

# NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



2026 BUILD GRANT

## NC TRUCK PARKING ACTION PLAN

## PROJECT READINESS

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

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## References

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<sup>1</sup> Public Involvement Plan, NCDOT, 2022. <https://www.ncdot.gov/projects/public-involvement/Documents/statewide-public-involvement-plan.pdf>

<sup>2</sup> NCDOT, 2024. <https://www.ncdot.gov/news/press-releases/Pages/2024/2024-10-31-north-carolina-federal-grant-railroad-infrastructure.aspx>

<sup>3</sup> <https://www.tillis.senate.gov/2024/9/tillis-announces-5-2-million-in-grants-to-improve-infrastructure-across-nc>

<sup>4</sup> <https://governor.nc.gov/news/press-releases/2023/01/03/alligator-river-bridge-replacement-receives-federal-grant>

<sup>5</sup> <https://www.ncdot.gov/projects/i-85-widening-gaston-county/Pages/default.aspx>

<sup>6</sup> [https://connect.ncdot.gov/resources/PROTECT2023-NC12/Documents/NCDOT PROTECT Grant 2023\\_SAND\\_ExecutiveSummary\\_08142023.pdf](https://connect.ncdot.gov/resources/PROTECT2023-NC12/Documents/NCDOT PROTECT Grant 2023_SAND_ExecutiveSummary_08142023.pdf)



## Project Readiness

**The North Carolina Department of Transportation (NCDOT) will deliver the North Carolina Truck Parking Action Plan (Action Plan).** NCDOT has the existing resources to deliver the Action Plan by leveraging NCDOT staff expertise and existing on-call contracts procured using federal clauses for consultant assistance. A list of qualified contractors who have delivered similar projects is available. NCDOT does not expect a request for changes upon award. The scope and schedule have been reviewed by internal experts responsible for ensuring federally funded projects meet federal standards.

This request is for a planning-only effort that translates Statewide Multimodal Freight Plan (SMFP) data and stakeholder insights into actionable solutions, including a truck parking availability system concept of operations for priority interstate corridors, and project concepts within the top five truck parking opportunity locations. Activities within the National Environmental Protection Act (NEPA), permitting, right-of-way (ROW) acquisition, final design, or construction are not included. Any capital projects identified by the Action Plan will be programmed and delivered under separate funding and will complete NEPA and permitting at that time.

### ► PROPOSED SCHEDULE

The BUILD grant funding will support all planning activities necessary to develop the Action Plan over 12 months. BUILD grant funds will be used exclusively for planning and concept identification, and not for design, NEPA, ROW acquisition, or construction.

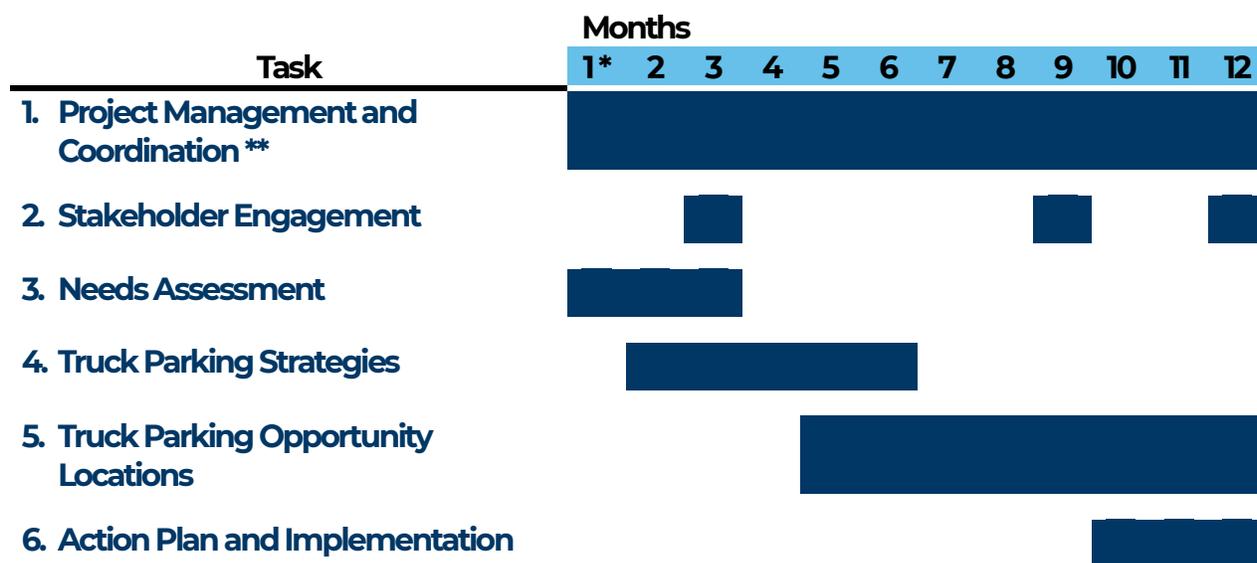
NCDOT is fully prepared to obligate funds promptly upon award and can initiate work immediately using existing on-call consultant contracts and established internal procedures, ensuring no delay between agreement execution and activity start-up. The project will be managed within the NCDOT Office of Strategic Initiatives and Program Support (SIPS). The SIPS Limited Services Contract (LSC) has 30 consultant teams, many of which have the required expertise for this scope. An LSC enables NCDOT to move quickly to initiate work.

The schedule includes execution of the grant agreement, followed by a streamlined sequence of planning tasks that culminates in delivery of the Action Plan. The Action Plan will position NCDOT to advance its highest-priority truck-parking concepts into future capital competitive grant applications, including future BUILD construction grants. This is particularly important now, given the recent \$200 million allocated for public truck parking near interstates and National Highway System routes within the 2026 federal spending bill signed into law on February 3, 2026. During the Action Plan, NCDOT will remain proactive in pursuing federal grant opportunities associated with this and other funding programs.



**Figure 1** presents a proposed project schedule. As noted in the **Project Budget file**, this schedule aligns with the level of effort and \$1,000,000 total cost of the Action Plan, including the \$800,000 BUILD planning grant request and \$200,000 non-federal match.

**Figure 1. NC Truck Parking Action Plan – Proposed Schedule**



*\*Note: The project schedule starts from the award date, finalization of the grant award agreement, and obligation of BUILD funds. NCDOT is prepared to initiate work immediately following agreement through leveraging existing on-call consultant contracts.*

*\*\*Note: NCDOT is updating the SMFP, with adoption required by February 2027. The Truck Parking Action Plan and SMFP will both be managed within NCDOT's SIPS, ensuring streamlined coordination, information sharing, and schedule management.*

**► PROJECT SUPPORT – PUBLIC AND AGENCY INVOLVEMENT PROCESS**

NCDOT will implement an inclusive, statewide engagement process aligned with the SMFP and with regional and local stakeholders using:

- Ongoing Freight Advisory Committee briefings during key project milestones;
- Hybrid corridor meetings with metropolitan planning organizations (MPOs), rural planning organizations (RPOs), NCDOT Division staff, law enforcement and safety partners, private entities, and local governments to review needs and discuss solution options;
- Targeted interviews with motor carriers, owner-operators, private truck-stop operators, fulfillment/distribution centers, ports/rail intermodal stakeholders, and neighboring states in coordination with the SMFP; and,
- Executive briefings for NCDOT leadership and the Board of Transportation.



NCDOT will follow federal public engagement requirements and applicable Executive Orders in alignment with the Action Plan scope and USDOT direction. NCDOT will also refer to its current [Public Involvement Plan](#) as guidance for Action Plan engagement activities.<sup>1</sup>

### ► **PROJECT SUPPORT – PUBLIC AND AGENCY INVOLVEMENT RESULTS**

Feedback from the Freight Advisory Committee, Division staff, MPO/RPO partners, elected officials, and private-sector freight operators consistently emphasized the need for additional truck parking and strategies to reduce unsafe parking, improve regional freight mobility, and strengthen overnight parking access near major distribution clusters. **Letters of Support** included within this application reflect the importance of this Action Plan to various stakeholders, including the private sector.

Division engineers and corridor operations staff note persistent commercial vehicle operational and safety challenges along the priority corridors within the Action Plan, reinforcing the urgency of a planning effort identifying the highest-impact opportunity locations. Motor carriers, owner-operators, and private truck-stop operators have conveyed across multiple iterations of the SMFP since 2017 a strong interest in a data-driven approach to resolving truck parking needs that blends public and private capacity solutions. Several operators have expressed willingness to provide data or participate in corridor-specific discussions. MPOs and RPOs have shared support for improved freight-related coordination, appreciating that the Action Plan will generate actionable project concepts that can be advanced through MPO transportation improvement program (MTIP) cycles.

NCDOT leadership, including SIPS, the Transportation Planning Division, the Transportation Mobility and Safety Division, the Roadside Environmental Unit, and staff responsible for corridor management, enforcement coordination, and technology deployment, are aligned with the Action Plan objectives. Their involvement in this BUILD grant application preparation has provided early clarity on feasibility considerations, corridor priorities, and implementation pathways. Engagement to date reflects strong multi-agency, multi-modal support for the Action Plan and a shared understanding that the study will play a critical role in preparing North Carolina to pursue future federal funding for high-priority truck-parking investments.

### ► **APPLICANT CAPACITY – ROLES AND RESPONSIBILITIES**

NCDOT has the expertise, experience, and organization to successfully deliver the Action Plan in full compliance with federal requirements. NCDOT can initiate the Action Plan immediately upon obligation of funds using existing on-call consultant contracts and established planning management procedures. **Figure 2** describes the anticipated NCDOT and consultant team Action Plan delivery roles.



## Figure 2. NC Truck Parking Action Plan – Team Organization and Roles

### Project Manager

- Lead day-to-day project delivery, including consultant team coordination
- Communicate findings to NCDOT leadership and the Board of Transportation

### Office of Strategic Planning and Programming, SIPS

- Lead grant administration, fiscal management, and compliance tracking.
- Ensure alignment with statewide planning policies and data standards.
- Integrate SMFP data, freight forecasts, and stakeholder needs.
- Coordinate with private-sector freight operators, associations, and public-sector partners.

### Office of Strategic Planning and Programming, Division of Planning and Programming

- Guide concept development at the top five truck-parking opportunity locations and the truck parking availability system concept of operations.

### NCDOT Division Offices; Division of Highways, Roadside Environmental Unit, Transportation Mobility and Safety Division

- Provide corridor-level insights on site feasibility and operational challenges.
- Support environmental screening and truck parking costing
- Support stakeholder engagement and validation of strategy options.

### • Consultant Team (secured through existing SIPS LSC)

- Provide data analytics, mapping, stakeholder outreach facilitation, concept development, planning-level cost estimating, and environmental screening.
- Prepare the Action Plan documents and briefing materials.

## ▶ APPLICANT CAPACITY – FEDERAL FUNDING

NCDOT has experience securing, administering, and successfully delivering federal transportation funds across multiple USDOT programs. Recent awards demonstrate NCDOT's capacity to manage high-value federal investments and comply with federal requirements.

Recent grant awards showing NCDOT's diverse and successful experience include:

- [FRA CRISI Grant](#) – \$18 Million (2024) for Freight Rail Upgrades NCDOT, of which NCDOT contributed \$9.8 Million in matching funds.<sup>2</sup>
- [USDOT Infrastructure Grants](#) – \$5.2 Million (2024) awarded for infrastructure improvements, supported and coordinated through NCDOT.<sup>3</sup>
- [Alligator River Bridge Replacement](#) – \$110 Million award, demonstrating NCDOT's strength in major bridge grant applications.<sup>4</sup>
- [I-85 Futures](#) – \$100 million (2022) awarded to widen lanes on I-85, provide safe pedestrian access, and increase high-speed internet infrastructure. In July 2025, NCDOT awarded a \$337 million contract to improve traffic flow and reduce congestion along four miles of I-85 (this is the first of three projects to add capacity and other improvements to I-85).<sup>5</sup>



### ▶ **APPLICANT CAPACITY – FEDERAL REGULATIONS**

NCDOT will fully comply with applicable federal anti-discrimination laws, as outlined in the Executive Order Ending Illegal Discrimination and Restoring Merit-Based Opportunity. The Project will ensure compliance with section 3729(b)(4) of Title 31, United States Code, and will not operate any programs that conflict with federal anti-discrimination laws.

This planning grant will position NCDOT to pursue future construction-phase discretionary funding by developing concept-level layouts and cost estimates aligned with federal requirements. NCDOT has extensive experience complying with Buy America, Americans with Disabilities Act (ADA), Title VI, the Uniform Relocation Assistance and Real Property Acquisition Act, federal procurement rules, and multimodal safety regulations. Although these requirements do not apply at the planning stage of this project, NCDOT's institutional familiarity with them ensures that any future capital projects emerging from this planning effort will be well-prepared for NEPA, permitting, and construction oversight.

### ▶ **APPLICANT CAPACITY – PROJECT PLANNING**

NCDOT has extensive experience integrating planning outcomes into long-range transportation plans and advancing projects through MPO Transportation Improvement Program (MTIP) and State Transportation Improvement Program (STIP) processes. Although these requirements do not apply at the planning stage, NCDOT's institutional familiarity with federal planning, programming, and project development requirements ensures that any future capital projects emerging from this Action Plan will be positioned for implementation. Future truck parking construction projects could compete within NCDOT's Strategic Transportation Investments (STI). STI encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs through a standardized process of project application, evaluation, scoring, and prioritization for inclusion within the STIP.

### ▶ **APPLICANT CAPACITY – PROJECT DELIVERY**

In 2023, NCDOT was awarded over \$1.8 million through PROTECT to conduct a study (called [SAND – Solving Access for NC 12 in Dare County](#)) along an 11-mile stretch of NC 12 between Oregon Inlet and Rodanthe on Pea Island.<sup>6</sup> The goal of the study is to develop long-term, comprehensive plans for keeping the roadway passable during and following major storm events. The project will identify future construction projects, streamline environmental reviews, include public engagement, and establish plans to ensure the highway remains passable.

**This planning study highlights a similar approach to the Truck Parking Action Plan, where NCDOT is conducting planning, stakeholder engagement, and early project development activities to position projects to compete for future grant opportunities.**

