, Hart Evans, Tim McHugh
10:50 am	Closed Session for Scoring and Voting	Committee
11:05 am	Break for Calculation of Scores	
11:15 am	Closed Session for Project Selection	Committee
11:30 am	Adjournment	

FHWA Update

2025 STIC Incentive Program

NC-TIC Incentive Programs

State Transportation Innovation Councils (STIC)



- Provides technical assistance and up to \$125,000 in total funds per state to offset the costs of standardizing innovative practices.
- Funds activities such as conducting internal assessments, initiating capacity building, developing guidance, drafting standards and specifications, organizing peer exchanges, implementing system process changes, etc.

<u>Project Name</u>	<u>Funding Year</u>	<u>Point of Contact</u>	<u>Status</u>
Pilot Debris Removal Systems	2023	Jennifer Portanova	Ongoing
Develop Data Governance for Rail Division	2023	Todd Meyer	Ongoing
Use of AI to Improve Vulnerable Road User Safety	2024	Daniel Carter	Ongoing

STIC Eligibility Criteria

Calendar Year 2025

STIC Incentive Program
Guidance (October 2024)
[Webpage](#)

The project/activity for which incentive funding is requested must:

- Have a statewide impact in fostering a culture for innovation or in making an innovation a standard practice.
- Align with Technology and Innovation Deployment Program (TIDP) goals.
- Be eligible for Federal-aid assistance and adhere to applicable federal requirements.
- Be started as soon as practical (preferably within 6 months, but no later than 1 year) after notification of approval for funding and the funds must be expended within 2 years.

STIC Key Considerations

Calendar Year 2025

STIC Incentive Program
Guidance (October 2024)
[Webpage](#)

Key considerations for proposals include:

- 20% match required.
- Align with NCDOT and/or FHWA goals and initiatives (such as EDC or Mission Statement).
- Scope to be completed within 2 years.
- Certain level of readiness must be demonstrated – if still in early stages consider a research project followed by a STIC project.

NC-TIC's Scoring Criteria for Proposals

Calendar Year 2025 – finalized in March NC-TIC TCC meeting

Criterion No.	Description	Weight
1	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal advance the identification or practice of the identified innovation?	20%
2	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how will the proposed project implement the innovation beyond research?	15%
3	On a scale from 1 - 5, with 1 being a current idea/technology/process already being used by NCDOT and 5 being a completely new idea to NCDOT, how new is the innovation?	15%
4	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal advance the goals and mission of NCDOT?	30%
5	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal meet the goals of the STIC Incentive Program?	20%
6	Is the proposal eligible for federal-aid funding under Title 23 U.S.C?	Y/N

2025 STIC Incentive Funds – Scoring Form

<https://forms.office.com/g/pvm52hT7Nv>

2025 STIC Incentive Funds -
Scoring Form



STIC Applicant Presentations



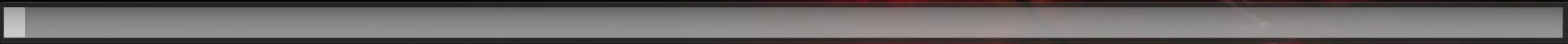
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STIC Grant Application IMAP Emergency Vehicle Lighting

Courtney Weeter, PE, PMP

June 24, 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



Provide a Safer Working Environment for IMAP Responders

IMAP Emergency Vehicle Lighting STIC Grant Goals

- ✓ Synchronize lights with emergency responders
- ✓ Standardize flash patterns and intensity levels
- ✓ Improve inter-agency coordination
- ✓ Establish statewide best practices



STIC Incentive Benefits

Program Benefits:



ENHANCED VISIBILITY

Reduction in visual chaos providing a clearer message to the motorists



SAFETY

Reduction in driver confusion and minimizing glare and distraction to reduce secondary crashes



QUICK CLEARANCE

Responders can work more efficiently when the area is clearly marked and controlled



SUPPORTIVE

Aligns with Every Day Counts (EDC-7) Innovations – Technology for Saving Lives and Emergency Vehicle Lighting

Evaluation

IMAP Emergency Vehicle Lighting STIC Grant KPIs

- ✓ Scene Visibility & Lighting Consistency
- ✓ Motorist Behavior
- ✓ Incident Response Time
- ✓ Responder Feedback
- ✓ Technology Performance
- ✓ Secondary Crash Rate



STIC Incentive Fund Application

Project Title: IMAP Emergency Vehicle Lighting

Requesting Unit: Transportation Systems Management & Operations (TSMO)

Proposed Work: This project would support the procurement of vehicle-2-vehicle roof-mounted light bars for IMAP vehicles.

Project Duration: 10 Months

Partnerships: This project would partner with fleet management for equipment installations, the Divisions to conduct real world assessments, and State Highway Patrol to sync flash rates and patterns.

Task	Estimated Cost
Research and Collaboration*	\$3,723
Procure V2V Light Bars	\$80,960
Installation Labor	\$7,719.80
Deployment*	\$837
Assessment, Evaluation, and Adoption*	\$7,069
Total	\$88,679.80
STIC Incentive Funds Requested	\$70,943.84

*Internal TSMO Labor: Other Funding Identified

Contact Us

Dom Ciaramitaro, PE

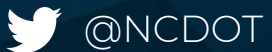
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ncdot_comm



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Drone Illumination for Worksite Safety

NCDOT Aviation

Christopher Arnette

6/24/25

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STIC Incentive Fund Application

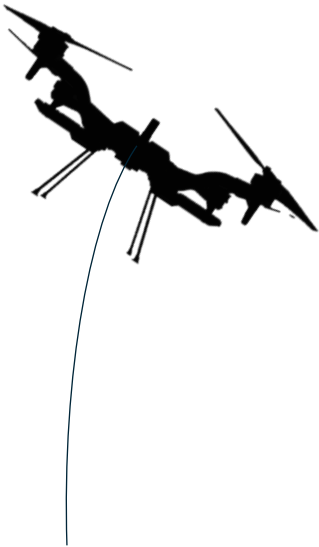
Project Title: Drone Illumination for Worksite Safety

Requesting Unit: Division of Aviation

Proposed work: Procure two tethered drone systems that are equipped with industrial lighting to help illuminate NCDOT’s nighttime operations. These two systems will be tested on DOT projects and compared to see how this technology can be incorporated in the future.

Interested Partners: Construction Unit, Division 11 Traffic, Traffic Systems Operations, Division 9 Maintenance, and Division 7 Construction

	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12
Document Metrics												
Partner												
Purchase												
Deploy												
Train												
Test												
Document												



Task	Estimated Cost
Purchase Pegapod drone system and associated hardware	\$56,000
Purchase Freefly systems drone system and associated hardware	\$56,000
Total	\$112,000
STIC Incentive Funds Requested	\$89,600.00

Exact prices subject to change due to unforeseen circumstances such as tariffs.



PegaPod Sun Pro 250K

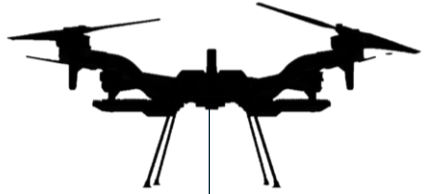
- Pegapod is the leading light drone with options ranging from 100 to 500k lumens.
- Purpose built tether drone
- Indefinite flight time on AC power
- Designed for single-person deployment
- 250 ft tether
- Indefinite flight time on AC power



Freely Systems Flying Sun 500

- Freely systems is new to the light drone market featuring special adaptations to their current fleet.
- Operations possible without tether
- Indefinite flight time on AC power
- Designed for single-person deployment
- Requires 10-minutes of maintenance every 7 days

Lighting drone technology



- Mobile
- Light weight
- Quick setup
- Extended run time
- High output
- Top-down light
- Reduced glare



Lighting drone use cases

- Nighttime Emergency Response and Damage Assessment
- Traffic Incident Management
- Construction Site lighting
- Public Safety and Event Management
- Maintenance lighting

Exploring the usage of drone lighting within NCDOT

- Model vs Model
- Drone vs Conventional lighting
- Effective use cases
- Feedback from users during testing
- Best practices
- Future usage of drone lighting within NCDOT





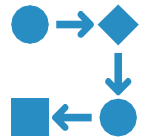
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Project Delivery Improvement through Integration and Enhancement of Current Tools

Technical Services

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Integrating the PS&E Checklist within the ATLAS Workbench



Examine Existing Process

Is lack of governance & tools
requiring additional coordination &
information?

Emails/Submittal
Tracker/SharePoint



Encourage Consistency Thru Governance

Documentation
Storage
Time stamps



Expand Accessibility & Transparency

Team Visibility
Document Retrieval



Programmatic Tracking, Analysis, & Reporting

Reveal Program Insights
Minimize meeting prep
Focus meetings on issues &
mitigation measures

PS&E Tool – ATLAS

INPUTS

YES

NO

Clear

2. Document Consultations

3EP1. ROW Consultation (PDF) (last saved:jackie.obediente 3/20/2023 4:02:04 PM)

HB-0001_ROWConsultation.pdf

Brow:

Please provide ROW Consultation signature date. (last saved:jackie.obediente 3/20/2023 4:01:56 PM)

03/20/2023

4EP1. Construction Consultation (PDF) (last saved:jackie.obediente 5/29/2024 3:43:19 PM)

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Please provide Construction Consultation signature date. (last saved:jackie.obediente 5/29/2024 3:42:55 PM)

05/29/2024

Content Search

Check Status

Generate Reports

General Project Information

Basic Project Info

Project Management ✓ ⓘ

DO NOT USE -- PS&E Checklist ✓ ⓘ

NEPA and Agency Coordination

Project Scoping ✓ ⓘ

Preliminary Environmental Considerations ✓ ⓘ

Merger Pre Screening ✓ ⓘ

Merger ✓ ⓘ

Final Environmental Documentation - HB-0001

Is this section required? ☒ Yes ☐ No

1. Submit Final Environmental Documentation

2. Document Consultations

3. To be completed by the Environmental Policy Unit review staff

4. Section 4(f) Documentation

* = Required Response

CE = Related to Preliminary CE Checklist Question

Save

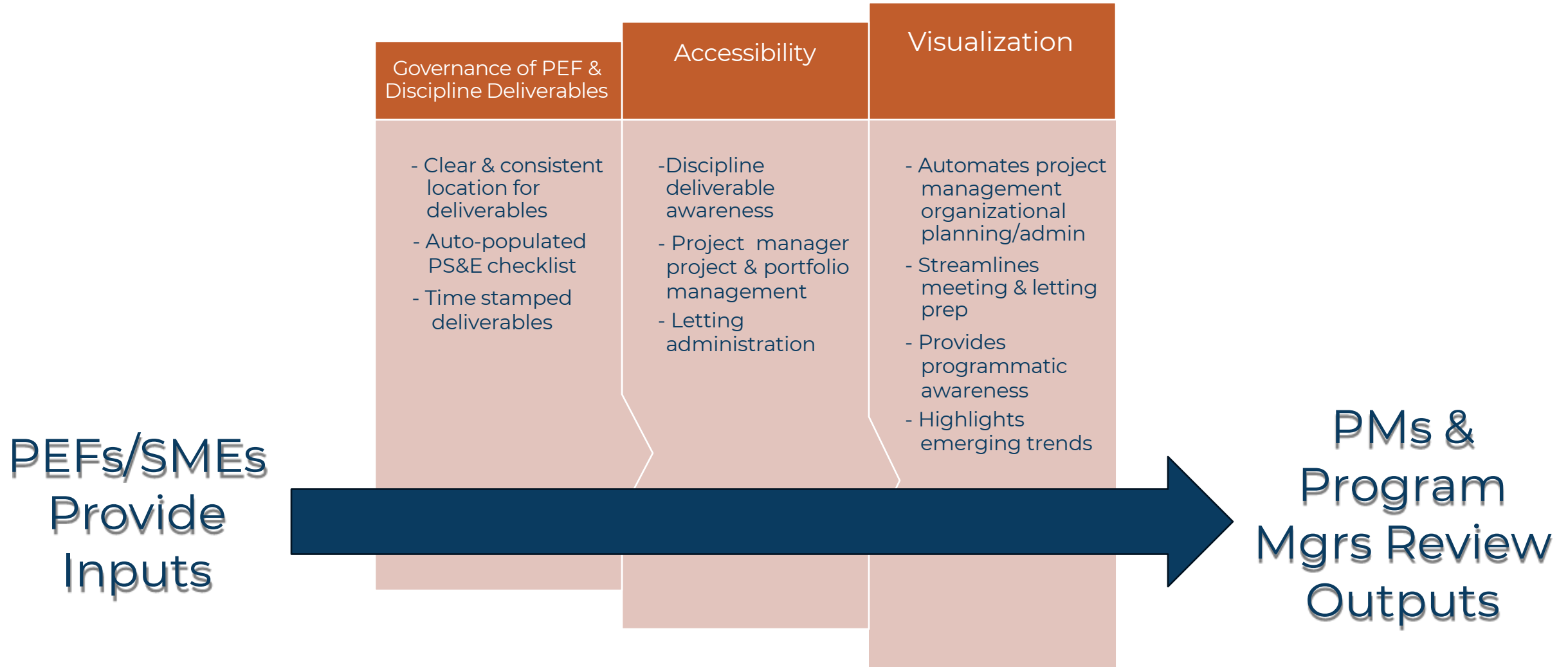
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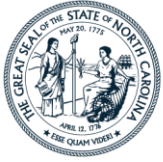
PS&E Tool – PowerBI

OUTPUTS

Group	Section	Header	Question	Answer	Link	Status/Comments	SME	Date	Plan/Special Provision	Quantities PIQ/AWP
Key Documents	Agreements	Utility	Are Utility Agreements required?	No						
		Rail	Are Rail Agreements required?	No						
		Municipality	Are Municipality Agreements required?	No						
		Other	Are Other Agreements required?	No						
	Certifications	Utility	Are Utility Certifications required?	Yes						
		Rail	Are Rail Certifications required?	Yes						
		ROW (or ROW Field Cert. Form)	Are ROW Certifications required?	Yes						
		Other	Are Other Certifications required?	No						
	Regulatory Approvals	Permits	Are Permits/Regulatory Approvals required?	Yes						
			Permit Application Package	CAMA Major, Coast Guard, Individual 401, Individual 404						
			Permit Received Package	CAMA Major, Coast Guard, Individual 401, Individual 404						
		Section 7 End. Species Consultation	Are Section 7 End. Species Consultation Regulatory Approvals required?	Yes						
			Are Section 7 End. Species Consultation Regulatory Approvals documents complete?	No						
			Biological Opinion BO							
			Biological Assessment BA							
			Biological Evaluation							
			USFWS IPaC Letter							
			USFWS PBO Compliance Documentation							
		106 Consultations (Cultural Resources)	Are 106 Consultations (Cultural Resources) Regulatory Approvals required?	No						
		NFIP/CLOMR or SFC – one for each crossing (FEMA).	Are NFIP/CLOMR or SFC Regulatory Approvals required?	No						
		DEQ Water Permit (From Municipality)	Are DEQ Water Permit (From Municipality) Regulatory Approvals required?	No						
		DEQ Sewer Permit (From	Are DEQ Sewer Permit (From	No						

PS&E Tool – ATLAS & PowerBI Benefits





NORTH CAROLINA

Department of Transportation

Guiding Innovation in Intercity Bus-Rail Integration

Jason S. Myers

Rail Programs Manager

Tuesday June 24, 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

Intercity Bus and Intercity Rail Collaboration

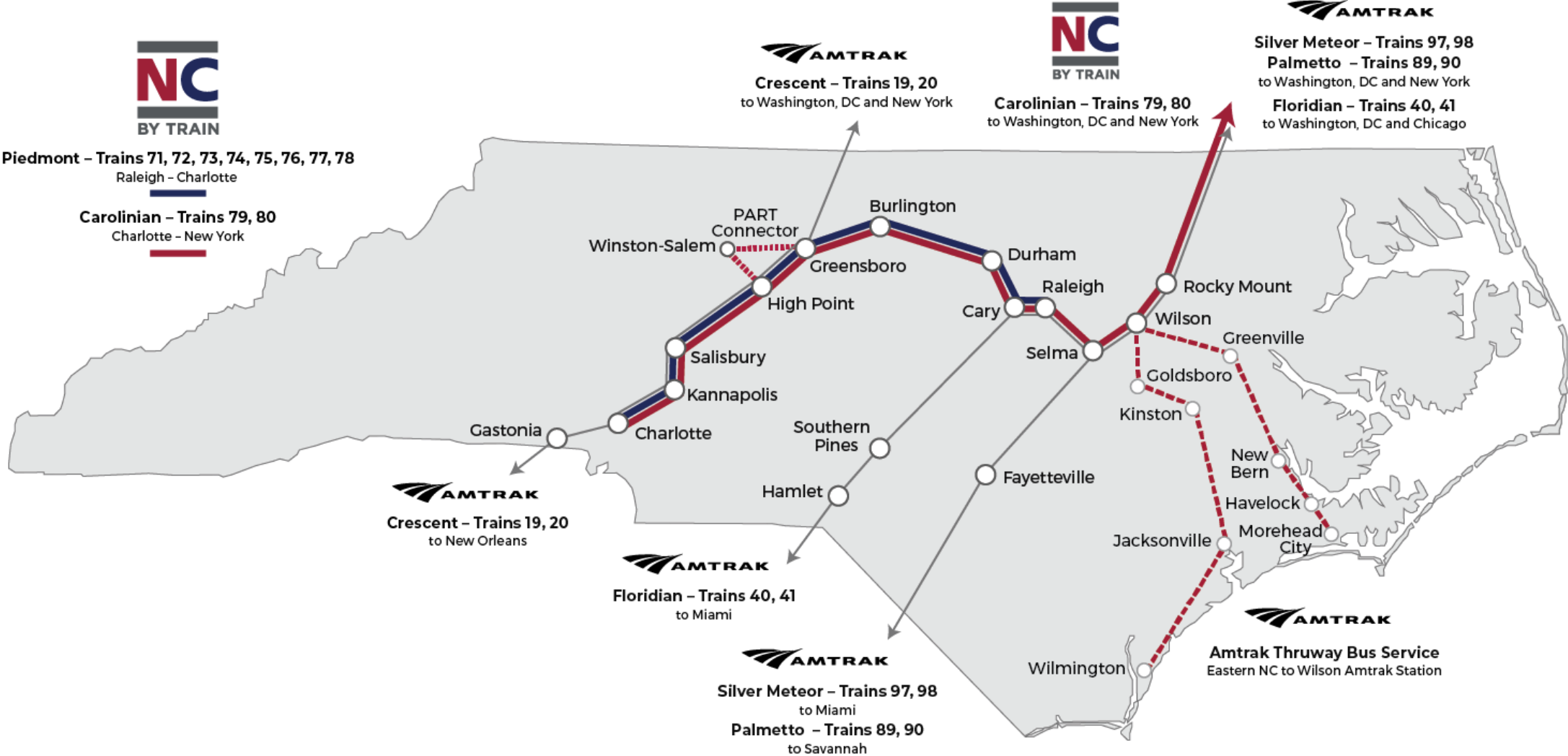
Project Goal

- NCDOT'S Integrated Mobility Division (IMD) and Rail Division will collaborate on a research study to investigate intercity bus and intercity rail connectivity challenges and discover opportunities to improve transportation service for all North Carolinians



NC By Train and Amtrak

NC Intercity Passenger Rail Service & Eastern NC Thruway Bus Service



Eastern NC Thruway Bus Service Features

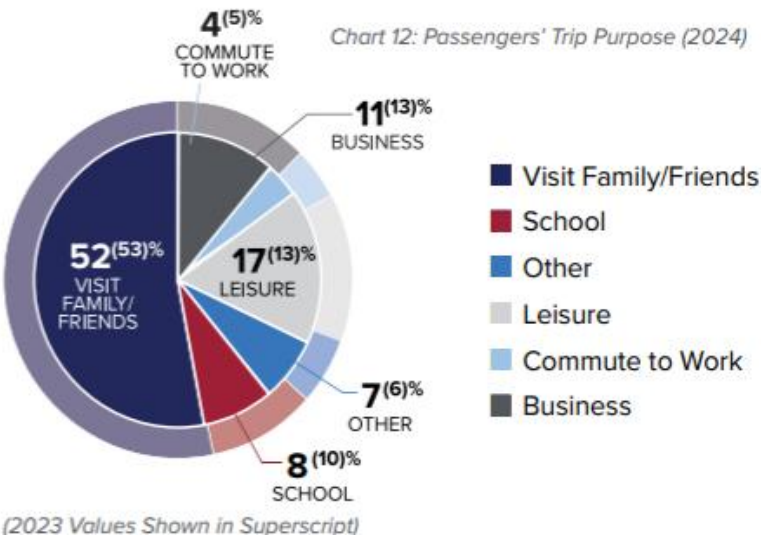


- Two routes connect to trains in Wilson
 - Carolinian (train 80)
 - Palmetto (trains 89 & 90)
- Serves: Greenville, New Bern, Havelock, Morehead City, Swansboro, Goldsboro, Kinston, Jacksonville, and Wilmington
- Train ticket required to board the bus
- Full-size, modern intercity coaches
 - Reclining seats
 - Onboard bathroom
 - Connect to Wi-Fi

Some Insights From Our 2024 Rider Survey

Evidence suggests a joint rail/bus service will reduce traffic on parallel highways.

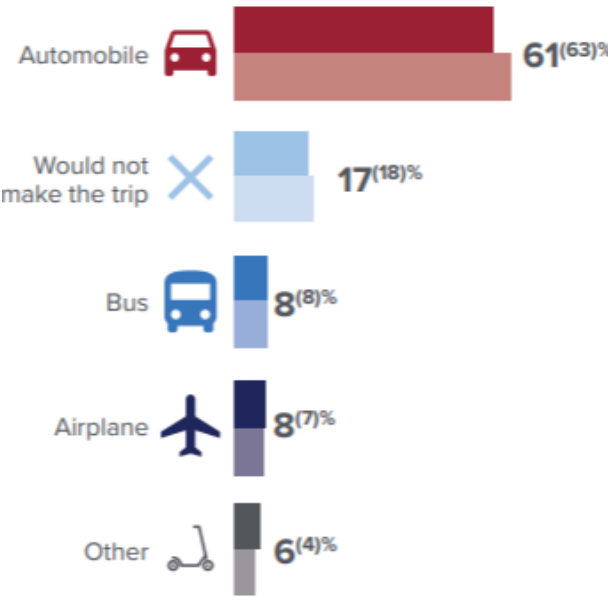
Passengers' Trip Purpose



Summary of Desired New Locations
(Out of 661 responses)

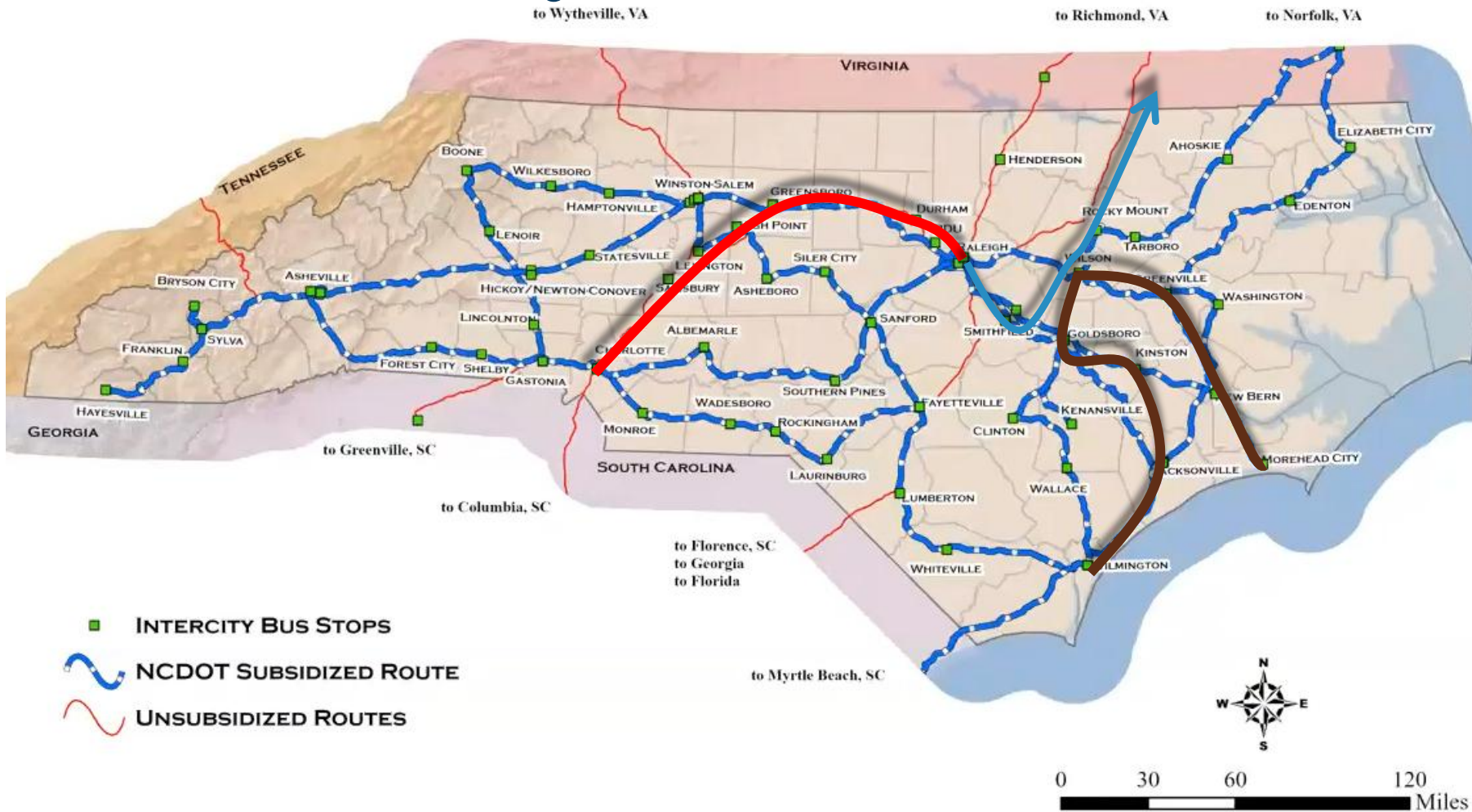
New Location Summary	Specific N.C. Location Response Count	%	Rank
Asheville	230	34.8%	1
Wilmington	184	27.8%	2
Winston-Salem	48	7.3%	3
Boone / Appalachian State	40	6.1%	4
Greenville / ECU	25	3.8%	5
Chapel Hill / Carrboro	21	3.2%	6
Outer Banks	16	2.4%	7
New Bern	11	1.7%	8
Fayetteville	9	1.4%	9
Gastonia	8	1.2%	10

Trip Mode if Train Service Were Not Available
(2024;2023 values in subscript)



NC Intercity Bus

Current Section 5311 Intercity Bus Network



Proposal

Vision and Goals

IMD & Rail Division

- The primary output of the project will be identification of barriers to the use of 5311(f) funding for services that are coordinated with rail services as well as peer states' innovative strategies to overcome these challenges
- This work will be done within existing public policy (state and federal) with the goal of improved coordination between intercity passenger modes, towards the end of increased efficiency and providing additional passenger transportation services in North Carolina



Proposed Research Tasks

This Project will be managed jointly by IMD and the Rail Division and will together lead the following tasks:



Conduct a case study by identifying five peer states with supported intercity passenger rail systems and connecting buses



Interview peer state staff/Amtrak personnel



Review applicable state and federal policies



Produce a report providing technical guidance to NCDOT to initiate innovative intercity bus and rail passenger transportation



Closed Session for Scoring and Voting

2025 STIC Incentive Funds – Scoring Form

<https://forms.office.com/g/pvm52hT7Nv>

2025 STIC Incentive Funds -
Scoring Form



NC-TIC's Scoring Criteria for Proposals

Calendar Year 2025 – finalized in March NC-TIC TCC meeting

Criterion No.	Description	Weight
1	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal advance the identification or practice of the identified innovation?	20%
2	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how will the proposed project implement the innovation beyond research?	15%
3	On a scale from 1 - 5, with 1 being a current idea/technology/process already being used by NCDOT and 5 being a completely new idea to NCDOT, how new is the innovation?	15%
4	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal advance the goals and mission of NCDOT?	30%
5	On a scale from 1 - 5, with 1 being not at all and 5 being completely, how much does the proposal meet the goals of the STIC Incentive Program?	20%
6	Is the proposal eligible for federal-aid funding under Title 23 U.S.C?	Y/N

Closed Session for Project Selection

Adjournment
