

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



2026 BUILD GRANT

## NC TRUCK PARKING ACTION PLAN

## PROJECT BUDGET

**S**ecure  
**A**ccessible  
**F**unctional  
**E**fficient

## Table of Contents

Project Budget.....	1
▶ Budget Description.....	1
▶ Non-Federal Funding Source .....	2
▶ Project Cost Assumptions.....	3
▶ Project Budget and Delivery Risks.....	3
▶ Budget by Geography.....	3
Opportunity Zones .....	4
Areas of Persistent Poverty / Historically Disadvantaged Communities.....	4
Urban and Rural Designations.....	4

## Table of Figures

Table 1. NC Truck Parking Action Plan Cost by Funding Source .....	1
Table 2. NC Truck Parking Action Plan Cost by Task and Funding Source.....	2
Table 3. NC Truck Parking Action Plan Cost by APP/HDC Census Tracts .....	4
Table 4. NC Truck Parking Action Plan Cost by Urban and Rural Areas .....	5

## References

<sup>1</sup> Top 100 Truck Bottlenecks – 2026, American Transportation Research Institute, 2026. <https://truckingresearch.org/2026/02/top-100-truck-bottlenecks-2026/>



## Project Budget

The North Carolina Truck Parking Action Plan (Action Plan) cost estimate is \$1,000,000 (in 2026 dollars). This cost reflects a 15% contingency and cost inflation for NCDOT staff and consultant support to deliver the Action Plan over a 12-month project schedule during late 2026 and 2027 (contingent on funding agreement and project start-up schedule).

### ► BUDGET DESCRIPTION

NCDOT is requesting \$800,000 in FY 2026 BUILD planning grant funds. This request will be matched by \$200,000 in NCDOT Feasibility Study funding (non-federal). Feasibility study funds are a non-federal match source, as described in more detail in the attached **Letter of Commitment**. The \$200,000 non-federal match is 20% of the \$1,000,000 total project cost (refer to **Table 1**).

Table 1. NC Truck Parking Action Plan Cost by Funding Source

Funding Source	Total
FY 2026 BUILD Planning Grant	\$800,000
Other federal funds	\$ -
Non-federal funds (NCDOT Feasibility Studies fund)	\$200,000
<b>Total</b>	<b>\$1,000,000</b>

There are five engagement and technical tasks in the Action Plan as presented in the **Project Description file**, plus a project management and coordination task. The Action Plan schedule is available in the **Project Readiness file**. NCDOT estimated the total level of effort (labor hours) by task (see **Table 2**) based on the performance period for each task.

Tasks 1, 2, and 3 establish the project management approach and the data and insight framework required for the strategy, project, and Action Plan development activities. In Task 4 (Truck Parking Strategies), Task 5 (Truck Parking Opportunity Locations), and Task 6 (Action Plan and Implementation), NCDOT will develop and prioritize solutions, create project concepts for five priority locations, and document an implementation plan for future NCDOT project development and implementation activities.

Moving from data, insights, and needs to real truck parking projects that are ready to advance to construction is a significant next step for NCDOT. Action Plan outcomes create an opportunity for NCDOT to immediately secure funding to construct improvements and support North Carolina businesses and truck drivers.



Table 2. NC Truck Parking Action Plan Cost by Task and Funding Source

Task	BUILD Funds	Other Federal Funds	Non-Federal Funds	Total Project Cost
Project Management and Coordination	\$40,800	\$ -	\$10,200	\$51,000
Stakeholder Engagement	\$40,800	\$ -	\$10,200	\$51,000
Needs Assessment	\$54,400	\$ -	\$13,600	\$68,000
Truck Parking Strategies	\$102,000	\$ -	\$25,500	\$127,500
Truck Parking Opportunity Locations	\$365,840	\$ -	\$91,460	\$457,300
Action Plan and Implementation	\$76,160	\$ -	\$19,040	\$95,200
<b>Subtotal</b>	<b>\$680,000</b>	<b>\$ -</b>	<b>\$170,000</b>	<b>\$850,000</b>
<b>Contingency (15%)</b>	<b>\$120,000</b>	<b>\$ -</b>	<b>\$30,000</b>	<b>\$150,000</b>
<b>Total</b>	<b>\$800,000</b>	<b>\$ -</b>	<b>\$200,000</b>	<b>\$1,000,000</b>

The largest share of project costs occurs within Task 5. In Task 5, NCDOT will prioritize truck parking hotspots, identify conceptual solutions, and advance up to five specific projects with concepts and costs to expand truck parking capacity. In addition, within this task, NCDOT will build out a concept of operations for a truck parking availability system along priority interstate corridors. Both outcomes will require significant technical effort by NCDOT in consultation with Division staff and regional and local partners.

► **NON-FEDERAL FUNDING SOURCE**

North Carolina has a large and diverse transportation system supported by annual state appropriations of about \$5 billion. NCDOT is responsible for building and maintaining this transportation network, as well as overseeing the state's Division of Motor Vehicles. NCDOT's Division of Highways supports the delivery of statewide transportation projects and is responsible for nearly 80,000 miles of road in North Carolina, making it the nation's second-largest state-maintained highway system.

The non-federal source is NCDOT Feasibility Studies funding. Feasibility studies funding is a flexible source that can be spread across fiscal years to support project scoping and express design activities. The attached **Letter of Commitment** provides details on this source and NCDOT's commitment to leveraging this resource as the non-federal match for this BUILD planning grant request.



### ▶ **PROJECT COST ASSUMPTIONS**

The project costs were estimated in January 2026 and include an inflation factor (current consumer price index) for NCDOT staff and consultant services required to deliver the project scope and meet the 12-month schedule in 2026 and 2027 as presented in the **Project Readiness file**.

The cost estimate includes a 15% cost contingency (\$150,000 total) to ensure flexibility, particularly during the development of grant-ready project concepts in Task 5. NCDOT acknowledges that this early stage of project development might identify project delivery risks that are unknown during initial project screening. These risks could slow the concept development activity or require NCDOT to prioritize resources to focus on another identified project opportunity. In these cases, NCDOT will proactively decide to advance another project concept into concept development and costing, rather than spend additional resources to resolve critical issues on the initial project. For projects that do not advance into conceptual development, costing, and environmental screening within the Action Plan, NCDOT will, as resources are available, continue to advance these projects separately through the NCDOT project scoping and express design process.

### ▶ **PROJECT BUDGET AND DELIVERY RISKS**

Budget risks are mitigated for this project primarily because NCDOT is actively updating the Statewide Multimodal Freight Plan (SMFP) (due by February 2027). NCDOT has already initiated the SMFP update and committed resources to collect updated truck parking supply and utilization data and collaborate with stakeholders, including the Truck Parking Working Group, on truck parking needs. The SMFP will also include interviews and a survey with shippers and truck drivers, providing another valuable source of information for the Action Plan. The Action Plan will leverage this data, analysis, and stakeholder coordination to inform needs and strategies (without incurring costs to this project).

Only project scoping and concept development are included within the Action Plan Task 5 approach. For up to five projects, as part of the Action Plan, NCDOT will develop project concepts, cost estimates, benefits analysis, and environmental screening to position the projects for future BUILD construction grants or other competitive federal grant opportunities.

### ▶ **BUDGET BY GEOGRAPHY**

The five project corridors identified in the **Project Description file** (I-26, I-40, I-77, I-85, and I-95) provide accessibility for passenger vehicles and trucks to designated areas of persistent poverty (APP) and historically disadvantaged communities (HDC). These interstate highways are economic lifelines for the residents and businesses in these communities, connecting them to job opportunities, regional supply chains and distribution, and critical services.



**OPPORTUNITY ZONES**

The project corridors intersect 49 Opportunity Zones (OZ), covering a total of 192.0 centerline miles. This includes rural OZs along the I-95 corridor and I-40 east of Raleigh and west of Winston-Salem. Urban OZs are located along I-85/I-40 in Burlington and Greensboro, and along I-85 from Salisbury to Charlotte to Gastonia.

**AREAS OF PERSISTENT POVERTY / HISTORICALLY DISADVANTAGED COMMUNITIES**

I-95 passes through three APP/HDC counties (69.2 centerline miles total), with Halifax and Northampton counties just north of Rocky Mount near the Virginia state line and Robeson County near the South Carolina state line. All three counties are rural. Based on the current utilization and unauthorized parking data, as shared in the **Project Description file** and **Merit Criteria file**, all three counties contain truck parking hotspots. **Table 3** presents an estimate of costs for the Action Plan within census tracts designated as APP/HDC.

Table 3. NC Truck Parking Action Plan Cost by APP/HDC Census Tracts

U.S. Census Tracts (2020)	Total Potential Project Costs for APP/HDC Census Tracts*
APP/HDC Census Tracts	\$347,376
Non-APP/HDC Census Tracts	\$652,624
<b>Total</b>	<b>\$1,000,000</b>

\*Note: Each interstate corridor within the Truck Parking Action Plan passes through census tracts designated as areas of persistent poverty/historically disadvantaged communities by the 2020 Census. Approximately 329 centerline miles of the corridors identified in the Project Description file (I-26, I-40, I-77, I-85, and I-95) intersect APP/HDC census tracts. This represents 34.7% of the total project corridor centerline miles.

Within Table 3, NCDOT assumes that project costs are proportional to centerline miles. The ultimate total cost of the Action Plan for APP/HDC areas will depend on the findings from the needs assessment, the development of strategies, and the identification of potential projects. Given the widespread nature of these tracts across North Carolina relative to potential truck parking hotspot locations, it is difficult to predict the potential share of project costs focused on developing project concepts in these locations.

**URBAN AND RURAL DESIGNATIONS**

Based on NCDOT's overlay of the project corridors with designated urban areas (2020 Census-designated urban areas with a population greater than 200,000) and the proportional assignment of project cost by centerline miles, 72.4% (\$724,422) of the project cost is in rural areas (see **Table 4**).



Table 4. NC Truck Parking Action Plan Cost by Urban and Rural Areas

U.S. Census Designation (2020)*	Total Potential Project Costs*
Urban (2020 Census-designated urban area with a population greater than 200,000)	\$ 275,578.00
Rural (Located outside of a 2020 Census-designated urban area with a population greater than 200,000)	\$ 724,422.00
<b>Total</b>	<b>\$1,000,000</b>

\*Note: The total urban and rural project cost is split proportionally based on interstate corridor centerline mileage within and outside 2020 Census-designated urban areas. The ultimate total cost of the Action Plan for each of these locations will depend on the findings from the needs assessment, the development of strategies, and the identification of potential projects.

While the project limits are majority rural based on the above analysis, the distribution of truck parking hotspots in North Carolina’s urban and rural areas is nearly even (based on a scan of the truck parking utilization data and unauthorized parking data presented in the **Project Description file**). For example:

- Most of I-95’s 181 centerline miles in North Carolina are rural except near Fayetteville. There are various hotspot areas in rural locations, including near the Virginia state line, in Rocky Mount, near Wilson and Goldsboro, and near the South Carolina state line.
- I-85 is rural north of Durham, and between Durham and Greensboro, and along shorter segments from Greensboro to Salisbury. Truck parking hotspots on I-85 are clustered in the rural area from the Virginia state line through Henderson.
- I-77 is rural north of Statesville to the Virginia state line. North of Statesville, there are multiple truck parking hotspots. There are significant truck parking hotspots along I-77 within the Charlotte urbanized area, including two of the top 100 truck bottlenecks in the US (I-77 at Lake Norman and I-77 at I-485 south), according to the American Transportation Research Institute 2026 Truck Bottlenecks report.<sup>1</sup>
- I-40 is rural between Wilmington and Raleigh, Winston-Salem to Hickory, Hickory to Asheville, and Asheville to the Tennessee state line. Most of I-40’s truck parking hotspots are in urban areas.
- I-26 is rural for a short segment south of Asheville to the South Carolina state line. There are truck parking hotspots near the South Carolina state line.

It is anticipated that a substantive share of analysis, engagement, strategy development, and project concept activities will address truck parking hotspots in urban areas, even though most of the corridor centerline miles are in rural areas. As such, NCDOT is committing a 20% non-federal share to the grant request.

