



**NORTH CAROLINA**

Department of Transportation

# Introduction to the STIP

NCDOT Division of Planning and Programming

February 2026

Connecting people, products and places safely and efficiently

# Topics

## *Welcome & Introductions*

- The STIP Document
- Prioritization Overview (Pre-STIP)
- Programming the STIP (Developing the STIP)
- STIP Maintenance (Maintaining the STIP)
- Wrap Up



# Overview of the STIP Document

---



Bicycle &  
Pedestrian



Rail



Public  
Transportation



Aviation



Ferry



Highway

## Federal Statutory Requirements

- Includes all capital and non-capital projects (with costs & schedules) using Title 23 USC or Title 49 USC funds
- Spans a maximum 4-year period, submitted for FHWA and FTA approval at least every 4 years
- Fiscally constrained by year
- Includes metropolitan TIPs from MPOs and RPO input
- Public comment opportunity on STIP document

## State Statutory Requirements

- Follows Strategic Transportation Investments (STI) law (GS 136-189.10 and GS 136-189.11)
- Spans a 10-year period, adopted by the Board of Transportation (BOT)
- Fiscally constrained in the first 5 years and entire 10 years
- STIP amendments must have a 30-day review period
  - Amendments run on the BOT Agenda Item N handout for information only, with BOT approval the following month



# STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



JUNE 2025



2026

2035



# Status Definitions for Projects selected through Prioritization

Schedule in STIP	STIP Status	Prioritization Status
Right-of-Way <sup>1</sup> starts in years 1-5	Scheduled for Delivery	Does not compete in future Prioritization <sup>2</sup> cycle
Right-of-Way <sup>1</sup> starts in years 6-10	Funded for Preliminary Engineering (PE) Only	Must compete in future Prioritization cycle

## Notes:

1 – If project does not require Right-of-Way acquisition, then Utility Relocation or Construction start date is used to determine STIP Status

2 – If Right-of-Way is delayed to years 6-10, project will compete in future round of Prioritization

# Reading the 2026-2035 STIP

2026-2035 STATE TRANSPORTATION IMPROVEMENT PROGRAM																								
Final STIP (BOT adoption anticipated July 2025)																								
NOTES: LAST UPDATED 6/4/2025. ANY AMOUNTS PROGRAMMED FOR ACTIVITIES OTHER THAN RIGHT-OF-WAY, UTILITIES, OR CONSTRUCTION ARE INCLUDED UNDER "OTHER ACTIVITIES".																								
BASIC PROJECT INFORMATION																								
4 COUNTY(S)	ROUTE/CITY	RESPONSIBL E AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LEN GTH (M ILE S)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY FUNDED	FUNDING SOURCE (SEE FUNDING)	RIGHT-OF-WAY PROJECTED SCHEDUL	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDUL	FUNDS NEEDED FOR UTILITIES	CONSTRUCTI ON ON PROJECTED SCHEDUL	FUNDS NEEDED FOR CONSTRUCTI ON	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT		
5 Alamance	BUY	BURLINGTON-ALAMANCE REGIONAL AIRPORT (BUY)	Burlington-Alamance Regional Airport	Construct 100 foot paved overrun and make safety enhancements.		Aviation	STI (Prioritization)	7	Burlington-Graham MPO	AV-5851	Division 7	T					2029	\$6,600,000			\$6,600,000			
6 Alamance	BUY	BURLINGTON-ALAMANCE REGIONAL AIRPORT (BUY)	Burlington-Alamance Regional Airport	Obtain navigation easements and clear obstructions in the runway 24 approach.		Aviation	STI (Prioritization)	7	Burlington-Graham MPO	AV-5737	Division 7	L, T	2027	\$1,200,000								\$1,200,000		
7 Alamance	Lee Avenue	ELON	West Lebanon Avenue to SR 1454 (West Haggard Avenue) in	Construct sidewalk.	0.15	Bike & Ped	STI (Prioritization)	7	Burlington-Graham MPO	EB-5988	Division 7	L, TA50200	2030	\$40,000	2030	\$280,000	2032	\$310,000	2024	\$30,000	\$660,000			
8 Alamance	US 70 (North Church Street)	BURLINGTON	Beaumont Avenue to SR 1716 (Graham-Hopdale Road) in Burlington	Construct sidewalk.	0.47	Bike & Ped	STI (Prioritization)	7	Burlington-Graham MPO	EB-5985	Division 7	L, TA50200	2025	\$30,000	2025	\$750,000	2026	\$690,000			\$1,470,000			
9 Alamance	US 70 (North Church Street)	BURLINGTON	SR 178 (Graham-Hopdale Road) to SR 1719 (Sellars Mill Road) in Burlington	Construct sidewalk.	0.41	Bike & Ped	STI (Prioritization)	7	Burlington-Graham MPO	EB-5879	Division 7	L(M), TA50200	2029	\$3,300,000	2029	\$950,000	2032	\$930,000	2024	\$16,000	\$5,196,000			
10 Alamance	NC 119	NCDOT	NC 54 to SR 2126 (Old Hillsborough Road); SR 1921 (Mebane Rogers Road) to	Install 6-inch rumble strips and long life pavement markings.	13.3	Highway	Safety	7	Burlington-Graham MPO	HS-2407F	Region D	HSIP					2027	\$960,000				\$960,000		
11 Alamance	NC 87	NCDOT	I-40 Eastbound on-ramp	Install pedestrian accommodations.	0.5	Highway	Safety	7	Burlington-Graham MPO	HS-2007F	Region D	HSIP					2024	\$87,000				\$87,000	UNDER CONSTRUCTION	
12 Alamance	SR 1005 (Greensboro-Chapel Hill Road)	NCDOT	Gulford County line to Orange County line.	Install 6-inch rumble strips and long life pavement markings.	18.53	Highway	Safety	7	Burlington-Graham MPO	HS-2407E	Division 7	HSIP					2027	\$1,285,000				\$1,285,000		
13 Alamance	SR 1301 (Boone Station Drive)	NCDOT	SR 1301 (Saint Marks Church Road) / Java Lane and Gidwell Drive / Tiki Lane in Burlington.	Install pedestrian signals, curb ramps, and revise pavement markings.	0.5	Highway	Safety	7	Burlington-Graham MPO	W-5807B	Division 7	HSIP					2023	\$75,000				\$75,000		
14 Alamance	Various	NCDOT	Routes in Burlington.	Upgraded traffic signals and install pedestrian accommodations at multiple signalized intersections.	0.5	Highway	Safety	7	Burlington-Graham MPO	HS-2407J	Division 7	HSIP					2027	\$90,000				\$90,000		
15 Alamance	I-40/I-85	NCDOT	SR 1007 (Mebane-Oaks Road) in Mebane.	Improve interchange.	1	Highway	STI (Prioritization)	7	Burlington-Graham MPO	I-5711	Statewide Mobility	NHP					2020	\$9,830,000				\$9,830,000	UNDER CONSTRUCTION;	
16 Alamance	I-40/I-85	NCDOT	SR 1158 (Huffman Mill Road) interchange in Burlington.	Construct additional left turn lane on I-40 westbound ramp and improve operations at SR 1308 (Garden Road) intersection.	0.5	Highway	STI (Prioritization)	7	Burlington-Graham MPO	I-6009	Statewide Mobility	T	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$500,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$40,000	FUNDED FOR PRELIMINARY ENGINEERING ONLY	\$2,400,000				\$2,340,000		
17 Alamance	I-40/I-85	NCDOT	SR 1981 (Trollingwood-Hawfields Road) in Mebane.	Upgrade interchange.	1	Highway	STI (Prioritization)	7	Burlington-Graham MPO	I-6059	Division 7	HF, T	2025	\$5,100,000	2025	\$2,500,000	2025	\$32,380,000				\$39,960,000	"HF" FUNDS REPRESENT \$10M LEGISLATIVE APPROPRIATION, BUILD NC BONDS: \$7M FOR CONSTRUCTION - PAYBACK 2027- UNDER CONSTRUCTION; BUILD NC BONDS: \$14.14 MILLION FOR CONSTRUCTION - PAYBACK 2020-2033 (FY 2019/2021 SALE), \$282,000 FOR PRELIMINARY ENGINEERING AND \$12,247 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035 (FY 2021/2023 SALE)	
18 Alamance	NC 119	NCDOT	I-40/I-85 to north of SR 1921 (Mebane Rogers Road)	Relocate roadway.	3.01	Highway	STI (Prioritization)	7	Burlington-Graham MPO	U-3109A	Region D	T					2019	\$42,967,000	2021	\$360,000	\$43,327,000			
19 Alamance	NC 119	NCDOT	NC 119 relocation, I-85 to south of SR 1918 (Mrs. White Road) in	Four-to-six-lane facility on new location.	4.2	Highway	STI (Prioritization)	7	Burlington-Graham MPO	U-3109												\$0		
20 Alamance	NC 119	NCDOT	North of SR 1921 (Mebane Rogers Road) to south of SR 1918 (Mrs. White Road).	Relocate roadway.	149	Highway	STI (Prioritization)	7	Burlington-Graham MPO	U-3109B	Region D	T					2021	\$5,835,000				\$5,835,000	UNDER CONSTRUCTION; BUILD NC BONDS: \$4,533 MILLION FOR CONSTRUCTION - PAYBACK 2021-2035 (FY 2021/2023 SALE)	
21 Alamance	NC 119	NCDOT	SR 1981 (Trollingwood-Hawfields Road) / SR 2126 (Old Hillsborough Road) to Lowes	Widen to a four lane divided facility.	0.52	Highway	STI (Prioritization)	7	Burlington-Graham MPO	U-6013	Division 7	T	2023	\$5,500,000	2023	\$900,000	2028	\$3,995,000				\$16,393,000	RIGHT-OF-WAY IN PROGRESS	
Alamance	NC 49 (Maple Avenue)	NCDOT	I-85/I-40 to NC 54 (Chapel Hill Road) intersection	Relocate NC 49 (Maple Avenue) on new alignment, and construct simulated intersection at Plaza Drive	1	Highway	STI (Prioritization)	7	Burlington-Graham MPO	HP-0022	Region D	BG50200	FUNDED FOR PRELIMINARY ENGINEERING	\$1,400,000	FUNDED FOR PRELIMINARY ENGINEERING	\$1,000,000	FUNDED FOR PRELIMINARY ENGINEERING	\$4,200,000				\$6,600,000		

# Reading the 2026-2035 STIP – 2<sup>nd</sup> Tab (Cashflows)

2026-2035 STATE TRANSPORTATION IMPROVEMENT PROGRAM As amended by the Board of Transportation and approved by FHWA (January 2026)															2026-2035 STIP WINDOW						
PROJECT ID	MODE	FUNDING PROGRAM	ROUTE/CITY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	COUNTY(S)	DIVISION(S)	MPOs/RPOS	COMMENT	CATEGORY FUNDED	FUNDING COMMENT	FUND SOURCE	ACTIVITY	TOTAL FUNDED (MAY INCLUDE PREVIOUSLY AUTHORIZED FUND)	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
BL-0016	Bike & Ped	Locally Selected	Harmon Lane	SR 4315 (South Main Street) to Broad Street in Kernersville	Construct five-foot sidewalk.	0.25	Forsyth	9	Winston-Salem Area TPO		Division 9		BGDA	RIGHT-OF-WAY	\$ 64,000						
BL-0016	Bike & Ped	Locally Selected	Harmon Lane	SR 4315 (South Main Street) to Broad Street in Kernersville	Construct five-foot sidewalk.	0.25	Forsyth	9	Winston-Salem Area TPO		Division 9		L(M)	RIGHT-OF-WAY	\$ 15,000						
BL-0016	Bike & Ped	Locally Selected	Harmon Lane	SR 4315 (South Main Street) to Broad Street in Kernersville	Construct five-foot sidewalk.	0.25	Forsyth	9	Winston-Salem Area TPO		Division 9		BGDA	CONSTRUCTION	\$ 277,000						
BL-0016	Bike & Ped	Locally Selected	Harmon Lane	SR 4315 (South Main Street) to Broad Street in Kernersville	Construct five-foot sidewalk.	0.25	Forsyth	9	Winston-Salem Area TPO		Division 9		L(M)	CONSTRUCTION	\$ 69,000						
BL-0017	Bike & Ped	Locally Selected	Southern Street Greenway	Southern Street to Kermers Mill Creek Greenway in Kernersville	Construct multi-use paved	0.13	Forsyth	9	Winston-Salem Area TPO		Division 9		BGDA	RIGHT-OF-WAY	\$ 40,000	\$ 40,000					
BL-0017	Bike & Ped	Locally Selected	Southern Street Greenway	Southern Street to Kermers Mill Creek Greenway in Kernersville	Construct multi-use paved	0.13	Forsyth	9	Winston-Salem Area TPO		Division 9		L(M)	RIGHT-OF-WAY	\$ 10,000	\$ 10,000					
BL-0017	Bike & Ped	Locally Selected	Southern Street Greenway	Southern Street to Kermers Mill Creek Greenway in Kernersville	Construct multi-use paved	0.13	Forsyth	9	Winston-Salem Area TPO		Division 9		BGDA	CONSTRUCTION	\$ 519,000		\$ 519,000				
BL-0017	Bike & Ped	Locally Selected	Southern Street Greenway	Southern Street to Kermers Mill Creek Greenway in Kernersville	Construct multi-use paved	0.13	Forsyth	9	Winston-Salem Area TPO		Division 9		L(M)	CONSTRUCTION	\$ 129,000		\$ 129,000				

If your project is in the “Scheduled for Delivery” window, then:

- The cashflows for each phase and fund source will appear as a row
- Actual dollars are shown, not in the \$1,000s

If your project is “Funded for PE Only”, then:

- There will be row for each phase and fund source but no cashflows will appear

## STIP ID Relation to Fund Program

- Past STIP ID prefixes: I, U, R, W, Petc
  - Projects with an existing STIP ID using the past prefixes are not being renamed so long as they remain in the STIP
- New STIP ID prefixes:
  - First letter indicates mode
  - Second letter indicates the method in which the project is added to the STIP
- The new prefixes provide more information about the origin of the project
  - P means the project was selected through Prioritization
  - L means the project was locally selected
  - E means the project was selected as an economic development project
  - The tables on the following slides detail the prefixes and the project origins

# STIP-ID / Funding Programs

## Highway

- HP: Highway STI (Prioritization)
- HI: Highway Interstate Maintenance
- HS: Highway Safety
- HB: Highway Bridge
- HM: Highway Municipal Bridge
- HL: Highway Locally Selected
- HE: Highway Economic Development
- HA: Highway Appalachian Development Hwy System
- HF: Highway Federal Lands Access Program
- HV: Highway National Electric Vehicle Infrastructure
- HO: Highway Other
- HN: Highway – NCDOT Selected (other selection process)

## Transit

- TP: Transit STI (Prioritization)
- TE: Transit Economic Development
- TL: Transit Locally Selected
- TM: Transit Operations and Maintenance
- TG: Transit Routine Capital and Preventative Maintenance
- TC: Transit Capital (Non- STI)
- TU: Transit Planning
- TO: Transit Miscellaneous/ Other
- TN: Transit – NCDOT Selected (other selection process)

# STIP-ID / Funding Programs

## Aviation

- AP: Aviation STI (Prioritization)
- AE: Aviation Economic Development
- AL: Aviation Locally Selected
- AO: Aviation Other

## Bike & Ped

- BP: Bike & Ped STI (Prioritization)
- BL: Bike & Ped Locally Selected
- BF: Bike & Ped Federal Lands Access Program
- BO: Bike & Ped Other
- BN: Bike & Ped – NCDOT Selected (other selection)

## Ferry

- FP: Ferry STI (Prioritization)
- FL: Ferry Locally Selected
- FF: Ferry Federal Lands Access Program
- FO: Ferry Other

## Rail

- RP: Rail STI (Prioritization)
- RX: Rail-Highway Grade Crossing Improvement
- RL: Rail Locally Selected
- RO: Rail Other

# STIP Funding Distribution – 22 Total Funding Categories

## Statewide Mobility



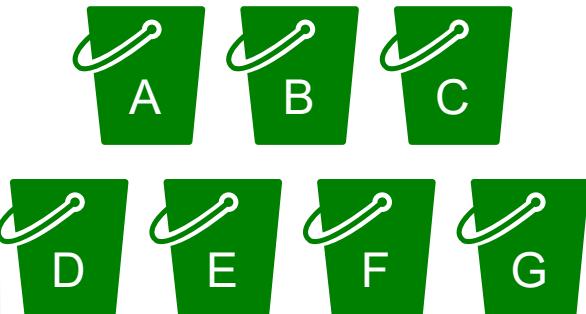
Programmed First

Interstate Maintenance  
Bridge Replacement & Rehabilitation  
Highway Safety

## Regional Impact



↓ % of State Population ↓



Programmed First

Bridge Replacement & Rehabilitation  
Highway Safety

## Division Needs



↓ Equal Share ↓



Programmed First

Bridge Replacement & Rehabilitation  
Highway Safety  
MPO Direct Attributable  
Transportation Alternatives  
Highway-Rail Crossing  
Economic Development

## Projects Selected via Prioritization

Projects previously selected  
Select projects in current cycle (P7)

Projects previously selected  
Select projects in current cycle (P7)

Projects previously selected  
Select projects in current cycle (P7)

# Prioritization Overview

---



Bicycle &  
Pedestrian



Rail



Public  
Transportation



Aviation



Ferry



Highway

# STI Law

STI Law (§ 136-189.11) defines:

- Funding Categories and Percentages
- Project Eligibility
- Highway Scoring Criteria Names
- Funding Constraints

Recommendations developed by Workgroup and NCDOT BOT adopts:

- Scoring Process (timeframe, submittals, carryovers, etc.)
- Highway Measures and Weights
- Non-Highway Criteria, Measures, and Weights
- Normalization (funding allocation between modes)
- Local Input Points

# Projects in the STIP

## Projects selected through Prioritization

Statewide Mobility

Regional Impact

Division Needs

## Alternate Criteria

**Funded:** STI Category based on route eligibility

Interstate Maintenance

Safety

Bridge Replacement & Rehabilitation

**Funded:** Division Needs Category

MPO Direct Attributable (DA)

Transportation Alternatives

National Electric Vehicle Infrastructure (NEVI)

Highway-Rail Crossing

Economic Development (\$10M cap)

## Exempt

**Funded:** Outside of Statewide Mobility, Regional Impact, and Division Needs categories

Appalachian Development Highway System (ADHS)

Congestion Mitigation and Air Quality (CMAQ)

CARBON Reduction Program

Bonus Allocation

# Programming the STIP

---



Bicycle &  
Pedestrian



Rail



Public  
Transportation



Aviation



Ferry



Highway

# How to Program the STIP

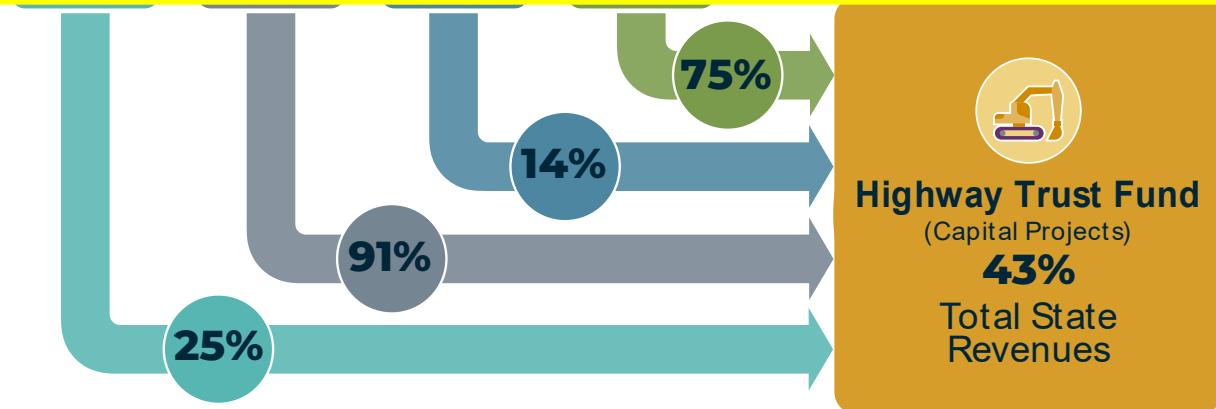
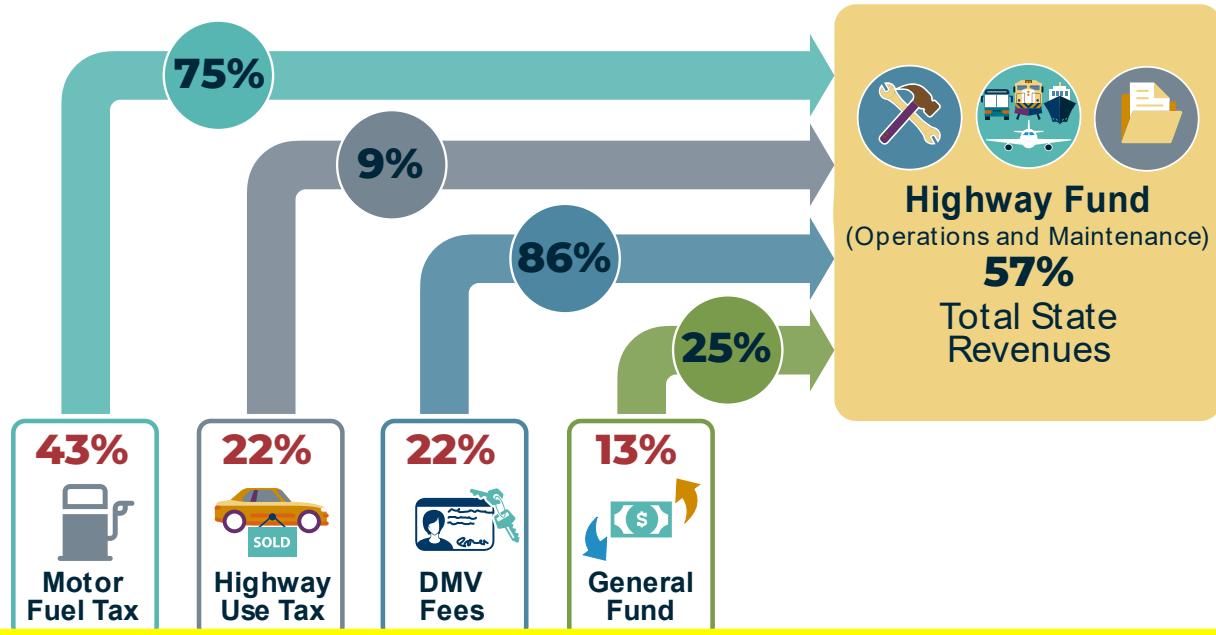
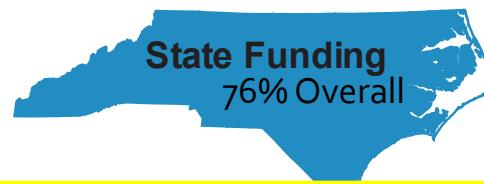
(1) Budget

(2) Funding  
Availability

(3) Programming

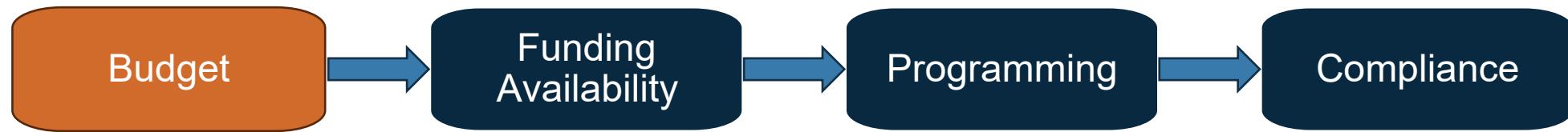
(4) Compliance

## FY 2025-26 Revenue Distribution



\* IIJA's USDOT FHWA and FTA FFY 2025-26 Allocations





## 1. Initial Funding

- State funding is based on Consensus Revenue Forecast (OSMB, FRD, and NCDOT)
- Federal funding is estimated based on recent apportionments

## 2. Deductions

- PE, transfers to other programs, exempt funds, etc.

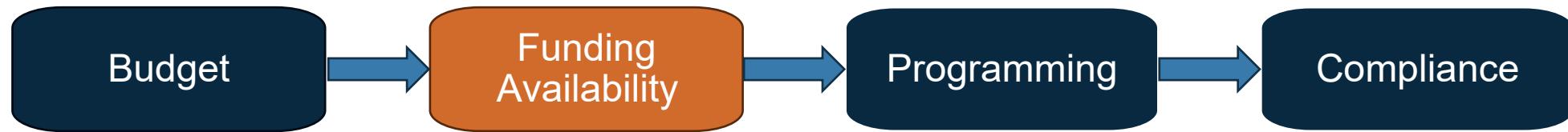
## 3. Inflation

- Currently reserve funding off the top (\$4.9B total)
  - Years 1 – 5: 5% compounded annually
  - Years 6 – 10: \$500M flat rate
  - Revisit the inflationary rate ahead of each STIP cycle

## 4. Apply 40/30/30 Formula

## 5. Update Variance Calculation

- Comparison of funds budgeted vs. authorized for each STI funding category since implementation of STI in 2016 (updated annually) – Can be a positive (owed \$) or negative value (owe \$)



**Funding Availability** = Budget – Amount Scheduled for Delivery within STIP window

### Amount Scheduled for Delivery within STIP window

Total amount programmed on all projects in the STIP, except projects Funded for PE Only.

Includes:

- Projects Scheduled for Delivery selected through Prioritization
- Alternate criteria projects (Interstate Maintenance, Bridge, Safety)
- MPO selected projects (DA)
- Economic development projects

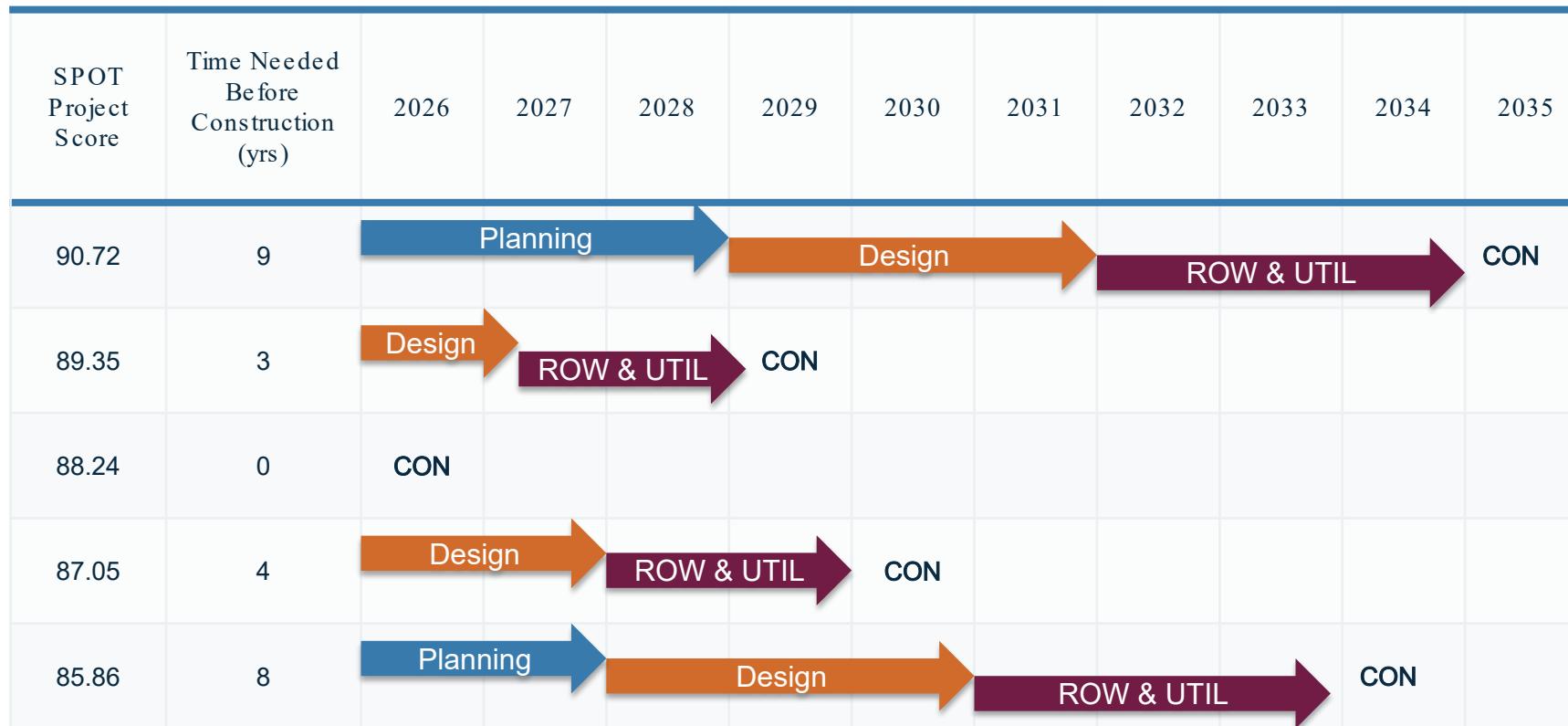
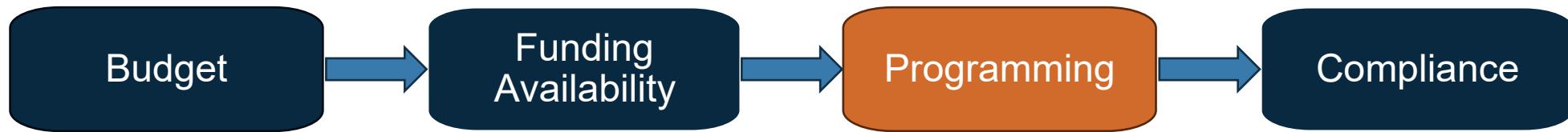
### Ensure Project information is up-to-date prior to calculations

- Update cost estimates via Cost Verification Memos
- Incorporate latest schedules from weekly Schedule Change Report
- Update project cashflows from latest SAS model

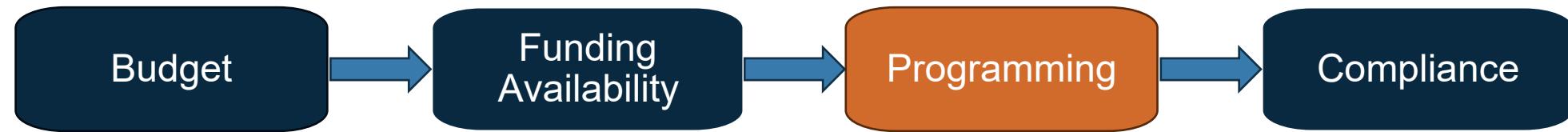
## P7.0 Funding Availability – As of November 27, 2024

STI Category	Initial Allocation	Amount Reserved for Inflation	Variance Adjustment	Amount Scheduled for Delivery in 2026-2035	Available for P7.0
Statewide Mobility*	\$15,069M	-\$1,967M	-\$1,980M	-\$10,089M	\$1,033M
Region A (Divisions 1 & 4)	\$918M	-\$120M	-\$12M	-\$1,126M	-\$340M
Region B (Divisions 2 & 3)	\$1,323M	-\$173M	\$45M	-\$1,298M	-\$103M
Region C (Divisions 5 & 6)	\$2,544M	-\$333M	-\$20M	-\$1,219M	\$972M
Region D (Divisions 7 & 9)	\$1,889M	-\$247M	-\$172M	-\$1,004M	\$466M
Region E (Divisions 8 & 10)	\$2,390M	-\$313M	\$526M	-\$3,402M	-\$799M
Region F (Divisions 11 & 12)	\$1,258M	-\$165M	\$12M	-\$1,218M	-\$113M
Region G (Divisions 13 & 14)	\$951M	-\$124M	\$4M	-\$1,084M	-\$253M

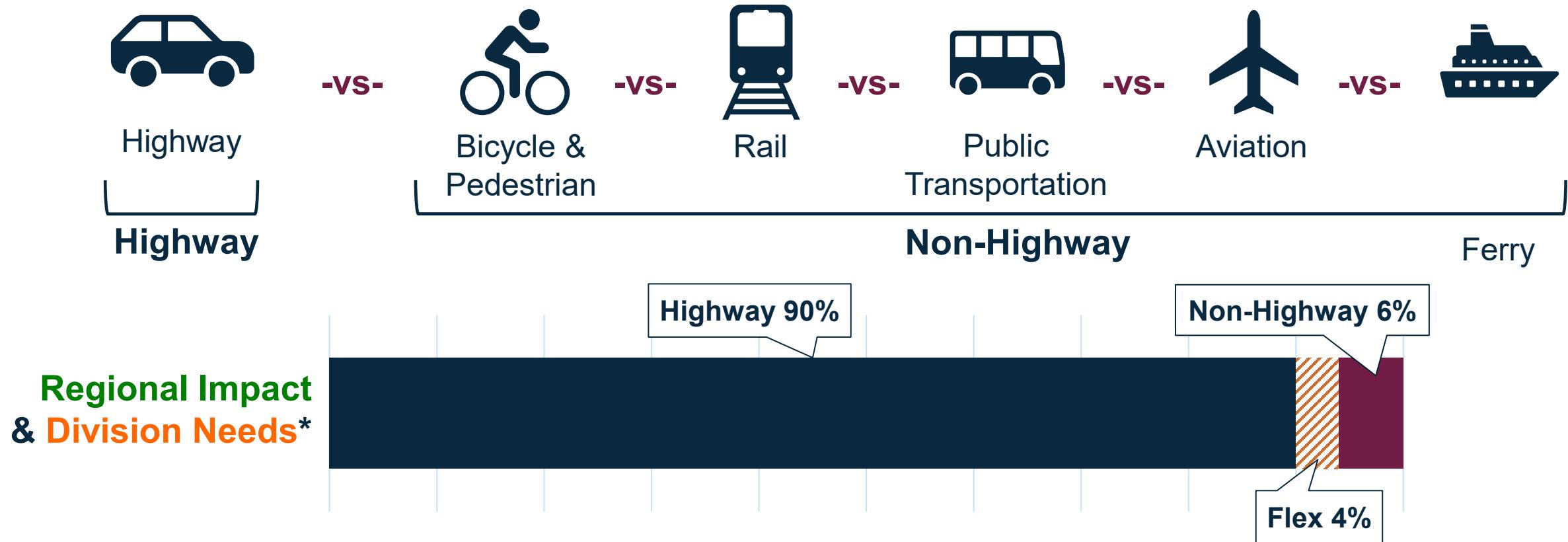
\*Prior to selecting projects from P7.0



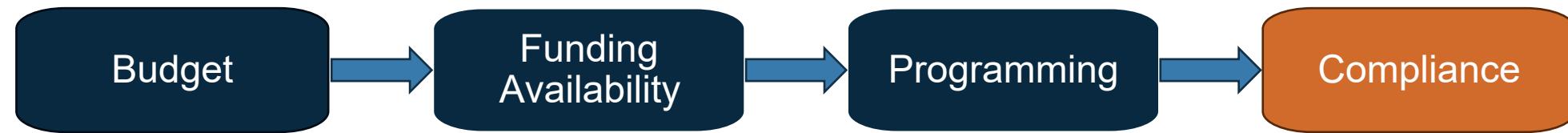
- Regardless of priority, projects cannot be programmed for Right-of-Way (ROW), Utilities (UTIL) or Construction (CON) prior to completion of planning/environmental and design work
- A lower-scoring project that can be delivered sooner may get scheduled ahead of a higher-scoring project that takes longer to deliver



## Modal Allocation



\***Statewide Mobility** – No modal allocation, competition based only on quantitative scores



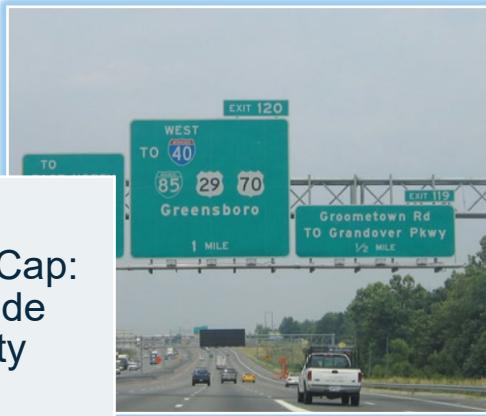
Category	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
<b>Statewide Mobility</b>					→						Budget
<b>Regional Impact (7)</b>				→							Budget
<b>Division Needs (14)</b>				→							Budget

Test	Key	Level	Testing	Threshold
<b>Limitation on Variance – 5 year</b>	→	State	5-year programmed amounts vs budget set by STI law Per statewide, regional and division categories	+/- 15 %
<b>Limitation on Variance – 10 year</b>	→	State	10-year programmed amounts vs budget set by STI law Per statewide, regional and division categories	+/- 10 %

Additional test to compare amount programmed vs. budget for each fiscal year per FHWA guidance

# STI Legislation Funding Caps and Restrictions Impacting Programming

Corridor Cap:  
Statewide  
Mobility



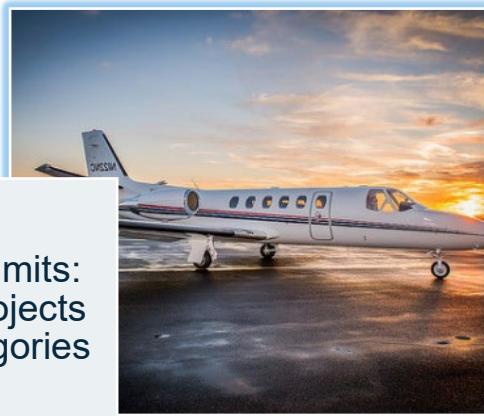
Funding limits:  
Light rail and  
commuter rail  
projects



Funding limits:  
Regional Impact  
transit projects



Funding limits:  
Airport projects  
in all categories



Prohibition:  
State funds as  
the match  
federal-aid for  
independent  
bike/ped projects



# Maintaining the STIP

---



Bicycle &  
Pedestrian



Rail



Public  
Transportation



Aviation



Ferry



Highway

# Maintaining the STIP

- STIP maintenance is an ongoing process
- Updates to the STIP Include:
  - Locally Selected Projects
  - Cost Estimates/ Cost Increases
  - Schedule Changes and Amendments
- There are various types of changes to the STIP:
  - Administrative Modifications
  - Non-federal amendments
  - Federal amendments
- Those changes are consolidated on Item N which is presented to the Board of Transportation for approval
- The process and timeframe for making a change to the STIP can be lengthy
- The following slides provide information on STIP updates

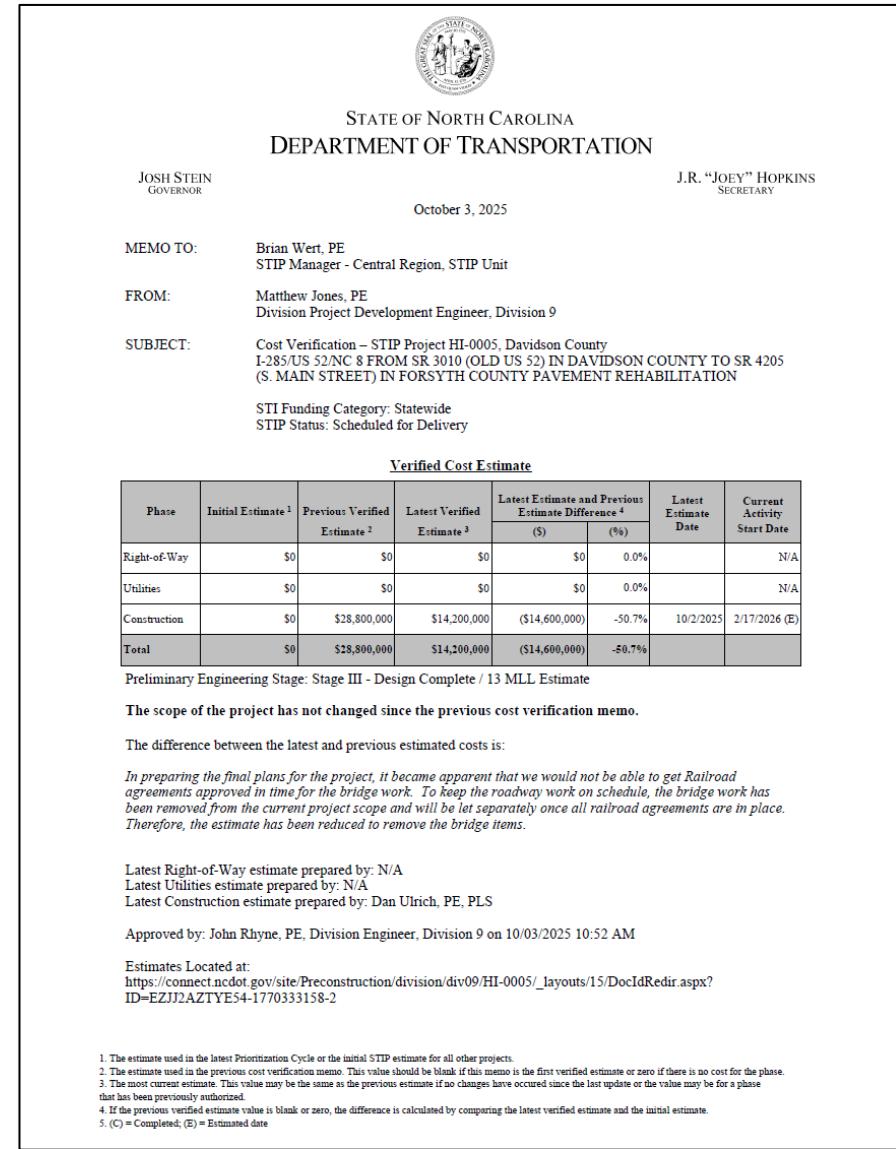
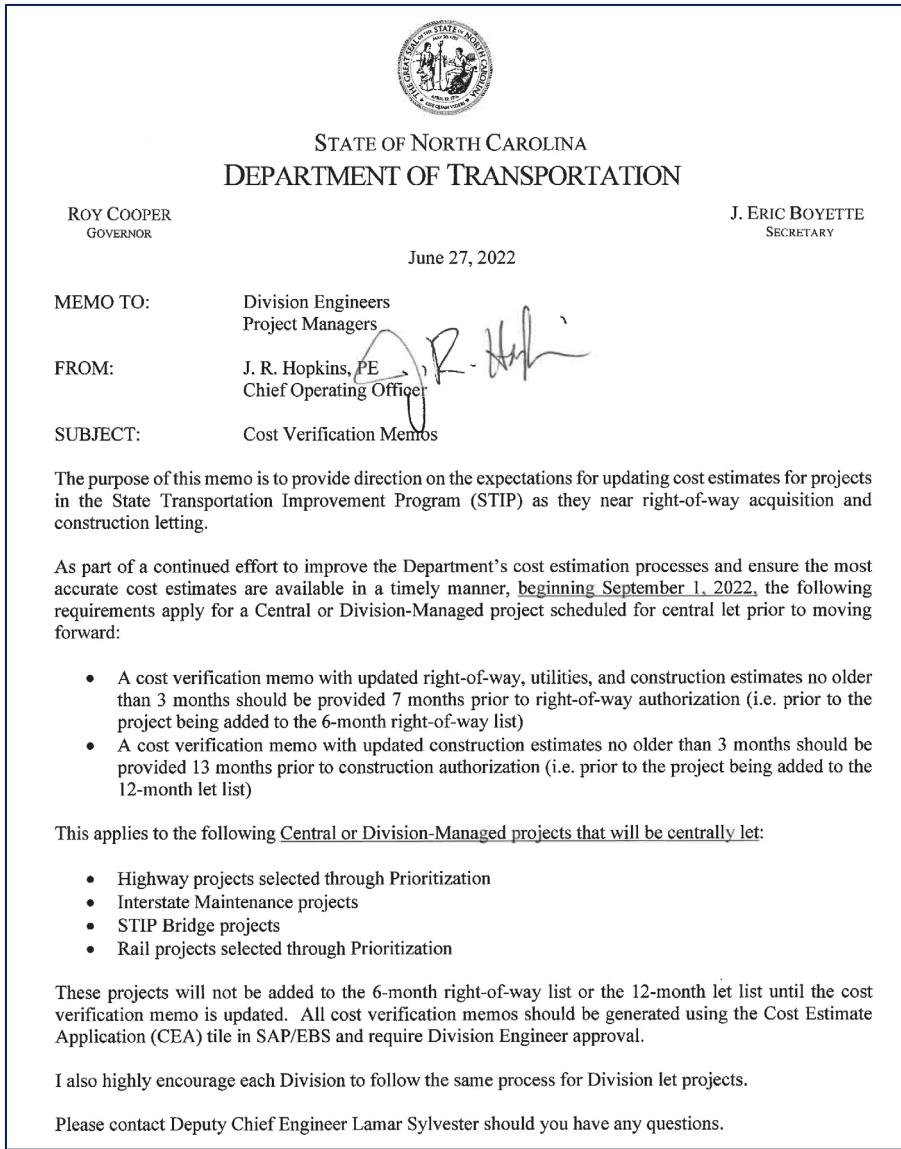
## STIP Updates: Locally Selected Projects

- MPOs are allowed to select projects for some funding suballocations
- For example, a suballocation federal Surface Transportation Block Grant (STBG) funds is provided to MPOs to select projects
- Categories of Locally Selected Projects include:
  - STBG-DA, TAP-DA, CRP-DA, CMAQ (all have 20% match)
  - Bonus Allocation – No match required (typically state trust funds)
- Generally, only the largest MPOs, which are called Transportation Management Areas (TMA), are eligible for these suballocations
  - TMAs have an urbanized area population of greater than 200k
  - Includes French Broad River MPO (Asheville), Hickory MPO, Charlotte Regional TPO, Cabarrus-Rowan MPO (Concord), Winston-Salem TPO, Greensboro MPO, Triangle West TPO (Durham), Capital Area MPO (Raleigh), Fayetteville MPO, and Wilmington MPO

## STIP Updates: Locally Selected Project Selection Process

- To select projects MPOs must have a call for projects
  - This allows areas within an MPO to submit potential projects for selection
  - Local areas must provide a funding match, so this is also when funding commitments are made
- MPOs select projects from those submitted
  - Some funding sources require a competitive selection process, similar to Prioritization
- STIP Unit recommends MPOs use a single call for projects with a competitive selection process
  - This allows NCDOT to use the most restrictive funding possible
- Once MPOs select projects they will send a copy of the resolution to the STIP Unit
  - The resolution may be bundled with other resolutions. Please review resolution packets carefully
  - New projects will need to get added to the STIP
  - STIP Unit will coordinate with division staff to review project budget and timelines
- Since there are local funds involved these projects will require a funding agreement
  - Funding agreements are set up by Local Programs Management Office

# STIP Updates: Cost Verification Memos



# STIP Updates: Schedule Change Report

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	
Schedule Change Report																		
1	TIP Number	WBS	Let Type	Division	Schedule Change Type	Requested by	Requesting Unit	PLANNING DOC 1	PLANNING DOC 2	PLANNING DOC 3	R/W Plans Complete							
5	AV-5743	NON - DOT LET (LAP)		02	NORMAL	JMATURANO	TIP UNIT											
6	AV-5811	NON - DOT LET (LAP)		04	NORMAL	GMBOULES	TIP UNIT											
7	AV-5896	NON - DOT LET (LAP)		12	NORMAL	EXT-RMCINTYR	TIP UNIT			CE Type I-A (CE-IA)	APR 2026 APR 2026							
8	B-5681	Raleigh Letting (LET)		05	NORMAL	JPPERLIN	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	JAN 2024 MAR 2026							
9	B-5734	Raleigh Letting (LET)		07	NORMAL	EBARGABRIGHT	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	AUG 2025 FEB 2026							
10	B-5871	Raleigh Letting (LET)		13	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	FEB 2026 JUL 2026							
11	B-5954	Raleigh Letting (LET)		12	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT											
15	BO-2413D	Division POC Let (DPOC)	✓	13	NORMAL	GLJOHNSON	HIGHWAY DIVISION 13											
17	BR-0016	Division Design Raleigh Let (DDRL)	✓	09	NORMAL	RCNEWCOMB	HIGHWAY DIVISION 09			Min Criteria Determination (MCDC)	MAR 2026 MAR 2026							
18	BR-0021	Raleigh Letting (LET)	✓	04	NORMAL	CXMAI	PROJECT MANAGEMENT											
19	BR-0040	Raleigh Letting (LET)	✓	14	NORMAL	CXMAI	PROJECT MANAGEMENT											
20	BR-0072	Raleigh Letting (LET)	✓	12	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT											
21	BR-0083	Design Build Let (DBL)	✓	14	NORMAL	CXMAI	PROJECT MANAGEMENT											
22	BR-0084	Raleigh Letting (LET)	✓	12	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	DEC 2025 JUL 2026							
23	BR-0150	Division POC Let (DPOC)	✓	04	NORMAL	RCEVANS	HIGHWAY DIVISION 04											
24	BR-0162	Raleigh Letting (LET)	✓	13	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	MAR 2026 MAR 2026							
25	BR-0171	Raleigh Letting (LET)	✓	13	NORMAL	GJLOUGHRY	PROJECT MANAGEMENT											
26	BR-0192	Division Design Raleigh Let (DDRL)	✓	04	NORMAL	RCEVANS	HIGHWAY DIVISION 04			CE Type I-A (CE-IA)	JUL 2025 JUL 2025							
27	BR-0197	Raleigh Letting (LET)	✓	11	NORMAL	OLPILKINGTON	PROJECT MANAGEMENT			CE Type I-A (CE-IA)	JAN 2025 AUG 2025							
28	EB-5980	Division POC Let (DPOC)	✓	02	DELETION	HCLANE	HIGHWAY DIVISION 02			CE Type I-A (CE-IA)	APR 2026							
29	EB-5984	NON - DOT LET (LAP)	✓	04	NORMAL	GMBOULES	TIP UNIT			CE Type I-A (CE-IA)	AUG 2027 AUG 2027							
30	EB-6016	NON - DOT LET (LAP)	✓	04	NORMAL	GMBOULES	TIP UNIT			CE Type I-A (CE-IA)	AUG 2026 AUG 2026							
											JAN 2027 JAN 2027							

# STIP Updates: Item N

- Two documents are produced by the STIP Unit monthly
  - Item N Handout – Identifies amendments to be approved during the following BOT meeting.
  - Final Item N – Typically identical to handout with only urgent changes between versions.
- STIP Unit must provide Item N to BOT approximately 2 weeks prior to BOT meeting
- STIP Unit shares Item N with MPO, RPO, and NCDOT Division partners to keep
- NC Board of Transportation Website:
  - <https://www.ncdot.gov/about-us/board-offices/boards/board-transportation/Pages/board-meetings.aspx>

ITEM N  
(HANDOUT)

## REVISIONS TO THE 2026-2035 STIP TRANSPORTATION PROGRAM STIP ADDITIONS

TM-0071 ALAMANCE PROJ.CATEGORY PUBLIC TRANS	CITY OF BURLINGTON/LINK TRANSIT, SYSTEMWIDE. ADMINISTRATIVE AND OPERATIONS STAFF TRAINING. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	OPERATIONS	FY 2026 - \$6,000 (L(M)) FY 2026 - \$30,000 (5307) FY 2027 - \$2,000 (L(M)) FY 2027 - \$10,000 (5307) FY 2028 - \$2,000 (L(M)) FY 2028 - \$10,000 (5307) FY 2029 - \$2,000 (L(M)) FY 2029 - \$10,000 (5307) FY 2029 - \$72,000
TM-0072 ALAMANCE PROJ.CATEGORY PUBLIC TRANS	CITY OF BURLINGTON/LINK TRANSIT, SYSTEMWIDE. SECURITY ENHANCEMENTS. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	OPERATIONS	FY 2026 - \$24,000 (L(M)) FY 2026 - \$102,000 (5307) FY 2027 - \$8,000 (L(M)) FY 2027 - \$34,000 (5307) FY 2028 - \$8,000 (L(M)) FY 2028 - \$34,000 (5307) FY 2029 - \$8,000 (L(M)) FY 2029 - \$34,000 (5307) FY 2029 - \$252,000
<b>DIVISION 3</b>			
* BL-0180 NEW HANOVER PROJ.CATEGORY DIVISION	KERR AVENUE TRAIL, BEGINS AT KERR AVENUE AND PATRICK AVENUE INTERSECTION HEADING SOUTH TO FOUNTAIN DRIVE THEN EAST TO SOUTH COLLEGE ROAD AND NORTH TO HOGGARD DRIVE IN WILMINGTON. CONSTRUCT MULT-USE PATH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2026 - \$2,682,000 (BGDA) FY 2026 - \$670,000 (L(M)) \$3,352,000
* BL-0181 NEW HANOVER PROJ.CATEGORY DIVISION	NC 132 (SOUTH COLLEGE ROAD), 17TH STREET TO SR 1521 (PINER ROAD / CAROLINA BEACH ROAD). CONSTRUCT MULT-USE PATH. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	CONSTRUCTION	FY 2026 - \$2,629,000 (BGDA) FY 2026 - \$699,000 (L(M)) \$3,328,000
* HL-0179 BRUNSWICK PROJ.CATEGORY DIVISION	SR 1438 (LANVALE ROAD), SR 1472 (FLETCHER ROAD / VILLAGE ROAD) INTERSECTION IN LELAND. INSTALL TRAFFIC SIGNAL. <u>ADD PROJECT AT THE REQUEST OF THE MPO.</u>	ENGINEERING CONSTRUCTION	FY 2026 - \$35,000 (BGDA) FY 2026 - \$9,000 (HF(M)) FY 2026 - \$1,465,000 (BGDA) FY 2026 - \$366,000 (HF(M)) FY 2026 - \$3,500,000 (HF) \$5,375,000

*These items are for informational purposes only and subject to future NC Board of Transportation approval.  
It is anticipated that these items will be considered for NC Board of Transportation approval in 30 days.*

\* INDICATES FEDERAL AMENDMENT

Thursday, January 8, 2026

1

## STIP Updates: Types of Updates

- Administrative changes do not require approval from others
  - Cost increases under \$2M and 25%
  - Changes among federal fund types, or state fund types.
  - Technical corrections to project details
  - **Timeframe to update appearing in the STIP: Approximately a month**
- Non-federal amendments require NCDOT Board of Transportation (BOT) approval only
  - Cost increases over \$2M and 25% (state funded)
  - Changes to projects without federal funds
  - Phase changes within first 4 years of STIP
  - **Timeframe to update appearing in the STIP: 2 to 3 months**
- Federal Amendments require approval from BOT, MPOs (when applicable), and FHWA
  - Cost increases over \$2M and 25% (federally funded)
  - Adding or removing projects, or phases, from the first 4 years of the STIP
  - Major scope changes
  - **Timeframe to update appearing in the STIP: 3 to 6+ months**

# STIP Updates: Timeframe to Appearing in the STIP

Type of Change	What Has to Happen	When You'll See It in the STIP 
Administrative Modification	<ul style="list-style-type: none"> <li>Internal NCDOT review</li> <li>No external approvals</li> </ul>	<b>About 1 month</b>
Non-Federal Amendment	<ul style="list-style-type: none"> <li>Internal NCDOT review</li> <li>BOT approval required <ul style="list-style-type: none"> <li>Coordination with BOT Meeting Dates</li> <li>30-day public review period</li> </ul> </li> </ul>	<b>2-3 months</b>
Federal Amendment not in an MPO	<ul style="list-style-type: none"> <li>Internal NCDOT review</li> <li>BOT approval <ul style="list-style-type: none"> <li>Coordination with BOT Meeting Dates</li> <li>30-day public review period</li> </ul> </li> <li>FHWA approval <ul style="list-style-type: none"> <li>1 to 2 week review period</li> </ul> </li> </ul>	<b>3+ months</b>
Federal Amendment in an MPO	<ul style="list-style-type: none"> <li>Internal NCDOT review</li> <li>BOT approval <ul style="list-style-type: none"> <li>Coordination with BOT Meeting Dates</li> <li>30-day public review period</li> </ul> </li> <li>MPO approval <ul style="list-style-type: none"> <li>Coordination with MPO meeting dates</li> <li>30-day public review period</li> </ul> </li> <li>FHWA approval <ul style="list-style-type: none"> <li>1 to 2 week review period</li> </ul> </li> </ul>	<b>3-6+ months</b>

# Thank you!

---

**Brian Wert, P.E.**  
**Central Region Manager**  
[bmwert@ncdot.gov](mailto:bmwert@ncdot.gov)  
**336.317.2157**

**Peter Trinh, P.E.**  
**Senior Program Engineer**  
[pdtrinh@ncdot.gov](mailto:pdtrinh@ncdot.gov)  
**919.480.4026**

**George Boules, P.E.**  
**Senior Program Engineer**  
[gmboules@ncdot.gov](mailto:gmboules@ncdot.gov)  
**919.707.4643**