
Stakeholder Involvement Plan

North Carolina Department of Transportation

Strategic Transportation Corridor Master Plans

Corridor P: Future I-42

Wake County to Port of Morehead City

Corridor S: Future I-795

Wilson County to I-40 in Sampson County

Corridor X: Jacksonville to Greenville (US 259/NC 11/US 13)

US 17 in Onslow County to US 64E in Edgecombe County

Updated: May 15, 2018

May 2018





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1. Background

The North Carolina Department of Transportation (NCDOT) adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports vital to the state's economic prosperity. The *North Carolina Transportation Network and Strategic Transportation Corridors Framework*, August 2015 (STC Framework), calls for development of individual strategic corridor master plans in each of the designated corridors. The master plans will result in consistent transportation visions for each corridor, based on stakeholder input and sound technical assessment that recognizes statewide economic development activities, and can streamline the project development process.

The corridor master plans for Corridor P: Future I-42 (I-42/US 70 from I-440 to Port of Morehead City), Corridor S: Future I-795 (I-795/US 117 from I-95 to I-40), and Corridor X: Jacksonville to Greenville (US 258/NC 11/US 13 from US 17 in Onslow County to US 64 in Jacksonville) – are being advanced from their more general network-level identification to corridor specific master plans built upon a common technical framework. NCDOT, through its Transportation Planning Division (TPD), is undertaking this project.

This work is a planning-level assessment of corridor needs and opportunities. The assessment will be conducted using existing data and evaluation tools such as statewide or regional travel demand models and syntheses of existing statewide or regional studies. Such studies include Metropolitan Planning Organization (MPO) Metropolitan Transportation Plans (MTP), Comprehensive Transportation Plans (CTP), and statewide modal and freight plans.

The study will examine potential multimodal solutions to achieve Strategic Transportation Corridor objectives for preserving or achieving inter-regional person and freight mobility, considering intercity passenger and freight planning, local and regional transit services, and the potential for high-occupancy vehicle and special-use lanes.

The overall Master Plan will address the following general tasks:

1. Corridor condition assessment
2. Stakeholder involvement and interagency consultation
3. Problem statement development
4. Mobility concept alternatives assessment
5. Corridor strategies development and implementation
6. Master plan vision development and implementation

In addition to complying with federal and state planning public involvement requirements, this SIP also will incorporate the integration of recently developed NCDOT protocols for communications with MPOs and RPOs.

The protocols represent a major NCDOT process improvement with the goal of integrating long-range transportation planning process with the project development process, identified through the Integration Project. In MPO areas, there are additional federal requirements for long range transportation plans (often called Metropolitan Transportation Plans or MTPs), including for plans to be fiscally constrained. The project development process in North Carolina may be handled through the Section 404/NEPA Merger 01 process (called the Merger process) or other means to follow the National Environmental Policy Act (NEPA) and its state



counterpart, State Environmental Policy Act (SEPA). The Integration Project was designed to improve the linkage between any type of long range transportation plan (CTPs or MTPs) and project development, whether handled through the Merger process or other means. Features of the Integration Project will be an integral part of this SIP's process for involving MPOs and RPOs.

2. Stakeholder Involvement Plan (SIP)

The technical scope for STP master plan development is closely tied to the decisions made by state, regional and local government, transportation community, and business leaders about local and regional transportation networks. Those decisions could impact local transportation planning and project development efforts as well as land-use planning. During development of the STC Master Plans, the project team will work closely with the representatives of several decision-making bodies to help ensure broad state goals are preserved, local corridor visions are retained, and North Carolina effectively meets the logistics and mobility needs of public and private sector interests.

While stakeholder involvement will be the primary focus of this initiative, opportunities will be offered for public input because of communication with MPOs, RPOs and other identified stakeholders. This is consistent with NCDOT's UPEP, which requires NCDOT planning studies to utilize MPOs and RPOs for disseminating information and gathering public input. For the purposes of this SIP, a stakeholder is identified by his/her relationship with organizations associated with the project. The public refers to those who will receive information via mass media, including social media, broadcasting or print.

This document describes the activities that will be carried out to involve stakeholders in the development of Corridor P, Corridor S, and Corridor X Master Plans, as well as to disseminate information to both stakeholders and the public. This Stakeholder Involvement Plan (SIP) includes outreach program goals, methods for distributing information and gathering input, anticipated timelines, and suggested methods for evaluating SIP outcomes.

The activities outlined in the SIP will be carried out for Corridor P, Corridor S, and Corridor X although separate sets of stakeholders will be identified for each corridor and information disseminated for each corridor will be specific to that corridor. In cases where stakeholders overlap, informational materials for both corridors will be provided.

The SIP must be flexible to accommodate trends in stakeholder communications or to ensure information is distributed and input is gathered from all audiences. Therefore, elements of this plan likely will evolve, as the STC Master Plan process proceeds, and the SIP will be updated as needed.



3. STC SIP Goals

The goals of the SIP for the STC Master Plans are intended to allow for participation from a broad range of North Carolina interests. The goals for the STC stakeholder involvement program include:

1. Generate awareness of and transmit the importance of participating in the STC master planning process among key government, transportation, community and business leaders at the local, regional and state levels, and obtain input at key decision points during the study from these stakeholders
2. Allow for RPO, MPO and stakeholder access to timely information about the STC Master Plans and provide multiple opportunities for providing feedback
3. Development of a comprehensive list of stakeholders, along with contact information
4. Ensure all stakeholders are offered an opportunity to participate
5. Ensure opportunities to be involved in the process are extended to Indian tribal governments
6. Demonstrate how stakeholder input is addressed in the STC Master Plans
7. Build stakeholder consensus and support for the implementation of the Master Plans as addressed in the SIP Performance Measurement section of this document
8. Achieve the performance measures established for this SIP

4. Audiences

In general terms, there will be four categories of audiences associated with the STC Master Plans for the two corridors.

1. **Corridor Steering Committee (CSC)** – An advisory group comprised of NCDOT modal and Division leaders, MPO and RPO representatives and USDOT staff will meet throughout the study. This group will assist with data collection, offer insight into programs or activities that could impact the corridor master plans, and provide feedback on master plan findings and recommendations.
2. **Key Stakeholders** – This category consists of agencies, organizations, economic development groups, businesses, environmental groups and institutional entities that may have an interest or stake in the master plan.
3. **Resources Agencies** – This category consists of representatives from environmental and technical agencies that may have an interest or stake in the master plan. Many of these individuals will be connected to the MPOs and RPOs.
4. **Public** – This category includes all users of any transportation system within the state, including residents, visitors, business owners, students, commuters, and a host of others.

The Appendix provides a preliminary list of identified stakeholders, per corridor.



5. SIP Activities

As previously stated, activities carried out for the SIP will occur in both corridors and will primarily focus on public and elected officials, MPO/RPO representatives and other organizations and agencies with an interest in the project.

Timeline

Preliminary timelines for some activities are included in this SIP. A final schedule for outreach activities will be developed upon approval of the SIP by the NCDOT.

Stakeholder Database

A database will be developed containing the names, titles, organizations and email addresses of representatives of each of the stakeholder audience groups defined in Section 4. The database will be used to send stakeholders notices, informational materials, and links to website information and surveys or questionnaires designed to solicit meaningful input for the study. The database will be housed in Constant Contact, which will allow the most efficient method of sending emails. (A preliminary list of Stakeholders is in Appendix A, for Corridor P, Appendix B, for Corridor S, and Appendix C, for Corridor X.)

The stakeholders identified in the appendices are identified essential employers who are near or in the immediate area of the projects. They are typically the largest employers in each of the counties; and therefore, may have in unknown interest in the project and/or mechanisms to provide communications to employees who also may have an interest in the project. Research of the immediate areas indicates that the chambers of commerce may not have consistent outreach to the identified stakeholders.

Constant Contact is an effective, cost-effective mechanism for storing a database and easily transmitting email to large groups of individuals. Many Outlook and iMac email applications have limited capacity for distribution. Constant Contact has a wider range of options and can be accessed by any member of the project team and NCDOT.

MPO/RPO Staff Interviews

One-on-one or group interviews will be conducted early in the study with staff of MPOs and RPOs to provide information about the STC Master Plan process and gather feedback about opportunities for and challenges to achieving the STC vision described in the STC Framework.

Anticipated Outcome: Provide a deeper understanding for those more actively engaged in the process so that they may serve as information ambassadors to their colleagues and the public. Provide an opportunity to ask how they can help with data collection and public involvement.

MPO/RPO Briefings

General briefings to MPOs and RPOs will take place using a speakers' bureau. A speakers' bureau allows for a wider sharing of knowledge with a collective voice. The speakers' bureau will be made up of NCDOT and project consultant staff. The consultant team will coordinate with the MPOs and RPOs to present two briefings.



The consultant team will prepare a set of briefing materials to speakers' bureau members to conduct an initial round of briefings that would introduce MPOs and RPOs to the STC Master Plan effort and gather feedback about existing conditions and facets of the corridor that would help facilitate the movement of goods and services. Briefing materials will be sent to MPOs and RPOs based on their schedules for collecting and releasing meeting agendas.

Considering the varying dates MPOs and RPOs meet, the first round of briefings is expected to begin in May 2018 and be complete by September 2018, during Phase 2 of the master planning effort.

The consultant team will prepare a second set of briefing materials which will be provided to speakers' bureau members to conduct a second round of briefings that would present preliminary STC Master Plan recommendations. The second round of briefings is expected to be completed on an as-needed/requested basis and will conclude by January 2019, toward the expected conclusion of the Corridors P, S, and X master plan studies.

The consultant team will familiarize speaker's bureau members with the project, discuss anticipated questions and answers, and provide speakers' bureau training. Up to two training sessions are anticipated – one prior to each round of MPO and RPO briefings.

Anticipated Outcome: Provide a deeper understanding for those more actively engaged in the process so that they may serve as information ambassadors to their colleagues and the public.

Public Official and Key Stakeholder Interviews

A series of one-on-one or group interviews will be conducted with mayors, city managers, county leaders, chamber officials, large employers and institutions to provide information about the STC Master Plan process and gather feedback about opportunities for and challenges to the study. Officials and stakeholders will be asked to serve as ambassadors for the Master Plans by forwarding notices of MPO and RPO briefings to their respective communities via websites or social media.

Anticipated Outcome: Provide an opportunity for local officials to understand the project and generate support for the corridor vision.

Online Stakeholder Outreach Tools

An online feedback/collaboration tool will be employed to supplement MPO and RPO briefings and discussions with key stakeholders.

Publicinput.com is an online survey tool that allows respondents to answer a set of customized questions that will allow the consultant team to gather opinions and utilize survey data in the shaping of the decision-making process. An additional multi-dimensional service is MetroQuest, which has additional functionality that provides a relationship management system. Results may be coordinated by the consultant team or through the relationship management system.

Up to two surveys will be released at two different points in the study. The first survey will ask questions about the type of facility envisioned for the corridors, what features of the corridor should be preserved, what features should be improved, and whether there are any circumstances the study team should be aware of as they



develop the master plan. A link to the survey will be distributed to key stakeholders, who also will be asked to distribute the link to customers, members, clients, employees, constituents and any others who would be interested from the public.

The second survey is expected to be distributed to only the key stakeholders of the study and will focus on more detailed corridor elements anticipated to be included in the master plan.

Survey results will be compiled, and a final survey report will be prepared to assist the team in decision-making. It is important to note that general information will be collected through the selected online service.

Anticipated Outcome: Gather of information about existing corridor conditions and vision elements.

Public Official and Key Stakeholder Workshops

Workshops will be conducted to explore the visions stakeholders have about corridors. It is anticipated that up to eight workshops will be conducted per corridor. This workshop will include a discussion of the measures of performance success for visioning elements.

A second round of eight workshops, per corridor, involving public officials and key stakeholders will be conducted after preliminary corridor master plan visions have been developed.

Anticipated Outcome: Provide a deeper understanding for those more actively engaged in the process so that they may serve as information ambassadors to their colleagues and the public. Obtain input to validate acceptance of concept master plans.

Resource Agencies Briefings

Resource Agency outreach will be guided by the Interagency Coordination Protocol, specifically Protocols 1, 2, and 3. Early in the study, a meeting or Webinar will be conducted to kick off the study with resource agencies. The briefing will introduce the agencies to the STC project and allow a two-way conversation about any opportunities and challenges that may apply to the corridors.

After the kick-off meeting, communications with resource agencies will continue using email.

It is anticipated that a second meeting or Webinar will take place to present master plan concepts and gather feedback.

Website

NCDOT's current STC website will be updated to provide study information. Web page content will be updated up to three times during Phase 2 of the study as follows:

1. Initial content will be announced in late spring 2018.
2. An update in fall 2018 would provide information about preliminary master plan concepts.
3. A third update that provides the final, approved Master Plans would occur in early 2019.

The consultant team will provide NCDOT with updates to post on the website. It is important to note that this information will be for both internal and external audiences and on the external website.

Anticipated Outcome: Provide one location for dissemination of project information.



Media Relations

MPO and RPO briefing materials will include a media release template for the speaker to send to MPOs and RPOs prior to a briefing so that the MPO or RPO may issue a public notice about the briefing. The media release will include an explanation about the STC briefing and provide the date and time of the briefing.

Anticipated Outcome: Provide one location for dissemination of project information.

Collateral Materials

An initial fact sheet will be developed for each corridor that provides basic information about the study, schedule information, and ways to provide input. The fact sheet will be created prior to the first speakers' bureau presentation.

The document will include STC Master Plan goals and the study schedule.

The fact sheet will be updated twice following the initial creation. They will serve as the talking points and handouts for one-on-one or group meetings and the project team's speakers' bureau.

Anticipated Outcome: Create supporting documentation tool for easy project referencing.

eNewsletters

The three fact sheets for each corridor will be combined into brief eNewsletters that will provide a comprehensive explanation about the STC purpose and process for both corridors, an invitation to participate, and information about how to do so. The eNewsletters are for web or email distribution by NCDOT.

Stakeholders will be sent a link to the newsletters. The eNewsletter tool will be utilized at the discretion of NCDOT's communications department.

Anticipated Outcome: Create supporting documentation tool for easy project referencing.

CSC Meetings

Multiple meetings of the CSC are anticipated throughout the duration of the Master Plan process, including one during Phase 1. It is expected that a CSC meeting will take place prior to each round of MPO and RPO briefings and at major study milestones.

Anticipated Outcome: Provide a deeper understanding for those more actively engaged in the process so that they may serve as information ambassadors to their colleagues and the public.

Corridor Identification

The official names for the three corridors involved with this SIP are as follows:

Corridor P: Future I-42 (I-42/US 70 from I-440 in Wake County to Port of Morehead City)

Corridor S: Future I-795 (I-795/US 117 from I-95 in Wilson County to I-40 in Sampson County)

Corridor X: Jacksonville to Greenville (US 258/NC 11/US 13 from US 17 in Onslow County to US 64 in Edgecombe County)



For ease of reference and communications, the simple names of Strategic Transportation Corridor Future I-42 (STC Future I-42) for Corridor P, STC Future I-795 for Corridor S, and STC Jacksonville to Greenville for Corridor X will be used. In communications about the corridors, information will be included that explains the routes in more detail. These monikers will be used on all collateral materials, the website and in presentations.

Anticipated Outcome: Provide an enhanced project identification for public officials, stakeholders and the public.

Stakeholder Involvement Reports

Summaries of stakeholder workshops will be prepared and submitted to NCDOT within five days of each workshop. Monthly reports of any comments received will be prepared and submitted to the project manager. Reports from any surveys or online collaborative activities will be prepared following closure of any period for gathering input.

A comprehensive stakeholder involvement report that describes activities that took place and the comments received during the master plan process will be developed for the final report for each corridor.

Anticipated Outcome: Capture of performance measurements.

6. SIP Performance Measurement

An important component of successful stakeholder involvement planning and implementation is performance measuring. For both corridors, performance measurements shall be administered through the following three mechanisms.

1. **Qualitative Analysis of Information Provided to RPOs/MPOs.** Although these are transportation-oriented organizations, much of the information the consultant team provides will be detailed and comprehensive. We need to ensure that our verbal and written (fact sheets) information to these organizations is high level yet useable. Through post-meeting feedback, we will be able to ascertain that the information provided to these organizations meets their needs and is compiled in a way that is useful and easy for them to disseminate among their peers. The consultant team speaker for each RPO/MPO meeting will conclude by asking the organization's representatives three key questions:
 - a. Does the information clearly communication the project goals?
 - b. What elements of the information were helpful?
 - c. What information could have been helpful but was not presented?

This information will be compiled and evaluated following the first presentations so that the second set of presentations can provide more helpful information.

2. **Qualitative Analysis of Survey Responses.** This is an opportunity for the consultant team to identify themes, issues and potential threats to the project goals. Survey questions will be broad, yet structured so that the consultant team may easily identify and categorize responses from the public and stakeholders with specific knowledge of the projects.



As input from stakeholders is obtained through meeting notes and survey tools, the consultant team will review the information monthly to see what issues and information need to be addressed and/or clarified.

3. **Quantitative Analysis of Email Contacts.** The number and geographic range of contacts with public and elected officials, key stakeholders and other community leaders will demonstrate the study team's efforts to reach potentially interested parties in each corridor.
4. **Quantitative Analysis of Agency Participation.** The number of agencies and organizations participating in the stakeholder outreach initiatives will be compared to the number of agencies and organizations invited to participate. This may be presented as a number or as a percentage of invitees.

7. Title VI

The N.C. Department of Transportation is committed to ensuring that no person shall – on the ground of race, color, national origin, limited English proficient, income status, sex, age or disability – be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination under and NCDOT program or activity, as provided by [Title VI of the Civil Rights Act of 1964](#) and other related non-discrimination laws and authorities.

These projects are subject to Title VI. If any person believes they have been discriminated against, they should contact the NCDOT's Title VI Coordinator Shantray Dickens at 919.508.1896 or sddickens@ncdot.gov.



Stakeholder Involvement Plan

Appendices

Appendix A: Corridor P Stakeholders

Corridor P: Future I-42

Appendix B: Corridor S Stakeholders

Corridor S: Future I-795

Appendix C: Corridor X Stakeholders

Corridor X: Jacksonville to Greenville (US 259/NC 11/US 13)

Updated: May 15, 2018



Appendix A. Corridor P Stakeholders

The following lists include major employers and identified organizations that may be impacted. The lists are in addition to all county elected officials, municipal elected officials, county and municipal public officials, and state representatives and senators. Rail and freight representatives will be identified in phase 2. These lists are supplemental to the identified governmental agencies and organizations. Major employers are those identified as having 500 or more employees.

Table 1. STC Future I-42 (Corridor P)

County	Stakeholder
Carteret County	Carteret County Chamber of Commerce
	Carteret Community College
	Carteret County Area Transportation System (CCATS)
	Carteret County Department of Health
	Carteret County Department of Social Services
	Carteret County Emergency Services
	Carteret County Public Schools
	Carteret County Sheriff's Office
	Croatan National Forest Conservation
	Fort Macon Coast Guard Station
	Municipal and County Managers
Craven County	Croatan National Forest Conservation
	Municipal and County Managers
	BSH Home Appliances Corporation
	Carolina East Health System
	Cherry Point Marine Corps Air Station
	Coastal Carolina Regional Airport (EWN)
	Craven Area Rural Transit System (CARTS)
	Craven Chamber of Commerce
	Craven Community College
	Craven County Department of Emergency Services
	Craven County Department of Health
	Craven County Department of Social Services
	Craven County Public Schools
Craven County Sherriff's Office	
Johnston County	Asplundh Tree Expert
	Grifols Therapeutics
	Johnston Chamber of Commerce
	Johnston Community College
	Johnston County Airport - JNX



County	Stakeholder
	Johnston County Area Transit System
	Johnston County Department of Emergency Services
	Johnston County Department of Health
	Johnston County Department of Social Services
	Johnston County Public Schools
	Johnston County Sheriff's Office
	Johnston Health
	Municipal and County Managers
Lenoir County	Kinston-Regional Jetport
	Lenoir Chamber of Commerce
	Lenoir Community College
	Lenoir County Department of Health
	Lenoir County Department of Social Services
	Lenoir County Public Schools
	Lenoir Public Transportation
	Municipal and County Managers
Wake County	GoTriangle/GoRaleigh/Public Transport
	Municipal and County Managers
	NC State
	Shaw University
	Wake County Chamber of Commerce
	Wake County Department of Emergency Services
	Wake County Department of Health
	Wake County Department of Social Services
	Wake County Public Schools
	Wake County Sheriff's Office
	Wake Medical School
	Wake Tech
Wayne County	Goldsboro Wayne Transportation Authority
	Goldsboro-Wayne Municipal Airport
	Mount Olive College
	Mount Olive Municipal Airport
	Municipal and County Managers
	Seymour Johnson Airbase
	Wayne Chambers of Commerce
	Wayne Community College
	Wayne County Department of Health
	Wayne County Department of Social Services
	Wayne County Office of Emergency Services



County	Stakeholder
	Wayne County Sheriff's Department
Corridor P MPOs and RPOs	Capital Area MPO
	Down East RPO
	Eastern Carolina RPO
	Goldsboro MPO
	New Bern MPO
	Upper Coastal Plain RPO



Appendix B. Corridor S Stakeholders

The following lists include major employers and identified organizations that may be impacted. The lists are in addition to all county elected officials, municipal elected officials, county and municipal public officials, and state representatives and senators. Rail and freight representatives will be identified in phase 2. These lists are supplemental to the identified governmental agencies and organizations. Major employers are those identified as having 500 or more employees.

Table 2. STC Future I-795 (Corridor P)

County	Stakeholder
Duplin County	Butterball LLC
	Department of Emergency Services
	Duplin Chamber of Commerce
	Duplin County Department of Emergency Services
	Duplin County Department of Health Services
	Duplin County Department of Social Services
	Duplin County Public Transportation
	Duplin County Sherriff's Office
	Guilford Mills Inc
	House of Raeford, Inc
	Municipal and County Managers
	Murphys Browns Company
	Smithfield Foods, Inc
Wayne County	Goldsboro Wayne Transportation Authority
	Goldsboro-Wayne Municipal Airport
	Mount Olive College
	Mount Olive Municipal Airport
	Municipal and County Managers
	Seymour Johnston Airbase
	Wayne Chambers of Commerce
	Wayne Community College
	Wayne County Department of Health
	Wayne County Department of Social Services
	Wayne County Office of Emergency Services
Wayne County Sheriff's Department	
Wilson County	Wilson Transit System
	BB&T Finance
	Bridgestone Americas Tire Operations
	Municipal and County Mangers
	Wilson Chambers of Commerce



County	Stakeholder
	Wilson County Department of Emergency Management
	Wilson County Department of Social Services
	Wilson County Health Department
	Wilson County Public Schools
	Wilson County Sheriff's Office
	Wilson Industrial Air Center
Sampson County	Clinton-Sampson Chamber of Commerce
	Sampson County Community College
	Sampson County Department of Emergency Services
	Sampson County Public Schools
	Sampson County Sheriff's Office
	Sampson Area Transportation
	Municipal and County Managers
	Smithfield Foods, Inc
Corridor S MPOs and RPOs	Eastern Carolina RPO
	Goldsboro MPO
	Mid-Carolina RPO
	Upper Coastal Plain RPO



Appendix C. Corridor X Stakeholders

The following lists include major employers and identified organizations that may be impacted. The lists are in addition to all county elected officials, municipal elected officials, county and municipal public officials, and state representatives and senators. Rail and freight representatives will be identified in phase 2. These lists are supplemental to the identified governmental agencies and organizations. Major employers are those identified as having 500 or more employees.

Table 3. STC Jacksonville to Greenville (US 259/NC 11/US 13) (Corridor P)

County	Stakeholder
Edgecombe County	Edgecombe Chamber of Commerce
	Edgecombe Community College
	Edgecombe County Department of Emergency Services
	Edgecombe County Public Schools
	Edgecombe County Sheriff's Office
	Edgecombe Public Transportation
	Municipal and County Managers
	QVC Inc.
	Tar River Transit
Jones County	Craven Area Rural Transit System (CARTS)
	Jones Chamber of Commerce
	Jones County Department of Emergency Services
	Jones County Schools
	Jones County Sherriff's Office
	Jones Public Transportation
	Municipal and County Managers
Lenoir County	Kinston-Regional Jetport
	Lenoir Chamber of Commerce
	Lenoir Community College
	Lenoir County Department of Health
	Lenoir County Department of Social Services
	Lenoir County Public Schools
	Lenoir Public Transportation
	Municipal and County Managers
Onslow County	Albert J. Ellis Regional Airport
	Camp Lejeune Marine Corps Base
	Coastal Carolina Community College
	Jacksonville Transit
	Marine Corps Air Station, New River
	Municipal and County Managers



County	Stakeholder
	Onslow Chamber of Commerce
	Onslow County Department of Emergency Management
	Onslow County Department of Health Services
	Onslow County Public Schools
	Onslow Memorial Hospital
	Onslow Public Transportation
	Walmart Associates Inc.
	Commerce Center
Pitt County	East Carolina University
	East-Greenville Regional Airport
	Hyster-Yale Truck Processing Plant
	Municipal and County Managers
	Patheon Inc
	Pitt Area Transit (PATS)
	Pitt Chamber of Commerce
	Pitt Community College
	Pitt County Department of Emergency Management
	Pitt County Public Schools
	Pitt County Sherriff's Office
Corridor X MPOs and RPOs	Down-East RPO
	Eastern Carolina RPO
	Greenville MPO
	Jacksonville MPO
	Mid-East RPO
	Upper Coastal Plain RPO