



NORTH CAROLINA

Department of Transportation



NCDOT Updates

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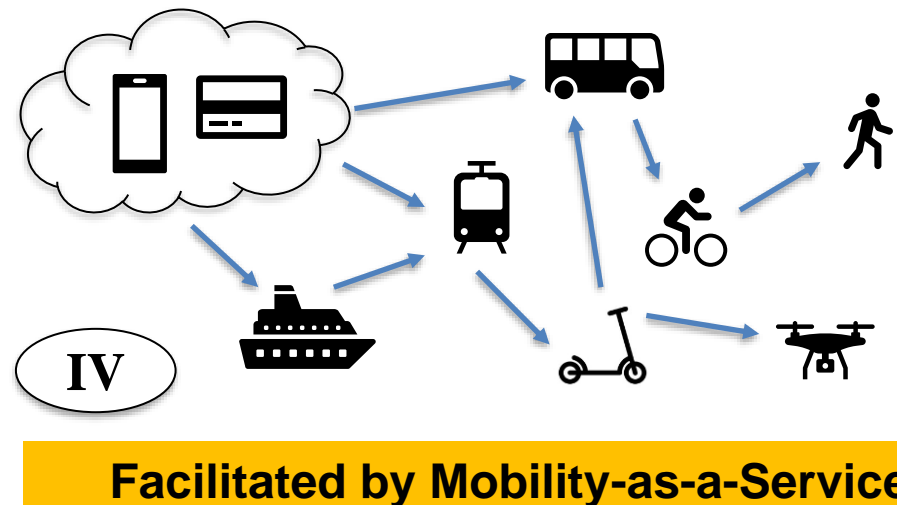
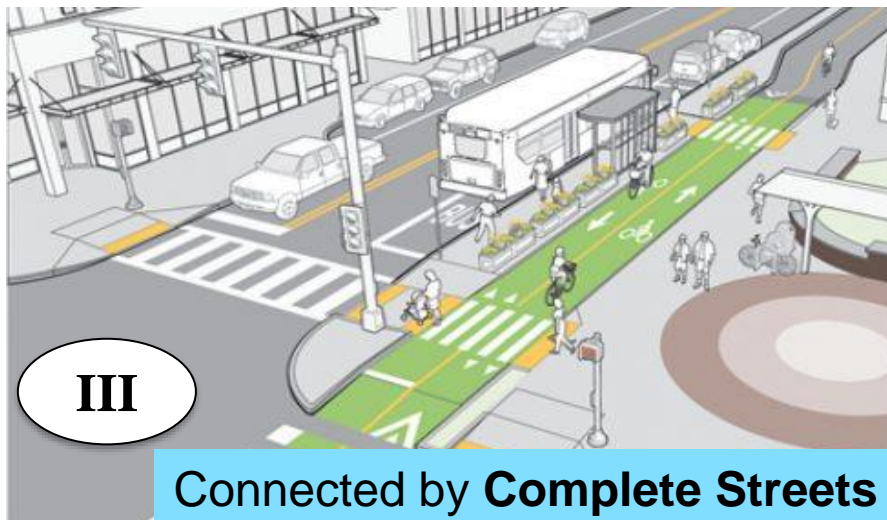
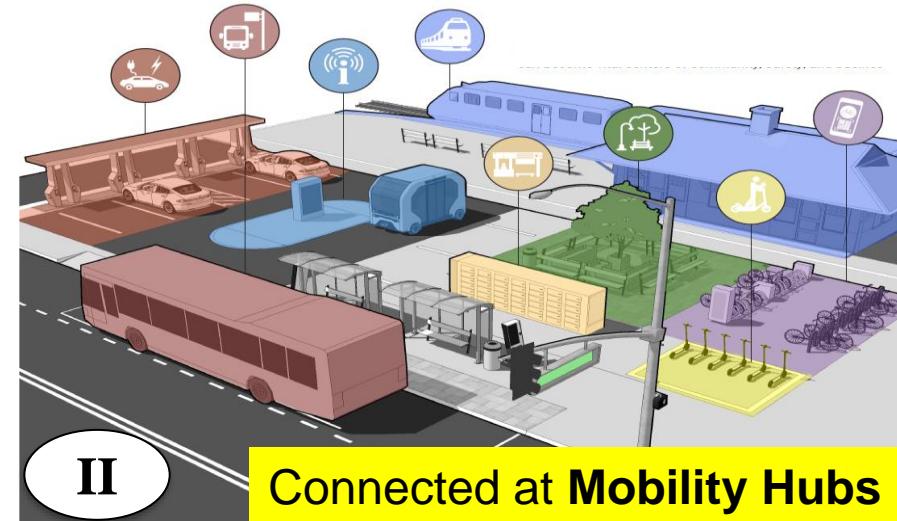
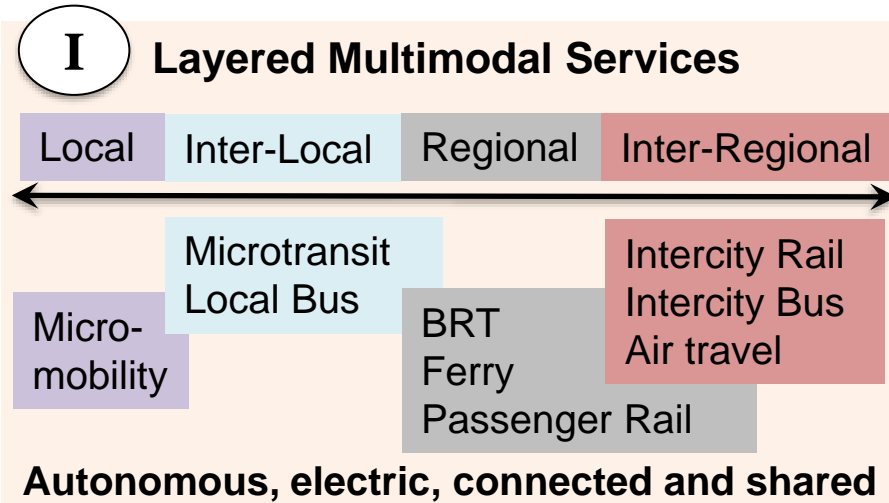
September 29, 2022

Envision Equitable Outcomes

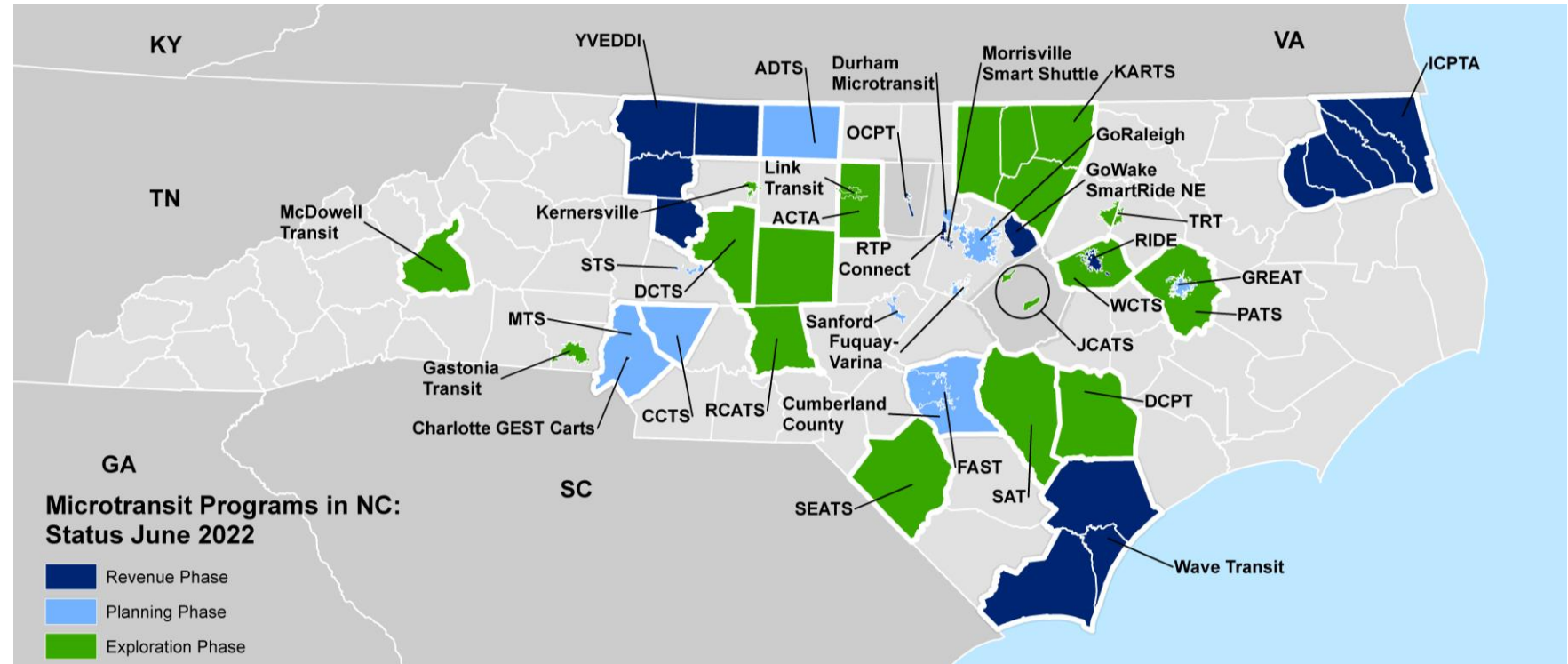
- Transportation barriers and unmet needs are minimized.
- Equal access to opportunities and services.
- Multimodal options rival driving in terms of time, convenience and cost.
- Zero transportation-related fatalities, injuries, or greenhouse gas emissions.

Ecosystems of Mobility That Produce These Outcomes

Four Key Pillars for Success:

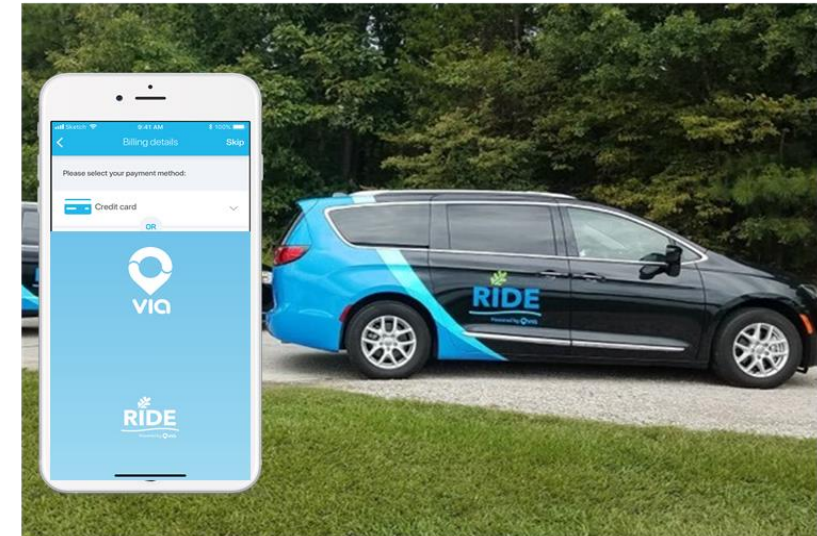


North Carolina's Expanding Use of Microtransit



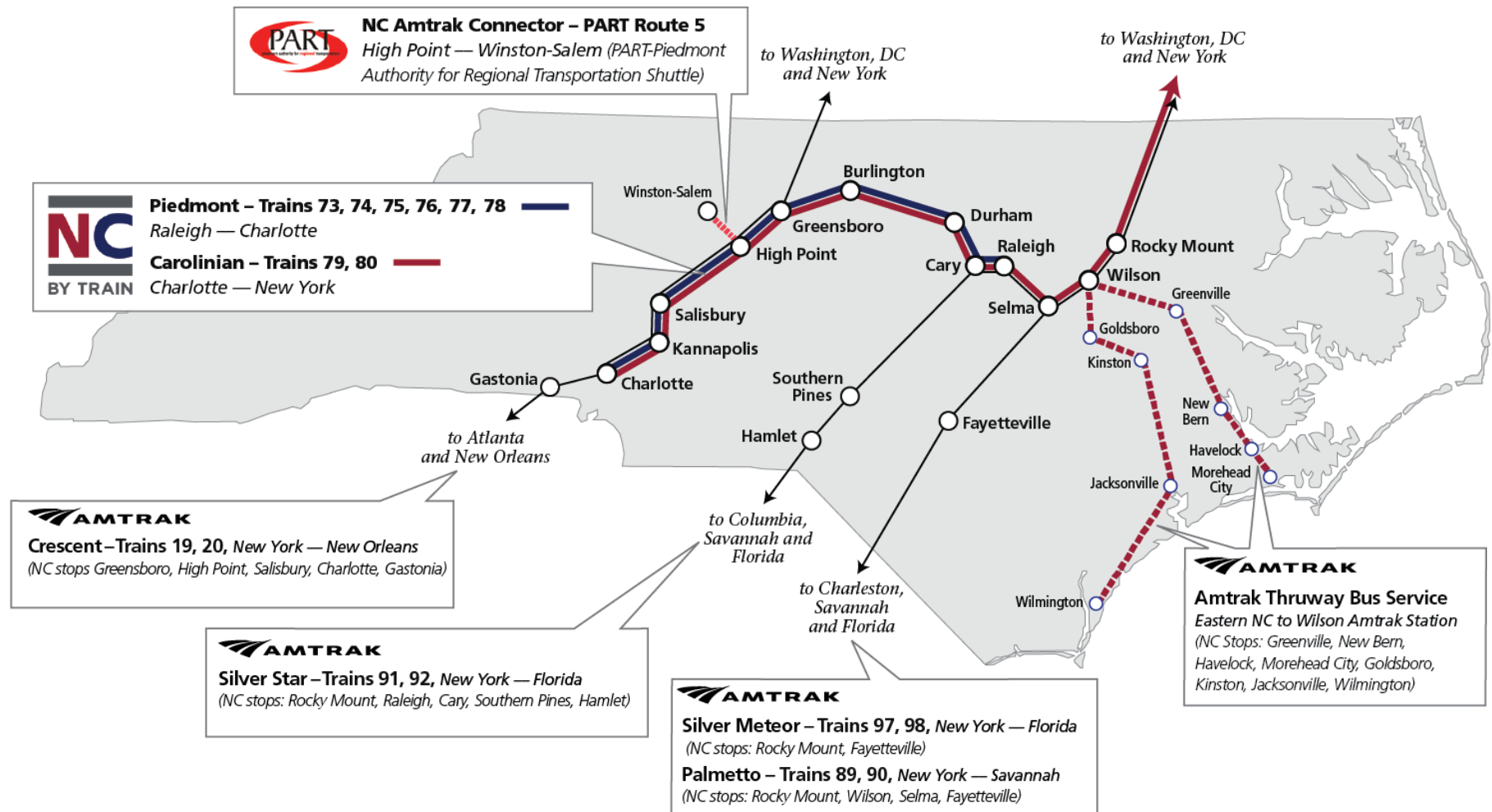
On-Demand Microtransit

- Similar to rideshare services like Uber or Lyft but subsidized and provided as a form of public transportation.
- 15-minute average wait time after requesting a ride.
- First pilot launched in September 2020 and has been highly successful, doubling transit ridership in Wilson, even amid the pandemic.
- NCDOT has worked with numerous communities on additional deployments, feasibility studies, and plans.

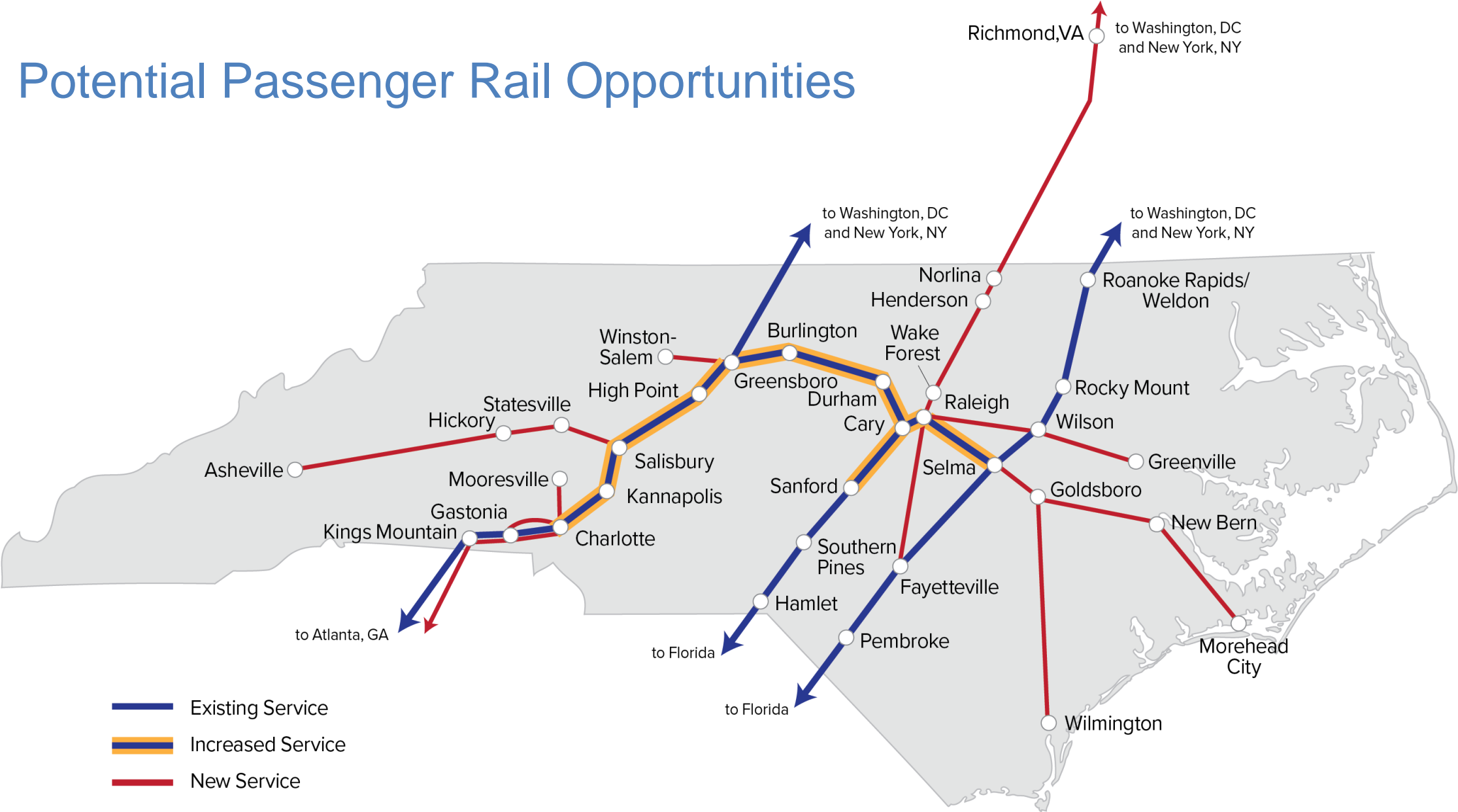


North Carolina Passenger Rail Service

- Current ridership exceeding 2019 levels
- *Carolinian* route one of the best performing routes during pandemic
- 4th *Piedmont* round-trip to start 2023
- Charlotte Gateway Station in service by 2026



Potential Passenger Rail Opportunities



Towns shown are for geographical reference only and do not represent station locations.

The S-Line – Gateway to the Southeast

The corridor represents the only opportunity to create additional capacity and connect the Southeast and Northeast with regular high performance rail service as other North-South corridors are reserved for high volume freight.

1992 FRA designated the Southeast Corridor



2002 Charlotte to DC Tier I Record of Decision



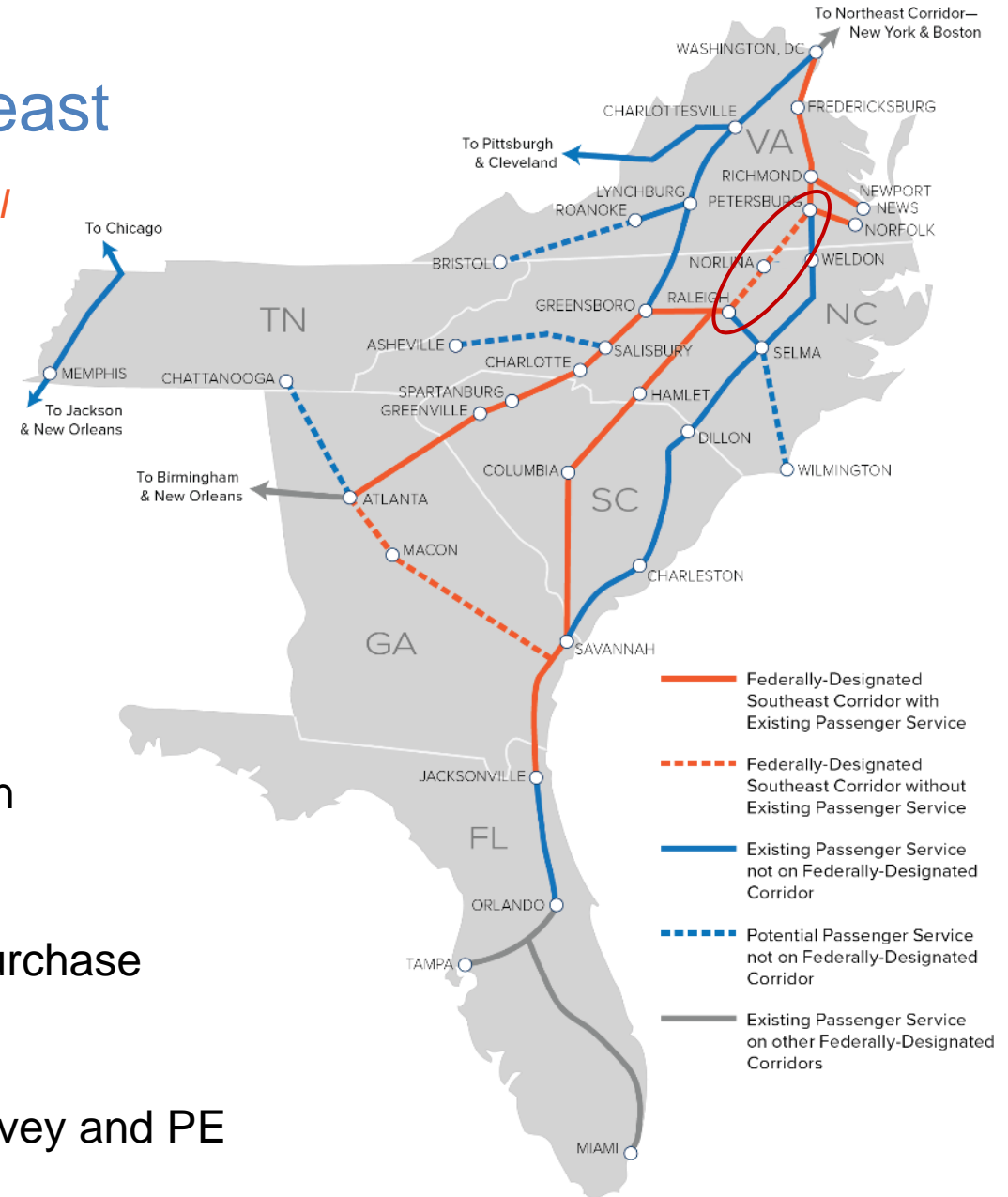
2017 Raleigh to Richmond Tier II Record of Decision



2020 NCDOT wins \$48M CRISI grant for corridor purchase

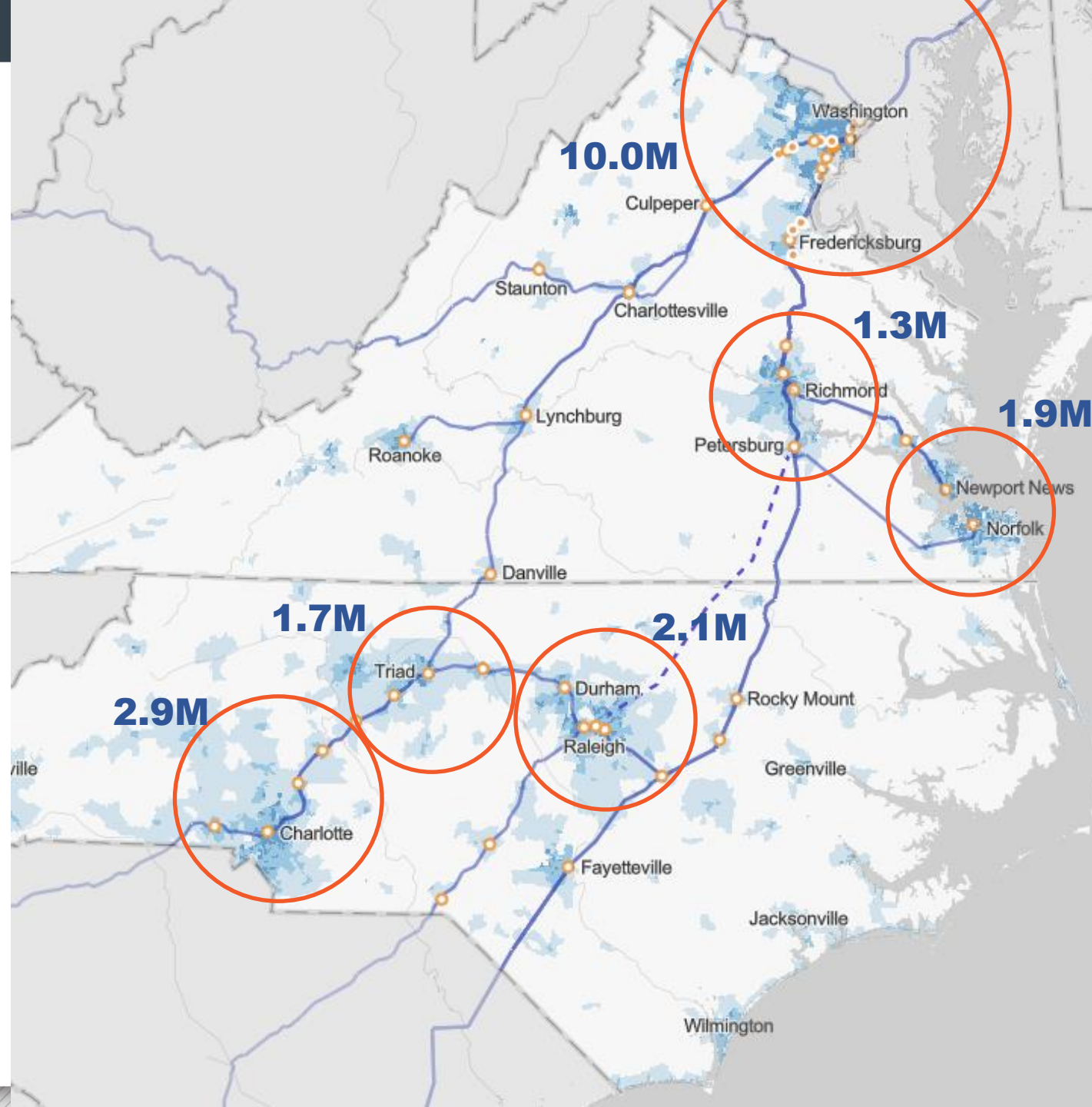


2022 NCDOT / VPRA win \$58M CRISI grant for Survey and PE

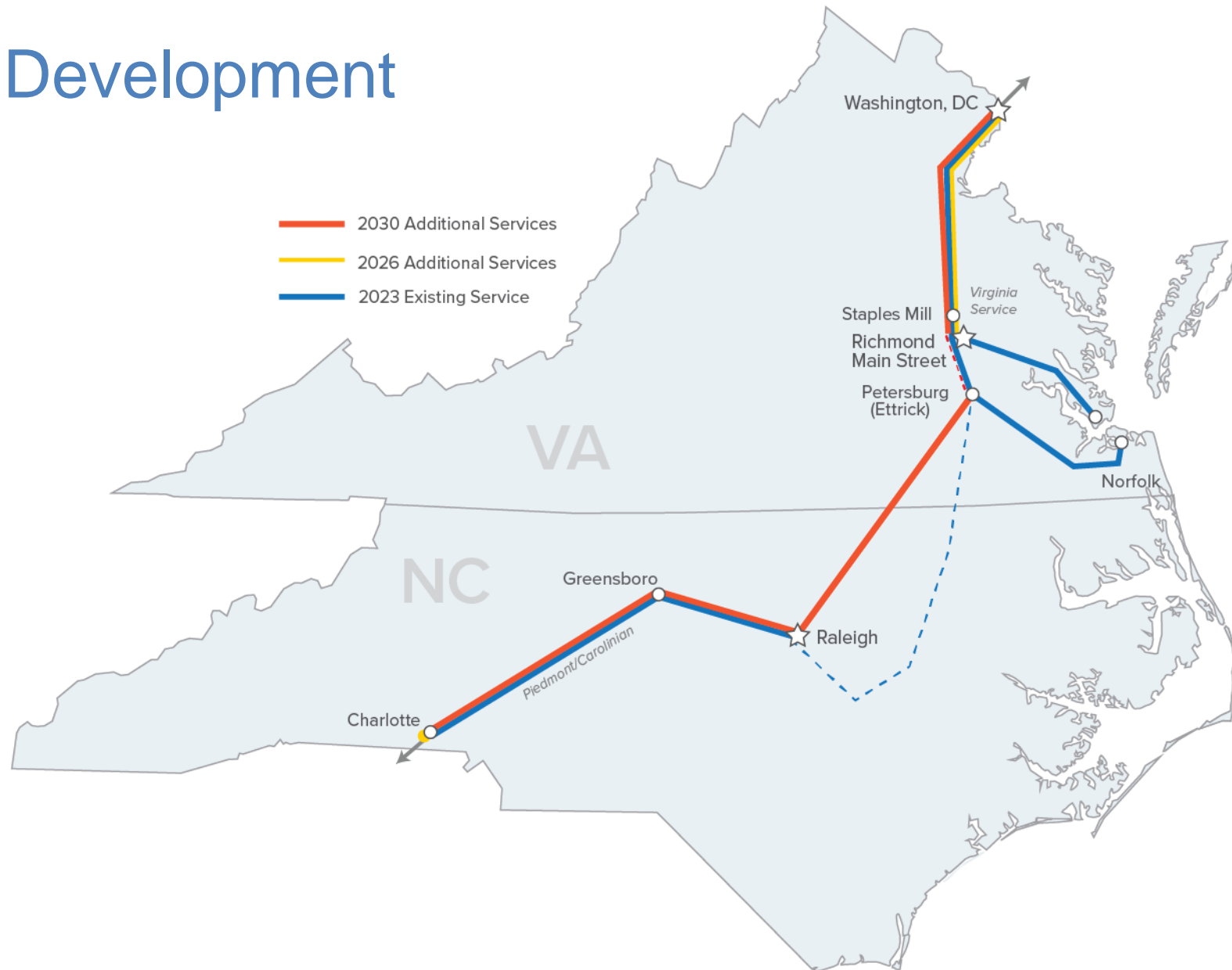


Regional Benefits: New Service Goals

- Direct connection between urban centers – 20M people- estimated to be 25M by 2040
- Additional capacity and over an hour in travel time saved
- Backbone of regional multi-modal connectivity
- Critical to further expanding the NC passenger rail system
- Provides freight network resiliency
- Environmental benefits
- Expands service to disadvantaged and underserved regions



Service Development

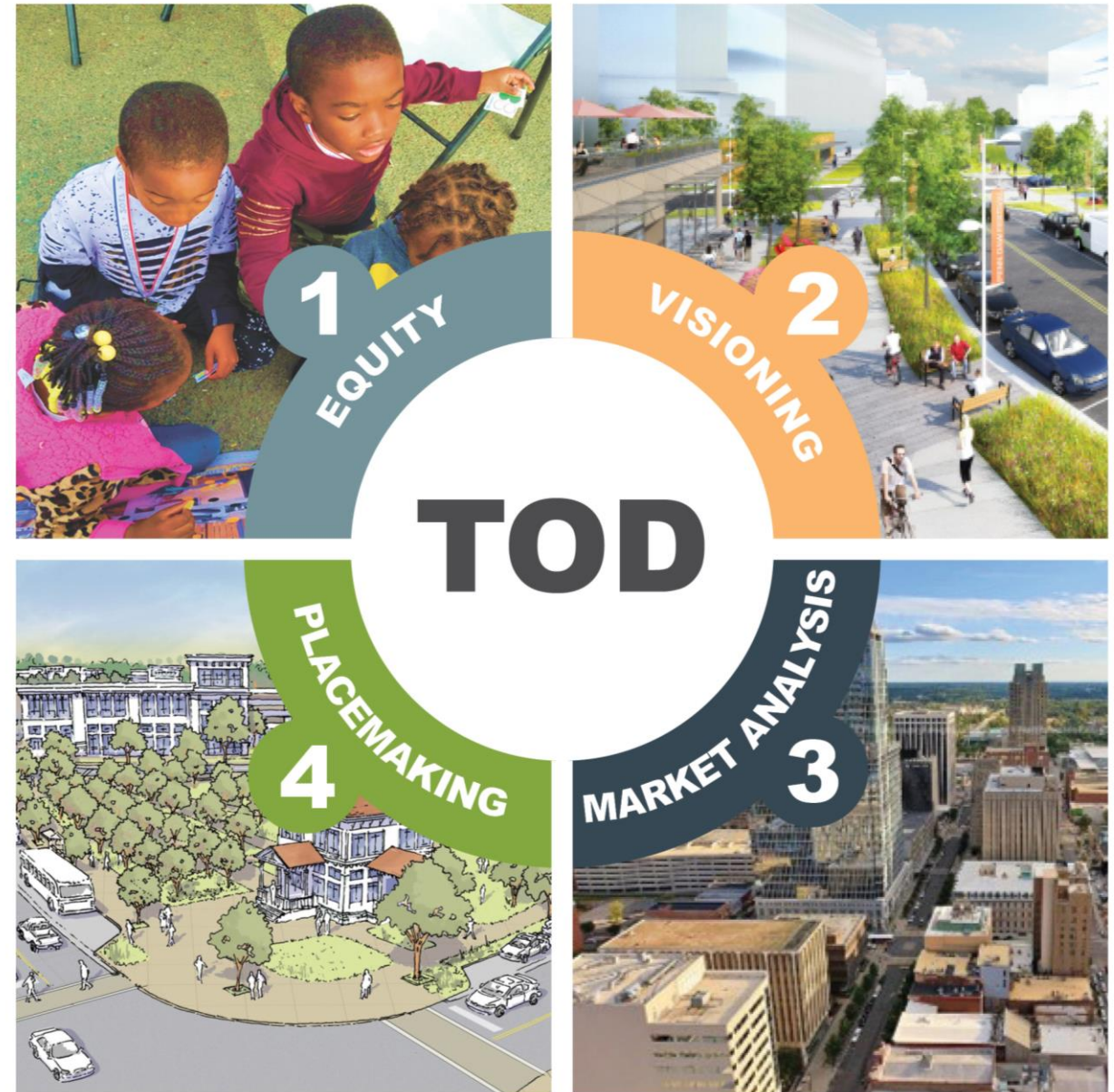


Getting Communities Transit Ready

- \$900,000 FTA Transit Oriented Development Planning Grant awarded in 2020
- 7 communities and NCDOT provided funding match
- Study includes TOD readiness assessment, urban design concept development, public input, and recommendations for each community.

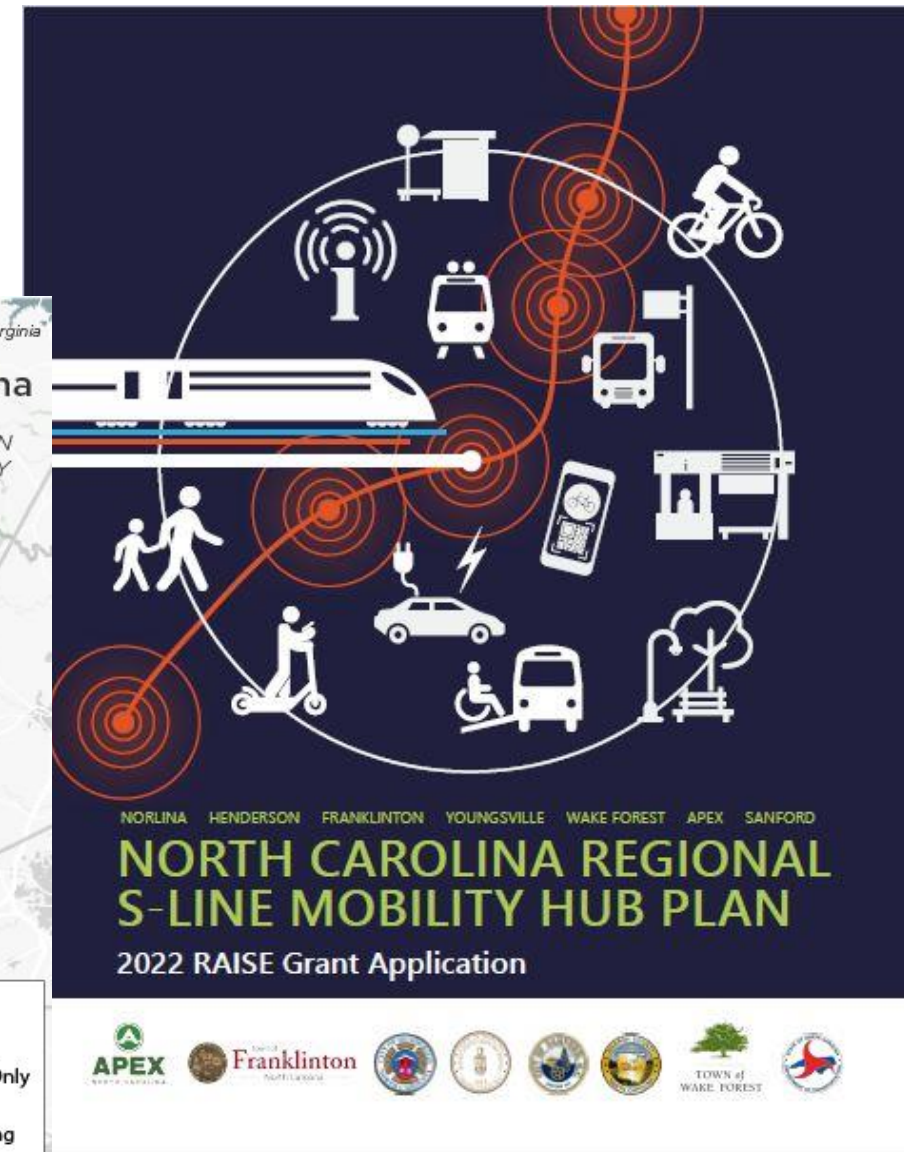
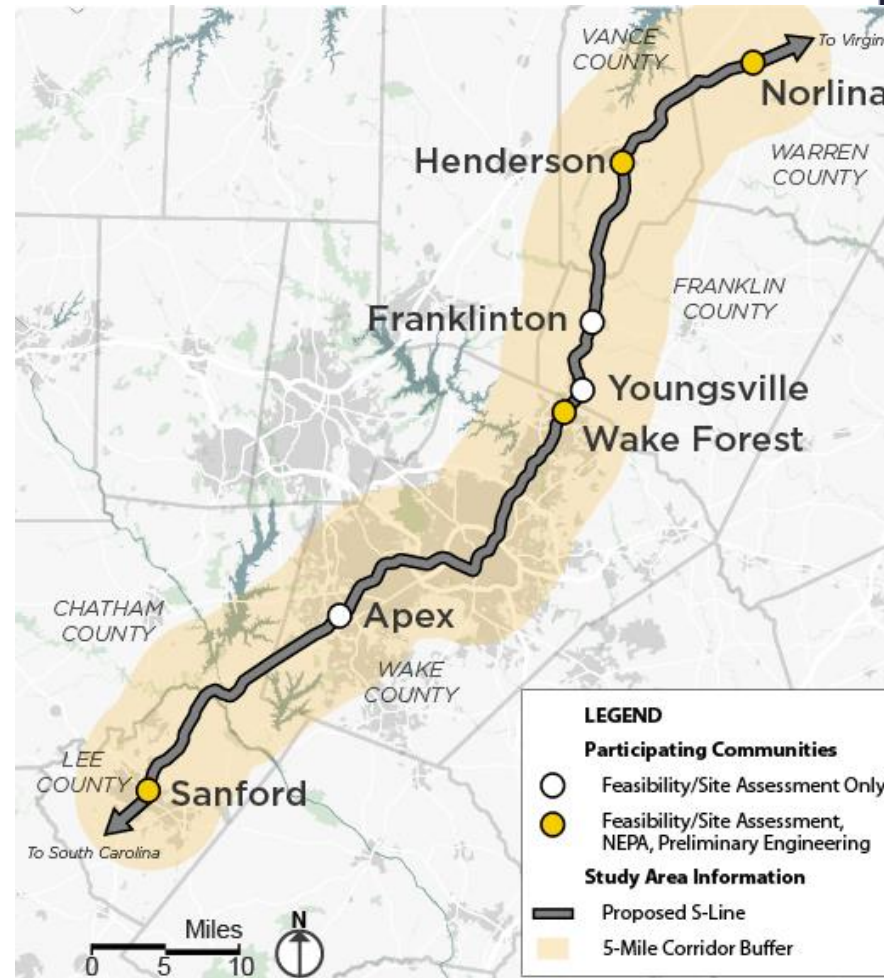
*“Our community was **founded on rail** traffic in 1841. It is only natural that our resurgence is based on this same driving force for economic development, **connecting us to greater opportunities**. The regional cooperation and resulting benefit this project represents is government at its best.”*

- Mayor Eddie Ellington, Henderson



S-Line Mobility Hub Planning

- RAISE Grant
Awarded in August
- Total Project Cost =
\$4.25 million
- Community Match =
\$850,000
- Activities include:
 - Feasibility/Site
Assessment
 - NEPA
Compliance
 - Preliminary
Engineering



Next Steps

- ✓ Prepare future grant applications
- ✓ Continue strong coordination with VPRA, Amtrak, freight railroads, communities, and other stakeholders
- ✓ Expedite R2R PE Program
- ✓ Continue to look for opportunities to accelerate delivery of R2R and expand rail services
- ✓ Continue study of additional corridors for future rail services