INDEX
TECHNICAL COORDINATION COMMITTEE MEETING
June 22, 2026

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Opening Remarks and Introductions

The North Carolina Transportation Innovation Council (NC-TIC) Technical Coordination Committee (TCC) convened for its quarterly meeting on June 22, 2026, in person at the NCDOT Transportation Building and on Microsoft Teams. During the meeting, applicants to the 2026 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, **Edward Parker**, the Deputy Division Administrator of the North Carolina FHWA office and NC-TIC liaison, provided updates.

The STIC Incentive Program is funded through the federal Technology and Innovation Deployment Program (TIDP). Funding has been paused. FHWA leadership is evaluating incentive program funding administered under the TIDP for potential changes.

FHWA announced the six new EDC-8 innovations at a briefing in Washington, D.C. in February 2026. The six innovations are: Advancing Nighttime Work Zone Safety, Beyond Bid-Build: Innovative Project Delivery Methods, Connected Corridors, Integrated Digital Project Delivery, Subsurface Utility Engineering (SUE), and Unmanned Aircraft Systems (UAS) 2.0: Innovative Infrastructure Management. FHWA is planning in-person peer exchanges by region to educate the states and industry about the merits and uses of the innovations. These peer exchanges will replace the innovation summits that were held in the past. FHWA will provide travel support for up to 10 representatives from each state (e.g., from the state DOT, regional planning organizations, local governments, and other state agencies). FHWA will also provide $200,000 per state for initiatives related to the EDC-8 innovation called Connected Corridors.

NC-TIC Update

After the FHWA updates, **Sarah Searcy** introduced **Alpesh Patel**, Director of NCDOT's Office of Strategic Advancement (OSA), to share an update on the new office.

The creation of OSA was announced by the State Transportation Secretary in March 2026. The new office replaces the former Office of Strategic Initiatives and Program Support (SIPS) to strengthen how NCDOT plans, prioritizes, and executes strategic department-wide work through teamwork and collaboration.

OSA's vision is to position NCDOT as a national model for strategic excellence and innovation. This means that NCDOT becomes the DOT other states benchmark against relative to the rigor of how it plans, the throughput of how it innovates, and the discipline of how it executes.

OSA's mission is to equip NCDOT leaders and divisions to plan strategically, act on bold ideas, and adopt what works. OSA does not do the work for the divisions but gives them the planning architecture, evidence base, and innovation pipeline to do it themselves at higher quality and faster speed.

OSA's objectives are:

Research & Policy
Coordinate and execute high-priority research and policy initiatives.

Strategic Planning
Manage NCDOT's strategic planning process and drive accountability for results.

Innovation
Identify new approaches, pilot opportunities, and scale proven solutions.

OSA's success looks like NCDOT delivering better, faster, and more innovatively for the people of North Carolina.

OSA's four verticals are:

Strategic Planning & Communications
Performance management, stakeholder management.

Policy & Finance
Policy, grants, revenue forecast, and investment solutions analysis.

Research
Rapid response syntheses, think tank partnerships.

AI & Technology
Cross-functional initiatives, technology adoption.

OSA's organizational structure includes the director (Alpesh Patel), a Deputy Operations Director (Cameron McNeill), a Deputy Director (Amna Cameron) overseeing Strategic Planning & Communications and Policy & Finance, and a Deputy Director (to be determined) overseeing Research and AI & Technology. NCDOT's Chief of Staff (Mary Cole Pike) liaises on Strategic Planning & Communications. NCDOT's Chief Information Officer (Mike Ware) liaises on AI & Technology. OSA reports to the State Transportation Secretary.

All teams within the previous SIPS office were retained in OSA's new structure except for Value Management and Statewide Initiatives. Value Management was moved to the Preconstruction Division (formerly Technical Services Division). The Programs and Projects Branch including Statewide Initiatives was moved to the Transportation Planning Division. Statewide innovation initiatives developed by Value Management under its Communicate Lessons, Exchange Advice, Record (CLEAR) Program to drive continuous improvement will be retained within OSA along with the STIC and its TCC.

After the OSA updates, **Sarah Searcy** shared information about the upcoming 2026 N.C. Transportation Summit. This annual event explores safety, funding, and innovation for North Carolina's growing population. This year's theme is "Innovation Under Construction." The event will be held at the Raleigh Convention Center from October 27-28, 2026. NCDOT submitted two proposals for consideration: a Technology Showcase and an NCDOT Innovators Poster Session.

Sarah Searcy next 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 – Cost Effective Wrong-Way Detection Prototype

After the NC-TIC updates, **Sarah Searcy** welcomed **Braden Walker**, Structural Engineer in NCDOT's TSMO Unit, on behalf of **Nick Zinser**, NCDOT's State ITS and Signals Management Engineer, to present on his STIC Incentive Program proposal, "Cost Effective Wrong-Way Detection Prototype."

The proposed project would enhance mobility, safety, and resiliency for communities statewide through the development and evaluation of a cost-effective, non-intrusive wrong-way driver detection system. By leveraging advanced detection and signal integration technologies, NCDOT would address the persistent and severe safety risks associated with wrong-way driving on controlled-access facilities. The proposed system would utilize non-intrusive detection methods to identify wrong-way movements at off-ramp entry points and activate downstream warning beacons to alert drivers before they enter high-speed mainline traffic. Integration with existing signal infrastructure would minimize deployment costs and enable centralized tracking of wrong-way events through NCDOT's signal system software.

The project's scope includes project management and coordination between NCDOT's TSMO and Traffic Safety units, stakeholder engagement, and development of evaluation criteria. The project would evaluate three to ten detection technologies, including radar, video analytics, thermal imaging, and LED-enhanced warning devices. Controlled testing at the North Carolina Highway Patrol test track would evaluate detection accuracy, optimal zone configuration, beacon placement, and performance under varying speeds and lighting conditions. Following technology selection, NCDOT would design and integrate the preferred system into existing signal cabinets and centrally managed signal software to enable automated alerts and event tracking.

The project includes procurement, installation, calibration, and system acceptance testing at identified off-ramps. Performance monitoring would measure wrong-way events, corrective maneuvers, crash reduction, delay impacts, and environmental benefits. The final phase would quantify safety and economic return on investment, establish implementation standards, and develop a scalable deployment framework to support potential statewide expansion through long-term safety funding programs.

STIC Applicant Presentation – Standardized Solar-Powered Revenue Generating Rest Area Model for NCDOT

Sarah Searcy next introduced **Kenny McCourt**, Division 14 Resident Engineer, to present on his STIC Incentive Program proposal, "Standardized Solar-Powered Revenue Generating Rest Area Model for NCDOT."

The proposed project would develop a standardized framework for implementing solar-powered, revenue-generating rest area hubs across North Carolina to improve traveler services, enhance infrastructure resiliency, and reduce long-term operational costs. Currently, NCDOT rest areas primarily function as maintenance cost centers with limited opportunities for sustainable energy use or revenue generation. The project would evaluate and establish a scalable model integrating renewable energy infrastructure, designated vendor service areas, and technology-supported traveler amenities that can be deployed statewide.

The project would include internal feasibility assessments, development of site selection criteria, utility and solar integration guidance, conceptual layout standards, and operational policies necessary to implement this innovation consistently across NCDOT facilities. The project would also develop a framework for public-private partnerships, including vendor leasing models and revenue projections, while evaluating opportunities to incorporate energy-efficient lighting, emergency resiliency capabilities, and traveler support infrastructure.

Deliverables would include draft guidance, implementation recommendations, and a deployment roadmap enabling NCDOT to transition rest areas from cost-only facilities into sustainable, resilient transportation assets. Benefits could include reduced facility energy demand, improved traveler safety and experience, support for local economic activity, enhanced emergency response capability, and establishment of a repeatable statewide model for modernizing rest area infrastructure.

STIC Applicant Presentation – Temporary Removable Speed Bumps in Lane Closures When Workers are Present

Stephen Hummell, Engineer in Division 14, was unable to attend to present on his STIC Incentive Program proposal, "Temporary Removable Speed Bumps in Lane Closures When Workers are Present."

The proposed project would implement temporary, removable speed bumps at work zones where employees or contractors are actively present, with the goal of reducing vehicle speeds, preventing struck-by incidents, and standardizing a proactive safety control across North Carolina. The work would include selecting an appropriate temporary speed-calming device, procuring standardized equipment, developing deployment guidelines, training field personnel, and integrating the new control measure into existing work zone safety procedures. Pilot deployments would be conducted in multiple districts to evaluate performance, usability, reliability, and worker feedback. Data on vehicle speed reduction, near-miss incidents, and worker safety perceptions would be collected and analyzed to validate the effectiveness of the solution. Findings would be used to refine best practices and produce a statewide implementation guide.

By creating a consistent, easily deployable safety measure that could be replicated across different work environments, the project would support the development of a statewide culture of innovation in North Carolina. It introduces a practical, evidence-based safety control that could become a standard practice for protecting workers operating near vehicular traffic. The statewide dissemination of the results through written guidance, training modules, and demonstrations would help agencies and organizations adopt the innovation uniformly, ensuring that the benefits extend beyond individual sites. Ultimately, the project would foster a systematic approach to hazard mitigation, encourage safety

innovation across multiple regions, and provide a scalable model for other emerging technologies and practices within the state.

STIC Applicant Presentation – Transportation Engineering Concepts Training Program

Sarah Searcy next introduced **Julian Coles**, Value Management Program Consultant, to present on his STIC Incentive Program proposal, "Transportation Engineering Concepts Training Program."

The Transportation Engineering Concepts Training Program (TECTP) is a continuing education opportunity offered by NCDOT for graduates of the Institute for Transportation Research and Education (ITRE)'s Highway Engineering Concepts (HEC) program. The courses offered in the program build upon the topics covered in the HEC program by showing how they are applied in the real world. The purpose of this training program is to develop more well-rounded employees. This could make them more attractive as applicants for promotions and directly contribute to the development of a more robust workforce.

TECTP also includes a mentorship component wherein participants are paired with graduates of the HEC program with several years of experience at NCDOT. Pairing is anonymous and is based on how the mentors' areas of expertise within the agency (e.g., Hydraulics, Construction, Structures, etc.) and in their careers in general (e.g., career development, navigating the organization, leadership skills, soft skills, work/life balance, information sharing) align with the participants' interest in and desire for guidance in those areas. TECTP is an innovation of a new path to support the progression of an employee's career within NCDOT and is ultimately aimed towards developing the agency's workforce.

Deliverables would include a SharePoint site and promotional materials. The SharePoint site would act as a hub for participants and mentors to access the material requisite for participating in and successfully completing the program. The promotional materials would provide effective and efficient communication with NCDOT employees interested in participating in the program.

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 provided through email in advance of the June 22, 2026 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.

- One project was selected to receive 100% of the $125,000 in federal funding available to North Carolina through the STIC Incentive Program.
    - **Cost Effective Wrong-Way Detection Prototype** (Nicholas Zinser, presented by Braden Walker)
- Alternate opportunities for funding support will be explored for the other three projects.
    - **Standardized Solar-Powered Revenue Generating Rest Area Model for NCDOT** (Kenny McCourt): 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.
    - **Temporary Removable Speed Bumps in Lane Closures When Workers are Present** (Stephen Hummel): Recommend resubmitting next year to the FY 2027 STIC Incentive Program with additional support from the applicant's unit.
    - **Transportation Engineering Concepts Training Program** (Julian Coles): Explore the possibility of internal support for the program.
- Next steps.
    - The **FHWA NC Division Office** will submit the selected proposal to **FHWA Headquarters** for concurrence and allocation of funding.
    - **Sarah Searcy** will notify the applicants about the selection outcome.

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
Robert Barrier	NCDOT	Member	X
Amna Cameron	NCDOT	Member	X
Matthew Carlisle	NCDOT	Member	X, as designee
David Clayton	NCDOT	Member	X, as designee
Jason Myers	NCDOT	Member	X, as designee
Alpesh Patel	NCDOT	Member	X
Sarah Searcy	NCDOT	NC-TIC Lead	
Nick Short	NCDOT	Member	X
Alyson Tamer	NCDOT	Member	X
Derrick Weaver	NCDOT	Member	X
Julie White	NCDOT	Member	X
Kate Davison	NC LTAP	Member	X
Dawn Vallieres	Piedmont Triad RPO	Member	X
Julian Coles	HNTB	Presenter	
Kenny McCourt	NCDOT	Presenter	
Braden Walker	NCDOT	Presenter	
Jessica Kuse	HNTB	Guest	
Shahzaib Bangash	NCDOT	Guest	
Christopher Connolly	NCDOT	Guest	
Mark Crook	NCDOT	Guest	
Tad Davis	NCDOT	Guest	
Rachel Delaney	NCDOT	Guest	
Benjamin DeWit	NCDOT	Guest	
Nastasha Earle-Young	NCDOT	Guest	
Logan Gunthrop	NCDOT	Guest	
Liamcy Hogan	NCDOT	Guest	
Michael McKenzie	NCDOT	Guest	
Vang Moua	NCDOT	Guest	
Chris Slachta	NCDOT	Guest	
Paul Stankiewicz	NCDOT	Guest	
Alexander Stankovic	NCDOT	Guest	
Jordan Woodard	NCDOT	Guest	
Jiana Brown	HDR	Support	
Clare Fullerton	Jacobs	Support	
Voting Members Not in Attendance			
Victor Barbour	Carolinas AGC	Member	X

Name	Organization	Role	Voting Member
Curtis Bradley	NCDOT	Member	X
Greg Dean	Carolinas CPA	Member	X
Jed Dixon	NCDOT	Member	X
Chris Lukasina	NC Association of MPOs	Member	X
Patrick Norman	NCDOT	Member	X
Amanda Olive	NCDOT	Member	X
Catherine Peele	NCDOT	Member	X
Ellis Powell	Carolina APA	Member	X
Tara Robbins	ACEC NC	Member	X

Attachment A: Meeting Slides

NORTH CAROLINA
Department of Transportation

North Carolina Transportation Innovation Council (NC-TIC)

Technical Coordination Committee (TCC) Meeting

June 22, 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

Meeting Agenda

10:00 am	**Opening Remarks – FHWA Update**	Edward Parker
10:05 am	**Opening Remarks – NC-TIC Update**	Sarah Searcy
STIC Applicant Presentations		
10:10 am	**"Cost Effective Wrong-Way Detection Prototype"**	Braden Walker
10:25 am	**"Standardized Solar-Powered Revenue Generating Rest Area Model for NCDOT"**	Kenny McCourt
10:40 am	**"Temporary Removable Speed Bumps in Lane Closures When Workers are Present"**	Stephen Hummel
10:55 am	**"Transportation Engineering Concepts Training Program"**	Julian Coles
11:10 am	**Closed Session for Scoring and Voting**	Committee
11:40 am	**Break for Calculation of Scores**	
11:45 am	**Closed Session for Project Selection**	Committee
12:00 pm	**Adjournment**	

FHWA Update

NC-TIC Update

Office of Strategic Advancement (OSA)

Office of Strategic Advancement's Vision, Mission, and Objectives

WHERE WE'RE GOING

Vision

Position NCDOT as a national model for strategic excellence and innovation

What this means: *NCDOT becomes the DOT other states benchmark against - in the rigor of how it plans, the throughput of how it innovates, and the discipline of how it executes.*

HOW WE OPERATE

Mission

Equip NCDOT leaders and divisions to plan strategically, act on bold ideas, and adopt what works

How we work: *OSA does not do the work for divisions; we give them the planning architecture, evidence base, and innovation pipeline to do it themselves - at higher quality and faster speed.*

WHAT WE DELIVER

Objectives

01 RESEARCH & POLICY

Coordinate and execute high-priority research and policy initiatives

02 STRATEGIC PLANNING

Manage NCDOT's strategic planning process and drive accountability for results

03 INNOVATION

Identify new approaches, pilot opportunities, and scale proven solutions

What OSA success looks like:

NCDOT delivers better, faster, and more innovatively for the people of North Carolina

OSA Overview

Research

Rapid response syntheses
Think tank partnerships

Policy & Finance

Policy, grants, revenue forecast, and investment solutions analysis

Office of Strategic Advancement

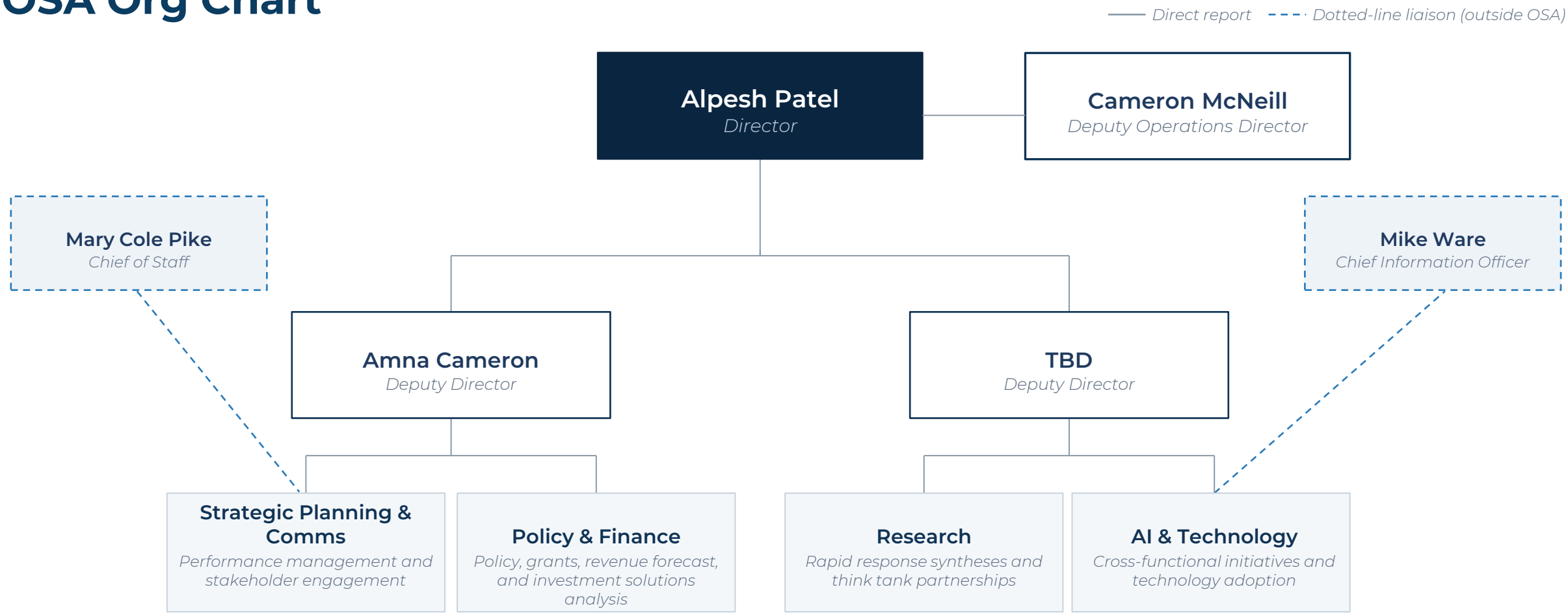
Strategic Planning

Performance management
Stakeholder engagement

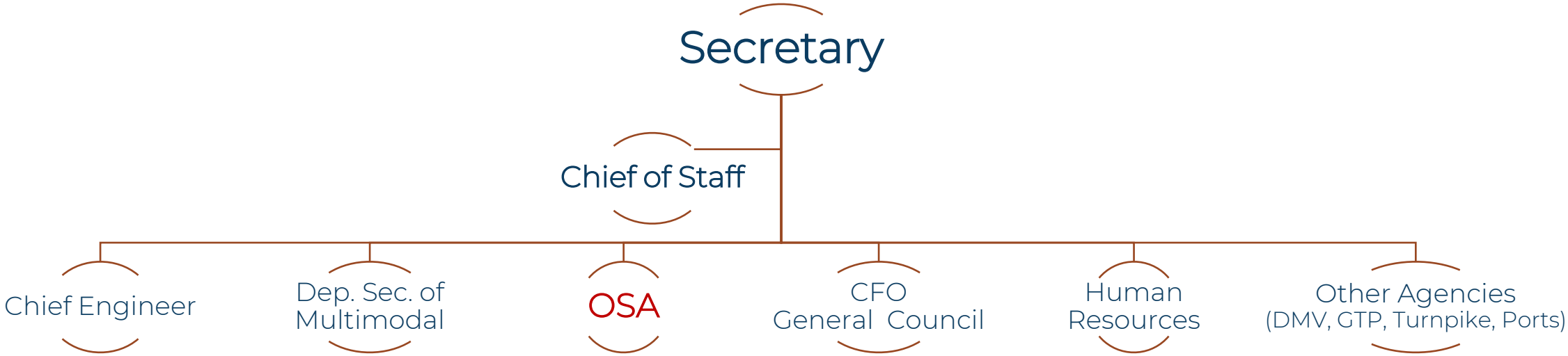
AI & Technology

Cross-functional initiatives
Technology adoption

OSA Org Chart



1 Where OSA sits in the Organization



N.C. Transportation Summit

2026 N.C. Transportation Summit

Submitted for consideration:

Technology Showcase

NCDOT Innovators Poster Session

2026 STIC Incentive Program

STIC Incentive Program

Overview

- 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.
- At the local level, the **NC-TIC determines which projects/activities to fund**.

Recent Projects in North Carolina

Project Name	Funding Year	Point of Contact	Status
Pilot Debris Removal Systems	2023	Jennifer Portanova	Ongoing
Project Delivery Enhancement through Integration of New Tools	2025	Derrick Weaver	Ongoing
Deployment of Drone Illumination for Worksite Safety	2025	Christopher Arnette	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 2026 – finalized in March 2025 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

FY 2026 STIC Incentive Program – Scoring Form

https://forms.cloud.microsoft/g/NJ19p7bBC7

STIC Applicant Presentations

Cost Effective Wrong-Way Detection Prototype

State Transportation Innovation Councils Incentive Program

Braden M. Walker, PE

June 22, 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

Wrong-Way Detection

Technology Identification and Evaluation

Proprietary Wrong-Way Detection System at Davis Drive and I-540

- Existing wrong-way detection systems are expensive and proprietary.
- With STIC funding, we would develop a cost-effective wrong-way detection system that leverages existing signal system infrastructure.
- This project aligns with the FHWA EDC-7 focus on Incident Management.
- Evaluate 3-10 non-intrusive detection technologies.
- Integrate detection with actuated beacons downstream to alert wrong-way drivers.

Wrong-Way Detection

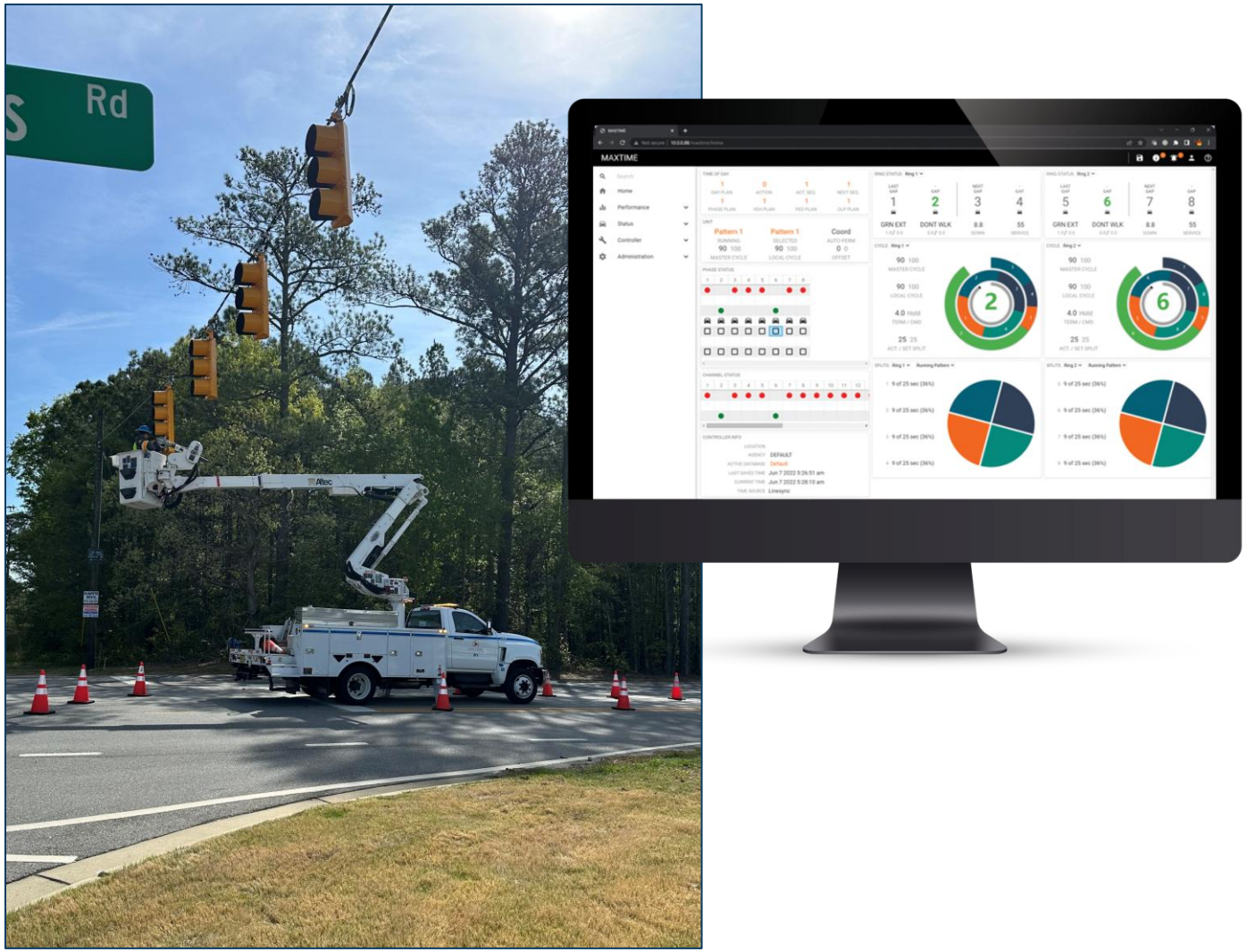
Testing, System Design, and Integration

- Conduct field testing at NC State Highway Patrol Test Track.
- Develop system specifications and design criteria from test data.
- Establish reporting capabilities to track wrong-way events and notify the State Traffic Operations Center.
- Integrate wrong way alerts with existing platforms like DriveNC.org.

Wrong-Way Detection

Procurement and Monitoring

- Procure and deploy prototype at locations in coordination with the Traffic Safety Unit.
- Monitor wrong-way events via centralized signal software for to establish system performance.
- Develop guidance for scalable statewide deployment through Spot Safety Program.
- STIC project scope offers flexibility for partial funding.



TSM
TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS

Contact Us

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NORTH CAROLINA
Department of Transportation

Recharge NC

Reimagining The Rest Area Experience

Kenny McCourt
Resident Engineer Div. 14 Whittier Construction

June 22, 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

The Current State

North Carolina's Busiest Rest Area

North Carolina's Busiest Rest Area

Haywood County I-40 Rest Areas

Eastbound Visitors: 572,000/year

Westbound Visitors: 735,808/year

Total Visitors: 1.3 Million/year

Annual Cost to Operate:

Janitorial/Grounds/Admin: $786,000

Utilities: $26,400

Water Testing: $1,500

Repairs: $18,000

Total Annual Cost $831,900/year

*Information provided Roadside Engineer div 14 Scottie Coggins

The Challenge

Rest Areas are Cost Centers

Current Model:

NCDOT

↓

Pays Operating Costs

↓

Provides Service

↓

Generates No Revenue

North Carolina's Front Door

Gateway NC

Every year, more than **1.3 million travelers** stop at the Haywood County I-40 Rest Areas.

These facilities serve:

- 🚙 Tourists entering North Carolina
- 🚚 Commercial freight traffic
- 🏔️ Gateway to the Great Smoky Mountains
- 🛣️ One of North Carolina's most important interstate corridors
- 📍 First impression of North Carolina for many visitors

The Innovation

Modern Transportation Hub Concept

☀️ Solar Generation

🔋 Battery Storage

🚗 EV Charging

🏢 Traveler Information

🌲 Enhanced Public Space

🚚 Vendor Service Areas (where permitted)

Benefits & Considerations

Potential Benefits:

Traveler Safety

Reduces driver fatigue by creating a more attractive stopping point

Encourages longer rest breaks

Provides enhanced traveler amenities

EV Readiness

Addresses charging gaps along the I-40 mountain corridor

Supports increasing EV adoption

Provides emergency charging capability in remote locations

Cost Reduction

Potential to offset a portion of the $831,900 annual operating cost

Renewable energy offsets facility power demand

Creates opportunities for public-private partnerships

Economic Impact

Supports tourism

Creates opportunities for local vendors

Enhances North Carolina's image at gateway locations

Challenges

Federal Commercialization Restrictions

- Interstate rest areas face limitations on commercial services

Initial Capital Costs

- Solar
- Charging infrastructure
- Site improvements

Operational Framework

- Vendor management
- Maintenance responsibilities
- Long-term sustainability

Why Haywood County?

✓ Most visited rest area in North Carolina

✓ 1.3 million annual visitors

✓ High tourism corridor

✓ Freight corridor

✓ Remote mountain location

✓ Emergency route

*and after Helene this place needs a WIN!

What STIC Funding Delivers

Phase 1 – Assessment

- Statewide rest area inventory and baseline evaluation
- Identification of candidate pilot locations
- Analysis of operational and infrastructure needs

Phase 2 – Feasibility

- Solar energy integration evaluation
- Utility and infrastructure assessment
- Cost-benefit and operational analysis

Phase 3 – Standardization

- Prototype layouts and design guidance
- Operational policies and procedures
- Public-private partnership framework

Phase 4 – Deployment Strategy

- Prioritization criteria for future locations
- Implementation roadmap
- Recommendations for statewide adoption

END GOAL: Provide NCDOT with a repeatable framework to transform high-volume rest areas into resilient, sustainable transportation assets.

Annual Visitors at Pilot Location:
1.3 MILLION+

Current Annual Operating Cost:
$831,900

Can North Carolina's busiest rest area become the model for the future of traveler services statewide?

Thank you!

Temporary Removable Speed Bumps in Lane Closures When Workers are Present

Stephen Hummel

Transportation Engineering Concepts Training Program (TECTP)

Julian Coles

June 22, 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

Program Information

Background

Certified Public Manager Capstone Project requiring participants to solve a real-world problem facing their organization

Purpose

Develop a robust workforce by expanding employee knowledge base

Development

Dedicated Technical Advisory Group

Program Components

Curriculum

Three-tiered curriculum:

- Basic
- Intermediate
- Advanced

Mentorship

Anonymous pairings based on mentor experience and mentee interests

Leadership Committee

Four positions dedicated to program success

Funding Request – SharePoint Site

Purpose

A hub and centralized source of resources for participants, mentors, and interested parties

Schedule

3 months

Budget

$35,000

Funding Request – Promotional Materials

Purpose

Promote the TECTP to garner interest from eligible potential participants, which will be of prime importance as this is a new program

Schedule

3 months

Budget

$22,000

Closed Session for Scoring and Voting

FY 2026 STIC Incentive Program – Scoring Form

https://forms.cloud.microsoft/g/NJ19p7bBC7

NC-TIC's Scoring Criteria for Proposals

Calendar Year 2026 – finalized in March 2025 NC-TIC TCC meeting

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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