



NORTH CAROLINA
Department of Transportation

Introduction to the STIP

NCDOT Division of Planning and Programming

February 2026

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 ¹ starts in years 1-5	Scheduled for Delivery	Does not compete in future Prioritization ² cycle
Right-of-Way ¹ 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										FISCAL YEAR PROJECT PHASE SCHEDULED TO START												
COUNTY(S)	ROUTE/CITY	RESPONSIBLE AGENCY	LOCATION DESCRIPTION	DESCRIPTION OF WORK	LENGTH (MILES)	MODE	FUNDING PROGRAM	DIVISION(S)	MPOs/RPOs	PROJECT ID	STI CATEGORY/FUNDED	FUNDING SOURCE (SEE FUNDING)	RIGHT-OF-WAY PROJECTED SCHEDULE	FUNDS NEEDED FOR RIGHT-OF-WAY	UTILITIES PROJECTED SCHEDULE	FUNDS NEEDED FOR UTILITIES	CONSTRUCTION PROJECTED SCHEDULE	FUNDS NEEDED FOR CONSTRUCTION	PROJECTED SCHEDULE FOR OTHER ACTIVITIES	FUNDS FOR OTHER ACTIVITIES	TOTAL FUNDS NEEDED	COMMENT
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	
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	
Alamance	Lee Avenue	ELQIN	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	
Alamance	US 70 (North Church Street)	BURLINGTON	Beaumont Avenue to SR 1716 (Graham-Hopedale Road) in Burlington	Construct sidewalk.	0.47	Bike & Ped	STI (Prioritization)	7	Burlington-Graham MPO	EB-5885	Division 7	L, TA50200	2025	\$30,000	2025	\$750,000	2026	\$690,000			\$1,470,000	
Alamance	US 70 (North Church Street)	BURLINGTON	SR 1716 (Graham-Hopedale 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	
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	
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
Alamance	SR 1005 (Greensboro-Chapel Hill Road)	NCDOT	Guilford 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	
Alamance	SR 1301 (Boone Station Drive)	NCDOT	SR 1301 (Saint Marks Church Road) / Java Lane and Glidwell 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	
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	
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;
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			\$2,940,000	
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			\$39,980,000	"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 / YR 1 SALE). \$282,000 FOR PRELIMINARY ENGINEERING AND \$19,247 MILLION FOR CONSTRUCTION - PAYBACK 2021-
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	
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	
Alamance	NC 119	NCDOT	North of SR 1921 (Mebane Rogers Road) to south of SR 1918 (Mrs. White Road).	Relocate roadway.	1.49	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 / YR 2&3 SALE)
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	\$9,399,000			\$16,399,000	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 signalized 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	

2026-2035 STIP

2026-2035 STIP Funding Details

Fund Sources

+

Reading the 2026-2035 STIP – 2nd 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 Kerners 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 Kerners 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 Kerners 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 Kerners 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, P etc
 - 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

Ferry

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

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

Projects Selected
via Prioritization

Projects previously selected
Select projects in current cycle (P7)

Regional Impact



% of State Population



Programmed First
Bridge Replacement & Rehabilitation
Highway Safety

Projects previously selected
Select projects in current cycle (P7)

Division Needs



Equal Share



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

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

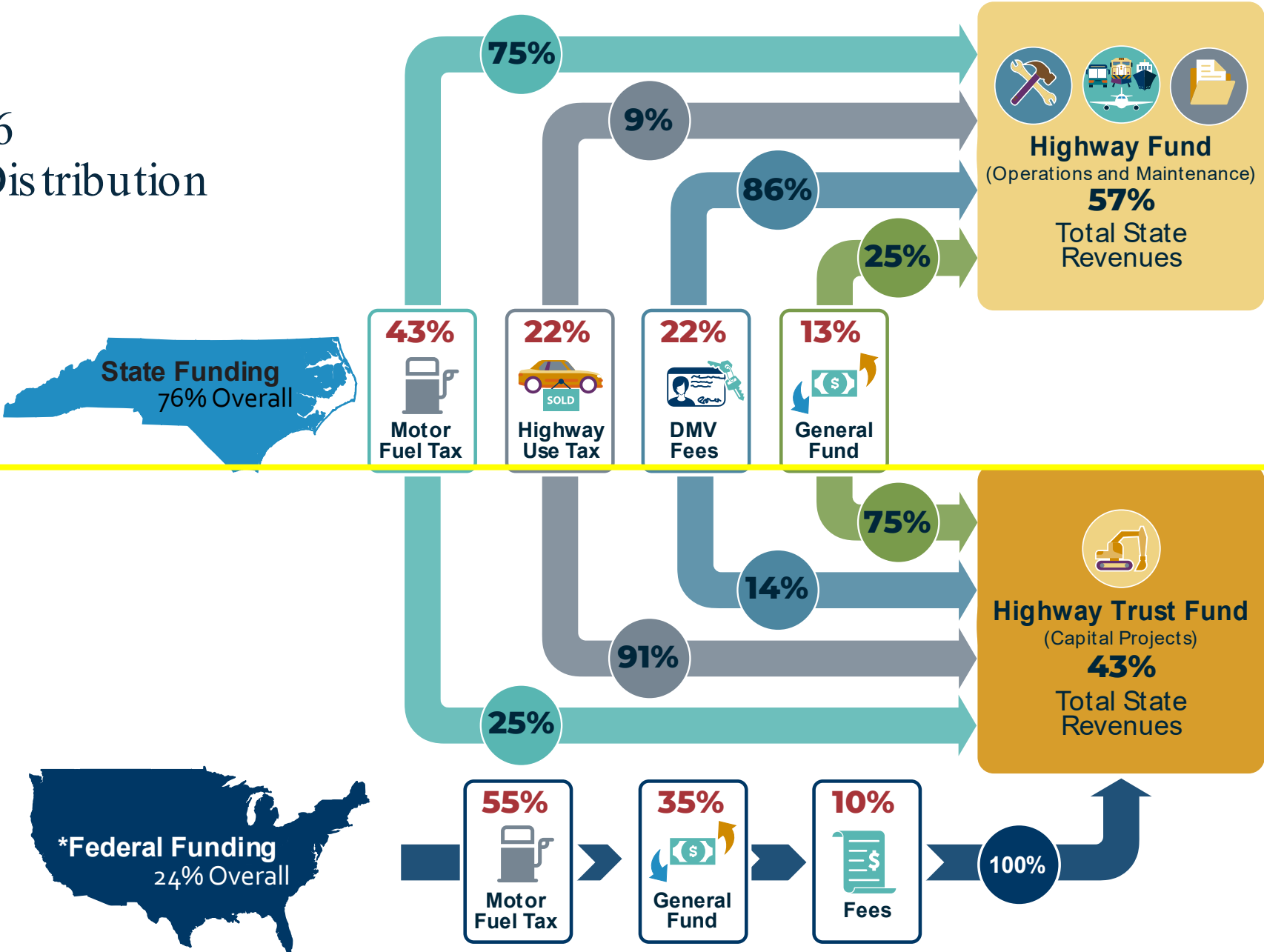
(1) Budget

(2) Funding
Availability

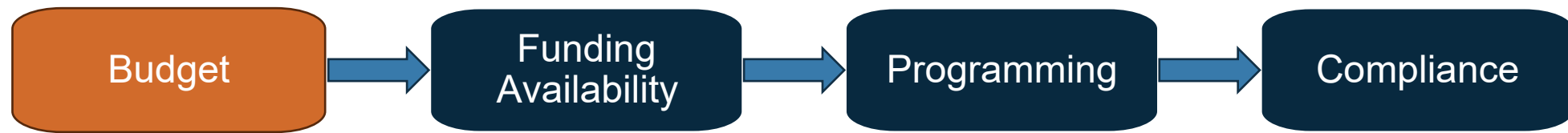
(3) Programming

(4) Compliance

FY 2025-26
Revenue Distribution



* IJJA'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.

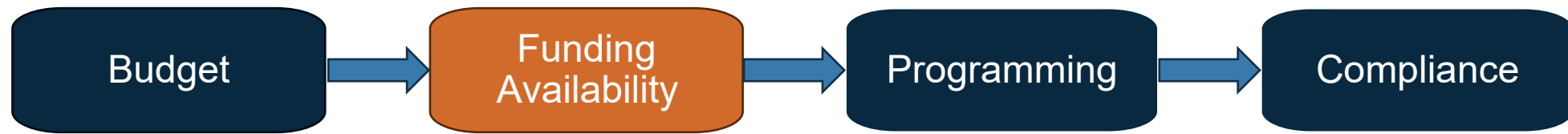
3. Inflation

- 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

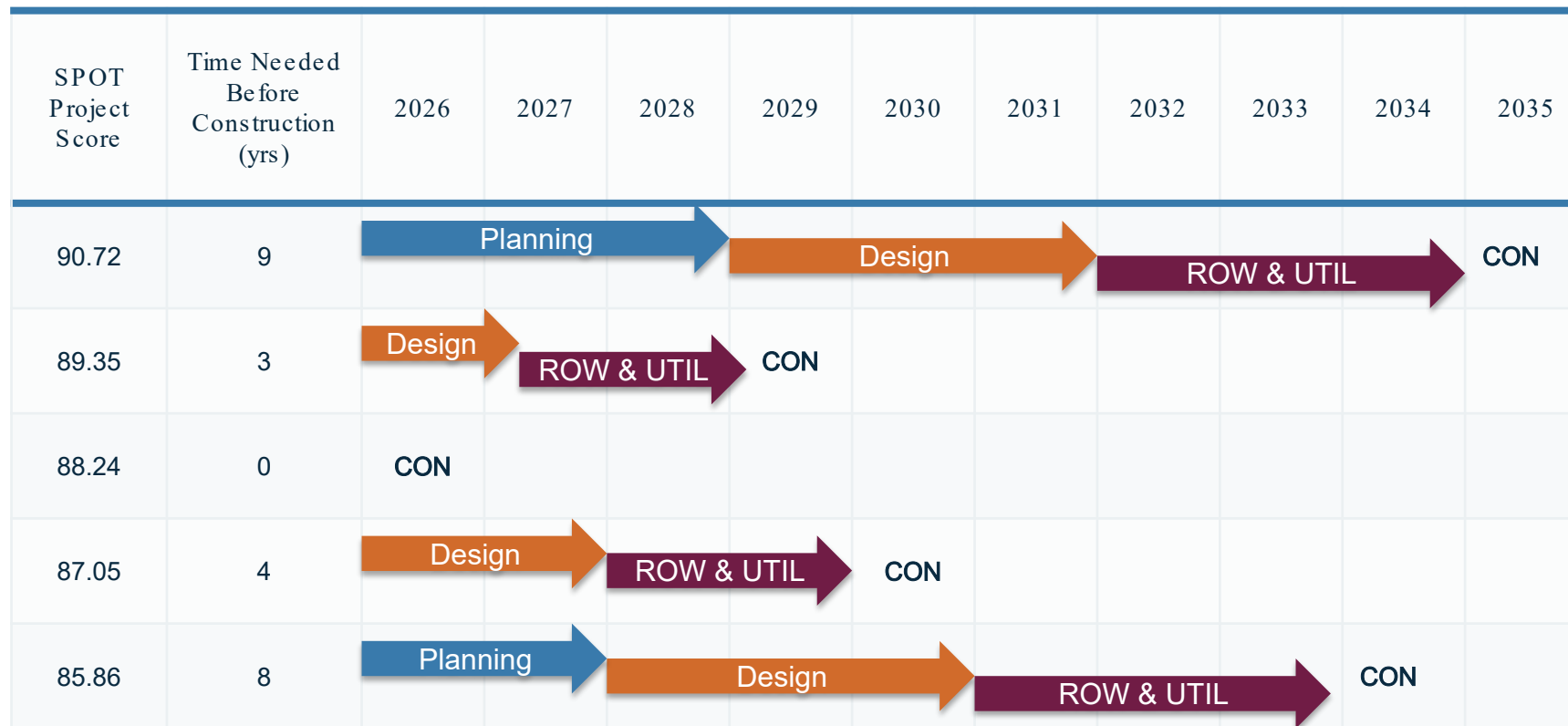
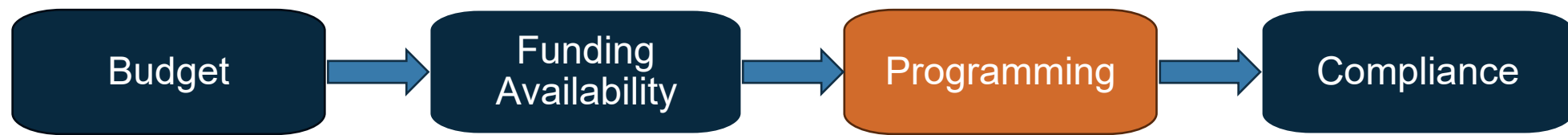
Ensure Project information is up-to-date prior to calculations

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

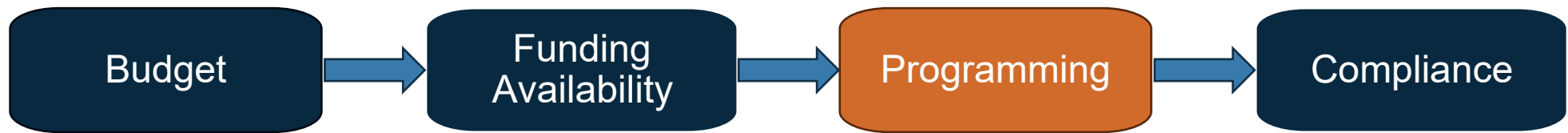
P7.0 Funding Availability – As of November 27, 2024

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

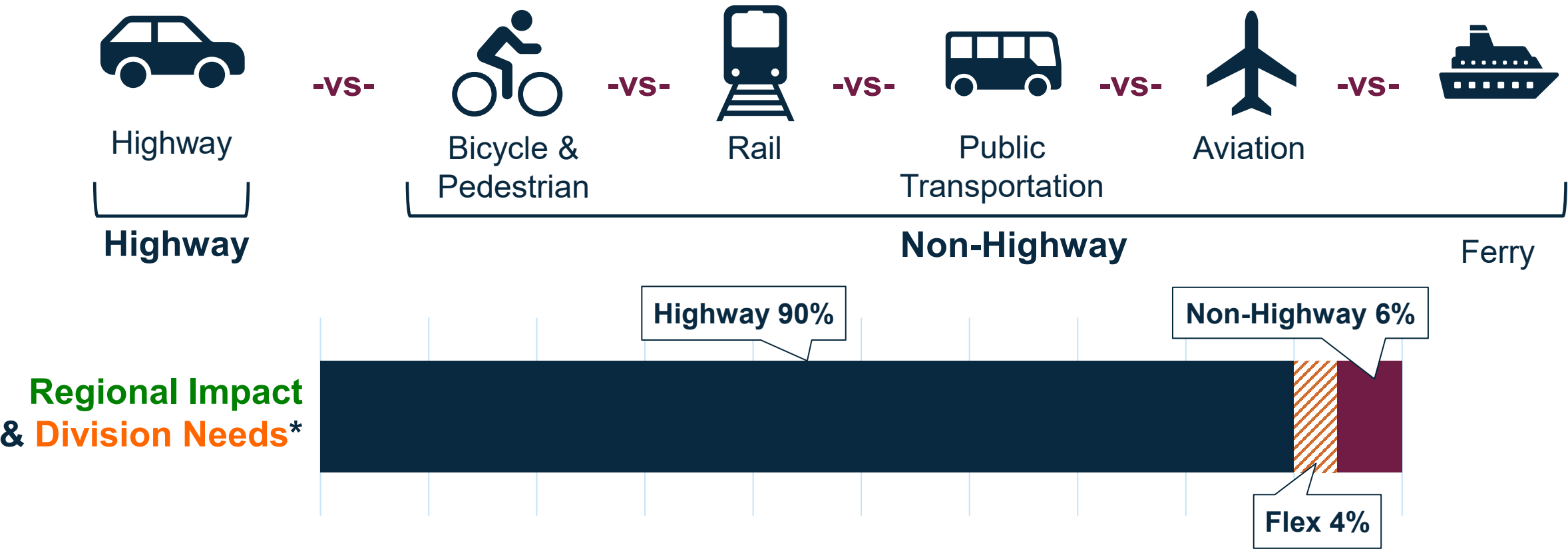
*Prior to selecting projects from P7.0



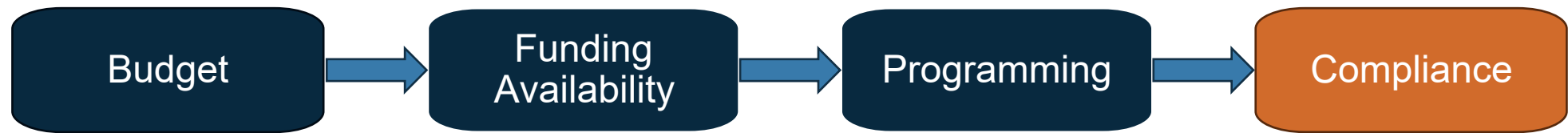
- Regardless of priority, projects cannot be programmed for Right-of-Way (ROW), Utilities (UTIL) or Construction (CON) prior to completion of planning/environmental and design work
- A lower-scoring project that can be delivered sooner may get scheduled ahead of a higher-scoring project that takes longer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











Modal Allocation



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



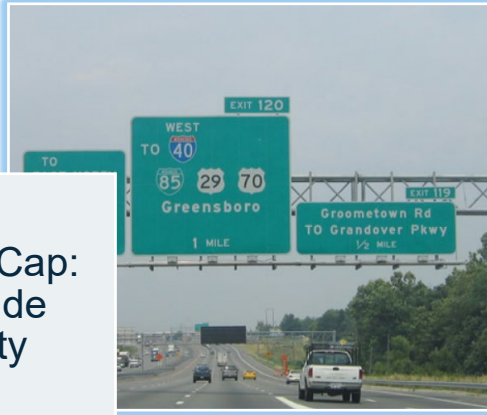
Category	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total
Statewide Mobility											Budget
Regional Impact (7)											Budget
Division Needs (14)											Budget

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

June 27, 2022

MEMO TO: Division Engineers
Project Managers

FROM: J. R. Hopkins, PE
Chief Operating Officer

SUBJECT: Cost Verification Memos

The purpose of this memo is to provide direction on the expectations for updating cost estimates for projects in the State Transportation Improvement Program (STIP) as they near right-of-way acquisition and construction letting.

As part of a continued effort to improve the Department's cost estimation processes and ensure the most accurate cost estimates are available in a timely manner, beginning September 1, 2022, the following requirements apply for a Central or Division-Managed project scheduled for central let prior to moving forward:

- A cost verification memo with updated right-of-way, utilities, and construction estimates no older than 3 months should be provided 7 months prior to right-of-way authorization (i.e. prior to the project being added to the 6-month right-of-way list)
- A cost verification memo with updated construction estimates no older than 3 months should be provided 13 months prior to construction authorization (i.e. prior to the project being added to the 12-month let list)

This applies to the following Central or Division-Managed projects that will be centrally let:

- Highway projects selected through Prioritization
- Interstate Maintenance projects
- STIP Bridge projects
- Rail projects selected through Prioritization

These projects will not be added to the 6-month right-of-way list or the 12-month let list until the cost verification memo is updated. All cost verification memos should be generated using the Cost Estimate Application (CEA) tile in SAP/EBS and require Division Engineer approval.

I also highly encourage each Division to follow the same process for Division let projects.

Please contact Deputy Chief Engineer Lamar Sylvester should you have any questions.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

October 3, 2025

MEMO TO: Brian Wert, PE
STIP Manager - Central Region, STIP Unit

FROM: Matthew Jones, PE
Division Project Development Engineer, Division 9

SUBJECT: Cost Verification - STIP Project HI-0005, Davidson County
I-285/US 52/NC 8 FROM SR 3010 (OLD US 52) IN DAVIDSON COUNTY TO SR 4205
(S. MAIN STREET) IN FORSYTH COUNTY PAVEMENT REHABILITATION

STI Funding Category: Statewide
STIP Status: Scheduled for Delivery

Verified Cost Estimate

Phase	Initial Estimate ¹	Previous Verified Estimate ²	Latest Verified Estimate ³	Latest Estimate and Previous Estimate Difference ⁴		Latest Estimate Date	Current Activity Start Date
				(\$)	(%)		
Right-of-Way	\$0	\$0	\$0	\$0	0.0%		N/A
Utilities	\$0	\$0	\$0	\$0	0.0%		N/A
Construction	\$0	\$28,800,000	\$14,200,000	(\$14,600,000)	-50.7%	10/2/2025	2/17/2026 (E)
Total	\$0	\$28,800,000	\$14,200,000	(\$14,600,000)	-50.7%		

Preliminary Engineering Stage: Stage III - Design Complete / 13 MLL Estimate

The scope of the project has not changed since the previous cost verification memo.

The difference between the latest and previous estimated costs is:

In preparing the final plans for the project, it became apparent that we would not be able to get Railroad agreements approved in time for the bridge work. To keep the roadway work on schedule, the bridge work has been removed from the current project scope and will be let separately once all railroad agreements are in place. Therefore, the estimate has been reduced to remove the bridge items.

Latest Right-of-Way estimate prepared by: N/A

Latest Utilities estimate prepared by: N/A

Latest Construction estimate prepared by: Dan Ulrich, PE, PLS

Approved by: John Rhyne, PE, Division Engineer, Division 9 on 10/03/2025 10:52 AM

Estimates Located at:

https://connect.ncdot.gov/site/Preconstruction/division/div09/HI-0005/_layouts/15/DocIdRedir.aspx?ID=EZJJ2AZTYE54-1770333158-2

1. The estimate used in the latest Prioritization Cycle or the initial STIP estimate for all other projects.

2. The estimate used in the previous cost verification memo. This value should be blank if this memo is the first verified estimate or zero if there is no cost for the phase.

3. The most current estimate. This value may be the same as the previous estimate if no changes have occurred since the last update or the value may be for a phase that has been previously authorized.

4. If the previous verified estimate value is blank or zero, the difference is calculated by comparing the latest verified estimate and the initial estimate.

5. (C) = Completed; (E) = Estimated date

STIP Updates: Schedule Change Report

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

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>

REVISIONS TO THE 2026-2035 STIP TRANSPORTATION PROGRAM STIP ADDITIONS				ITEM N (HANDOUT)
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 - \$8,000 (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) \$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) \$252,000	
DIVISION 3 * 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	
<i>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.</i>				
* 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	• Internal NCDOT review	About 1 month
	• No external approvals	
Non-Federal Amendment	• Internal NCDOT review	2–3 months
	• BOT approval required <ul style="list-style-type: none"> • Coordination with BOT Meeting Dates • 30-day public review period 	
Federal Amendment not in an MPO	• Internal NCDOT review	3+ months
	• BOT approval <ul style="list-style-type: none"> • Coordination with BOT Meeting Dates • 30-day public review period 	
	• FHWA approval <ul style="list-style-type: none"> • 1 to 2 week review period 	
Federal Amendment in an MPO	• Internal NCDOT review	3–6+ months
	• BOT approval <ul style="list-style-type: none"> • Coordination with BOT Meeting Dates • 30-day public review period 	
	• MPO approval <ul style="list-style-type: none"> • Coordination with MPO meeting dates • 30-day public review period 	
	• FHWA approval <ul style="list-style-type: none"> • 1 to 2 week review period 	

Thank you!

Brian Wert, P.E.
Central Region Manager
bmwert@ncdot.gov
336.317.2157

Peter Trinh, P.E.
Senior Program Engineer
pdtrinh@ncdot.gov
919.480.4026

George Boules, P.E.
Senior Program Engineer
gmboules@ncdot.gov
919.707.4643