



Integrated **Mobility** Division

N.C. DEPARTMENT OF TRANSPORTATION

# NCDOTs Integrated Mobility Division

Grady McCollum, P.E. – Program and Project Management Branch Manager

February 26, 2026

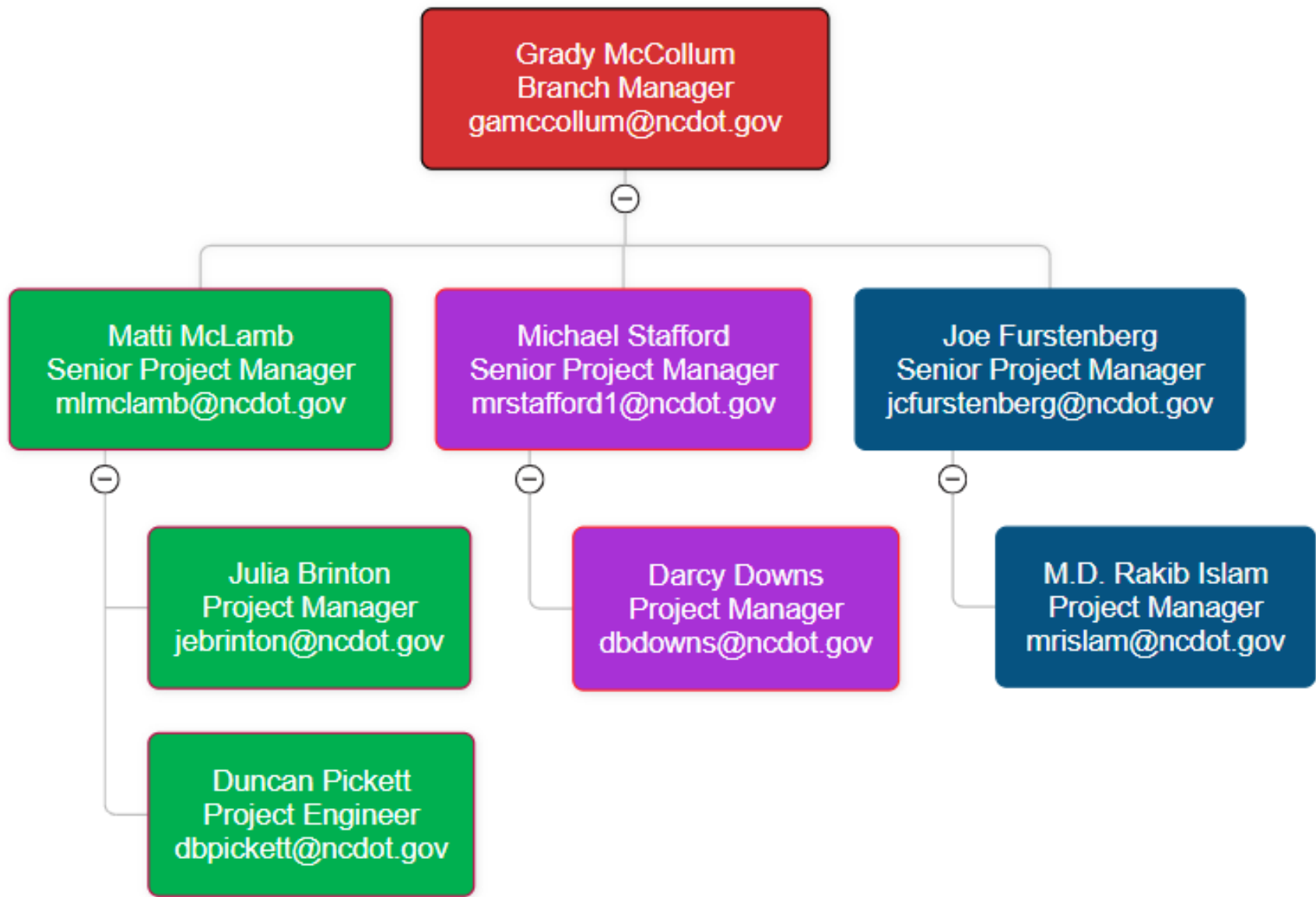
Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina





# Meet the Program and Project Management Branch

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# STIP and Toll Credits Pilot

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# STI Project Eligibility by Funding Category<sup>1</sup>

STIP includes all six modes of transportation, each with their own eligibility criteria

Modes	Statewide Mobility (40%)	Regional Impact (30%)	Division Needs (30%)
<b>Highway</b>	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>National Highway System routes (as of 2013)</li> <li>STRAHNET<sup>2</sup></li> <li>Designated Toll Facilities</li> </ul>	<ul style="list-style-type: none"> <li>Other US and NC Routes</li> </ul>	<ul style="list-style-type: none"> <li>All Secondary Roads (SR)</li> <li>Federal-Aid Eligible Local Roads</li> </ul>
<b>Aviation</b>	Large Commercial Service Airports <i>Cap - \$500K / project / year</i>	Other Commercial Service Airports not in Statewide <i>Cap - \$300K / project / year</i>	All airports without Commercial Service (General Aviation) <i>Cap - \$18.5M annual program</i>
<b>Bicycle-Pedestrian</b>	N/A	N/A	All projects (\$0 State Highway Trust Funds)
<b>Public Transportation</b>	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals and stations
<b>Ferry</b>	N/A	Vessel or infrastructure expansion	Replacement vessels
<b>Rail</b>	Freight Service on Class-I Railroad Corridors	Rail service spanning two or more counties not in Statewide	All other service, including terminals and stations (no short lines)

1. Defined in STI Legislation

2. STRAHNET – Strategic Highway Network, system of roads deemed necessary for emergency mobilization and peacetime movement of personnel and equipment to support US military operations



## IMD's Role in Prioritization

- SPOT Review of Bicycle and Pedestrian Projects
  - Comments sent back to applying agency
- Involvement in conversations with Divisions regarding applying priority points
- Tracking projects to assist in finding other sources of funding.
- Involved in Prioritization Workgroup to develop scoring methodology and tools for future cycles.





# 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.

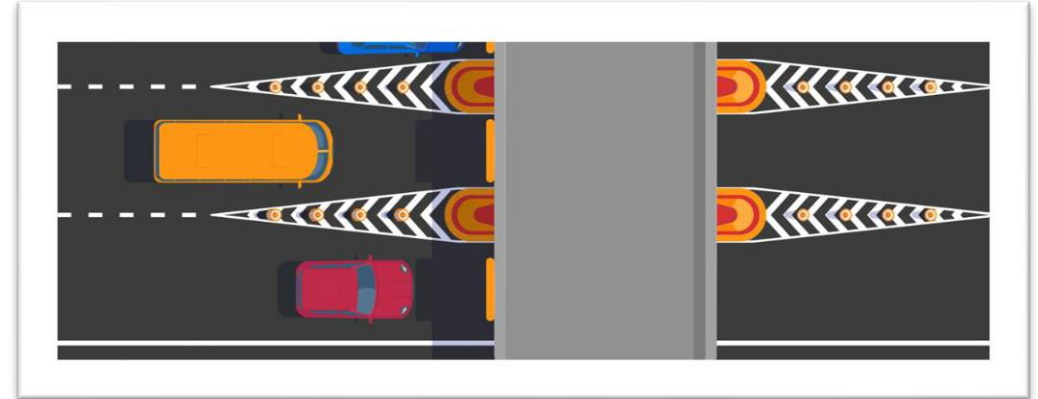


Image Source: [FHWA Center for Innovative Finance Support](#)



# Toll Credit Review

Toll Credits give State DOTs more flexibility over how to allocate their Federal dollars



## Toll Credits ARE:

- A tool that State DOTs can use **to increase the federal share** on Federal-Aid projects, beyond the normal 80%
- Earned when toll revenues are used to fund transportation projects
- Requested from FHWA
- A way to consolidate Federal funds on fewer projects



## Toll Credits are **NOT**:

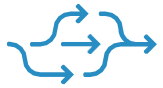
- Additional Federal funding
- An increase in the amount of total spend authority available to the Department





# The Benefits of Using Toll Credits

Provide the Department with another tool to optimize use of available funding



## Program Benefits

- Funding Flexibility: Tool to **maximize benefits of both state and federal funding** for DOT's capital program
- August Redistribution: Some fund categories are more difficult to obligate. Toll credits allow more of those funds to be applied to projects. This provides the Department with **more flexibility in August redistribution requests**



## Project Benefits

- Soft Substitute for Non-Federal Match: can be used for key projects that would benefit from a “soft substitute” of the non-Federal match.
- Partner support: can be used to support our local partners.



# Pilot Program for Applicable Projects

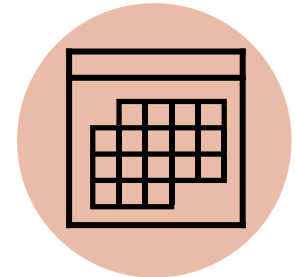
## Overview

### Advisory Committee:

- Leigh Wing / Ryan Brumfield / Julie White / Mark Gibbs / Drew Cox

### Recommendations:

- DPP to maintain flexible discretion over most toll credits:
  - Target underutilized federal funds.
  - Alleviate State match constraints to keep projects on schedule.
- Pilot program for Applicable Projects
  - Competitive application program for projects using local match.
  - Opportunity for local governments to apply for Federal toll credits on certain projects.
  - **If selected, the COST INCREASE of the project's local match requirements will be fulfilled using Federal funds.**





# Mobility Hubs and Transit Oriented Development

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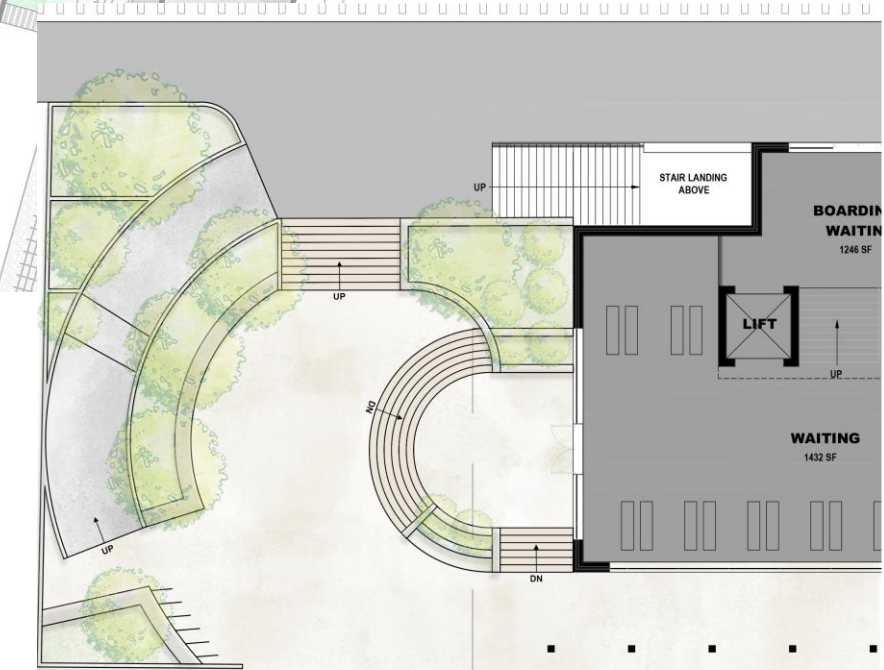


# Preliminary Design



# Conceptual Planning

\*NOTE: any future improvements to this ridge are not included in this project



# Preliminary Design





# Transit Oriented Development embodies where we are heading with Multimodal Transportation

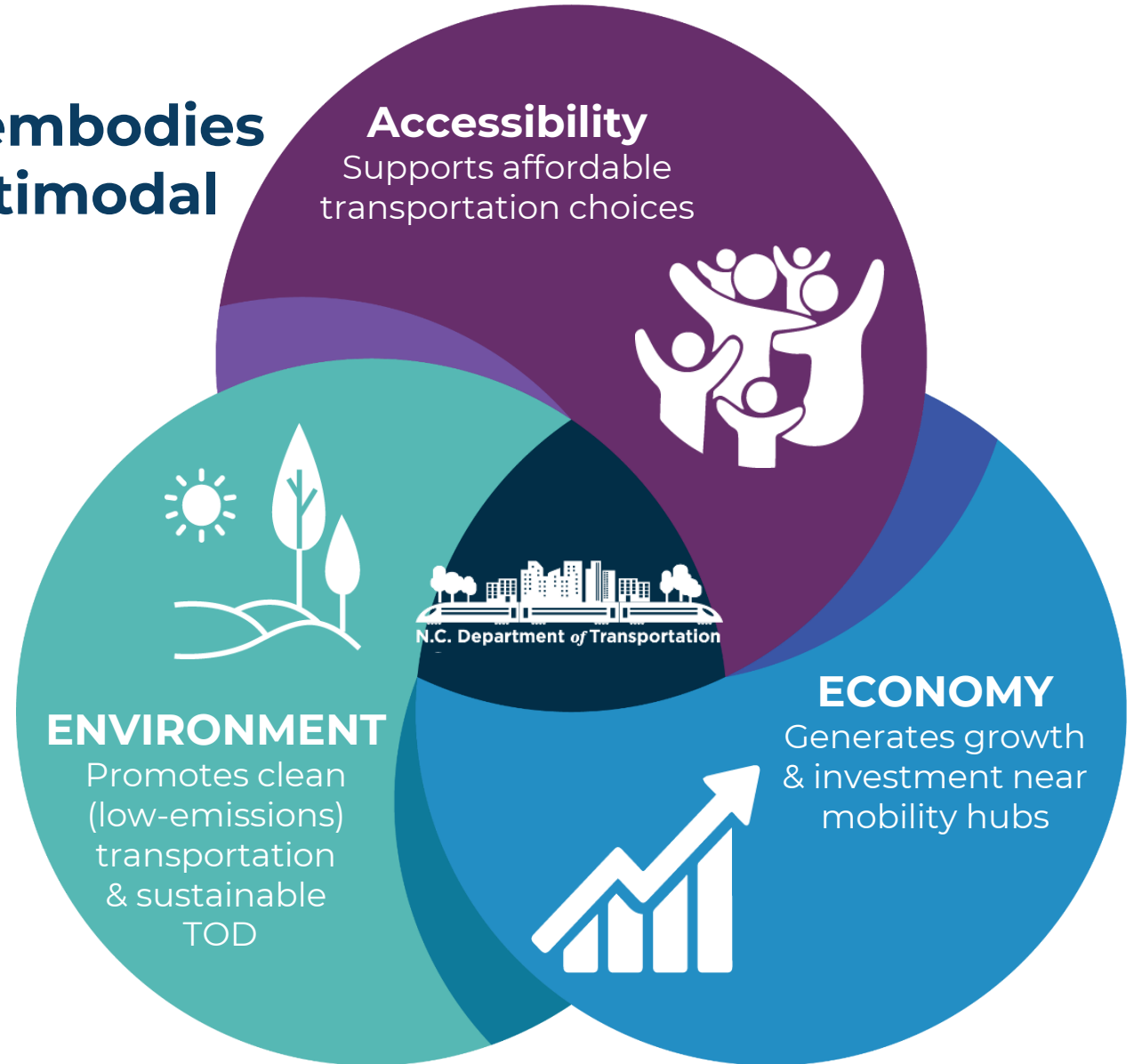
## Steps:

- Transit Oriented Development Study
- Mobility Hub Planning
- Layered Transit
- Grant cycle expected end of summer 2026

## Challenges:

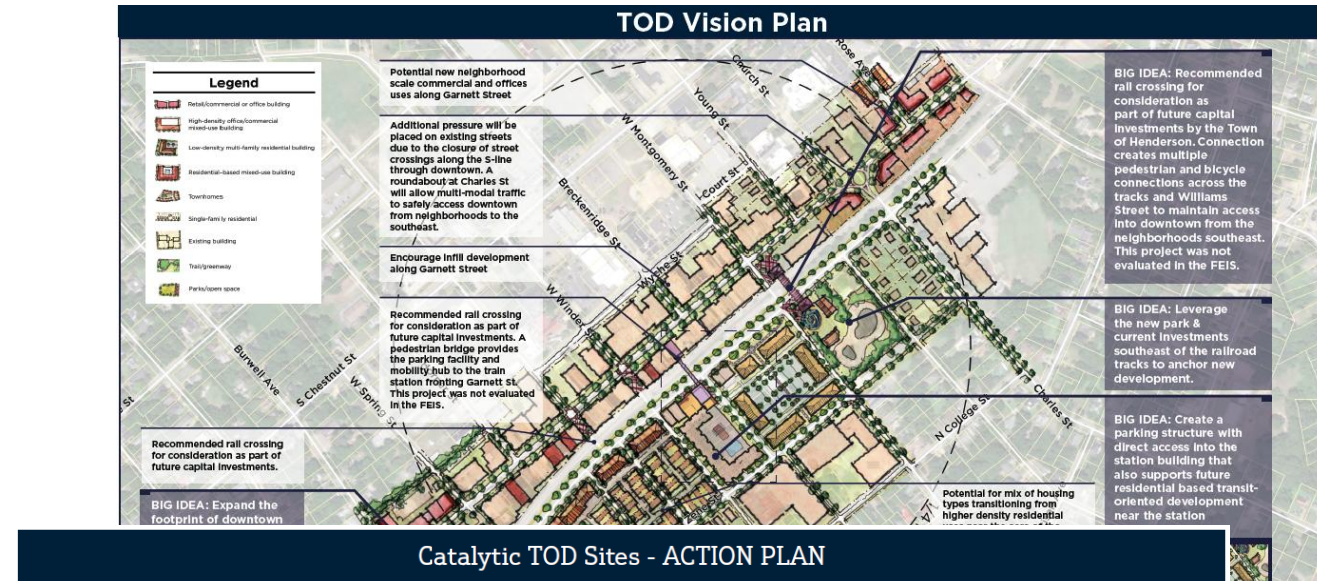
- Community buy-in
- Funding

[ncdot.gov](http://ncdot.gov)





- Urban Design Framework
  - Existing Conditions
  - Opportunities
  - Potential Challenges
- Current Market Assessment
- Development Demand Projections
  - Housing
  - Office space
  - Retail
  - Tourism
- Community Vision
  - Concept Sketch
- Community Playbook
  - Built form Needs
  - Policy Recommendations and Action Items



The City has already been active in acquiring infill development sites and attracting private investment into the downtown area, as seen through the Henderson Tobacco Warehouse redevelopment project. As that project and other infill projects are delivered and stabilized, the City can capitalize on this development activity to position catalytic sites in the mobility hub area to support TOD.

### Near-Term (12-18 months)

- Collaborate with City of Henderson and Vance County to:
  - Develop downtown economic development strategy;
  - Identify space needs for City and County departments, which could serve as institutional anchor tenants for new office space.
- Identify funding needs for the station, parking, and bike/ped improvements.
- Ensure zoning updates in UDO will allow for desired uses in downtown Henderson.
- Continue to assemble properties within the mobility hub area, especially in downtown Henderson, to support TOD.
- Actively participate in the S- Line mobility hub study.

### Mid-Term (2-5 years)

- Investigate establishing a suite of financing and regulatory tools to incentivize private development in the downtown core.
  - Financing tools, such as bonds, grants, loans, and tax abatements, can offset predevelopment costs, as well as establish permanent financing for TOD and affordable housing.
  - Regulatory tools, such as density bonuses and expedited permitting, can be used to support TOD and affordable housing in downtown Henderson.
- Establish a special taxing district, such as Business Improvement District or Municipal Service District, to provide services and programs to make the area more attractive for private investment.
  - Henderson-Vance County Downtown Development Commission (DDC) can serve as the steward to administer the district.
- Monitor market conditions for possible sale/joint development of City-owned properties.

### Long-Term (5+ years)

- Release an RFQ/RFP to redevelop key catalytic sites in the station area, such as the former First National Bank building and police station site, to attract private developers and facilitate P3 or joint development partnerships.
- Continue to monitor market conditions in order to reposition underutilized City-owned sites to attract TOD-supportive uses and development typologies, such as multifamily rental and retail.

herwise indicated.

# S-Line TOD Study

Finished in July 2023

- FTA Grant Won (\$900,000)
- Understand the possibilities
- Plan the “place” around transit
- Proactively plan context-driven TOD
- Local Implementation
  - Land use plans & zoning
  - Regulatory Policies
  - Infrastructure investments
- Corridor-wide Conversation
  - Funding / financing
  - Transit operations
  - Local



Community Playbooks were a key, actionable deliverable from the TOD Study



<https://www.ncdot.gov/divisions/rail/s-line-projects/>



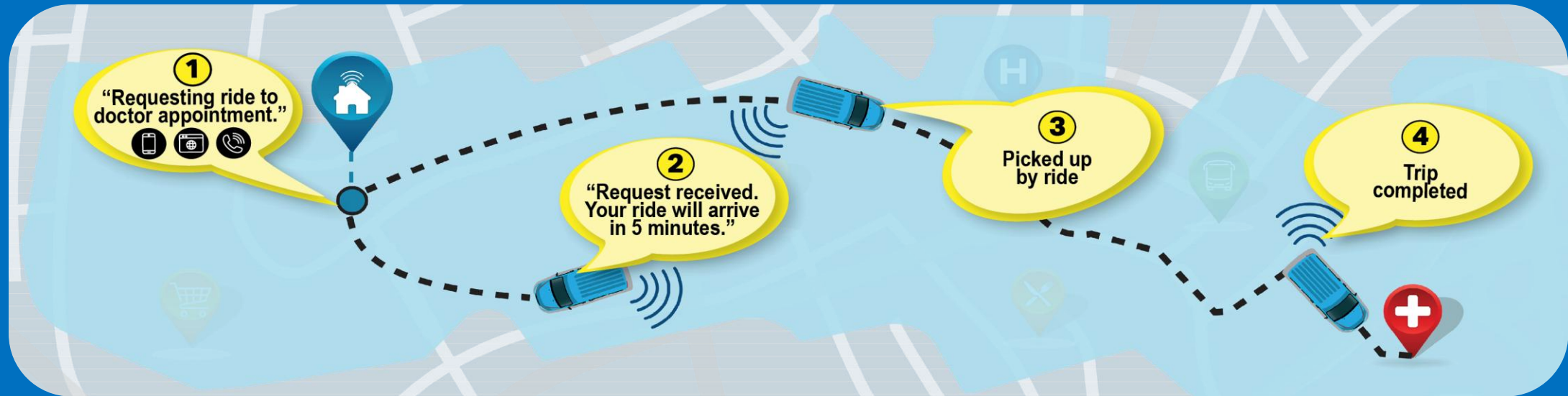


# Microtransit

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# Microtransit Overview

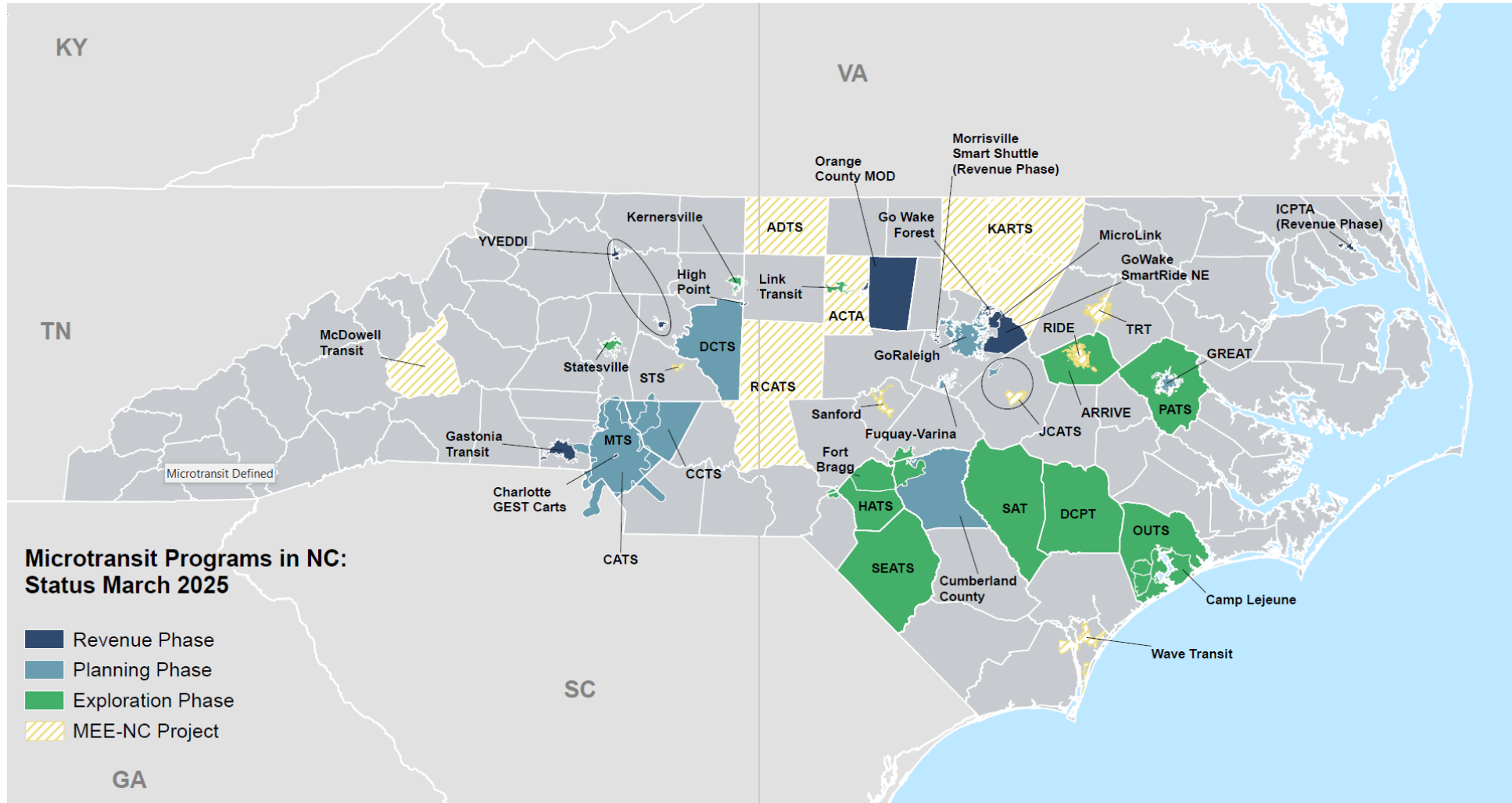
A technology-enabled transit service that typically uses shuttles or vans to provide pooled on-demand transportation with dynamic routing.



While it uses similar technology such as a mobile app for requesting and scheduling rides, microtransit is different than a rideshare like Uber or Lyft:

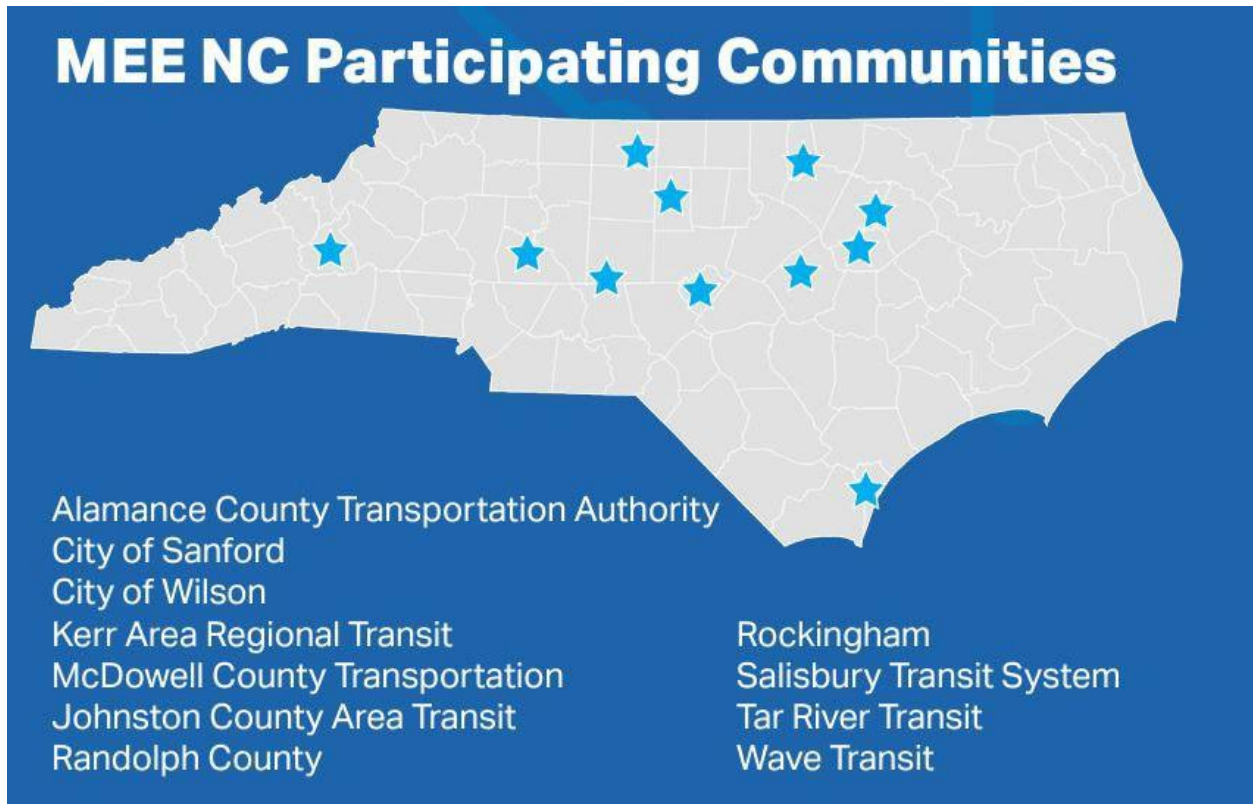
- Typically subsidized
- Operates in defined service zones
- Combines trips rather than serving single trips
- Provides lower fares
- Employs professional drivers and dedicated vehicles

# Microtransit Programs in NC



# Mobility for Everyone, Everywhere in North Carolina (MEE NC)

## Program Overview



- \$10.4 Million federal grant through Rural Surface Transportation Program to initiate and enhance microtransit in 11 different with 50% NCDOT match for a total of over \$21M.
- 4 Communities receiving funding for turnkey microtransit services
- 7 Communities receiving software and operating funding
- Request for Proposals are posted for Salisbury Transit System and all 7 Software Communities.

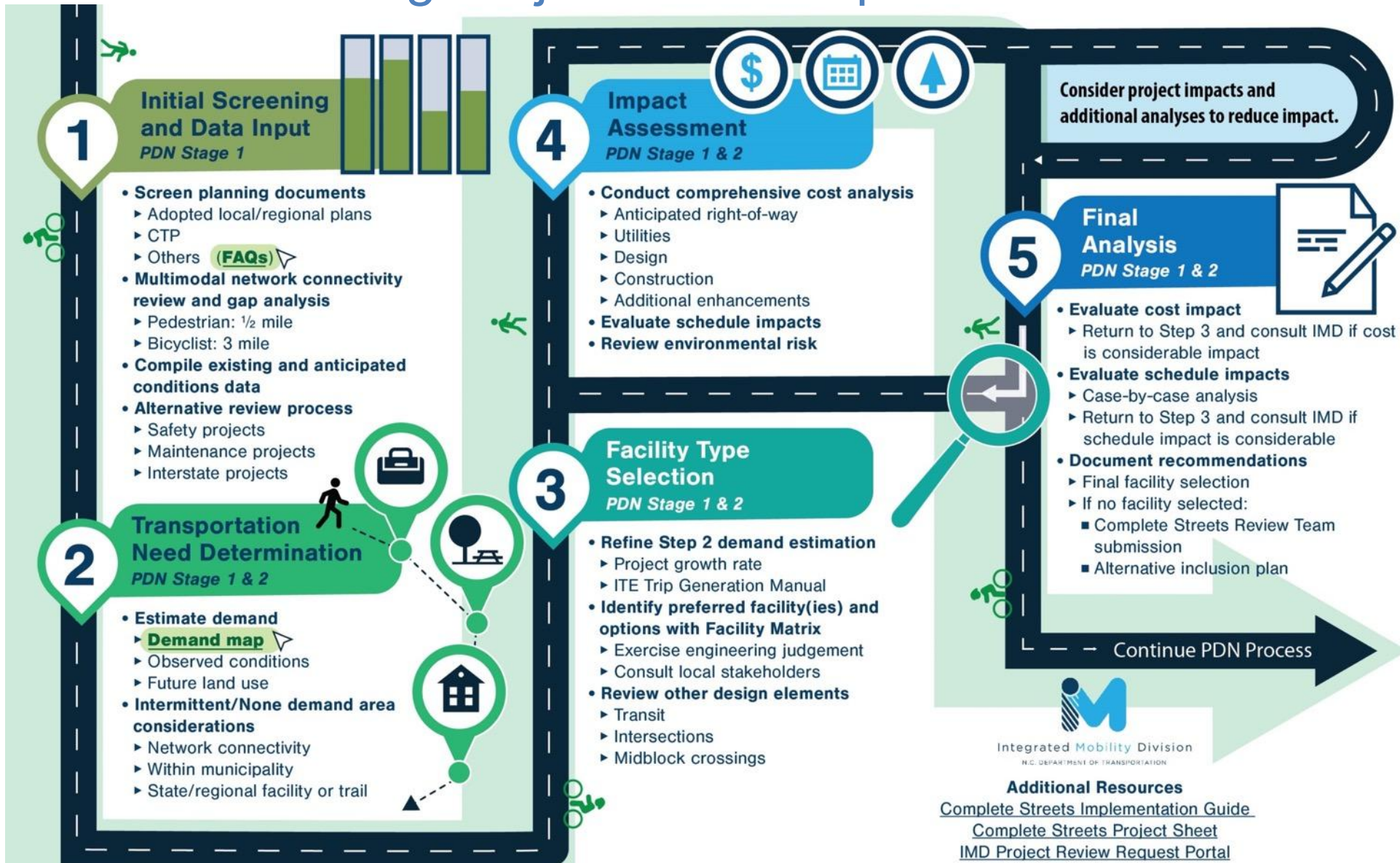


# Complete Streets

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# Evaluating Projects for Complete Streets





# Planning and Programming Updates

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## Planning and Programming Updates

- Planning Grant Call for Projects is open!
- Statewide Bike Plan Update
  - Consultant planned to be under contract by end of March 2026
- Planning and Programming Branch will attend the next quarterly meeting

  
Integrated Mobility Division  
N.C. DEPARTMENT OF TRANSPORTATION

**MULTIMODAL  
PLANNING  
PROGRAM**

Since 2004, **266** planning grants have been awarded to-date with a total of approximately **\$8.6 million** in funds being allocated to **260 municipalities** and **6 counties** through the planning grant program.



# Contact Us

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**Thank you!**

