



**NORTH CAROLINA**  
Department of Transportation

# IMD Update

Brennon Fuqua  
Director – Integrated Mobility Division

October 2025

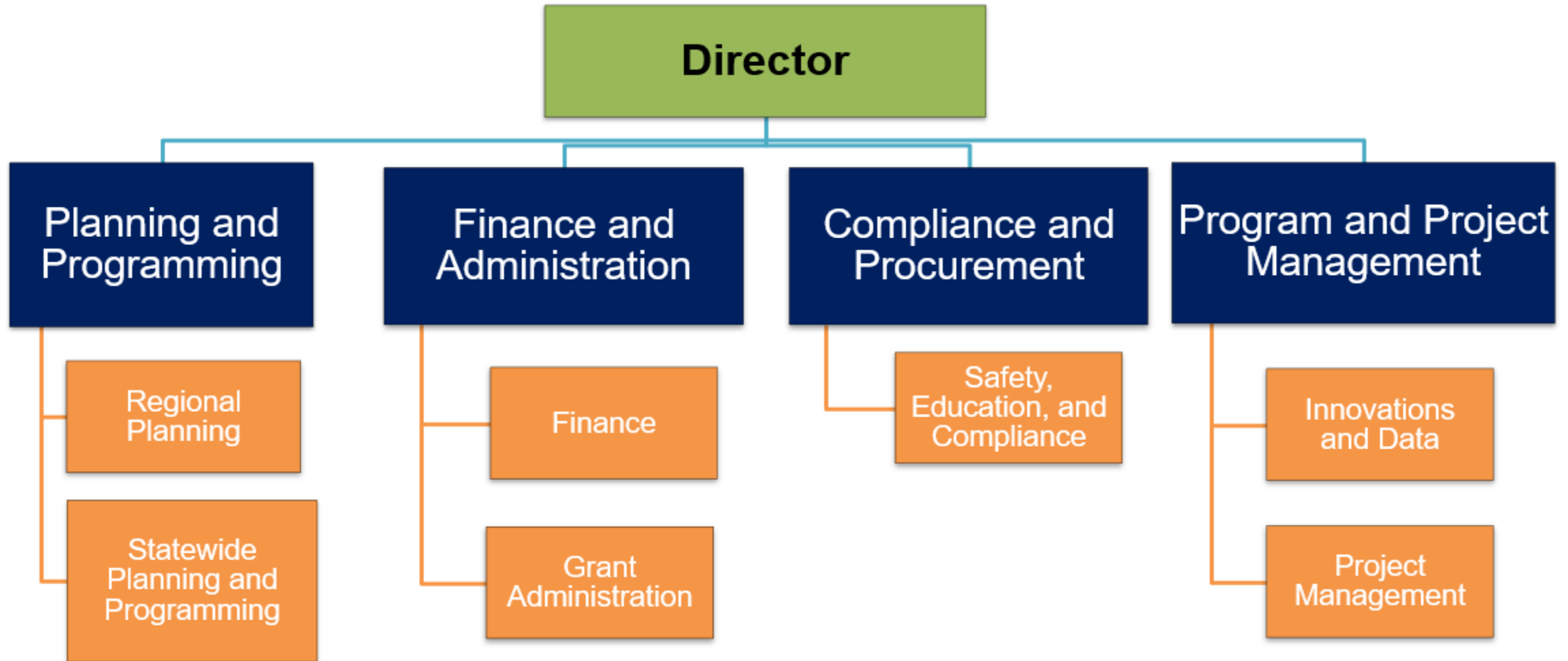
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

## PRESENTATION OUTLINE

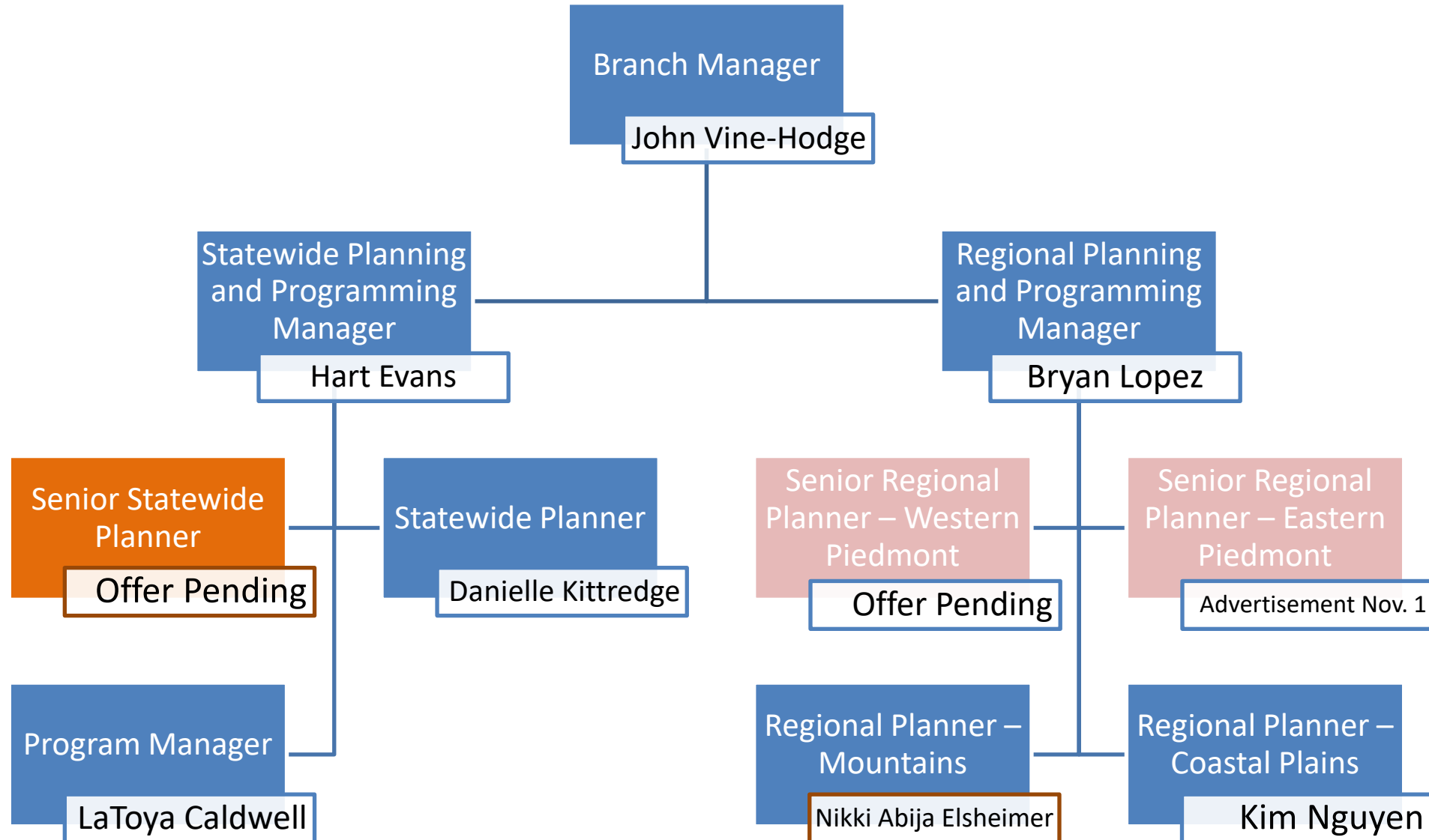
- Staff Update
- Pilot Programs
  - Toll Credits
  - Complete Streets: HMIP



## IMD's Organizational Structure



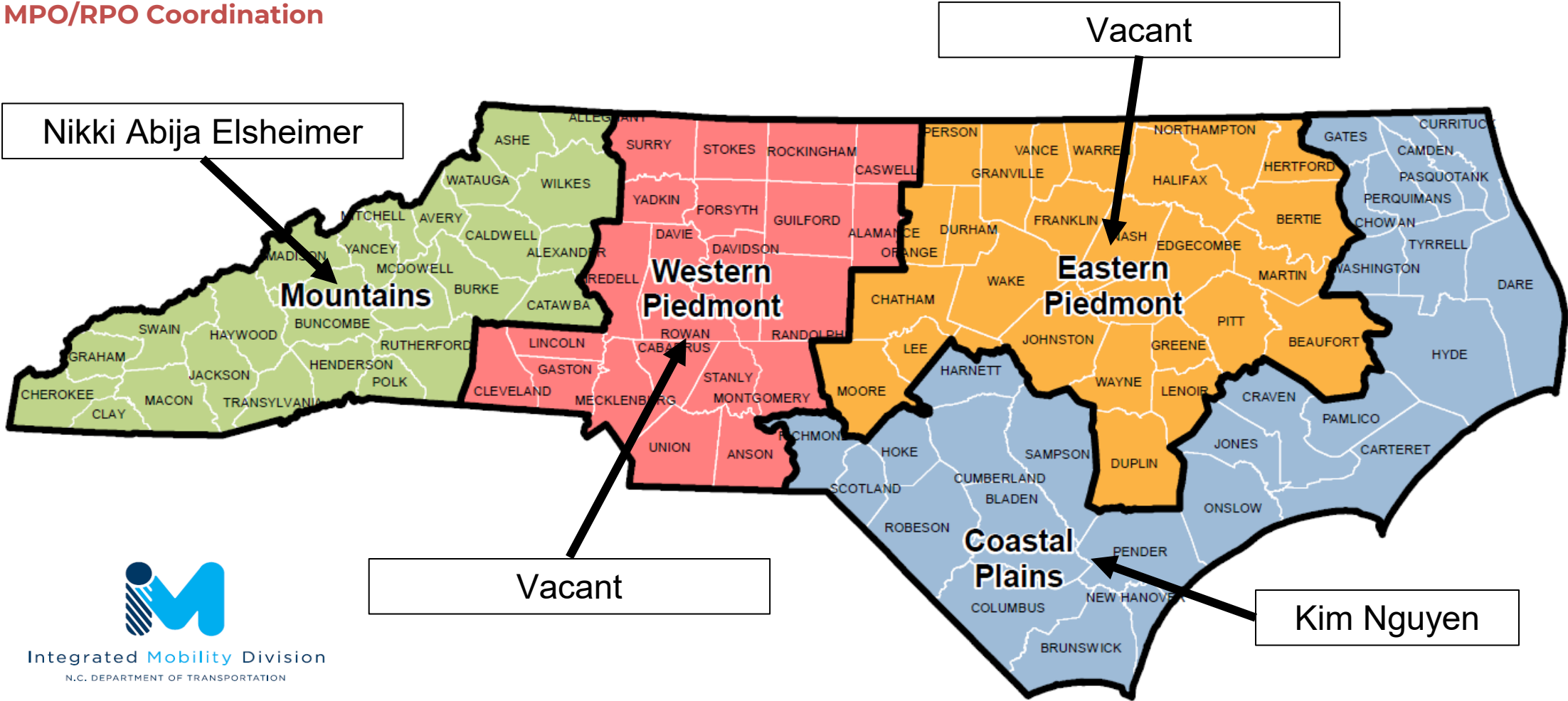
# Planning and Programming Branch





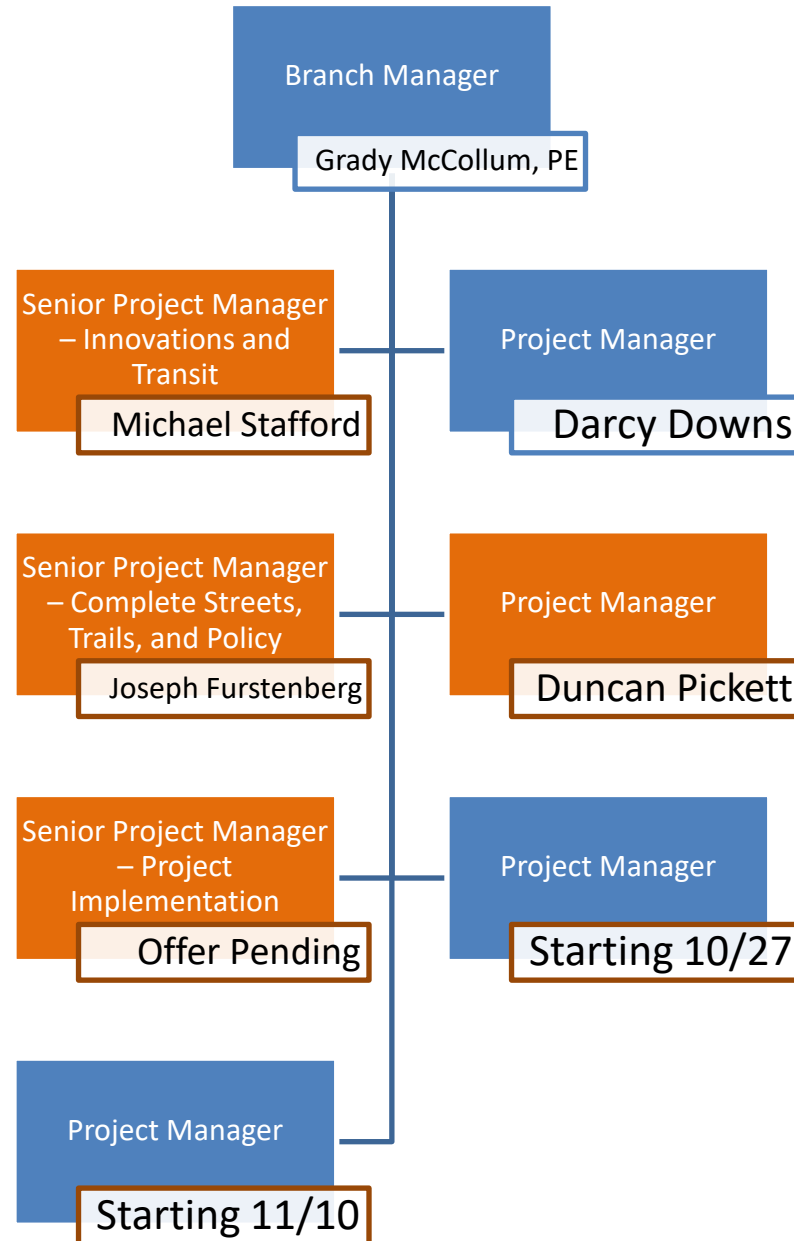
# IMD Regions

MPO/RPO Coordination



Integrated Mobility Division  
N.C. DEPARTMENT OF TRANSPORTATION

# 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.



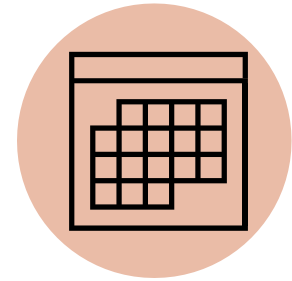
Image Source: [FHWA Center for Innovative Finance Support](#)



# 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



## Pilot: Complete Streets Review in Maintenance and Resurfacing Projects





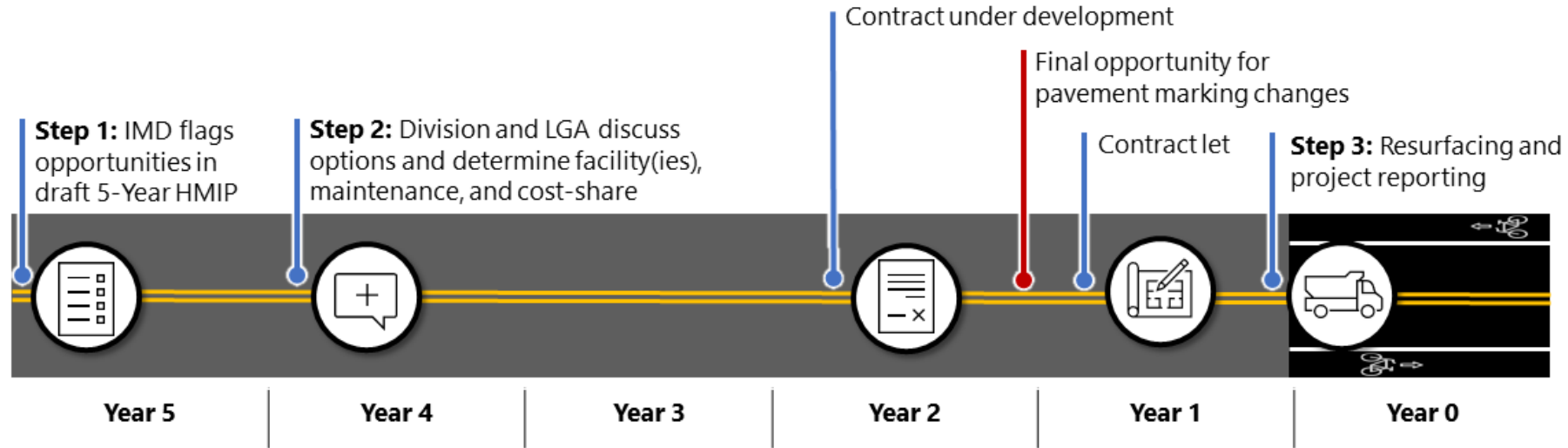
## Pilot Project:

IMD is collaborating with Division 5 to test the implementation of complete streets review, infrastructure recommendation, and implementation of projects in the Highway Maintenance Improvement Plan (HMIP).



Pilot start date in coordination: likely to start early 2026

## Complete Streets Review Process - HMIP



- Pavement resurfacing projects will be the primary maintenance activity following this process; however, all this guidance applies to all activities where pavement markings are being replaced or modified.
- Complete Streets projects that require additional right-of-way (ROW), construction of geometric improvements, or modification of the curb line are not compatible for inclusion in an HMIP project.

## Pilot Objectives

Evaluate the Level of Effort/Resource Needs

- Review
- Design
- Construction
- Administrative Oversight

Evaluate Additional Costs and Potential Cost Share Opportunities

Areas for Process Improvements

Development of a Statewide Process





# Thank You!

---