

## WORK SESSION

**Call to Order.** Mayor Ham called the meeting to order at 5:00 p.m.

Present: Mayor David Ham, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilwoman Hiawatha Jones  
Councilman Bill Broadaway  
Councilman Charles Gaylor, IV  
Councilman Greg Batts

**Adoption of the Agenda.** Tim Salmon, City Manager requested that Work Session Item a, FY21-22 Audit, be moved to the November 20, 2023 meeting, and that Item T, Amendment of an Ordinance, be added to the Consent Agenda. Upon motion of Councilman Broadway, seconded by Councilman Gaylor, and unanimously carried, Council adopted the agenda as amended.

**Floodprint Projects Update.** The following was presented by Travis Klondike, NC State University Coastal Dynamics Design Lab.

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### PROJECT IMPACTS + BENEFITS

The proposed improvements to roadway safety, more equitable access to public park space, and enhancements to ecosystem services are estimated to positively impact 30% of the total population within the combined census tract area adjoining the project site (3,586 out of 11,958 buildings).

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Map of the project area showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

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Aerial view of the project site showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

### PROJECT IMPACTS + BENEFITS (cont'd)

The proposed improvements to roadway safety, more equitable access to public park space, and enhancements to ecosystem services are estimated to positively impact 30% of the total population within the combined census tract area adjoining the project site (3,586 out of 11,958 buildings).



Map of the project area showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

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### LOW FLOW WETLANDS

## MUNICIPAL GOLF COURSE

This project calls for daylighting, widening, and vegetating two (2) previously buried drainage channels within the City of Goldsboro Municipal Golf Course. The connected chain of linear wetlands, when combined with infrastructure improvements at inlet and outlet locations of the site, will:

- i) reduce nuisance flooding in the residential neighborhood north of the golf course;
- ii) improve drainage within the golf course;
- iii) enhance water quality prior to infiltrating the ground or discharging south of the golf courses; and
- iv) enrich over 114 acres of newly established wildlife habitat at a property located within the Neuse River floodplain.

### EXISTING CONDITION + PROPOSED RESTORATION APPROACH

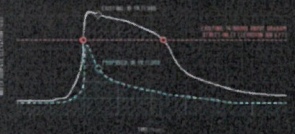
The existing condition shows the current state of the site, including the buried drainage channels and the surrounding residential neighborhood. The proposed restoration approach shows the planned improvements, including the daylighting and widening of the drainage channels, and the vegetating of the channels to create a chain of linear wetlands.



Aerial view of the project site showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

### SUMMARY OF METHODS + RESULTS

The summary of methods and results shows the reduction of peak water surface elevation (WSE) at the reference street drainage inlet by 2.0 - 2.5 feet during smaller storm events (e.g., 10-year flood), resulting in greater roadway accessibility and protection of private property upstream of the Municipal Golf Course.



Graph showing the reduction of peak water surface elevation (WSE) at the reference street drainage inlet by 2.0 - 2.5 feet during smaller storm events (e.g., 10-year flood), resulting in greater roadway accessibility and protection of private property upstream of the Municipal Golf Course.

### PROJECT FEATURES + BENEFITS

The project features and benefits include the daylighting and widening of the drainage channels, the vegetating of the channels to create a chain of linear wetlands, and the improvements to roadway safety and ecosystem services.



Aerial view of the project site showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

### PROJECT FEATURES + BENEFITS (cont'd)

The project features and benefits include the daylighting and widening of the drainage channels, the vegetating of the channels to create a chain of linear wetlands, and the improvements to roadway safety and ecosystem services.



Aerial view of the project site showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

### SCOPING: FLOOD MITIGATION + FEASIBILITY STUDY

## WASTEWATER TREATMENT PLANT

The need for a flood mitigation and feasibility study for the WWTTP has been determined as an appropriate next step to better understand potential mitigation alternatives and their associated trade-offs. As part of this report, major scope elements required of a potential flood mitigation study for the WWTTP have been identified, including the:

- i) identification of major qualifications and criteria for selecting prospective consultants; and
- ii) integration of scope, fee qualifications, and selection criteria into a draft Request for Qualifications (RFQ) solicitation.

### GOLDSBORO COMMUNITY FLOODPRINT

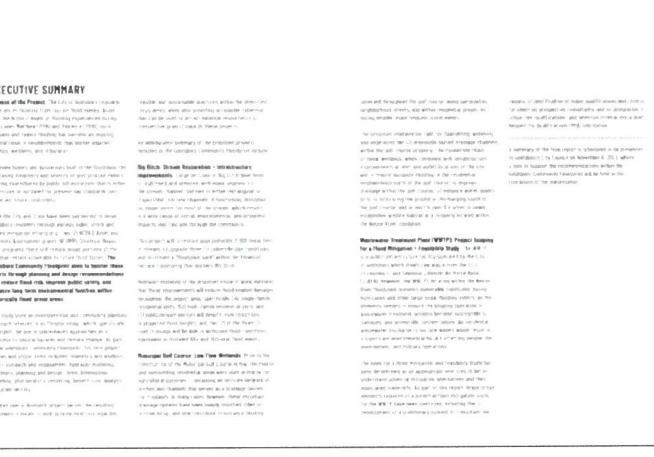
LOCATION - MUNICIPAL GOLF COURSE + WASTEWATER TREATMENT PLANT



Map of the project area showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.

### EXECUTIVE SUMMARY

The executive summary provides a high-level overview of the project, including the scope, objectives, and key findings. It also includes a list of major qualifications and criteria for selecting prospective consultants.



Aerial view of the project site showing the intersection of Highway 101 and Highway 102, with the project site highlighted in red.



An item will be presented with the Consent Agenda asking for Council’s support of the project.

**Strategic Buyout Program Updates.** The following was presented by Maggie Battaglin, North Carolina Office of Recovery & Resiliency.



NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Strategic Buyout Program Update

Goldsboro

November 2023

Maggie Battaglin

Director of Mitigation

8/15/2022

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NCORR is a division of the NC Department of Public Safety





NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Agenda

- Strategic Buyout Program Benefits
- Program Overview
- Status of Goldsboro Program
- Next Steps
- Questions

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Strategic Buyout Program Benefits



NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Strategic Buyout Program

The Strategic Buyout Program is a **voluntary program** that works to permanently reduce the risk to life and property of North Carolinians by **purchasing storm impacted and at-risk properties**. These properties are afterward owned by the local government and their structures demolished, with the land held as open space in perpetuity.

Voluntary

Locally Collaborative

Permanently Reduces Risk

Increases Community Resilience

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NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Program Benefits

Reduce risk to life and property of North Carolinians

Buyouts are a permanently mitigative risk reduction strategy. Buyout reduces the need for emergency services during a weather event.

Preserve community character and tax base

This is achieved through spatially targeted buyouts and monetary incentives that reward people for staying in their county.

Support high need areas

SBP targets areas that are at least 40% low-to-moderate income and have demonstrated flood risk.

Support community planning and resiliency

Buyouts are most effective when integrated into community resilience planning. The land once acquired can be used to support nature-based flooding solutions.

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Strategic Buyout Program Overview



NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Program Administration

- Funded by Community Development Block Grant – Mitigation (CDBG-MIT) grant
- NCORR entered into a cooperative agreement with Goldsboro in March 2020.
- NCORR is responsible for providing case management services, completing inspections, providing closing attorneys, demolishing the structure, clearing the site, and leaving it graded and seeded.
- Goldsboro agreed to take properties purchased by the program and will be responsible for ongoing maintenance of the sites.
- Participating properties must comply with federal requirements to remain as open space in perpetuity

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OFFICE OF RECOVERY AND RESILIENCY

Application Process

At a high level, the Strategic Buyout process follows the 8 steps shown here.

Significant applicant involvement ends in Step 5.

THE 8-STEP PROCESS

STEP 1: Application Intake and Review

STEP 2: Preliminary Eligibility Review

STEP 3: Ownership Verification

STEP 4: Appraisal and Inspections

STEP 5: Offer Determination and Closing

STEP 6: Contractor Selection

STEP 7: Demolition, Clearance, and Restoration

STEP 8: Completion

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NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY

OFFICE OF RECOVERY AND RESILIENCY

Offer Overview

SBP appraisers determine initial offer price based on fair market value

All property owners receive an initial offer package

All owners are presented with the opportunity to accept or reject the offer

If offer is rejected by any one of the owners, the program will make no further attempt to acquire the property

If offer is unanimously accepted by owners, property proceeds to closing

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Buyout Incentives

Risk Reduction Incentive

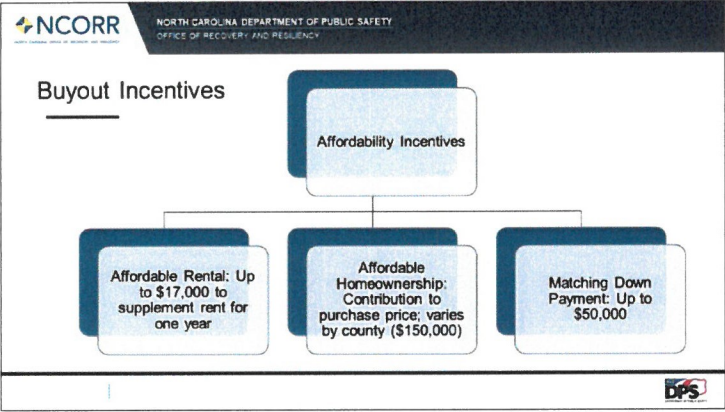
\$10,000 if participant moves to an area of reduced risk in the same county

\$5,000 if participant moves to an area of reduced risk in NC

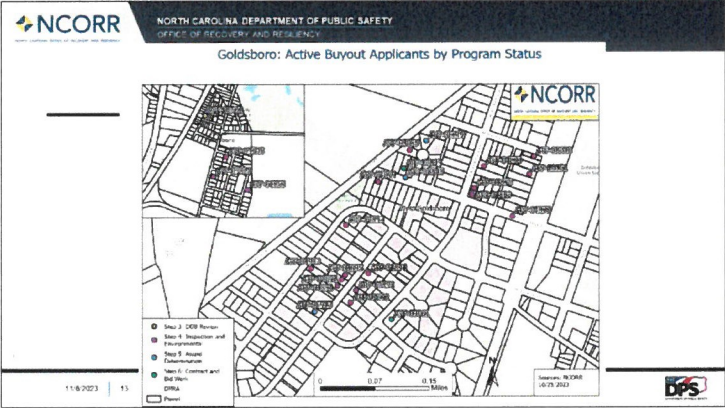
Not available for participants who relocate out of NC or move to an area of similar or greater flood risk

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# Status of Goldsboro Strategic Buyout Program



# Questions

Council discussed how properties are chosen, and what properties can be turned into through the program. Applications can be found by calling 833-ASK-RBNC or emailing [strategicbuyout@ncdps.gov](mailto:strategicbuyout@ncdps.gov); staff is available in Goldsboro to answer questions and meet with interested property owners.

New Business.

FY22-23 Year-End Financial Update. The following was presented by Catherine Gwynn, Finance Director.

FY2022-23 FINANCIAL UPDATE

Catherine Gwynn, Finance Director

November 6, 2023

GOLDSBORO BE MORE DO MORE SEYMOUR

www.goldsboronc.gov

| General Fund – Collections                      |               |               |                            |               |
|-------------------------------------------------|---------------|---------------|----------------------------|---------------|
| Comparison Actual Current and Prior (unaudited) |               |               |                            |               |
|                                                 | FY 2022-23    | FY 2021-22    | Incr/(Decr over Prior Year | % Incr/(Decr) |
| Taxes                                           | \$ 18,200,832 | \$ 18,009,270 | \$ 191,562                 | 1.1%          |
| Sales Tax                                       | 11,847,628    | 11,312,744    | 534,884                    | 4.7%          |
| Refuse                                          | 4,214,396     | 3,840,460     | 373,936                    | 9.7%          |
| Shared Services                                 | 3,328,996     | 3,207,840     | 121,156                    | 3.8%          |
| Utility Franchise                               | 2,733,560     | 2,621,684     | 111,876                    | 4.3%          |
| Other Federal & State Rev.                      | 1,218,367     | 1,919,146     | (700,779)                  | -36.5%        |
| Debt                                            | 896,500       | 3,268,981     | (2,372,481)                | -72.6%        |
| Powell Bill                                     | 1,003,799     | 1,024,644     | (20,845)                   | -2.0%         |
| Golf                                            | 574,204       | 634,191       | (59,987)                   | -9.5%         |
| Permits                                         | 499,936       | 417,336       | 82,600                     | 19.8%         |
| Paramount                                       | 524,335       | 446,305       | 78,030                     | 17.5%         |
| Interest                                        | 405,737       | 13,608        | 392,129                    | 2881.6%       |
| Other Revenues                                  | 1,018,791     | 1,335,048     | (316,257)                  | -23.7%        |
| Total                                           | \$ 46,467,081 | \$ 48,051,257 | \$ (1,584,176)             |               |

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| General Fund Collections    |                 |                    |                |
|-----------------------------|-----------------|--------------------|----------------|
| FY 2022-23 Budget to Actual |                 |                    |                |
|                             | Adjusted Budget | Actual Collections | YTD% of Budget |
| Taxes                       | \$ 17,989,167   | \$ 18,200,832      | 101.18%        |
| Licenses & Permits          | 402,275         | 499,936            | 124.28%        |
| Revenues Other Agencies:    |                 |                    |                |
| Local Option Tax            | 11,373,488      | 11,847,628         | 104.17%        |
| Utility Franchise Tax       | 2,077,573       | 2,733,560          | 131.57%        |
| ABC Revenues                | 170,000         | 195,270            | 114.86%        |
| Beer & Wine Taxes           | 145,000         | 152,844            | 105.41%        |
| Powell Bill                 | 1,001,400       | 1,003,799          | 100.24%        |
| Other Agency Revenues       | 1,604,905       | 870,253            | 54.22%         |
| Service Fees from UF        | 3,328,996       | 3,328,996          | 100.00%        |
| Charges for Services        | 6,184,079       | 5,993,114          | 96.91%         |
| Capital Returns             | 1,120,277       | 1,443,069          | 128.81%        |
| Other Revenue               | 201,164         | 197,780            | 98.32%         |
| Fund Balance Appropriated   | 1,194,863       | -                  | 0.00%          |
| Total General Fund Revenues | 46,793,187      | 46,467,081         | 99.30%         |

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| Stormwater Fund – Collections                                                  |                 |                    |                            |
|--------------------------------------------------------------------------------|-----------------|--------------------|----------------------------|
| Comparison Actual Current and Prior (unaudited) and Budget to Actual FY2022-23 |                 |                    |                            |
|                                                                                | FY 2022-23      | FY 2021-22         | Incr/(Decr over Prior Year |
| Stormwater Fee                                                                 | \$1,616,953     | \$1,621,116        | (\$4,163)                  |
| Loan Proceeds                                                                  | 365,000         | 267,551            | \$97,449                   |
| Other Revenues                                                                 | 53,894          | 13,165             | \$40,729                   |
| Total                                                                          | \$2,035,847     | \$1,901,832        | \$134,015                  |
|                                                                                | Adjusted Budget | Actual Collections | YTD% Collections           |
| Stormwater Fee                                                                 | \$ 1,601,528    | \$ 1,616,953       | 100.96%                    |
| Other Revenues                                                                 | 362,200         | 418,894            | 115.65%                    |
| Appropriated Fund Balance                                                      | 284,395         | -                  | 0.00%                      |
| Stormwater Fund Totals                                                         | \$ 2,248,123    | \$ 2,035,847       | 90.56%                     |

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## Utility Fund – Collections

Comparison Actual Current and Prior (unaudited)

|                            | FY 2022-23    | FY 2021-22    | Incr/(Decr) over<br>Prior Year | % Incr/<br>(Decr) |
|----------------------------|---------------|---------------|--------------------------------|-------------------|
| Current Sewer              | \$ 10,102,987 | \$ 9,266,384  | \$ 836,603                     | 9.0%              |
| Current Water              | 8,931,860     | 7,570,213     | 1,361,647                      | 18.0%             |
| Other Charges for Services | 1,425,389     | 1,506,861     | (81,472)                       | -5.4%             |
| Transfers In               | 975,289       | 292,949       | 682,340                        | 232.9%            |
| Miscellaneous              | 1,162,145     | 774,987       | 387,158                        | 50.0%             |
| Late Payment Fees          | 430,385       | 399,065       | 31,320                         | 7.8%              |
| Other Federal & State Rev. | 428,036       | 250,125       | 177,911                        | 71.1%             |
| Other Capital Returns      | 104,088       | 115,000       | (10,912)                       | -9.5%             |
| Compost Fees               | 74,390        | 50,861        | 23,529                         | 46.3%             |
| Tap Fees                   | 54,350        | 47,914        | 6,436                          | 13.4%             |
| Investment Earnings        | 324,919       | 16,330        | 308,589                        | 1889.7%           |
| Other Revenues             | -             | -             | -                              | -                 |
| Total                      | \$ 24,013,838 | \$ 20,290,689 | \$ 3,723,149                   |                   |

## Utility Fund Collections

FY 2022-23 Budget to Actual

|                                    | Budget               | Collections          | Collections    |
|------------------------------------|----------------------|----------------------|----------------|
| Charges for Services:              |                      |                      |                |
| Current Water Charges              | \$ 9,000,000         | \$ 8,931,860         | 99.24%         |
| UF-SJA/FB                          | 1,400,000            | 1,416,879            | 101.21%        |
| Current Sewer Charges              | 11,400,000           | 10,102,987           | 88.62%         |
| Late Payment/Svc. Fees             | 355,000              | 430,385              | 121.24%        |
| Applied Deposits                   | 45,000               | (2,902)              | -6.45%         |
| Reconnections Fees                 | 6,700                | 8,554                | 127.67%        |
| Water/Sewer Taps                   | 41,000               | 54,350               | 132.56%        |
| Compost Revenues                   | 51,000               | 74,389               | 145.86%        |
| BFP Fees/Insufficient Ck Penalty   | 2,000                | 1,694                | 84.69%         |
| <b>Total Charges</b>               | <b>\$ 22,300,700</b> | <b>\$ 21,018,196</b> | <b>94.25%</b>  |
| Capital Returns & Misc. Revenue    |                      |                      |                |
| Investment Earnings                | \$ 23,800            | \$ 324,919           | 1365.21%       |
| Other Misc. Revenue                | 133,428              | 104,088              | 78.01%         |
| <b>Total Capital Returns</b>       | <b>\$ 157,228</b>    | <b>\$ 429,007</b>    | <b>272.86%</b> |
| Other Revenues                     | 1,937,326            | 2,566,635            | 132.48%        |
| Appropriated Fund Balance          | 514,412              | -                    | 0.00%          |
| <b>Utility Fund Revenue Totals</b> | <b>\$ 24,909,666</b> | <b>\$ 24,013,838</b> | <b>96.40%</b>  |

Council discussed the problems with collecting sewer charges from customers outside the City and the action that could be taken to collect unpaid bills. Catherine Gwynn, Finance Director, stated that once the amount owed reached a certain level, they would likely take legal action.

## Downtown MSD & Occupancy Tax Collections

Comparison Actual Current and Prior (unaudited)

|                                | FY 2022-23          | FY 2021-22          | Incr/(Decr)<br>over Prior Year | % Incr /Decr |
|--------------------------------|---------------------|---------------------|--------------------------------|--------------|
| <b>Downtown MSD</b>            |                     |                     |                                |              |
| Taxes                          | \$ 102,925          | \$ 97,883           | \$ 5,042                       | 5.2%         |
| Investment Earnings            | 2,819               | 127                 | 2,692                          | 2119.7%      |
| Other Revenues                 | -                   | -                   | -                              | -            |
| <b>Total</b>                   | <b>\$ 105,744</b>   | <b>\$ 98,010</b>    | <b>\$ 7,734</b>                |              |
| <b>Occupancy Tax</b>           |                     |                     |                                |              |
| Occupancy Tax Collections      | \$ 1,032,070        | \$ 937,143          | \$ 94,927                      | 10.1%        |
| Wayne Co. Reimb. per agmt.     | 196,173             | 170,797             | 25,376                         | 14.9%        |
| Investment Earnings/Misc. Rev. | 7,680               | 561                 | 7,119                          | 1269.0%      |
| Other Revenues                 | 6,779               | 7,823               | (1,044)                        | -13.3%       |
| <b>Total</b>                   | <b>\$ 1,242,702</b> | <b>\$ 1,116,324</b> | <b>\$ 126,378</b>              |              |

## Downtown MSD & Occupancy Tax Collections

FY 2022-23 Budget to Actual

|                            | Adjusted<br>Budget  | Actual<br>Collections | YTD%<br>Collections |
|----------------------------|---------------------|-----------------------|---------------------|
| <b>Downtown MSD</b>        |                     |                       |                     |
| Taxes                      | \$ 96,387           | \$ 102,925            | 106.78%             |
| Investments/Misc.          | 20,632              | 2,819                 | 13.66%              |
| <b>Total</b>               | <b>\$ 117,019</b>   | <b>\$ 105,744</b>     | <b>90.36%</b>       |
| <b>Occupancy Tax</b>       |                     |                       |                     |
| Occupancy Tax - Civic Ctr. | \$ 797,000          | \$ 825,656            | 103.60%             |
| Occupancy Tax - T & T      | 213,000             | 206,414               | 96.91%              |
| County of Wayne Occ Tx     | 186,150             | 196,172               | 105.38%             |
| Other Revenues             | 14,948              | 14,460                | 96.74%              |
| Appropriated Fund Balance  | -                   | -                     | 0.00%               |
| <b>Total</b>               | <b>\$ 1,211,098</b> | <b>\$ 1,242,702</b>   | <b>102.61%</b>      |

## Actual Collections

Comparison Actual Current & Prior (unaudited)

|                      | FY 2022-23    | FY 2021-22    | Incr/(Decr)<br>over Prior Year |
|----------------------|---------------|---------------|--------------------------------|
| General Fund         | \$ 46,467,081 | \$ 48,051,257 | \$ (1,584,176)                 |
| Utility Fund         | 24,013,838    | 20,290,689    | 3,723,149                      |
| Downtown Development | 105,744       | 98,010        | 7,734                          |
| Occupancy Tax        | 1,242,702     | 1,116,324     | 126,378                        |
| Stormwater Fund      | 2,035,847     | 1,901,832     | 134,015                        |
| Total                | \$ 73,865,212 | \$ 71,458,112 | \$ 2,407,100                   |

## Summary –

### FY2022-23 Budget to Actual Expenditures

|                    | Budget        | Actual        | Under/(Over)<br>Budget | % Under/<br>(Over) |
|--------------------|---------------|---------------|------------------------|--------------------|
| General Fund       | \$ 46,793,187 | \$ 42,455,563 | \$ 4,337,624           | 9.3%               |
| Utility Fund       | 24,909,666    | 17,533,708    | 7,375,958              | 29.6%              |
| Stormwater Fund    | 2,248,123     | 1,902,455     | 345,668                | 15.4%              |
| Downtown MSD Fund  | 117,019       | 86,056        | 30,963                 | 26.5%              |
| Occupancy Tax Fund | 1,211,098     | 1,174,653     | 36,445                 | 3.0%               |
| Total              | \$ 75,279,093 | \$ 63,152,435 | \$ 12,126,658          |                    |

## Fund Balance Appropriations

FY 2022-23

|                                     |              |
|-------------------------------------|--------------|
| General Fund                        | \$ 1,194,863 |
| PO rollover \$1.183M                |              |
| Utility Fund                        | \$ 514,412   |
| PO rollover \$514K                  |              |
| Downtown MSD                        | \$ 20,632    |
| PO rollover \$20K                   |              |
| Occupancy Tax Fund                  | \$ 0         |
| None                                |              |
| Stormwater Fund                     | \$ 284,395   |
| PO rollover \$63K, CDM Smith \$221K |              |
| Total                               | \$2,014,302  |

## FY2022-23 Net Operating Results

(Modified Accrual - unaudited)

|                              | Budget        | Actual        | Under/(Over)<br>Budget |
|------------------------------|---------------|---------------|------------------------|
| General Fund                 |               |               |                        |
| Revenues                     | \$ 46,793,187 | \$ 46,467,081 | \$ 326,106             |
| Expenditures                 | 46,793,187    | 42,455,563    | 4,337,624              |
| General Fund - Net           | \$ -          | \$ 4,011,518  | \$ 4,011,518           |
| Utility Fund                 |               |               |                        |
| Revenues                     | \$ 24,909,666 | \$ 24,013,838 | \$ 895,828             |
| Expenditures                 | 24,909,666    | 17,533,708    | 7,375,958              |
| Utility Fund - Net           | \$ -          | \$ 6,480,130  | \$ 6,480,130           |
| Stormwater Fund              |               |               |                        |
| Revenues                     | \$ 2,248,123  | \$ 2,035,847  | \$ 212,276             |
| Expenditures                 | 2,248,123     | 1,902,455     | 345,668                |
| Stormwater Fund - Net        | \$ -          | \$ 133,392    | \$ 133,392             |
| Downtown MSD Fund            |               |               |                        |
| Revenues                     | \$ 117,019    | \$ 105,744    | \$ 11,275              |
| Expenditures                 | 117,019       | 86,056        | 30,963                 |
| Downtown MSD Fund - Net      | \$ -          | \$ 19,688     | \$ 19,688              |
| Occupancy Tax Fund           |               |               |                        |
| Revenues                     | \$ 1,211,098  | \$ 1,174,653  | \$ (36,445)            |
| Expenditures                 | 1,211,098     | 1,174,653     | 36,445                 |
| Occupancy Tax Fund - Net     | \$ -          | \$ 68,049     | \$ 68,049              |
| Total - Net Change all Funds | \$ -          | \$ 10,712,777 | \$ 10,712,777          |



## Questions?



Council discussed the bottom line, the fund balance, and the effect of the rate increase on the budget. Councilman Gaylor asked when the FY21-22 Audit was expected, and when we could move on to the FY22-23 Audit. Catherine Gwynn, Finance Director, stated that a full draft of the FY21-22 Audit is expected on Wednesday, and should be presented at the November 20<sup>th</sup> Council Meeting; we are hoping to be done with the FY22-23 Audit by March 31, 2024.

**Goldsboro Union Station History and Update.** The item was presented by Erin Fonseca, Downtown Development Director.

The City of Goldsboro and the North Carolina Department of Transportation (NCDOT) began discussing a partnership in 2005 to acquire and restore Goldsboro Union Station (GUS), a National Registered Historic Landmark located at 101 N. Carolina Street. The purpose was to secure the Station for future reuse as a passenger rail hub and develop a multimodal transportation complex to create a seamless transportation hub including Goldsboro Wayne Transportation Authority (GWTA), our local transit provider.

NCDOT acquired the property in 2007 with the intent to transfer ownership to the City to enable grant and funding opportunities to secure its rehabilitation. The City accepted ownership in April 2009. This partnership led to two grants, one provided by NCDOT and another by the Federal Highway Administration, where the City provided matching funds to acquire and stabilize the building. Approximately \$2.7M has been invested in the building to date, including: property acquisition, temporary structure stabilization construction, select demolition, and professional services that resulted in a historic finishes analysis, environmental studies, and rehabilitation construction plans.

Additional investment has been made around GUS to further the progress of the transportation hub concept, including the construction of the new GWTA facility, funded primarily by a state appropriation, and a 2013 USDOT, Transportation Infrastructure Generating Economic Recovery (TIGER) grant. Additionally, site and Walnut Street streetscape improvements were completed and funded as part of the 2013 TIGER grant around GUS to improve the viability of future use. Lastly, a new roof on portions of the station, and an Adaptive Reuse Study were conducted through the period of 2016 to 2020.

GUS remains a priority for the Downtown Development Department and the City of Goldsboro. Though substantial efforts have been made over a 20-year period, the age of the property, weight of the clay roof tiles, and environmental hazards, make GUS extremely vulnerable. Without complete stabilization, the reality of rehabilitation is unlikely, resulting in the almost certain loss of one of Goldsboro's most prominent historic assets. With it, the loss of future rail use and tax revenue, as well as economic impact to the neighborhood and reduction of property value.

As of January 2023, an appraisal of GUS places the current value at -\$791,000. A state appropriation of \$2M has been given to the City of Goldsboro due to multiple project requests, including GUS Stabilization, which is estimated at approximately \$1.5M. Additionally, a local advocacy committee has formed to provide concerted private sector support of the station's immediate stabilization needs. The committee has pledged to match the collective investment of the City of Goldsboro and County of Wayne towards the estimated stabilization cost of \$1.5M. Both, the City and County are asked to contribute \$375,000 to the effort, bringing their total contribution to \$750,000.

This information was presented for discussion and consideration of the City's support of immediate stabilization efforts of Goldsboro Union Station.

The following was presented by Julie Metz, NCLM. Exhibits A, B, and C were provided to Council during the presentation as supporting documentation.





Image of GUS in 2016

### Goldsboro Union Station Update 2023





Colorized photo of GUS in early 1900s



Image of GUS, passenger rail line and canopy in early 1900s

### Timeline

- 1906 – 1909: Goldsboro Union Station was constructed
- 1909: GUS was open to the public with great fanfare. The entire City shut down to celebrate
- Built to accommodate the Atlantic Coast Line, Norfolk Southern and Southern Railway
- 1909 – 1968: GUS operated both passenger rail and freight rail
- 1914: Goldsboro won an important decision in the U.S. Supreme Court enabling them to enforce its rights in the regulation of trains, shifting the rail line from Center Street
- 1968: Passenger rail service ended along rail line and GUS was decommissioned
- 1972: Building & Property were bought by Arthur Perry of Goldsboro Builder's
- 1977: GUS was placed on the National Register of Historic Places





Select, non-historic ancillary buildings demolition, 2008

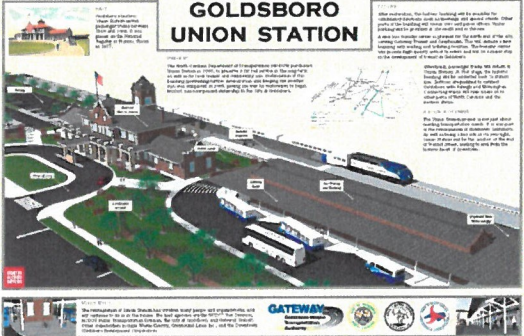


2009, Goldsboro celebrates GUS's 100th Birthday

### Timeline

- 1999: NCDOT conducted an Eastern Rail Passenger Study (ERPS) to Explore Options for a Passenger Rail Service Connecting Raleigh to Wilmington
- 2005: A Redo of the ERPS was done without political influence and solid data resulting in a favored Goldsboro route
- 2007: NCDOT acquired GUS and Goldsboro and entered into an MOU to formulate a partnership to Restore & Reuse it
- 2007-08: NCDOT utilized grant money to conduct an environmental study, a conditions assessment and conduct initial stabilization work
- 2009: NCDOT conveyed GUS and its property to Goldsboro under terms of MOU
- Goldsboro celebrated GUS's 100th Birthday with a crowd of several hundred and a flag raising ceremony
- 2010: The Goldsboro/NCDOT partnership resulted in FHWA grant to conduct more Environmental Studies, select Demolition of Ancillary Buildings on Site and develop construction plans for its restoration and reuse.





Poster created by NCDOT to illustrate and educate intent of GUS as impetus for multi-modal transportation hub.



### Timeline

- 2010: GWTA conducted a long, and short-range transit study that resulted in gained confidence to explore a new hub
- 2011: GWTA, the City, County, FTA and NCDOT supported the new hub's location at GUS; a conceptual plan was developed. City funded with remaining grant money received in 2009
- 2012: Construction plans for GWTA's new Transit Hub were developed
- 2013: City included the development of GWTA's Hub project, and the restoration of Union Station as a multi-modal transportation hub, in their 2013 USDOT TIGER grant application along with three blocks of Center Street Streetscape and two blocks of W. Walnut Street. All were awarded except for GUS
- 2014-15: GWTA's transit facility was constructed and celebrated with federal, state and local partners.
- GUS's parking lot, grounds, supporting underground infrastructure, and light poles were constructed/installed



Rendering of Multi-Modal Transportation Hub Vision



### Timeline

- 2016: Council authorized Mayor to revise Scope & Schedule of 2009 MOU to close out project with FHWA allowing us to expend remaining balance of grant at \$120,000 that required NCDOT to contribute \$120,000 and the City \$15,000.
- These funds supported replacement of GUS's sump pump, fencing installation, light pole banners and completion of paving for GUS drive.
- 2018: NCDOT & the City equally contributed to replace the roof, as approved by SHPO, on a portion of the building.
- 2019: Roof construction was completed for the portions funding allowed.



Interior as of approximately 2019



### Timeline

- 2023: Eastern Carolina Rail, a advocacy committee from connecting Raleigh to Wilmington forms and announces renewed interest and vigor to develop passenger rail line
- NCDOT Passenger Rail employees visit GUS
- Federal Rail Administration (FRA) announces \$368 of funds to study state's preferred passenger rail routes to further passenger rail expansions to validate. Purpose is to prioritize by moving some forward for investment to develop or exclude.
- NCDOT Passenger Rail employees visit GUS
- \*GUS is in dire need of re-stabilization for a restoration and reuse opportunity
- A January 2023 GUS appraisal places current value of **-\$791,000**.
- A state appropriation is given to Goldsboro due to several project request, GUS included
- A local advocacy committee, Saving Union Station, formed to support the historical landmark that GUS is, for its future cultural and economic impacts



Pictures of Current State as of October 31, 2023



### NCDOT Passenger Rail Routes Being Considered

ncdot.gov

More Corridors and Services are Coming

- Charlotte Busiest Station in NC
- FRA Corridor Development Program
- New Connections for Charlotte



From NCDOT Presentation of 10/17/2023



### Timeline



Pictures of Current State as of October 31, 2023



### Funding Commitments to Date

| Summary                   |             | Related Streetscape (Walnut St.) |             |
|---------------------------|-------------|----------------------------------|-------------|
| <b>GUS Building:</b>      |             |                                  |             |
| USDOT/FHWA:               | \$800,000   | USDOT/TIGER:                     | \$2,700,000 |
| NCDOT:                    | \$1,438,293 | COG:                             | \$914,697   |
| COG:                      | \$478,293   |                                  |             |
| <b>GUS/GWTA Property:</b> |             |                                  |             |
| USDOT:                    | \$1,200,000 |                                  |             |
| COG:                      | \$400,000   |                                  |             |
| <b>GWTA:</b>              |             |                                  |             |
| USDOT/FTA:                | \$1,335,660 |                                  |             |
| USDOT/TIGER:              | \$1,575,000 |                                  |             |
| NCDOT:                    | \$133,560   |                                  |             |
| COG:                      | \$825,000   |                                  |             |
| County:                   | \$263,424   |                                  |             |



Architect of GUS construction plans gives tour and shares vision with Girl Scout Troop, 2010





### Forecasted Costs – Do Nothing Scenario

The current demolition cost is estimated at \$200,000 to \$300,000

The loss of tax revenue with an estimated valuation of \$5M: County - \$37,125/year, City - \$36,500/year

The cost of a non-productive property is valued at \$8.25/sq. ft. per year = \$99,925 to the business community

The average cost to maintain a vacant 3 acre (half of site – excluding GWTA) property is estimated at \$15,000/year at \$289/week including labor and materials/equipment

The potential loss of federal and state partnerships to develop passenger rail through, and to, Goldsboro

Loss of accessible, affordable mobility and connectivity for Wayne County citizens



2010 Representative G. K. Butterfield Press Conference Announcing Funding & Support

### Questions?



Top Left: Salisbury Station  
Top Right: Moving Hamlet's Station Prior to Restoration  
Bottom: Hamlet After Restoration

| Funding Commitments to Date     |                                               |             |         |
|---------------------------------|-----------------------------------------------|-------------|---------|
| Source                          | Purpose                                       | Amount      | Year    |
| Goldsboro Union Station Company | Construct GUS                                 | \$72,024    | 1906-09 |
| NCDOT (State funds)             | GUS Acquisition, Stabilization, Environmental | \$1,080,000 | 2007    |
| City of Goldsboro (COG)         | GUS: Same/Match                               | \$120,000   | 2008    |
| Federal Highway Admin. (FHWA)   | GUS: Planning/Environmental/Design            | \$800,000   | 2010    |
| NCDOT                           | GUS: Same/Match                               | \$100,000   | 2010    |
| COG                             | GUS: Same/Match                               | \$100,000   | 2010    |
| Federal Transit Admin. (FTA)    | GWTA at GUS: Design Services/Construction     | \$855,000   | 2011    |
| NCDOT                           | GWTA at GUS: Same/Match                       | \$85,500    | 2011    |
| GWTA (60% COG/40% County)       | GWTA at GUS: Same/Match                       | \$85,500    | 2011    |
| FTA                             | GWTA at GUS: Design/Construction              | \$480,660   | 2011-12 |
| GWTA (60% COG/40% County)       | GWTA at GUS: Same/Match                       | \$48,060    | 2011-12 |
| NCDOT                           | GWTA at GUS: Same/Match                       | \$48,060    | 2011-12 |

| Funding Commitments to Date     |                                               |             |           |
|---------------------------------|-----------------------------------------------|-------------|-----------|
| Source                          | Purpose                                       | Amount      | Year      |
| USDOT (TIGER)                   | GUS & GWTA: Site Improvements                 | \$1,200,000 | 2013-15   |
| COG (TIGER Match)               | GUS & GWTA: Site Improvements                 | \$400,000   | 2013-15   |
| USDOT (TIGER)                   | GUS & GWTA: Related Streetscape (Walnut St)   | \$2,700,000 | 2013-15   |
| COG (TIGER Match)               | GUS & GWTA: Related Streetscape (Walnut St)   | \$914,697   | 2013-2015 |
| USDOT (TIGER)                   | GWTA at GUS: GWTA Transit Ctr. Construction   | \$1,575,000 | 2013-2015 |
| COG/County (TIGER Match, 60/40) | GWTA at GUS: GWTA Transit Ctr. Construction   | \$525,000   | 2013-2015 |
| COG                             | GWTA at GUS: Construction Project Mgt.        | \$100,000   | 2014      |
| COG                             | GWTA at GUS: TIGER V Project Contingency Exp. | \$330,000   | 2015      |
| NCDOT                           | GUS: Roof Replacement                         | \$258,293   | 2018-19   |
| COG                             | GUS: Roof Replacement                         | \$258,293   | 2018-19   |

Councilman Broadaway asked what the next step would be. Julie Metz, NCLM, stated that the SUS team is willing to raise funds to match contributions from the City and County, if the City wants to stabilize the site. She stated that if the City will contribute \$375,000, and the County will contribute \$375,000, then SUS would raise \$750,000.

Councilman Gaylor asked for elaboration on \$2 Million appropriated in the state budget and what role Union Station played. Julie Metz, NCLM, stated that a letter was submitted to Representative John Bell requesting funding from projects, including the stabilization of Union Station.

Mayor Ham stated that the next step would be to determine how and when to approach the County to acquire their support; those steps should be taken in the next 30 days.

Councilman Batts made a motion to support the stabilization on GUS in the amount of \$375,000 from the \$2 Million in funds appropriated to Goldsboro from the state budget. The motion was seconded by Councilman Gaylor, and unanimously carried.

At 6:47 PM, Mayor Ham recessed the meeting until 7 PM.

CITY COUNCIL MEETING

The City Council of the City of Goldsboro, North Carolina, met in Regular Session in Council Chambers, City Hall, 214 North Center Street, at 7:00 p.m. on November 6, 2023.

Mayor Ham called the meeting to order at 7:00 p.m.

Father David Wyly, St. Stephens Episcopal Church, provided the invocation. The Pledge of Allegiance followed.

Roll Call.

Present: Mayor David Ham, Presiding  
Mayor Pro Tem Brandi Matthews  
Councilwoman Hiawatha Jones  
Councilman Bill Broadaway  
Councilman Charles Gaylor, IV  
Councilman Greg Batts

Also Present: Tim Salmon, City Manager  
Ron Lawrence, City Attorney  
Matthew Livingston, Assistant City Manager  
Holly Jones, Deputy City Clerk  
Laura Getz, City Clerk



**Approval of Minutes.** Councilman Broadway made a motion to approve the minutes of the Work Session and Regular Meeting of October 2, 2023, and the Minutes of the Work Session and Regular Meeting of October 16, 2023. The motion was seconded by Councilwoman Jones, and unanimously carried.

**Presentations.**

**Employee/Supervisor of the Quarter.** Tim Salmon, City Manager, presented the following awards:

**The Employee of the Quarter Award: Jhante Reyes.** Jhante Reyes took her creative, customer service skills to the next level this summer when she came up with the idea of having a fire camp for children. She wanted to find a unique way of reaching the youth in the community.

Jhante spent countless hours researching and communicating with a neighboring department to find the best way to complete this mission. The main issue was funding, as she knew we did not have the budget to accommodate such an endeavor. She began reaching out to local community businesses for sponsors, and while it took many attempts, the local business support began pouring in, between monetary donations, food, and supplies.

Jhante was able to raise over \$3,000 in funds to allow these children to come to this camp for free, and learn about fire safety, water safety, first aid and CPR, bike safety, and so much more. The children that attended this camp have left with a better understanding of how to protect themselves and the ones they love.

Jhante’s work ethic and accomplishments reflect well on herself and the City of Goldsboro.

**The Supervisor of the Quarter Award: Chris Mooney.** Chris Mooney has been recognized on three separate occasions this quarter. The first was by a citizen who tripped on the sidewalk near Chestnut Street and Center Street. She called to thank Chris and his team for responding and acting on the issue so quickly, and was also pleased to see they completed further sidewalk repairs close to where she fell.

The second call was from within our City organization. Mrs. Erin Fonseca, Downtown Development Director, called in and thanked Chris for the professional job he and his team did in cutting down trees and replacing the damaged sidewalk that was causing damage to the DGDC building. Chris and his team saved the City over \$2500 by doing the work in house.

Chris also dug up and installed two garage car lifts, saving the City \$5000 in installation fees. When we talk about the City’s Strategic Plan, and our Vision, Mission, Values, and Goals, this is the kind of employee we envision.

Chris is customer focused, and a superb Supervisor within the Street Division. His professionalism and integrity sets an example for all supervisors to follow. His actions reflect well on himself and the City of Goldsboro.

**Night to Shine 10<sup>th</sup> Anniversary.** Donna Countryman played a Video and provided information on the Night to Shine Event and upcoming fundraiser. On November 19<sup>th</sup> an Auction Fundraiser will be held at the First Baptist Church Fellowship Hall. The 10<sup>th</sup> annual Night to Shine event will be February 9, 2024. She also provided a flyer with a QR code to register to volunteer for the event.

Mayor Ham encouraged the community to get involved in the event.

**National Apprenticeship Week Proclamation.** Read by Mayor David Ham. The Goldsboro City Council proclaimed November 13-19, 2023 as NATIONAL APPRENTICESHIP WEEK in the City of Goldsboro, and encouraged employers to utilize Registered Apprentices when able, in order to train and support the next generation of our workforce.

Kristie Sauls, Executive Director of Apprenticeships and Career Development at Wayne Community College, provided information on National Apprenticeship Week, and the opportunities available at Wayne Community College.

**Public Hearings.**

**Z-14-23 Red Horse Townes (Residential-12 SF CZ to Residential -12 CZ) – East of Country Day Rd. between Wheeler Dr. and Davis Rd. (Cont. from 10/2). Rezoning Denied.** The item was presented by Kenny Talton, Planning Director.

ADDRESS: TBD

PARCEL #: 3600864490/3600861430

PROPERTY OWNER: Veritas, Inc.

APPLICANT: John G. Thomas, Sr. PE Thomas Engineering PA on behalf of Nolan Commercial Contractors, Inc.

The applicant is requesting a conditional rezoning from the Residential-12 SF Conditional Zoning District to the Residential-12 Conditional Zoning District limiting the use of the property to a townhome development consisting of 89 units. The purpose of the Residential-12 Zoning District is to accommodate both single and multi-family residential uses and to prohibit all activities of a commercial nature. Townhomes are classified as multi-family dwellings. As such, they shall have twelve thousand square feet of land area for the first unit with an additional six thousand square feet of land area required for each additional dwelling unit.



Access: Country Day Rd.

Area: Approx. 16.57 acres

Townhomes: 89

North: Residential 12/16

South: Residential 16

East: Residential 12/16

West: Residential 12/ Office and Institutional

The properties are currently vacant and wooded.

The City's Land Use Plan locates these parcels within the Medium Density Residential land-use designation. Residential – 12 (multi-family) is not a corresponding Zoning District in the Medium Density Residential land use designation. However, the City's Comprehensive Land Use Plan supports higher zoning density for residential development with access to City water and sewer services or where plans exist to extend water or sewer service to these areas.

This is a conditional rezoning proposal to establish a townhome development to allow for 89 lots. The adjacent uses are Garden Walk Subdivision, The Commons Subdivision, Freedom Baptist Church, Liberty Pentecostal Holiness Church, Country View Apartments, Kingston Place and Brookdale Senior Living Facility. The parcels have direct frontage on Country Day Rd. The proposed development will have direct access on Country Day Rd. and Ashley Ave.

Staff has distributed this proposed conditional rezoning to City Engineering, Public Utilities, Seymour Johnson Air Force Base and NCDOT. There are no comments at this time, based off the concept design. If approved, this will require Site Plan submittal and will undergo TRC Review.

Staff is recommending approval of the conditional rezoning request based on the fact that this development would not be out of character with the overall residential use of the surrounding area. This development would aid in satisfying a growing demand for housing in the City of Goldsboro. The availability of water and sewer does support a higher density development.

Staff is recommending the following conditions be placed upon this conditional rezoning request:

- Two primary means of access shall be provided to the proposed townhome development. (1) off Country Day Rd. (State Road 1569) and (2) Ashley Ave. (City Street)

The City of Goldsboro Planning Commission met on September 25, 2023, to review and make a recommendation regarding the rezoning request to include staff conditions. The Planning Commission voted 6 in favor and 0 against.

At the October 2, 2023 Council meeting, City Council voted to continue the public hearing until November 6, 2023. Council shall vote to adopt the recommendation for approval and consistency statement that the Planning Commission has provided and vote to adopt the Approval Ordinance with the inclusion of the consistency statement, or Council shall vote to deny with the inclusion of the Inconsistency statement that deems this rezoning request to be inconsistent. Council may also continue the public hearing to a date certain if they determine further discussion is needed.

Mayor Ham opened the public hearing. The following people spoke:

1. Jodie Woolard, spoke against the rezoning, due to safety concerns and the amount of road use.
2. John Thomas, Thomas Engineering, provided an update on the project. He stated they were working on a traffic report, and asked the hearing be continued once more to around January 15<sup>th</sup>.
3. Jane Mull, spoke against the rezoning, stating the positive affect nature has on health, and the negative affect this project would have.
4. Raymond Smith Jr., on behalf of District 3 residents, stating that the Council should wait for the study to be conducted and for District 3 to have representation on the Council.
5. Shonnette Carraway, spoke against the project.
6. Chuck Henry, spoke against the project, due to traffic concerns.
7. Ari Lewis, asked that Council wait on the report from the traffic analysis
8. Gaston Lewis, spoke in opposition, fearing that if the hearing was continued, the new Council would not be knowledgeable about what has been said previously.
9. Nick Gambella, Coldwell Bank, assisting the developer, spoke to the need for more townhomes, shared traffic data, and asked the hearing to be continued.
10. Richard Woodard, spoke against the rezoning, feeling it would do the opposite of advancing the community.
11. Pat Lewis, spoke against the development, due to concerns to value of homes and safety of residents.
12. Brian Taylor, spoke against the project, due to traffic and water runoff concerns.
13. Barbara Swisher, spoke against the project, due to traffic concerns.
14. Jeff Hill, spoke against the project, concerned about more than doubling the population in an already congested area.

No one else spoke and the public hearing was closed.



A motion was made by Councilman Broadway to deny. The motion was seconded by Councilwoman Jones. Council discussed waiting for the traffic study, postponing the public hearing, and clarified what was being denied. Mayor Ham, Councilman Broadway, and Councilwoman Jones voted for the motion. Mayor Pro Tem Matthews, Councilman Gaylor, and Councilman Batts voted against the motion. By a vote of 3-3, the motion failed.

Council continued discussion on what the process would be if the hearing was continued.

A motion was made by Mayor Pro Tem Matthews to continue the hearing to January 22, 2024, to include readvertisement of the public hearing. The motion was seconded by Councilman Gaylor. Mayor Pro Tem Matthews, Councilman Gaylor, and Councilman Batts voted for the motion. Mayor Ham, Councilman Broadway, and Councilwoman Jones voted against the motion. By a vote of 3-3, the motion failed.

A motion was made by Councilman Gaylor to deny with the inclusion of the statement that deems this rezoning request to be inconsistent. The motion was seconded by Councilman Broadway. Council discussed. Mayor Ham, Councilman Broadway, Councilman Gaylor, and Councilwoman Jones voted for the motion. Mayor Pro Tem Matthews and Councilman Batts voted against the motion. By a vote of 4-2, the motion passed, and the rezoning was denied.

**Z-15-23 Royal Farms – Store #520 (Wayne County Residential-Agricultural, Light Industrial, and Community Shopping to City of Goldsboro Highway Business Conditional Zoning) – Corner of S. US 117 Hwy., S. US 13 Hwy., and Carolina Street. *Ordinance Adopted.*** The item was presented by Kenny Talton, Planning Director.

ADDRESS: TBD

PARCELS #: 2587753500, 2587754563, 2587754329, 2587754313, 2587753294

PROPERTY OWNER: Carl B. Price and M.B. Price

APPLICANT: Two Farms, Inc. c/o Chris Bollino

The applicant is requesting a rezoning from Wayne County Residential RA-20, Light Industrial, and Community Shopping to City of Goldsboro Highway Business Conditional Zoning District limiting the use of the property to a convenience store with gas sales. The purpose of the Highway Business (HB) Zoning District is to accommodate highway-oriented retail and commercial uses which generally serve the entire City and nonresident traffic. The district encourages high-quality design, ample parking, controlled traffic movements and suitable landscaping.

Access: Proposed off S. US 117 Hwy. and S. US 13 Hwy.

Area: 1.64 acres

North: Goldsboro General Business

South: County Community Shopping

East: Goldsboro General Business/County Light Industrial

West: County Residential-Agriculture

The property currently consists of an automobile service, repair, and inspection facility.

The City’s Land Use Plan locates this parcel within the Medium Density Residential land use designation. The Highway Business (HB) Zoning District is not identified as a corresponding district for the Medium Density Residential land use designation.

This is a conditional rezoning proposal for a 1.64-acre parcel to be rezoned from Wayne County Residential RA-20, Light Industrial, and Community Shopping to City of Goldsboro Highway Business Conditional Zoning District limiting the use of the property to a convenience store with gas sales.

The subject property is situated at the corner of and adjacent to two major highways, S. US 117 Hwy., and S. US 13 Hwy. The adjacent uses are single-family residential. Directly across the two highways from the subject parcels proposed for conditional rezoning are convenience stores with gas sales, restaurants, mini-storage facilities, commercial shopping centers and Wayne Regional Agricultural Fairgrounds.

This property is located outside of Goldsboro’s corporate City limits and one-mile ETJ. In addition to conditional rezoning, the applicant has petitioned for voluntary non-contiguous (satellite) annexation.

Staff has distributed this proposed conditional rezoning to NCDOT. There are no comments at this time, based off the concept design. If approved, this will require Site Plan submittal and will undergo TRC Review.

Although Goldsboro’s Comprehensive Land Use Plan recommends Medium-Density Residential for the property, Staff is recommending approval of the conditional rezoning request because the proposed use would be consistent with existing zoning patterns, compatible with new commercial development and existing uses in the area.

The City of Goldsboro Planning Commission met on October 30, 2023, to review and make a recommendation regarding the conditional rezoning request. Planning Commission voted 6 in favor 0 against.



Council shall vote to adopt the recommendation for approval and consistency statement that the Planning Commission has provided and vote to adopt the Approval Ordinance with the inclusion of the consistency statement, or Council shall vote to deny with the inclusion of the Inconsistency statement that deems this rezoning request to be inconsistent. Council may also continue the public hearing to a date certain if they determine further discussion is needed.

Mayor Ham opened the public hearing. No one spoke and the public hearing was closed.

A motion was made by Councilman Broadaway to adopt the ordinance to approve. The motion was seconded by Councilman Gaylor, and unanimously carried. Council adopted the following entitled Ordinance.

*ORDINANCE NO. 2023-61 “AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF GOLDSBORO, NORTH CAROLINA”*

**Z-16-23 Dearing Automotive & Diesel, Inc. (Residential 16 to Highway Business/Office & Institutional-1 Conditional Zoning District) – West side of US 117 Hwy. between Belfast Rd. and Scale Dr. Ordinance Adopted.** The item was presented by Kenny Talton, Planning Director.

ADDRESS: TBD

PARCEL #: 3601-32-1584

PROPERTY OWNER: Pate Property Management, LLC.

APPLICANT: Jayme S. Dearing

The applicant is requesting a conditional rezoning from the Residential (R-16) Zoning District to the Highway Business/Office and Institutional-1 (HB/O&I-1CZ) Conditional Zoning District. The purpose of the Highway Business (HB) Zoning District is to accommodate highway-oriented retail and commercial uses which generally serve the entire City and nonresident traffic. The district encourages high-quality design, ample parking, controlled traffic movements and suitable landscaping. The purpose of the Office and Institutional-1 (O&I-1) Zoning District is to provide for the development of office and community institutions that have similar development characteristics and require locations close to residential and commercial uses. This district discourages commercial uses and forbids industrial uses. It is intended to encourage the development of office and institutional uses that provide a step down in intensity between highly developed commercial districts and nearby neighborhoods.

Access: N. US 117 Hwy./Peanut Ct.

Area: 36 acres (Approximately 2.7 acres, not surveyed)

North: Residential (R-16)

South: Residential (R-16), Neighborhood Business (NB)/Residential-Manufactured Non-Conforming (RM-NC)

East: Residential (R-16)

West: Residential (R-16)

The property is currently vacant.

The City’s Land Use Plan locates this parcel within the Mixed Use II land use designation. This designation allows for a mixture of uses which may have an impact on or produce some conflict with adjacent lower density districts.

Corresponding Zoning Districts in the Mixed-Use II designation include Office Residential (O-R), Office and Institutional (O&I-1), Office and Institutional (O&I-II), and Shopping Center (SC). The Highway Business (HB) Zoning District is not identified as a corresponding district for the Mixed-Use II land use designation.

This is a conditional rezoning proposal for one parcel approximately 2.7 acres to be rezoned from the Residential (R-16) Zoning District to the Highway Business and Office and Institutional-1 (HB/O&I-1CZ) Conditional Zoning District. The subject property is currently vacant. The adjacent uses are predominantly residential in nature. This parcel has partial access from Peanut Ct. and is adjacent to N. US Hwy. 117.

If rezoned to the Highway Business and Office and Institutional-1 (HB/O&I-1CZ) Conditional Zoning District, the applicant proposes to limit the use of the property to an automotive repair, service, and inspection station to include towing services with outside storage, as well as a mini-storage facility (permitted uses in the Highway Business Zoning District). In addition, the applicant proposes to limit the use of the property to barber and beauty shops, offices (business, medical and professional), tanning and salons (permitted uses in the Office and Institutional-1 Zoning District).

Staff has distributed this proposed conditional rezoning to NCDOT. There are no comments at this time. If the rezoning is approved, formal comments will be generated once a site-specific plan is submitted for development.

Staff is recommending approval of the conditional rezoning request based on the fact that the proposed Highway Business and Office and Institutional-1 Conditional Zoning District would be compatible with the City of Goldsboro Comprehensive Land Use Plan. Although commercial development alongside existing residential neighborhoods should be prohibited, office and institutional development is encouraged as a transitional land use between residential areas and



proposed commercial activities of higher intensity located along heavily travelled thoroughfares in Commercial and Mixed Use-1 and II land use designations.

The City of Goldsboro Planning Commission met on October 30, 2023, to review and make a recommendation regarding the conditional rezoning request. Planning Commission voted 6 in favor 0 against.

Council shall vote to adopt the recommendation for approval and consistency statement that the Planning Commission has provided and vote to adopt the Approval Ordinance with the inclusion of the consistency statement, or Council shall vote to deny with the inclusion of the Inconsistency statement that deems this rezoning request to be inconsistent. Council may also continue the public hearing to a date certain if they determine further discussion is needed.

Mayor Ham opened the public hearing. The following people spoke:

1. Debra Strickland, asked for a hedge and fence to be required, sharing concerns about hearing automobile work, and the lighting from the storage units.

Kenny Talton, Planning Director, stated that the UDO required screening and a vegetative buffer, and all lighting would have to meet the commercial lighting standards of the UDO, and should not have any nuisances. Mayor Ham asked if landscaping would be in the site plan. Mr. Talton confirmed that it would be required on the site plan when submitted.

No one else spoke and the public hearing was closed.

A motion was made by Councilman Batts to adopt the ordinance to approve. The motion was seconded by Councilman Gaylor and unanimously carried. Council adopted the following entitled Ordinance.

*ORDINANCE NO. 2023-62 “AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF GOLDSBORO, NORTH CAROLINA”*

**Public Comment Period.** Mayor Ham opened the public comment period. No one spoke and the public comment period was closed.

**Consent Agenda Review.** Items H-T on the consent agenda were reviewed. Further discussion included the following:

**Item H. HACG Surveillance Camera Cost Sharing Agreement.** Councilman Gaylor asked what the term of the agreement would be. Mayor Ham stated that it was based on the rental terms of the cameras. Councilman Gaylor stated he was glad to see a 3-year term so that down the road the Council could discuss using the funds for an officer instead.

**Item I. HOME Community Housing Development Organization (CHDO) Certification Guide & Application.** Councilman Gaylor asked how many CHDO Partners we currently have. Felecia Williams, Community Relations Director, stated that we currently have none certified.

**Item M. Operating Budget Amendment FY23-24.** Councilman Gaylor asked how the cap on the statutory limit for appropriating fund balance applied when it is PO Rollovers. Catherine Gwynn, Finance Director, stated that she is trying to clarify if the PO Rollovers are separated out, but she is erring on the side of caution. Mayor Ham asked for clarification on the inclusion of license plate readers for the HACG areas. Catherine Gwynn, Finance Director, stated that Chief West had provided that information. Tim Salmon, City Manager, confirmed that the cameras were included in the language if the contract.

**Item O. Award contract for audit services for fiscal year ending June 30, 2023 to Forvis, LLP.** Councilman Broadway stated that it is not a bad idea to change auditors after a time, and asked when we would go out for an RFP for 24 and 25. Catherine Gwynn, Finance Director, suggested waiting until the City has an on time audit; perhaps after 24 if it is an on time audit. Mayor Pro Tem Matthews asked if there was anything in the contract about penalties for late audits. Catherine Gwynn, Finance Director, stated there is not, and did not recommend adding such.

**Consent Agenda – Approved as Recommended.** City Manager Tim Salmon presented the Consent Agenda. All items were considered to be routine and could be enacted simultaneously with one motion and a roll call vote. If a Councilmember so requested, any item(s) could be removed from the Consent Agenda and discussed and considered separately. In that event, the remaining item(s) on the Consent Agenda would be acted on with one motion and roll call vote. Councilman Gaylor moved the items on the Consent Agenda, Items H-T, be approved. The motion was seconded by Councilman Broadway and a roll call vote resulted in all members voting in favor of the motion.

The items on the Consent Agenda were as follows:

**HACG Surveillance Camera Cost Sharing Agreement. Resolution Adopted.** The item was presented by Mayor David Ham.

The Housing Authority of the City of Goldsboro (HACG) has or will enter contracts with Ocean 10 Security LLC for the provision of TSUNAMI 306 Surveillance Systems with unlimited and/or “uncapped” internet connectivity and optional



add-on license plate recognition cameras at West Haven, Fairview, Lincoln, and Park Court Asset Management Projects (AMPs).

The City has paid a portion of the HACG Fairview and Lincoln AMPs surveillance camera cost in the past. The HACG requests the West Haven and Park Court AMPs be added to a cost sharing agreement.

The Goldsboro Police Department (GPD) and Information Technology Department (IT) have access to all HACG surveillance systems for the prevention of criminal activity and solving of crimes.

This HACG and City agreement extends the surveillance camera cost sharing from two to four AMPs at a 50/50 cost, beginning the 1st day of November, 2023. The City shall not have any ownership interest in, leasehold interest in, responsibility for maintenance, insuring or security or protection of, nor any direct financial responsibility, for any of the said surveillance systems or any component thereof. The City IT Department and GPD will continue to have access to all HACG AMP cameras for their intended purpose.

It was recommended that Council approve the following entitled resolution authorizing the City Manager and Clerk to sign the Cost Sharing Agreement with the HACG. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

*RESOLUTION NO. 2023-83 “RESOLUTION AUTHORIZING THE CITY MANAGER AND CLERK TO SIGN THE COST SHARING AGREEMENT WITH HACG”*

**HOME Community Housing Development Organization (CHDO) Certification Guide & Application. *Guide & Application Adopted.*** The item was presented by Felecia Williams, Community Relations Director.

As stated in HOME regulations, the City, as a HUD grantee, is required to reserve no less than 15% of its HOME allocation for investment in housing to be developed, sponsored, or owned by CHDOs. A CHDO is a special type of non-profit organization that meet the following requirements:

- Has a governing board consisting of not less than one-third low-income persons and not more than one-third public officials.
- Has a 503(c)(3) or (c)(4) ruling from the IRS.
- Has demonstrated a capacity for carrying out activities assisted with HOME funds.
- Has a history of serving the community in which the HOME assisted housing is to be located for a minimum of one year.
- Has among its purposes the provision of decent housing that is affordable to low-income and moderate-income persons, as evidenced in its charter, articles of incorporation, resolutions, or by-laws.

The City must identify non-profit organizations and certify these organizations as CHDOs using the guidance given in CPD Notice 97-11, Guidance on Community Housing Development Organizations (CHDOs) under the HOME Program. HUD strongly recommends recertification of CHDOs annually. Non-profit organizations may experience transitions in board composition and management. Charters or by-laws may be amended at any given time. Therefore, after the initial certification, it is not adequate to assume a certified CHDO remains a CHDO. HUD will monitor the City’s files to ensure that CHDO designations are being updated as required.

It was recommended that Council, by motion, adopt the newly developed HOME CHDO Certification Guide & Application. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

**Public Facilities & Improvements Program Guide & Application. *Guide & Application Adopted.*** The item was presented by Felecia Williams, Community Relations Director.

The City has available funds under the Public Facilities & Improvements Program. Funds are available through allocations from the U.S. Department of Housing and Urban Development’s (HUD) Community Development Block Grant (CDBG). Under the CDBG Program, the City may use funds to undertake a variety of public facilities and public improvement projects. In general, public facilities and public improvements are interpreted to include all facilities and improvements that are publicly owned, or that are owned by a nonprofit and open to the public.

The Community Relations & Development department has developed a detailed program guide and application pursuant to HUD’s CDBG Guide to National Objectives.

Upon receiving the Council’s approval, the Public Facilities & Improvements Program application will be made available on the Community Relations & Development’s newly implemented Neighborly Software.

It was recommended that Council, by motion, adopt the new Public Facilities & Improvements Program Guide & Application. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

**Affordable Rental Housing Development Program Guide & Application. *Guide & Application Adopted.*** The item was presented by Felecia Williams, Community Relations Director.



The City has available funds under the Community Relations and Development’s Affordable Rental Housing Development Program for qualified developers to submit applications for the new construction or acquisition and/or rehabilitation of multifamily or single-family rental units. Rental units assisted with City funds must be affordable to families, individuals, and/or the elderly with annual incomes at or below 80% of the area median income (AMI). Funds are available through allocations from the U.S. Department of Housing and Urban Development’s (HUD) Home Investment Partnership (HOME) grant.

The Community Relations & Development department has developed a detailed program guide and application pursuant to HUD’s Compliance in HOME Rental Projects Guide for Participating Jurisdictions.

Upon receiving the Council’s approval, the Affordable Rental Housing Development application will be made available to interested developers on the Community Relations & Development’s newly implemented Neighborly Software.

It was recommended that Council, by motion, adopt the new Affordable Rental Housing Development Program Guide & Application. Consent Agenda Approval. Gaylor / Broadway (6 Ayes).

**Resolution in Support of the "Goldsboro Community Floodprint" Report. *Resolution Adopted.*** The item was presented by Jonathan Perry, Engineering Services Director.

Through grant funding provided by the North Carolina Office of Recovery and Resiliency (NCORR), the NC State University Coastal Dynamics Design Lab (CDDL) recently completed the “Goldsboro Community Floodprint” report.

The study used an environmental and community planning approach referred to as “floodprinting”, which specifically highlights the use of place-based approaches in response to natural hazards and climate change. As part of the “Goldsboro Community Floodprint,” discrete project phases and scope items included: inventory and analysis, public outreach and engagement, hydraulic modeling, schematic planning and design, three-dimensional modeling, photorealistic rendering, benefit-cost analysis, and grant-writing.

Created over a 16-month project period, the resulting document is meant to both provide direction regarding feasible and sustainable practices within the identified focus areas, while also providing actionable collateral that can be used to attract external resources (e.g., competitive grants) towards these projects.

It was recommended that the City Council adopt the following entitled resolution supporting and encouraging the advancement and development of projects identified in the “Goldsboro Community Floodprint” report as follows:

- Stream Restoration and Infrastructure Improvements along the Big Ditch;
- Low Flow Wetlands at the Municipal Golf Course; and
- Flood Mitigation and Feasibility Study for the Wastewater Treatment Plant (WWTP)

Consent Agenda Approval. Gaylor / Broadway (6 Ayes).

*RESOLUTION NO. 2023-84 “RESOLUTION IN SUPPORT OF THE “GOLDSBORO COMMUNITY FLOODPRINT” REPORT”*

**Operating Budget Amendment FY23-24. *Ordinance Adopted.*** The item was presented by Catherine Gwynn, Finance Director.

Council adopted the FY23-24 annual operating budget on June 20, 2023.

**Agency Support (7310) General Fund**

Council was presented a resolution to approve an agreement with the Housing Authority of Goldsboro to fund 32 Tsunami cameras and 2 license plate readers located on Housing Authority property at West Haven, Fairview, Lincoln and Park Court. The cost of the cameras will be approximately \$95,200.00 each year. It is necessary to appropriate the expenditure in the FY24 budget, and this will be funded with an additional appropriation of payment in lieu of tax (PILOT) revenue for \$32,184, and the balance of \$63,016 from an appropriation of fund balance. In future years, the payment in lieu of taxes (PILOT) received from the Housing Authority of Goldsboro will be used to fund the expense.

**Non-Recurring Capital Outlay (7315) General Fund**

Council authorized the replacement of the chiller serving City Hall at the 10/16/23 council meeting. The cost of the chiller is \$385,843, and the cost to move the generator for the chiller is \$3,690 and to move the fence is \$1,673. It is necessary to appropriate the expenditures for the chiller replacement totaling \$391,300, and this will be funded with an appropriation of fund balance.

**Goldsboro Event Center (1020) General Fund**

Council authorized the replacement of the heating and cooling system (HVAC) serving the Goldsboro Event Center at the 10/16/23 council meeting. The cost of the HVAC \$19,870. It is necessary to appropriate the expenditures for the HVAC replacement totaling \$19,900, and this will be funded with an appropriation of fund balance.



Analysis of Appropriated Fund Balance – General Fund

| Date       | Description                                           | Adopted                       |
|------------|-------------------------------------------------------|-------------------------------|
| 6/20/2023  | Ord 2023-43 FY23-24 Adopted Budget                    | \$ 1,500,000.00               |
| 8/7/2023   | FY22-23 Purchase Order Rollovers                      | 2,063,324.43                  |
| 8/7/2023   | Balance of trash compactor for Solid Waste            | 119,000.00                    |
| 10/2/2023  | Rebuilding Broken Places NPO                          | 13,616.00                     |
| 10/16/2023 | Resurfacing Project FY24                              | 154,700.00                    |
|            | Current Year Appropriations                           | <u>\$ 3,850,640.43</u>        |
| 11/6/2023  | Housing Authority of Goldsboro - fund Tsunami cameras | \$ 63,016.00                  |
| 11/6/2023  | Chiller for City Hall                                 | 391,300.00                    |
| 11/6/2023  | HVAC replacement at Goldsboro Event Center            | 19,900.00                     |
|            | Proposed                                              | <u>\$ 474,216.00</u>          |
|            | Current Year with Proposed                            | <u><u>\$ 4,324,856.43</u></u> |

Shared Services & Transfers (8101) Utility Fund

In order to close out the capital project S1103 Sewer Rehabilitation Project E-SRP-W-17-0110, it is necessary to transfer \$24,097 to cover engineering costs that were not eligible to be drawn against the SRP loan. This will be funded with an appropriation of fund balance in the Utility Fund.

Analysis of Appropriated Fund Balance – Utility Fund

| Date       | Description                                                    | Adopted                       |
|------------|----------------------------------------------------------------|-------------------------------|
| 6/20/2023  | Ord 2023-43 FY23-24 Adopted Budget                             | \$ -                          |
| 8/7/2023   | FY22-23 Purchase Order Rollovers                               | 2,911,751.36                  |
| 10/2/2023  | Additional appropriation for Lead & Copper Inventory Project   | 55,060.00                     |
| 10/16/2023 | Change order Sand Filter #2 Rebuild Project                    | 49,400.00                     |
|            | Current Year Appropriations                                    | <u>\$ 3,016,211.36</u>        |
| 11/6/2023  | Transfer to S1103 Sewer Rehabilitation Project E-SRP-W-17-0110 | \$ 24,097.00                  |
|            | Proposed                                                       | <u>\$ 24,097.00</u>           |
|            | Current Year with Proposed                                     | <u><u>\$ 3,040,308.36</u></u> |

It was recommended that the City Council, by motion, adopt the following entitled ordinance to amend the FY23-24 Operating Budget for the General Fund and Utility Fund. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

ORDINANCE NO. 2023-63 “AN ORDINANCE AMENDING THE BUDGET ORDINANCE OF THE CITY OF GOLDSBORO FOR THE 2023-24 FISCAL YEAR”

**Ordinance amending the Sewer Rehabilitation Project E-SRP-W-17-0110 Project (S1103). Ordinance Adopted.** The item was presented by Catherine Gwynn, Finance Director.

The City of Goldsboro recognized the need to rehabilitate sewer lines in the areas of the Big Ditch Outfall, Carolina Street and Cherry Hospital area. The project encompassed the sewer line rehab of 3,370 LF of 8-inch, 12-inch, and 36-inch gravity sewer and included rehab of 15 manholes and replacement of 25 services. The City received the Letter of Intent from the NC Department of Environmental Quality on March 1, 2018 to fund a State Reserve Loan Program. City Council accepted the loan and created the capital project ordinance at the July 15, 2019 meeting. The maximum loan amount was \$1,235,100 at an interest rate of 1.82% over 20 years.

At this time the project has been completed, and the City has received all eligible loan draws on the project. Total eligible project costs totaled \$682,191, and represents to total loan amount. The City is responsible for the balance of costs not eligible to be drawn on the loan totaling \$24,097. This will be funded with a transfer from the Utility Fund. This project will also be closed once the final sales and use tax reimbursement is received in December.

It was recommended that the City Council adopt the following entitled Ordinance to amend the capital project fund ordinance for the Sewer Rehabilitation SRP-W-17-0110 Project (S1103). Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

ORDINANCE NO. 2023-64 “AN ORDINANCE AMENDING THE GRANT PROJECT FUND FOR THE SEWER REHABILITATION SRP-W-17-0110 PROJECT (S1103)”

**Award contract for audit services for fiscal year ending June 30, 2023 to Forvis, LLP. Resolution Adopted.** The item was presented by Catherine Gwynn, Finance Director.

G.S. §159-34, Annual independent audit, requires each local government to have its accounts audited as soon as possible after the close of each fiscal year by a certified public accountant. The auditor shall be selected by, and shall report directly to the governing board.

In May, 2019 the City conducted a request for qualifications and a request for proposal for audit services for fiscal year ending June 30, 2019, and selected Dixon Hughes Goodman, LLP.

The cost of the audit for the prior fiscal years per the proposal:

|        |          |
|--------|----------|
| Fy2020 | \$53,200 |
| Fy2021 | \$54,500 |
| Fy2022 | \$55,800 |

The estimated cost for FY2023 is \$70,000. The complexity of the City’s operations including multiple new grant funding sources, as well as the overall increase in costs due to inflation have necessitated the increase in the base fee. If we are not able to garner savings from lapsed expenditures in other line items in the department budget, then we will bring back a budget amendment before the end of the fiscal year to appropriate additional funds.

Dixon, Hughes, Goodman, LLP merged with BKD CPAs to form Forvis, LLP on June 1, 2022. Forvis (the firm) is active and in good standing with the North Carolina State Board of Certified Public Accountant Examiners. The partner in charge, John Frank, CPA, is also in active good standing with the same as a Certified Public Accountant. They have a current peer review and have provided insurance information, Form W9 and e-verify compliance.

Once approved by City Council, the contract will be executed and sent to the Local Government Commission for final approval before any field work can commence on the FY23 audit.

It was recommended that the City Council, by motion, adopt the following entitled resolution authorizing the award for contract for audit services for fiscal year ending June 30, 2023 to Forvis, LLP. Consent Agenda Approval. Gaylor / Broadway (6 Ayes).

*RESOLUTION NO. 2023-85 “RESOLUTION APPROVING FORVIS, LLP AS OFFICIAL AUDITOR OF THE CITY’S ACCOUNTS FOR THE FISCAL YEAR ENDING JUNE 30, 2023”*

**City of Goldsboro/Downtown Goldsboro 2023 Downtown Lights Up! – Temporary Street Closure. Temporary Street Closure approved.** The item was presented by Major Paige Learnard.

The Downtown Lights Up! is an annual holiday event held downtown to celebrate the “flipping of the switch”, officially kicking off the holiday season.

This free, family-friendly event is a community favorite and attracts more than 500 attendees each year. The events will be sponsored by the City of Goldsboro – Downtown Development and is schedule for Tuesday, November 21st from 5pm – 8pm. The City of Goldsboro – Downtown Goldsboro is requesting the closure of the 100 and 200 blocks of North and South Center Street, excluding the southbound lane of the 200 block of South Center Street/4 spaces of the Johns Street parking lot. The time of the closure for the 200 block of N. Center Street is from 9am – 8:30pm and the remainder of the closure will be from 4:15pm – 8:30pm.

As with all downtown events, affected city departments will be contacted and the following concerns are to be addressed:

- 1. All intersections remain open for Police Department traffic control.
- 2. A 14-foot fire lane is to be maintained to provide access for fire and emergency vehicles.
- 3. All activities, change in plans, etc., will be coordinated with the Police Department.
- 4. The Police and Fire Departments are to be involved in the logistical aspects of the Event.

It was recommended that Council, by motion, grant the requested temporary closing of the 100 and 200 blocks of North and South Center Street, excluding the southbound lane of the 200 block of South Center Street/4 spaces of the John Street parking lot, as stated above. Consent Agenda Approval. Gaylor / Broadway (6 Ayes).

**Accepting the Distribution of Trusts and Establishing a Perpetual Care Fund for Cemetery Trusts. Resolution Adopted.** The item was presented by Ron Lawrence, City Attorney.

Fox Rothschild LLP represents financial institutions that currently serve as trustees for trusts that were created for the benefit of cemetery plots. They are seeking court approval to terminate these trusts and distribute the assets to the respective interested party or parties (i.e., cemeteries and/or charities).

Specific to the City of Goldsboro, a trust was set up in 1967/68 for Simon M. Rosenfeld for the care and maintenance of Simon M. Rosenfeld's and Sadie E. Rosenfeld's graves in Willowdale Cemetery and the care and maintenance of the Rosenfeld Plot in Oakland Cemetery in Atlanta, GA. The trust has \$36,210.47, plus \$70,000 in accumulated income, to disperse equally to Willowdale Cemetery and Oakland Cemetery. The gains/interest on the funds can only be expended for the care and maintenance of the Rosenfeld plots.



The Finance Department is requesting that Council authorize the finance director to establish a perpetual care trust fund for cemetery trusts.

It was recommended that Council adopt the following entitled resolution accepting the distribution of trust assets for Simon M. Rosenfeld's and Sadie E. Rosenfeld's graves in Willowdale Cemetery and authorize the city attorney to complete the petition to terminate the trusts. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

*RESOLUTION NO. 2023-86 “RESOLUTION ACCEPTING THE DISTRIBUTION OF TRUST ASSETS FOR SIMON M. ROSENFELD'S AND SADIE E. ROSENFELD'S GRAVES IN WILLOWDALE CEMETERY”*

**Resolution of Support to Reduce the Speed Limit for a Section of Throughfare Road (SR 1712). Resolution Adopted.** The item was presented by Matthew Livingston, Assistant City Manager.

Citizens that live on Throughfare Road have attended Council meetings to discuss the dangers of speeding on Throughfare Road. Goldsboro Police Department has performed speed enforcement measures to curtail speeding.

The City Manager’s office has reached out to the North Carolina Department of Transportation in hopes of reducing the speed limit from 45 mph to 35 mph on Throughfare Road (SR 1712). Subsequently, NCDOT has requested a formal resolution of support be adopted by the City Council requesting the reduction from 45 mph to 35 mph from the railroad tracks on Throughfare Road (SR 1712) to Central Heights Road (SR 1709).

It was recommended that Council adopt the following entitled resolution requesting NCDOT reduce the 45-mph speed limit to 35-mph from the railroad tracks on Throughfare Road (SR (1712) to Central Heights Road (SR 1712). Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

*RESOLUTION NO. 2023-87 “RESOLUTION REQUESTING A REDUCTION OF SPEED LIMIT BY THE NC DEPARTMENT OF TRANSPORTATION FOR A SECTION OF THROUGHFARE ROAD (SR 1712)”*

**Resolution to Accept Strategic Buyout Properties. Resolution Adopted.** The item was presented by Matthew Livingston, Assistant City Manager.

On March 18, 2020, the City of Goldsboro entered into a Cooperative Agreement between the North Carolina Department of Public Safety, Office of Recovery and Resiliency (NCORR) to assist in carrying out the ReBuild NC Buyout Program by accepting ownership of buyout properties and thereby mitigate disaster risks and reduce future losses.

Pursuant to the NCORR Buyout Program, the City of Goldsboro will accept approved property per Appendix A in the "Cooperative Agreement" previously approved by the Goldsboro City Council.

It was recommended that Council adopt the following entitled resolution accepting the Strategic Buyout Program Properties and authorize the City Manager to accept properties as identified by the ReBuild NC Buyout Program as listed in Appendix A in the “Cooperative Agreement”. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

*RESOLUTION NO. 2023-88 “RESOLUTION TO ACCEPT STRATEGIC BUYOUT PROGRAM PROPERTIES”*

**Amendment of an Ordinance. Ordinance Adopted.** The item was presented by Kenny Talton, Planning Director.

Non-Contiguous (Satellite) Annexation Petition – Goldsboro (Hwy 70) WW, LLC - Located on the southwest corner of US Hwy. 70 W. and NC 581 Hwy.

Tax Parcel #: 2671815879  
Acreage: 2.64 acres

The City Council, at their meeting on March 20, 2023, scheduled a public hearing for the proposed annexation of the subject property. A public hearing notice was properly advertised stating the time, place and purpose of the meeting.

On April 3, 2023, a public hearing was held and no one spoke for or against the proposed annexation. At this meeting, Council adopted an ordinance (2023-12) annexing certain non-contiguous property to the City of Goldsboro. In September 2023, it was discovered that there were discrepancies with the annexation plat and legal description. Staff has revised the ordinance to include the correct legal description.

It was recommended that Council adopt the following entitled Ordinance amending Ordinance 2023-12. Consent Agenda Approval. Gaylor / Broadaway (6 Ayes).

*ORDINANCE NO. 2023-65 “AN ORDINANCE ANNEXING CERTAIN NON-CONTIGUOUS REAL PROPERTY TO THE CITY OF GOLDSBORO, NORTH CAROLINA”*

**End of Consent Agenda.**

**City Manager's Report.** Tim Salmon shared: On November 20<sup>th</sup>, the next council meeting, the City's CON plan will be a public hearing for the Citizen Participation Plan that has been put under important announcements on the 2<sup>nd</sup> of November. Then there's the Home ARP grant, everyone will recall, for the homeless. There was a notice of funding published on October 30<sup>th</sup>; that is out there for a month, until November 30<sup>th</sup>. Proposals will be accepted until then and we'll bring that back to Council for information in the December time frame. State of the Community presentations will be November 9<sup>th</sup> at 11:00, at the GEC. Veteran's Day holiday; the City will closed on the 10<sup>th</sup>, and then Veteran's Day Parade on the 11<sup>th</sup>, downtown at 11:00. For those who would like to attend, it should be a great event.

**Ceremonial Documents.**

**Small Business Saturday.** Read by Mayor David Ham. The Goldsboro City Council proclaimed, November 25, 2023, as: SMALL BUSINESS SATURDAY in the City of Goldsboro and urged the residents of our community, and communities across the country, to support small businesses and merchants on Small Business Saturday and throughout the year.

**Mayor and Councilmembers' Comments.**

Councilwoman Jones: I would just like to say that I would like for everybody to get out and vote, and thank you for those who have voted, and please try to be safe.

Councilman Broadway: I'll just say vote. Those that are still up, go vote tomorrow.

Mayor Pro Tem Matthews: It's not going to be that easy to just get up and go. You're gonna have to go to your designated precinct. And the way to find that is to go to our Wayne County Board of Elections website. Scroll down to the bottom. It's going to say voter information, or something to that effect. You put in the information that it requests and then hit search, and it will pull up the precinct and it will also tell you where your precinct is located. So make sure you go vote and you have to go to your designated precinct.

Councilman Gaylor: Ditto.

Councilman Batts: Same.

Mayor Ham: I think it is very important you said what you did about knowing what precinct you go to, that's very important. I know we've experienced some people going to the wrong precinct and be told they gotta go to another one. Like Councilman Broadway said, if you're still up and looking at this, and we haven't put you to sleep yet, go out and vote tomorrow. Also, one final thing, as previously mentioned, the Veteran's Day Parade is Saturday, and this year, Vietnam Veterans, like Councilman Broadway and myself, are invited to walk in the parade; or march or ride if you can't walk. There are many, many Purple Heart recipients that served in Vietnam. Some of us have gone to the Purple Heart banquet every year, and a great majority of those people who come in and are recognized as Purple Heart recipients were wounded in Vietnam; probably 75% of them at least. So, we have a lot of veterans here, and this is the 50<sup>th</sup> anniversary of the of the end of the Vietnam War. I hope that people will have gotten the word out that they will be invited to attend tomorrow. I don't believe that we've ever had any Veterans actually marching in the parade, not in my recent years, anyway. And please, please go to the parade, even if you're not walking.

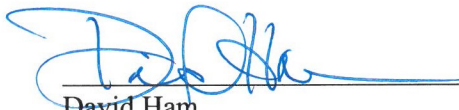
**Closed Session.**

Upon motion of Councilman Gaylor, seconded by Mayor Pro Tem Matthews, and unanimously carried, Council went into Closed Session to approve Closed Session Minutes.

After the Closed Session was held, Council came out of Closed Session and back into Open Session.

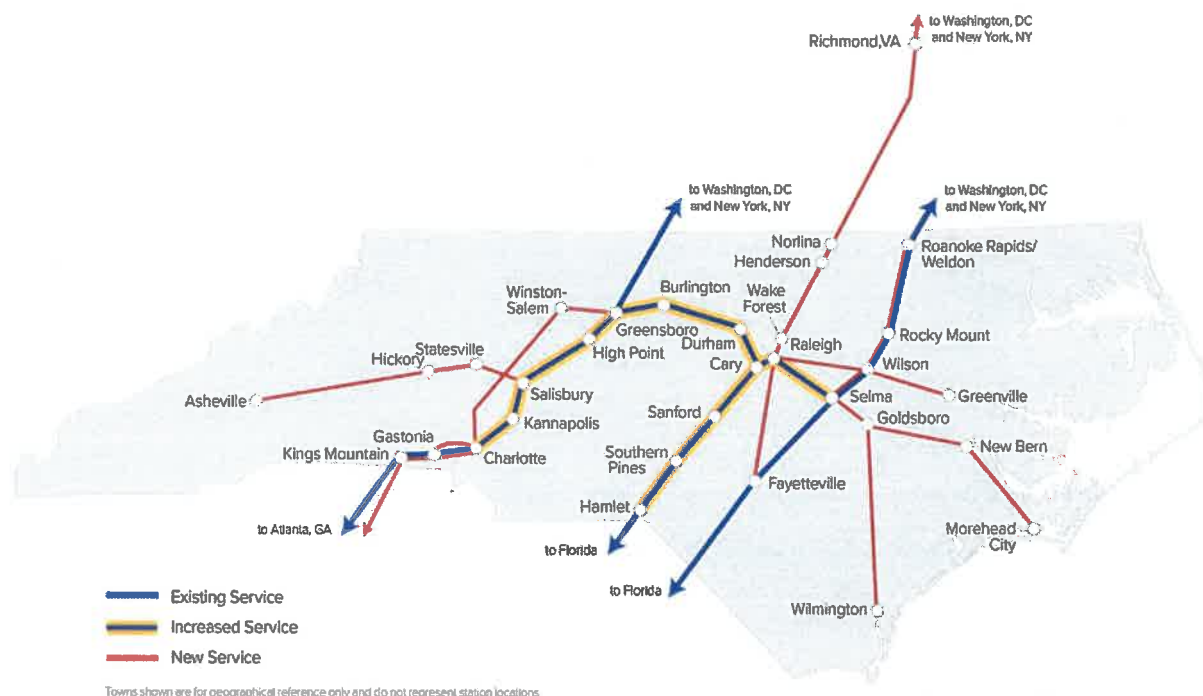
There being no further business, Mayor Ham adjourned the meeting at 9:38 p.m.



  
David Ham  
Mayor

  
Holly Jones  
Deputy City Clerk





# Statewide Stakeholders Letters of Support 2023

For N.C. Department of Transportation Rail  
division's applications of future intercity  
passenger rail corridors for funding to the  
federal Corridor Identification & Development  
Program



Thursday, Oct. 19, 2023

To whom it may concern,

The following letters are submissions from major stakeholders throughout North Carolina in support of the N.C. Department of Transportation Rail division's applications of future intercity passenger rail corridors for funding to the federal Corridor Identification & Development Program in 2023.





## OFFICE of MAYOR VI LYLES

600 East Fourth Street  
Charlotte, NC 28202  
[CharlotteNC.gov](http://CharlotteNC.gov)

February 27, 2023

Mr. Jason Orthner  
1 S. Wilmington Street  
Raleigh, NC 27601

Dear Mr. Orthner:

On behalf of the City of Charlotte, I am pleased to express the support of the city for all of the grant proposals that will be submitted by the NC Department of Transportation for consideration through the Federal Railroad Administration's Corridor Identification and Development Program.

In particular, we are very interested in the following corridors that would integrate passenger rail services into the future multi-modal Charlotte Gateway Station in uptown Charlotte:

- **Charlotte to Kings Mountain, NC**
- Charlotte to Washington, DC
- Winston-Salem, NC to Charlotte
- Atlanta, GA to Charlotte

These corridors are important connections in the Connect Beyond Regional Transit Plan. CONNECT Beyond has been endorsed by the Metropolitan Transit Commission, Charlotte Area Transit System's policy board, and Metropolitan Transportation Organizations across the Charlotte Region. The city expresses its profound appreciation to the NC Department of Transportation for all of the work that continues to be done to improve multi-modal opportunities throughout the State of North Carolina.

Sincerely,

Mayor Vi Alexander Lyles  
City of Charlotte

Cc: Charlotte City Council  
City Manager Marcus D. Jones  
City Manager's Executive Team



## Western Piedmont Council of Governments

*Creative Regional Solutions Since 1968*

1880 Second Avenue NW | Hickory, NC 28601  
PO Box 9026 | Hickory, NC 28603  
828.322.9191 | Fax: 828.322.5991 | [www.wpcog.org](http://www.wpcog.org)

April 17, 2023

Ms. Julie White  
Deputy Secretary for Multimodal Transportation  
North Carolina Department of Transportation  
1 S. Wilmington Street  
Raleigh, NC 27699-1501

Dear Secretary White:

The Western Piedmont Council of Governments and the Greater Hickory Metropolitan Planning Organization fully support the North Carolina Department of Transportation's effort to expand passenger rail service into western North Carolina. The Hickory-Lenoir-Morganton Metropolitan Statistical Area is North Carolina's 8th largest, and as such serves as a key driver of economic activity in the western part of the state.

The extension of passenger rail service into our region – which is recognized for its natural beauty and wide range of outdoor recreation destinations – will stimulate tourism and improve connectivity for residents who need to travel to Asheville, Charlotte and Raleigh for business or leisure activities. New rail service to our region would also open an entirely new section of the state to passenger rail travelers from as far away as New York and Washington that have previously been unable to reach our area by rail.

Several downtowns in our region are located along the existing Norfolk Southern rail corridor and would welcome the opportunity to work with NCDOT to extend passenger rail access into the region. Western Piedmont Council of Governments and the Greater Hickory Metropolitan Planning Organization have numerous resources that can also be used to assist in the development of NCDOT's feasibility study and can serve as a convener of key stakeholders throughout the region.

We look forward to working with you on this exciting project.

Sincerely,

Anthony Starr, ICMA-CM, AICP  
Executive Director

---

**Executive Committee:** Jill Patton, Chair | Joseph L. Gibbons, Vice Chair | Larry Chapman, Secretary | George B. Holleman, Treasurer | Bob Floyd, Jr., Past Chair | **At-Large Members:** Randy Burns | Cole Setzer | Marla Thompson | Larry Yoder | **Executive Director,** Anthony W. Starr

**Serving:** Alexander County | Taylorsville | Burke County | Connelly Springs | Drexel | Glen Alpine | Hildebran | Morganton | Rutherford College | Valdese | Caldwell County | Cahah's Mountain | Cedar Rock | Gamewell | Granite Falls | Hudson | Lenoir | Rhodhiss | Sawmills | Catawba County | Brookford | Catawba | Claremont | Conover | Hickory | Long View | Maiden | Newton



# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

## **SUPPORT OF CORRIDOR IDENTIFICATION AND DEVELOPMENT PROGRAM TO RE-ESTABLISH A PASSENGER RAIL CONNECTION FOR SALISBURY TO ASHEVILLE**

February 27, 2023

Jason Orthner, P.E., CPM  
NCDOT Rail Division Director  
1 S. Wilmington St.  
Raleigh, NC 27601

**RE: Letter of Support for Salisbury, NC to Asheville, NC Future Passenger Rail Service via FRA Corridor Identification and Development Program**

Dear Jason:

This letter documents the support of the French Broad River Metropolitan Planning Organization (MPO) for NCDOT Rail Division's submittal of the Salisbury, NC to Asheville, NC rail corridor to the FRA's Corridor Identification and Development Program. Restoring passenger rail service between Salisbury and Asheville for the first time since 1975 would bring many benefits to Western North Carolina (WNC) while enhancing rail ridership and economic development on connecting lines within the state and beyond.

### **Equity and Environment Benefits via Transportation Options**

Passenger rail service would provide a travel mode alternative for Asheville and WNC, which already experience high travel demand. For example, the Asheville Regional Airport is now the 3<sup>rd</sup> busiest airport in the state, with a 43% increase in passengers in 2019 and 1.8 million passengers in 2022, reflecting six consecutive years of record passenger growth. Area highway traffic is also increasing, with I-40 now carrying 11% more traffic and I-26 carrying 13% more traffic than they did in 2009. Passenger rail service would present an opportunity for travel mode-shift, supporting FRA's goals for a safer, cleaner, and more equitable transportation system.

### **Economic Development and Equity Benefits via Access and Mobility**

There are more than 900,000 people in the six counties that the rail corridor passes through. However, tourism plays a major role in WNC's economy, with more than 11 million visitors per year in Buncombe County alone. A 2019 study by the Buncombe County Tourism Development Authority (TDA) noted that for day-visitors, 58% are from North Carolina, with 28% from Charlotte and 8% from the Triangle. For overnight visitors, 31% are from North Carolina, with 10% from Charlotte and 9% from the Triangle. These numbers present latent demand and an opportunity for better access and mobility between WNC and the state's two largest metropolitan areas.

In addition to being a popular tourist destination, WNC is also a retirement destination. In fact, the WNC region has a 44% higher proportion of persons age 65 and older than North Carolina as a whole, so providing seniors with non-driving travel options to access the rest of the state will take on increasing importance.

This project would also enhance geographic equity, as a key guiding principle of the Appalachian Regional Commission (ARC) is to better connect and integrate Appalachia with the larger country. In 2017, ARC prepared a study whose title perfectly summarizes the need and importance of the WNC rail project: *Access vs. Isolation: Preserving Appalachia's Rail Connectivity in the 21st Century*. North Carolina is commonly associated with having three key regions, the Coast, Piedmont, and Mountains, but at present, the majority of passenger rail service is concentrated in the Piedmont.

Many countries around the world view and build widespread passenger rail networks as a critical piece of infrastructure, so our state could step in that direction with projects like the Salisbury to Asheville line. Connecting our growing region to the business and governmental centers in other parts of the state would be critical to maintaining safe, accessible, and scenic links across North Carolina.

As part of the work of the MPO, we work with NCDOT and our member governments to determine transportation priorities for funding as well as long-range planning. We are excited about the potential for restoration of passenger rail service and its positive social, environmental, and economic multiplier effects.

As our region continues to grow and change, we believe the Salisbury to Asheville passenger rail line would be a critical investment to help maintain and improve the quality of life for WNC residents in addition to the many visitors that are currently limited to highway and air travel to the region.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DAS', with a long horizontal flourish extending to the right.

---

Anthony Sutton, French Broad River MPO Board Chair





## Buncombe County Government

*Avril M. Pinder, CPA, ICMA-CM*  
County Manager

February 28, 2023

Jason Orthner, NCDOT Rail Division Director  
NCDOT Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601

Dear Mr. Orthner,

Buncombe County offers its support of NCDOT's application for the Federal Railroad Administration's Corridor Identification and Development Program, and specifically inclusion of the Salisbury, NC to Asheville, NC corridor. We support this application and the focus of improving access to the mountains via passenger rail.

Buncombe County believes strongly in creating an environment that promotes safe, efficient, and equitable transportation for our residents and visitors. The addition of the Salisbury, NC to Asheville, NC corridor would offer an important connection to the mountains that has been missing for many years.

A passenger rail connection would allow many to visit the mountains of Western North Carolina using a safe, cost effective and efficient method while providing residents an important linkage to the rest of North Carolina.

By enhancing connections between Buncombe County and the rest of the state, more people will have the opportunity to travel to and from the mountains of Western North Carolina without the use of a personal vehicle.

Buncombe County believes that having an improved multilayered transportation network will enhance the well-being of our residents, our visitors, and the community's quality of life.

Sincerely,

  
Avril M. Pinder



**WAYNE COUNTY**  
**BOARD OF COMMISSIONERS**



**WAYNECOUNTY**  
NORTH CAROLINA  
Phone: (919) 731-1435  
Fax (919) 731-1446

March 21, 2023

Mr. Jason Orthner  
NCDOT Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Re: Corridor Identification Program:  
Wilmington, NC to Raleigh, NC

Dear Mr. Orthner:

I am writing you this letter to express the County of Wayne's support of the North Carolina Department of Transportation in their application for the Corridor Identification and Development Program, specifically supporting the Wilmington, NC to Raleigh, NC corridor.

I firmly believe that intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina. The County of Wayne would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor. The anticipated benefits include safety, intercity connectivity, economic and social advancement, and overall regional growth.

The County of Wayne is situated as a midpoint of the corridor and embraces the opportunity to serve as such. The railroad is an important part of the County of Wayne's history and I believe that the establishment of this corridor would be an integral building block for the future of not only our county, but for the entire southeast region of North Carolina

Respectfully,

Barbara Aycock  
Chairwoman, Board of County Commissioners

**THE GOOD LIFE. GROWN HERE.**

PO BOX 227  
GOLDSBORO, NC 27533



WAYNE COUNTY  
NORTH CAROLINA

**RESOLUTION #2023-11: A RESOLUTION IN SUPPORT OF RAIL SERVICE FROM GOLDSBORO,  
NC TO WILMINGTON, NC**

**WHEREAS**, every year, railroads save consumers billions of dollars while reducing energy consumption and pollution, lowering greenhouse gas emissions, cutting highway gridlock, and reducing the high costs to taxpayers of highway construction and maintenance; and

**WHEREAS**, North Carolina's first system dates back to 1833 when the Wilmington & Weldon Railroad was chartered to connect its namesake cities, which it completed on March 7th, 1840. By doing so the railroad became the longest railroad operated in the world at that time, spanning some 161 miles; and

**WHEREAS**, the North Carolina Railroad (NCR) manages a 317-mile rail corridor spanning the state of North Carolina from Morehead City to Charlotte, over which about 60 Norfolk Southern freight trains and 10 Amtrak passenger trains travel each day. Since its creation, NCR has been a driver for economic growth in the state; and

**WHEREAS**, annually, North Carolina's passenger rail services contribute to 430 jobs, \$20.1 million in earned wages, \$30.6 million in gross state product, and \$47.4 million in benefits rail passengers receive from taking the train instead of other modes of travel; and

**WHEREAS**, nearly 900,000 passengers boarded trains in North Carolina in 2016, served by six intercity passenger routes with stops in 16 cities and towns. Nine of those stops are along the busy, 174-mile Piedmont Corridor between Charlotte and Raleigh; and

**WHEREAS**, Eastern North Carolina would benefit in the same way with job creation, a reduction of highway construction and maintenance, as well as reducing highway gridlock, energy consumption and pollution, and lowering greenhouse gas emissions; and

**WHEREAS**, Goldsboro and Wayne County are home to Goldsboro Union Station, a once thriving rail depot from 1907 to 1968, and that station stands ready to begin passenger and freight service once again; and

**THEREFORE**, the Wayne County Board of Commissioners does hereby request the State of North Carolina to consider and begin the process to bring rail service back to Goldsboro and Wayne County, and connect to Wilmington, North Carolina.

This the 21<sup>st</sup> day of March, 2023.



Barbara Aycock, Chairwoman  
Wayne County Board of Commissioners

ATTEST:



Carol Bowden, Clerk to the Board



CITY COUNCIL:  
BARBARA G. VOLK  
Mayor  
LYNDSEY SIMPSON  
Mayor Pro Tem  
DR. JENNIFER HENSLEY  
DEBBIE O'NEAL-ROUNDTREE  
JERRY A. SMITH JR., J.D.

**CITY OF HENDERSONVILLE**  
*The City of Four Seasons*

OFFICERS:  
JOHN F. CONNET  
City Manager  
ANGELA S. BEEKER  
City Attorney  
JILL MURRAY  
City Clerk

February 28, 2023

Mr. Jason Orthner, Director  
NCDOT Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601

Re: Passenger rail service between Asheville and Salisbury

Dear Mr. Orthner,

On behalf of the City of Hendersonville, I would like to provide this letter of support for the reconnection of passenger rail service between Asheville, NC and Salisbury, NC. As the second largest municipality in the Asheville Metropolitan Statistical Area (MSA) and a significant tourist/retirement community, we believe that passenger rail is critical to the long-term vitality of Hendersonville. In addition, the reconnection of the Asheville MSA with the Hickory, Morganton and Lenoir MSA via passenger rail will provide a significant economic boost to all twenty-eight western North Carolina counties.

The City of Hendersonville fully supports NCDOT's inclusion of the Asheville to Salisbury passenger rail route in the Corridor ID Program. We sincerely hope that this route will be included in the program and grant funding will be made available to support the expansion of passenger rail service in western North Carolina.

Thank you for your attention in this matter. If you have any questions or need additional information, please feel free to contact me at (828) 697-3000.

Sincerely,



Barbara G. Volk  
Mayor

Cc: City Council  
Congressman Chuck Edwards



CITY CLERK  
*Penelope Spicer Sidbury*  
CERTIFIED TO BE A TRUE COPY

# Resolution



City Council  
City of Wilmington  
North Carolina

11-2023-58

Introduced By: Anthony N. Caudle, City Manager

Date: 5/16/2023

**Resolution Supporting the North Carolina Department of Transportation's Rail Division  
Application for the Federal Railroad Administration's Corridor Identification and  
Development Program for the Wilmington to Raleigh Corridor**

**LEGISLATIVE INTENT/PURPOSE:**

WHEREAS, the Infrastructure Investment and Jobs Act of 2021 ("IIJA"), also known as the Bipartisan Infrastructure Law ("BIL"), included \$66 billion in passenger and freight rail infrastructure investments, with \$44 billion to be distributed through the Federal Railroad Administration's ("FRA") discretionary grant programs; and,

WHEREAS, the IIJA also authorized the establishment of the Corridor ID Program to assist in the development of existing and future intercity passenger rail corridors, making funding available to identify and develop projects necessary to implement service; and,

WHEREAS, the North Carolina Department of Transportation's ("NC DOT") Rail Division identified the Wilmington to Raleigh corridor as a candidate corridor for the FRA's 2022 Notice of Solicitation of Corridor Proposals, submitting the application in March 2023; and,

WHEREAS, the City of Wilmington is situated at the end of the corridor and, along with NC DOT, has planned for future passenger rail service for many years, so establishment and future implementation of intercity rail service in the Wilmington to Raleigh corridor would provide numerous benefits to the City and surrounding region, including safety, connectivity, economic advancement, and supporting overall regional growth, and selection of the corridor for the FRA's Corridor ID Program would provide some of resources necessary to realize these benefits.

**THEREFORE, BE IT RESOLVED:**

THAT, the City of Wilmington City Council hereby supports the NC DOT's Rail Division application for the FRA's Corridor Identification and Development Program for the Wilmington to Raleigh corridor.

Adopted at a regular meeting  
on May 16, 2023

ATTEST:

*Penelope Spicer Sidbury*  
Penelope Spicer-Sidbury, City Clerk



*Bill Syp*  
Bill Syp, Mayor

C5-3



March 10, 2023

Mr. Jason T. Orthner, P.E., CPM  
Rail Division Director  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27699-1553

Dear Mr. Orthner:

We write on behalf of the members of the NC Metropolitan Mayors Coalition (NC Metro Mayors). As leaders of the NC Metro Mayors, we want to share with you, that our group representing mayors of our state's 32 larger cities have voted unanimously to support expansion of passenger rail service; and, therefore wholeheartedly support North Carolina Department of Transportation's (NCDOT) application for ALL twelve corridors being submitted for the Federal Railroad Administration's Corridor Identification and Development (Corridor ID) program.

We believe that NCDOT's vision for a state-wide passenger rail system that connects our cities and rural communities across the state will provide incredible opportunities for our citizens. Adding to a robust and growing effort to improve regional corridors with connections to Washington, DC and Amtrak's Northeast Corridor, as well as planned southern connections to urban centers such as Atlanta and Florida, we will grow a passenger rail system to serve generations to come.

The excitement for passenger rail amongst our mayors is palpable, and successful applications for the Corridor ID program will be a huge help in continuing to build on that excitement. As leaders of our state's urban centers, I cannot emphasize enough just how we strongly believe in the opportunity that passenger rail offers as we work hard to connect our citizens, both urban and rural, to tools for a better quality of life and opportunities. Passenger rail is a badly needed complement to our overburdened highway and air travel, one that can also help us combat climate change, connect to urban, suburban and rural residents to jobs as well as open up areas of the state that may not have benefitted from our state's economic and population growth.

As a group, we are already looking for ways that we can aid the growth of passenger rail. Over the coming months we will reach out to you to grow our efforts. We look forward to working with you, Deputy Secretary White, Secretary Boyette, Governor Cooper – and other critical partners, such as our elected representatives in the NC General Assembly and the US Congress, and other partners such, Amtrak, USDOT and our local and state business leaders across our state as we continue to build support for passenger rail.

We strongly support the important step of securing Corridor ID grants in all our corridors. As you know, we stand ready and will work hard - bold action now will bear fruit for many years to come.  
Sincerely,

A handwritten signature in blue ink, reading "Pam Hemminger".

Mayor Pam Hemminger, Chapel Hill

A handwritten signature in blue ink, reading "Bill Saffo".

Mayor Bill Saffo, Wilmington

CHAPEL HILL  
Mayor Pam Hemminger  
Chair

WILMINGTON  
Mayor Bill Saffo  
Vice Chair

CONCORD  
Mayor Bill Dusch  
Treasurer

GREENSBORO  
Mayor Nancy Vaughan  
Past Chair

APEX  
Mayor Jacques Gilbert

ASHEVILLE  
Mayor Esther Manheimer

BOONE  
Mayor Tim Futrelle

BURLINGTON  
Mayor Jim Butler

CARRBORO  
Mayor Damon Sells

CARY  
Mayor Harold Weinbrecht

CHARLOTTE  
Mayor Vi Lyles

CORNELIUS  
Mayor Woody Washam

DURHAM  
Mayor Elaine O'Neal

FAYETTEVILLE  
Mayor Mitch Colvin

FUQUAY-VARINA  
Mayor Blake Massengill

GASTONIA  
Mayor Walker Reid

GREENVILLE  
Mayor P.J. Connelly

GOLDSBORO  
Mayor David Ham

HICKORY  
Mayor Hank Guess

HIGH POINT  
Mayor Jay Wagner

HOLLY SPRINGS  
Mayor Sean Mayefskie

JACKSONVILLE  
Mayor Sammy Phillips

KANNAPOLIS  
Mayor Darrell Hinnant

MATTHEWS  
Mayor John F. Higdon

MOORESVILLE  
Mayor Miles Atkins

NEW BERN  
Mayor Jeffrey Odham

RALEIGH  
Mayor Mary Ann Baldwin

ROCKY MOUNT  
Mayor Sandy Roberson

SALISBURY  
Mayor Karen Alexander

STATESVILLE  
Mayor Costi Kutteh

WILSON  
Mayor Carlton Stevens

WINSTON-SALEM  
Mayor Allen Joiner

DIRECTOR  
William A. (Beau) Mills  
Beau.mills@metromayors.com  
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Brenda Howerton, *Chair*  
3325 Tarleton West  
Durham, NC 27713  
Email: bhowerton@dconc.gov

Wendy Jacobs, *Vice-Chair*  
4308 Rivermont Road  
Durham, NC 27712  
Email: wjacobs@dconc.gov



## COUNTY OF DURHAM BOARD OF COMMISSIONERS

Nida Allam  
104 Wellwater Ave  
Durham, NC 27703  
Email: nallam@dconc.gov

Nimasheena Burns  
1727 Great Bend Drive  
Durham, NC 27704  
Email: nburns@dconc.gov

Heidi Carter  
31 Falling Water Drive  
Durham, NC 27713  
Email: hcarter@dconc.gov

March 1, 2023

Jason Orthner, Director  
NC Department of Transportation  
Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601



Dear Mr. Orthner:

Durham County strongly supports all the NC Department of Transportation's applications for the Federal Railroad Administration (FRA) Corridor Identification and Development program. NCDOT is submitting twelve corridors for the program, many of which travel through and would provide enhanced intercity rail connections for Durham, and we appreciate and support the department's extensive vision for a safe and efficient passenger rail program in North Carolina connecting urban and rural communities.

Durham was founded as a stop on the railroad and our history is linked to the connectivity and economic opportunity that the railroad provided to our residents and industries. Today, the North Carolina Railroad corridor crosses through Durham providing freight and well-utilized intercity passenger rail service. The corridor has tremendous potential for even more intercity passenger rail service between NC's rapidly growing Piedmont crescent cities, more frequent rail connections to Washington, DC and beyond, and new connections between rural and urban communities in eastern and western NC.

Durham County's top priority for the FRA Corridor ID program is the Charlotte to Washington, DC corridor using the North Carolina Railroad corridor through Durham. This corridor is used today by the Piedmont and Carolinian Amtrak routes, and more frequent, safer, and more reliable service would be a great benefit for our residents. Durham County has participated in and supported several studies of infrastructure and new services on this corridor including the GoTriangle Commuter Rail Study and the submission of an FRA Railroad Crossing Elimination grant application to study crossings in East Durham. This corridor is well-positioned to move quickly into design, construction, and implementation of enhanced intercity rail service.

We also support the new service proposed from Winston-Salem to Raleigh that would use the North Carolina Railroad corridor through Durham. NCDOT has proposed several new corridors connecting

Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should include the consideration of extension through Durham and beyond to truly provide a statewide interconnected passenger rail network.

The FRA Corridor ID program provides an opportunity to advance Durham County's **environmental**, economic, and equity goals. Intercity passenger rail service and the infrastructure to support it provides alternatives to more costly and more polluting modes of transportation, improved safety at railroad and roadway crossings, more access to transportation for disabled and economically disadvantaged residents, enhanced economic competitiveness for the growth of business and industry, and better quality of life for our residents. Durham County **emphatically supports the FRA's** goals to use the Corridor ID program to establish a long-term vision for passenger rail service, and we are excited about the opportunity that this will provide for Durham. **Please give NCDOT's** applications full consideration, and we strongly encourage the selection of these corridors for further study.

Sincerely,

A handwritten signature in cursive script, reading "Brenda Howerton".

Brenda Howerton, Chair  
Durham Board of County Commissioners



NCDOT Rail Division Director, Jason Orthner,  
1 S. Wilmington Street, Raleigh, NC 27601

Letter in support of the Salisbury, NC to Asheville, NC corridor

I understand twelve corridors will be submitted to FRA for consideration for participating in the ***Corridor Identification and Development Program*** and obtaining grant funding.

This letter of support is being emailed to Cheryl Collins ([cjcollins@ncdot.gov](mailto:cjcollins@ncdot.gov)) on Wednesday, March 1, 2023, to be included in your application packages.

My prospective may be a bit different. Our town, Old Fort is celebrating its 150 anniversary this year with a theme of "Elevate Old Fort", Elevate its People, Community and History. There is little history of Old Fort that does not include the railroad and what the railroad has brought to the community through the years. Many of our most noted citizens were employed by the railroad and many people have fond memories of riding the mountain railroad between Old Fort and Ridgecrest, going through the loops and tunnels.

With passenger rail connection for the Salisbury to Asheville route, people could again experience and learn the history behind how this remarkable feat was accomplished.

Significant points to consider in your consideration:

- Current Passenger Rail Service in North Carolina is widely used and has a growing passenger count. This could be true for Salisbury to Asheville, as well.
- Passenger Rail Service from Salisbury to Asheville could be improve accessibility to communities along the route and promote economic growth.
- Western North Carolina has been without passenger rail service since 1975 and there is a need to provide a strong and balanced transportation system
- Statistics show that return on investment matches dollar for dollar when it pertains to station devolatilization

We ask for your support in making this consideration a reality,

Catherine R Moore  
WNC Rail Committee Member  
Old Fort 150 Project Coordinator



March 8, 2023

Jason Orthner, Director  
NC Department of Transportation  
Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Dear Mr. Orthner:

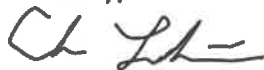
The NC Capital Area Metropolitan Planning Organization (CAMPO) is happy to send a letter of support for the NC Department of Transportation's applications for the Federal Railroad Administration Corridor Identification and Development program. We support the goals of the program and see great benefit in bringing world-class passenger rail service to our region while we work together grow a safer, cleaner, and more equitable rail system.

CAMPO is a regional transportation planning organization serving communities in Franklin, Granville, Harnett, Johnston, and Wake Counties in the North Carolina Triangle Region. The focus of CAMPO's work is to move towards a seamless integration of transportation services that offer a range of travel choices and are compatible with the character and development of our communities, sensitive to the environment, improve quality of life, and are safe and accessible for all. As such, we believe that NCDOT's applications for the FRA Corridor ID program provide an opportunity to help advance these goals by providing enhanced access to frequent and reliable rail service in CAMPO's jurisdiction.

Of the twelve corridors NCDOT is submitting for the program eight travel directly through CAMPO's jurisdiction (Charlotte to Washington, DC; Wilmington, NC to Raleigh, NC; Greenville, NC to Raleigh, NC; Winston-Salem, NC to Raleigh, NC; Hamlet, NC to Raleigh, NC; Morehead City, NC to Raleigh, NC; Fayetteville, NC to Raleigh, NC; and Weldon, NC to Raleigh, NC), and the remaining three still provide increased access to and from the CAMPO jurisdiction by connecting into existing corridors serving the key destinations in the area.

We hope that you give NCDOT's applications full consideration as we believe they will provide needed mobility improvements for the people of North Carolina, and the CAMPO jurisdiction in particular.

Sincerely,



Chris Lukasina, AICP, GISP  
Executive Director  
NC Capital Area MPO



**Business & Community Development**  
100 N King St.  
Hendersonville, NC 28792

March 1, 2023

Jason Orthner, Director  
NCDOT Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

VIA: E-mail

**RE: Corridor Identification and Development Program Submittal - Salisbury, NC to Asheville, NC**

Dear Mr. Orthner:

Henderson County is excited to support the North Carolina Department of Transportation's submittal for the Corridor ID Program. Hendersonville, the County seat, is situated about 25 minutes south of Asheville. A passenger rail connection between Asheville and Salisbury would be an asset to our region. The mountainous terrain limits cost-effective multi-modal infrastructure. A passenger rail system would expand transportation options as well as access to various destinations that those who use public transit may not feasibly visit otherwise. This integration point would connect the historically disadvantaged Appalachian communities with the state's capital, Research Triangle, the coast, and even multiple destinations in other states along the east coast.

This grant funding would be the beginning of a much-needed project to address transportation inequities and bolster economic development across the state. Henderson County fully supports its regional partners in this effort. Please feel free to reach out regarding any additional comments. Thank you for your time.

Sincerely,

Christopher Todd  
Director of Business & Community Development



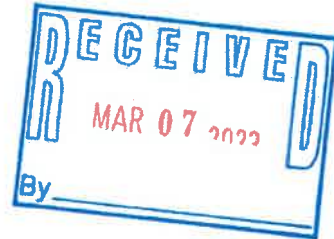


# CUMBERLAND COUNTY

NORTH CAROLINA

March 1, 2022

Jason Orthner  
Director  
NC Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601



*RE: Support for inclusion of the Raleigh to Fayetteville Route in the FRA Corridor ID Program*

Dear Mr. Orthner,

On behalf of the more than 335,000 residents of Cumberland County, please accept this letter in support of the Raleigh to Fayetteville route being included in the FRA Corridor ID Program.

Passenger rail service to Raleigh has been identified by both Cumberland County and the City of Fayetteville as a top priority for our community. Connectivity between Raleigh and Fayetteville via rail will facilitate substantial economic and quality-of-life improvements for our citizens.

Despite recent gains and continued growth, Cumberland County remains North Carolina's most populous "Tier 1" county. Adding this additional mode of transit will provide a critical alternative for our citizens of limited means, allowing them to access their state delegation, state-wide departments, and executive leadership. The Fayetteville to Raleigh route would also provide direct connections to rail services such as the Carolinian (to Charlotte) and the future "S-Line" (connecting to Petersburg, VA).

Beyond our residents, this service would greatly benefit the 30,000+ students attending our local universities and colleges, including our namesake Fayetteville State University (HBCU) and Methodist University, North Carolina's newest medical school. This project would also provide a much-needed transportation option for the 52,000 active-duty soldiers, and their 63,000 family members, serving at the recently renamed Ft. Liberty.

Lastly, we are excited to see the millions of private sector dollars being spent by RJ Corman to improve the newly created "Raleigh & Fayetteville" railroad (RFCC) and believe that now is the perfect time to build the public-private partnerships needed to efficiently deliver the transportation infrastructure our citizens deserve.

Please do not hesitate to contact me with any questions or concerns.

Sincerely,

Glenn B. Adams  
Vice Chairman



February 27, 2023

Jason Orthner  
Rail Division Director  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, North Carolina 27601

Dear Mr. Orthner:

The Town of Apex is writing in support of the North Carolina Department of Transportation's **Hamlet, North Carolina to Raleigh, North Carolina** application for the Federal Railroad Administration's Corridor Identification and Development Program.

The Town of Apex sits directly along the S-Line Corridor, between Hamlet and Raleigh, in Wake County, North Carolina. Apex is a railroad town without a rail station. Our motto, "The Peak of Good Living", is an affectionate tribute to both our position at the highest point along a 30-mile stretch of the S-Line corridor, and the high regard we have for our hometown. While centered around a beloved, small, historic downtown, Apex is rapidly growing. Our population dramatically increased from about 20,000 in 2000 to about 75,000 today. Given this rapid growth and rapid increase of congestion on roadways, Apex understands the importance of transportation options. We are excited about the opportunity to bring passenger rail back to Apex, and see rail as a critical spine of our overall multimodal, land use, and economic development vision.

Apex has a history of strong partnerships with the North Carolina Department of Transportation (NCDOT). We have participated in a year-long effort, led by NCDOT, to facilitate transit-oriented development (TOD) planning along the S-Line rail corridor. The Town contributed funds, time, and resources to this important effort to integrate land use, economic development, and transportation connectivity as new passenger rail services develop. The Town also is looking forward to participating with NCDOT in a feasibility study for a mobility hub that we anticipate serving as a future passenger rail station in Apex. Once again, the Town was eager to contribute funds, time, and resources to this effort.

The Corridor Identification Program is a substantial opportunity to identify and plan for infrastructure needs along the S-Line corridor between Hamlet and Raleigh. Apex is pleased to support NCDOT's efforts to secure funding for this corridor through the FRA program and looks forward to continuing to work with NCDOT on the transformative S-Line project.

Thank you for your time and consideration in this matter. Should you have any questions, please do not hesitate to contact me at 919-249-3302 or [shawn.purvis@apexnc.org](mailto:shawn.purvis@apexnc.org).

Sincerely,

D. Shawn Purvis  
Deputy Town Manager



TOWN OF CARRBORO • NC  
TOWN COUNCIL

March 10, 2023

Jason Orthner, PE, Director  
NC Department of Transportation Rail Division  
1 S Wilmington St  
Raleigh, NC 27601

**Re: NCDOT Corridor ID Program application**

Dear Mr Orthner:

As the Town of Carrboro's representative to the Durham-Chapel Hill-Carrboro MPO (DCHC MPO) Board, I am writing in support of the NC Department of Transportation's applications for the Federal Railroad Administration (FRA) Corridor Identification and Development program. Many of the 12 corridors NCDOT will submit for designation would provide enhanced intercity rail connections for the Triangle region. I support NCDOT's vision for a safe, efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor has tremendous potential for increased intercity passenger rail service between North Carolina's rapidly growing Piedmont Crescent cities and beyond. A top priority for the Corridor ID program is the Charlotte to Washington, DC, corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes already use the NCRR corridor. More frequent, safer, more reliable service would be a great benefit for residents of the western Triangle. This corridor is ready to move into design, construction, and service implementation.

I also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All of these corridors should extend through the DCHC MPO study area, including service to Durham's existing station and other future stations.

I am excited about the opportunity that enhanced service in these corridors will provide to the people of our region and our state, and I strongly encourage the selection of these corridors for further study.

Sincerely,

Damon Seils  
Mayor

C: Richard White, Town Manager  
Mary Bryant, Deputy Town Clerk







## Office of the County Manager

P.O. Box 550 • Raleigh, North Carolina 27602

TEL 919 856 6160  
FAX 919 856 6168

March 1, 2023

Jason Orthner, Director  
NC Department of Transportation  
Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

### **RE: NCDOT's Applications to the FRA Corridor Identification and Development Program**

Dear Mr. Orthner:

Wake County is pleased to submit this letter of support for **all of NCDOT applications to the Federal Railroad Administration Corridor Identification and Development Program**. All the proposed corridors, the majority of which interact with the Raleigh/ Wake County area, are important strategic corridors to connect communities safely and efficiently within North Carolina and to the larger national rail network.

In 2016, Wake County voters approved a local option sales tax to support a major transit expansion in an area that is adding approximately 60 people per day. Wake Transit investments will triple the existing level of bus service by expanding 17 miles of frequent bus service to 99 miles and providing connection services to all Wake County communities. These investments in local transit along with supportive and focused development will help Wake County meet its economic, equity and environmental goals over the coming years and enhance the County's role as a key regional origin and destination. The strategic and sustained improvements to the regional and interregional rail network proposed by the Corridor Identification and Development Program will better link the County to nearby communities and the larger network and expand opportunity, flexibility, and options.

Wake County looks forward to working with NCDOT, FRA, partner agencies, and partner communities to develop and implement strategic investments to address existing rail network issues and create and preserve capacity for the variety of exciting rail services proposed in the NCDOT applications.

Thank you for your consideration of NCDOT's applications to the Corridor Identification and Development Program

Sincerely,

A handwritten signature in blue ink, appearing to read "David Ellis".

David Ellis  
County Manager

February 28, 2023

Mr. Jason Orthner  
NCDOT Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Re: Corridor Identification Program:  
Wilmington, NC to Raleigh, NC

Dear Mr. Orthner:

I am writing you this letter to express the City of Goldsboro's support of the North Carolina Department of Transportation in their application for the Corridor Identification and Development Program, specifically supporting the Wilmington, NC to Raleigh, NC corridor.

I firmly believe that intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina. The City of Goldsboro would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor. The anticipated benefits include safety, intercity connectivity, economic & social advancement, and overall regional growth.

The City of Goldsboro is situated as a midpoint of the corridor and embraces the opportunity to serve as such. The railroad is an important part of the City of Goldsboro's history and I believe that the establishment of this corridor would be an integral building block for the future of not only our city, but for the entire southeast region of North Carolina.

Respectfully,



Mayor David Ham  
City of Goldsboro



Dennis J. Newman  
*Executive Vice President, Strategy and Planning*

March 20, 2023

Amit Bose  
Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**RE: Application for Corridor Identification and Development Program Funding**

Dear Administrator Bose:

---On behalf of the National Railroad Passenger Corporation (Amtrak), I am writing to express our support for the North Carolina Department of Transportation (NCDOT) applications submitted under the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (Corridor ID Program) for the Charlotte, NC to Washington, DC; Charlotte, NC to Atlanta, GA; Charlotte, NC to Kings Mountain, NC; Charlotte, NC to Winston-Salem, NC; Winston-Salem, NC to Raleigh, NC; Asheville, NC to Salisbury, NC; Wilmington, NC to Raleigh, NC; Fayetteville, NC to Raleigh, NC; Greenville, NC to Raleigh, NC; Weldon, NC to Raleigh, NC; Hamlet, NC to Raleigh, NC; and Morehead City, NC to Raleigh, NC Corridors.

NCDOT has identified twelve corridors within our state to be supportive of current and future intercity passenger rail service. Each of the corridors that are being submitted are either a part of the current federally designated Southeast Corridor (SEC) or viable to supporting the nationwide network as they provide a connection from each region of the state to the SEC.

These corridors will help strengthen economic growth and mobility throughout the region and the country. Additionally, they will provide public benefits, will make regional travel more available, accessible, and sustainable, will reduce congestion, and will boost the local economy of the cities and towns along the route.

We are excited to potentially work with all of the projects selected through the Corridor ID Program, to help those sponsors move their projects forward towards future implementation. Thank you for your time and consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "D. J. Newman".

Dennis Newman  
Executive Vice President, Strategy, Planning & Accessibility



**BOARD OF COMMISSIONERS**  
**DON MARTIN, CHAIRMAN**  
**GLORIA D. WHISENHUNT, VICE CHAIR**  
**DAN BESSE**  
**RICHARD V. LINVILLE**  
**TONYA D. MCDANIEL**  
**DAVID R. PLYLER**  
**MALISHAI WOODBURY**



**J. DUDLEY WATTS, JR.**  
**COUNTY MANAGER**  
**DAMON SANDERS-PRATT**  
**DEPUTY COUNTY MANAGER**  
**SHONTELL A. ROBINSON**  
**DEPUTY COUNTY MANAGER**  
**ASHLEIGH B. MATTHEWS**  
**CLERK TO THE BOARD**

## **FORSYTH COUNTY, NORTH CAROLINA**

February 28, 2023

Mr. Jason Orthner  
1 South Wilmington Street  
Raleigh, North Carolina 27601

Dear Mr. Orthner:

The Forsyth County Board of Commissioners strongly support the efforts to participate in the Federal Railroad Administration's Corridor Identification and Development Program, to help plan and develop two proposed rail corridors, connecting Winston-Salem to Raleigh and Charlotte. Including Winston-Salem and Forsyth County as a key linkage in this system is essential for several reasons.

- Forsyth is North Carolina's fourth largest County and providing residents access to low-cost rail travel will enhance the economic and cultural prospects of the region as well as the State.
- A high-skilled workforce is essential to Forsyth County and North Carolina's economic development competitiveness and rail service will allow for residents to commute between regions more easily while providing businesses with a larger talent pool to draw from.
- Charlotte and Winston-Salem are integrally connected through the legacy of businesses founded in Winston-Salem that have expanded in Charlotte. In many cases key business units remain in Winston-Salem and support the continued expansion of companies such as BB&T/Truist, Krispy Kreme and Atrium/Wake Forest Baptist Medical Center, among many others.
- The focus of Innovation Quarter in Winston-Salem on innovation and discovery will continue to grow, necessitating the connections that enhanced rail service will provide. A stronger connection between Innovation Quarter, Research Triangle Park, and other research institutions throughout the State will generate new ideas and strengthen North Carolina's reputation as a leader in innovation.
- The opportunity in Winston-Salem meets the goals of Bipartisan Infrastructure Law to bring world-class passenger rail service to regions across the county, grow a safer, cleaner, more equitable rail system and build the foundation for a long-term program. The enhanced passenger rail system would enhance access to airports Statewide and allow low- and moderate-income residents to access lower cost rail service.
- The City of Winston Salem has already made a significant investment with the intent of restoring passenger rail, purchasing and restoring the historic Union Station building located adjacent to Winston Salem State University for \$15.9 million. The completed improvements have left Union Station passenger ready.

Thank you for the outreach and education on this critical opportunity. Our community stands ready to assist as necessary for the expansion of rail into Forsyth County.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Martin".

Don Martin, Chairman  
Forsyth County Board of Commissioners

Southeast Shortlines, Inc.  
Caldwell County Railroad Company  
Thermal Belt Railway  
5725 Giles Farm Road  
Morganton, NC 28655

March 1, 2023

Re: Letter of Support to Re-establish Rail Passenger Service from Salisbury to Asheville.

Ms. Cheryl Collins,

I am writing to add my support along with my employees support to re-establish passenger rail service from Salisbury to Asheville and hopefully beyond to St. Louis, MO one day. Note that to get to the West you must go through Chicago or New Orleans, LA currently. Likewise, to get East the same scenario is true.

First however you must crawl before you can walk and run but I believe at least bringing Western, NC into the fold, it will enhance the lives, commerce and industrial development and also greatly increase tourism to Western, NC.

My fellow members of the Western North Carolina Rail Committee have started the ball rolling and I am in total support of their objectives.

I think having a connection to the rest of the country's Amtrak system is vital. Passenger Rail service would provide a viable option to our many residents that do not want the hassle of the parking, waiting, baggage claims etc. for a simple trip to Washington, Atlanta and Florida.

Page 2.

Personally I would enjoy a passenger rail experience to and from Raleigh rather than that Talladega 500 experience I must go through between Winston-Salem and Raleigh now. I feel like in addition to my NC State Wolfpack Magnets on my car that I should add a big number 43 (I am an Old Time Petty Fan). I would love to simply take the train back and forth to Wolfpack Country. Likewise, my many friends in the Raleigh and Garner area would love to take the train from Raleigh to Morganton.

In Closing, please add my name along with my employees to the support list to re-establish passenger rail on the Salisbury to Asheville corridor!

Thanks for your consideration.



Don J. McGrady

President

Southeast Shortlines, Inc.

Thermal Belt Railway (TBRY)

Caldwell County Railroad Company (CWCY)





**OFFICE OF THE MAYOR**  
**CITY OF DURHAM**

March 1, 2023

Jason Orthner, P.E., Director  
NC Department of Transportation  
Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Dear Mr. Orthner:

I write to express the City of Durham's support for the North Carolina Department of Transportation (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT is submitting twelve corridors for the program, many of which travel through and would provide enhanced intercity rail connections for Durham, and we appreciate and support the department's extensive vision for a safe and efficient passenger rail program in North Carolina connecting urban and rural communities.

The North Carolina Railroad (NCRR) corridor crosses through Durham providing freight and intercity passenger rail service. The corridor has tremendous potential for even more intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities located along the NCRR corridor between Charlotte and Raleigh, as well as more frequent rail connections to Washington, DC and beyond, and new connections between rural and urban communities in eastern and western North Carolina.

The City of Durham's top priority for the FRA Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham. This corridor is used today by the Piedmont and Carolinian Amtrak routes, and more frequent, safer, and more reliable service would be a great benefit for our residents. The City of Durham has participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor. It is well-positioned to move quickly into design, construction, and implementation of enhanced intercity rail service.

We also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT has proposed several new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should include the consideration of extension through Durham and beyond to truly provide a statewide interconnected passenger rail network.

The FRA Corridor ID program provides an opportunity to advance Durham's environmental, economic, and equity goals. Intercity passenger rail service provides alternatives to reduce emissions of harmful pollutants while providing more affordable transportation options, along with improved safety at railroad and roadway crossings, access for residents facing significant transportation barriers, enhanced economic competitiveness for the growth of business and industry, and better quality of life for our residents.

The City of Durham supports the FRA's goals to use the Corridor ID program to establish a long-term vision for passenger rail service, and we are excited about the opportunity that this will provide for Durham. Please give NCDOT's applications full consideration, and we strongly encourage the selection of these corridors for further study. If you would like any additional information about the City's application, please contact Sean C. Egan, Director of Transportation, at [sean.egan@durhamnc.gov](mailto:sean.egan@durhamnc.gov) or 919-937-8883.

Sincerely,



Elaine M. O'Neal  
Mayor, City of Durham, NC



February 27, 2023

Jason Orthner  
NCDOT Rail Division Director  
1 S. Wilmington Street  
Raleigh, NC 27601

Re: Support of New Kings Mountain to Charlotte Rail Corridor

Dear Jason,

With I-85 and Highway 74 becoming heavily traveled, we need to explore the rail option as a viable alternative for travel to Charlotte. This also coincides with the construction of widening US 74 and I-85, so as to relieve the pressure of automobiles on those routes. This corridor offers us the opportunity to use existing infrastructure along with existing equipment from the NC Railroad. This should be a fairly easy proposal to implement because the train and tracks exist already so all we would need to do is construct the terminals. Some of us have them in place already.

Additionally, as a benefit to Norfolk Southern in the moving of freight, doubling the track for increased flow helps them as they expand the intermodal facility at Charlotte/Douglas Airport. It occurred to me that the Norfolk Southern track weaves its way through our municipalities and could easily be used to connect us to Charlotte and beyond. What I would propose is that the Carolinian and Piedmont trains start its journey to Raleigh from the western most stop in North Carolina in Kings Mountain with stops in Gastonia, Cramerton/Belmont. Upon entering Mecklenburg County there would be stops at Charlotte/Douglas International Airport, and the new Charlotte Transit terminal. All of which are virtually right beside the track.

It is my pleasure to support such a worthwhile project that responsibly uses taxpayer money to improve quality of life both environmentally and in the efficient moving of people.

Sincerely,

CITY OF KINGS MOUNTAIN

G. Scott Neisler, Mayor





**RESOLUTION 20-14**  
**TO SUPPORT THE EXPANSION OF THE PIEDMONT NC BY TRAIN SERVICE TO**  
**KINGS MOUNTAIN - BESSEMER CITY- GASTONIA - RANLO- LOWELL**  
**CRAMERTON - MC ADENVILLE - BELMONT - CHARLOTTE**

**WHEREAS**, rail service is an integral part of a comprehensive transportation system for the State of North Carolina; and

**WHEREAS**, there is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service; and, is a vital tool for economic development, tourism and job creation in the state of North Carolina; and

**WHEREAS**, in 2018, Kings Mountain and Gastonia requested a study to determine the feasibility of implementing a new passenger rail service to connect Kings Mountain, Gastonia, and Belmont with the Charlotte-Douglas International Airport and Uptown Charlotte; and

**WHEREAS**, in concept, the passenger rail service would begin in Kings Mountain, passing through Bessemer City, providing a station stop in Gastonia, passing through Lowell, providing a station stop in Belmont, providing a station stop at the airport, and terminating at the new Charlotte Gateway Station; and

**WHEREAS**, the new service would provide an additional transportation connection between the rural communities west of Charlotte to job centers; and

**WHEREAS**, while I-85 provides a direct connection from Kings Mountain to Charlotte, it is one of the most congested transportation corridors in the Charlotte Metrolina Region; and

**WHEREAS**, in 2015, the portion of I-85 from Kings Mountain to Gastonia saw an Average Annual Daily Traffic (AADT) of 106,393 and the portion running from Gastonia to I-77 in Charlotte; and

**WHEREAS**, in 2040, the portion of I-85 from Kings Mountain to Gastonia is projected to carry 143,129 vehicles per day (vpd) and 160,156 (vpd) from Gastonia to I-77 in Charlotte; and

**WHEREAS**, the segment of I-85 between the Catawba River and I-485 in Charlotte has the highest traffic volumes, with a 2015 AADT of 146,181 (VPD), projected to increase to 182,054 (vpd) by 2040; and

**WHEREAS**, improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of traffic congestion on North Carolina's highways; and

**WHEREAS**, the future passenger rail track would need to be threaded into the Charlotte Gateway Station track configuration, where space has been reserved at the new station for future passenger rail services.

**THEREFORE, BE IT RESOLVED** that the City of Kings Mountain City Council through the adoption of this resolution, fully supports the creation of an attractive, marketable and cost-effective passenger rail service between Kings Mountain and Charlotte.

Resolution adopted this the 27<sup>th</sup> day of April, 2021.

**CITY OF KINGS MOUNTAIN, NORTH CAROLINA**

By: G. Scott Neisler  
G. Scott Neisler, Mayor

**ATTEST:**

Karen A. Tucker  
Karen A. Tucker, City Clerk



March 1, 2023

Jason Orthner  
NCDOT Rail Division Director  
1 S. Wilmington Street  
Raleigh, NC 27601

**RE: Letter of Support-Charlotte Area Corridor Identification and Development Program**

Dear Mr. Orthner:

I would like to express my strong support for the North Carolina Department of Transportation's (NCDOT's) Corridor Identification and Development Program grant application. Passenger rail improvements in the Charlotte region provide the mobility that powers the largest metro region in the state of North Carolina and one of the fastest growing economies in the nation.

Specifically, Centralina Regional Council supports improvements to the passenger rail fleet, stations, accessibility and sustainability measures and the increased and new service opportunities made possible through investments in the following corridors:

- Charlotte, NC to Raleigh, NC
- Charlotte, NC to Washington, DC
- Winston-Salem, NC to Charlotte, NC
- Salisbury, NC to Asheville, NC

Centralina Regional Council, which serves the nine-county Greater Charlotte region, led the **CONNECT Beyond Regional Mobility Plan**, which will be implemented through this grant proposal. CONNECT Beyond's bold transit vision recommends high-capacity transit, strategic investments in mobility corridors, a robust bus network and local first and last mile investments to support seamless travel throughout the region. The inter-city and commuter rail corridors outlined in this grant provide the backbone of the region's transit network. Strategic investments in these corridors are critical to increasing economic competitiveness, improving transportation choices and advancing social equity in our region.

Furthermore, the **Greater Charlotte Region Comprehensive Economic Development Strategy 2023-2028** has a key goal of "Building Community Supportive Infrastructure" which includes recommendations for investment in innovative, resilient infrastructure supporting employment and investments in regional mobility initiatives that support movement of the labor force.



704-372-2416 | [info@centralina.org](mailto:info@centralina.org) | [www.centralina.org](http://www.centralina.org)  
10735 David Taylor Drive, Suite 250 | Charlotte, NC 28262



We strongly support the NCDOT's Corridor Identification and Development Program grant application to strengthen investments in new and expanded passenger rail service in the Charlotte region and ensure that our residents have maximum access to opportunity and our that economy remains competitive.

Respectfully,

A handwritten signature in black ink, appearing to read "G. Gardner", written in a cursive style.

Geraldine I. Gardner  
Executive Director

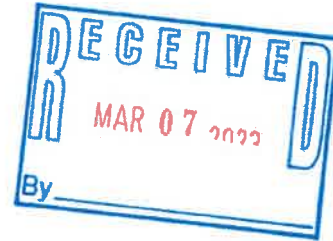


**CUMBERLAND**  
**COUNTY**

NORTH CAROLINA

March 1, 2022

Jason Orthner  
Director  
NC Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601



*RE: Support for inclusion of the Raleigh to Fayetteville Route in the FRA Corridor ID Program*

Dear Mr. Orthner,

On behalf of the more than 335,000 residents of Cumberland County, please accept this letter in support of the Raleigh to Fayetteville route being included in the FRA Corridor ID Program.

Passenger rail service to Raleigh has been identified by both Cumberland County and the City of Fayetteville as a top priority for our community. Connectivity between Raleigh and Fayetteville via rail will facilitate substantial economic and quality-of-life improvements for our citizens.

Despite recent gains and continued growth, Cumberland County remains North Carolina's most populous "Tier 1" county. Adding this additional mode of transit will provide a critical alternative for our citizens of limited means, allowing them to access their state delegation, state-wide departments, and executive leadership. The Fayetteville to Raleigh route would also provide direct connections to rail services such as the Carolinian (to Charlotte) and the future "S-Line" (connecting to Petersburg, VA).

Beyond our residents, this service would greatly benefit the 30,000+ students attending our local universities and colleges, including our namesake Fayetteville State University (HBCU) and Methodist University, North Carolina's newest medical school. This project would also provide a much-needed transportation option for the 52,000 active-duty soldiers, and their 63,000 family members, serving at the recently renamed Ft. Liberty.

Lastly, we are excited to see the millions of private sector dollars being spent by RJ Corman to improve the newly created "Raleigh & Fayetteville" railroad (RFCC) and believe that now is the perfect time to build the public-private partnerships needed to efficiently deliver the transportation infrastructure our citizens deserve.

Please do not hesitate to contact me with any questions or concerns.

Sincerely,

Glenn B. Adams  
Vice Chairman



Life. Well Crafted.

City of Hickory  
PO Box 398  
Hickory, NC 28603  
Phone: (828) 323-7412  
Fax: (828) 323-7550  
Email: [hguess@hickorync.gov](mailto:hguess@hickorync.gov)

**Office of the Mayor**

Mr. Jason Orthner  
NCDOT Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Re: Corridor Identification Program: Asheville, NC to Salisbury, NC

Dear Mr. Orthner:

As Mayor of the City of Hickory, I am pleased to express the City of Hickory's support for the North Carolina Department of Transportation's application for the Corridor Identification and Development Program.

We believe that the Asheville, NC to Salisbury, NC corridor could potentially provide tremendous economic impact to our city and region, as well as improve the quality of life for our residents by providing additional transportation options and offering connectivity to our neighboring regions.

As the midpoint of the Asheville, NC to Salisbury, NC corridor, Hickory is in an opportune location to significantly benefit from passenger rail. While this corridor is Hickory's priority, we are also supportive of the program for North Carolina as a whole and believe that this will help build an even stronger transportation system for our great state.

Thank you for your favorable consideration of NCDOT's Corridor Identification and Development Program application.

Sincerely,

Hank Guess  
City of Hickory  
Mayor



**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION'S SUBMISSION OF THE RAIL CORRIDOR BETWEEN WILMINGTON  
AND RALEIGH FOR THE FEDERAL RAILROAD ADMINISTRATION'S (FRA) CORRIDOR  
IDENTIFICATION AND DEVELOPMENT PROGRAM**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the Corridor Identification and Development (Corridor ID) Program was included as part of the Infrastructure Investment and Jobs Act (IIJA) that was signed by President Biden on November 15, 2021; and

**WHEREAS**, the Federal Railroad Administration established the Corridor Identification and Development Program within 180 days of enactment; and

**WHEREAS**, Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services; and

**WHEREAS**, the North Carolina Department of Transportation will submit twelve corridors to FRA for consideration for participating in the program and obtaining grant funding; and

**WHEREAS**, the rail corridor between Wilmington and Raleigh is one of the twelve corridors that will be submitted by the North Carolina Department of Transportation; and

**WHEREAS**, the North Carolina Department of Transportation is currently refreshing the Southeastern Passenger Rail Study that was completed in 2005 with the update anticipated to be complete later this year; and

**WHEREAS**, intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina; and

**WHEREAS**, the Wilmington Urban Area would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor; and

**WHEREAS**, these anticipated benefits include safety, connectivity, economic advancement, and supporting overall regional growth.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's submission of the rail corridor between Wilmington and Raleigh for the Federal Railroad Administration's Corridor Identification and Development Program.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on March 29, 2023.



---

Henry E. Miller III, Chair



---

Mike Kozlosky, Secretary



## *City of Winston-Salem*

OFFICE OF THE MAYOR

POST OFFICE BOX 2511 • WINSTON-SALEM, NC 27102

J. ALLEN JOINES  
MAYOR

March 10, 2023

Mr. Jason T. Orthner, P.E., CPM  
Rail Division Director  
North Carolina Department of Transportation  
1 South Wilmington Street  
1553 Mail Service Center  
Raleigh, NC 27699-1553

Dear Mr. Orthner,

I write to offer the strong support of the City of Winston-Salem for the North Carolina Department of Transportation's application for grants from the USDOT Federal Railroad Administration's Corridor Identification and Development program for intercity passenger rail community grants.

The City is especially supportive of the corridor from Charlotte to Winston-Salem and the corridor from Winston-Salem to Raleigh. Certainly, the increased service proposed for Charlotte to Raleigh also offers better service for Winston-Salem citizens as well. The new service offered by these routes will contribute significantly in our efforts to be a carbon neutral city by 2050, help grow our economy and improve the quality of life for the citizens of Winston-Salem.

As you may be aware, the City completed the restoration of our historic Union Station and, in fact, received an award for that work by the North Carolina Historic Resources Commission. This is but one simple and demonstrated action that indicates broad support for passenger rail in our City, our region and our state.

Please let me know if I, or my staff, can be of assistance in your efforts to secure these grants.

Sincerely,

  
J. Allen Joines  
Mayor

PC: City Council  
City Manager  
Aaron King  
Jeff Fansler





February 24, 2023

NCDOT Rail Division Director  
Jason Orthner  
1 S. Wilmington Street  
Raleigh, NC 27601

Dear Mr. Orthner,

I wish to express my support for the passenger rail expansion of the Salisbury, NC to Asheville, NC corridor.

This expansion would benefit our town and Western North Carolina's tourism industry by making it more accessible to all types of travelers. We are currently involved in the development of the Ecusta Trail, a Rails-to-Trails project which will carry walkers and bikers from downtown Hendersonville to Brevard. The Ecusta Trail will serve to enhance the appeal of western North Carolina as a tourism destination.

The Salisbury to Asheville corridor expansion will benefit communities of our region and grow our economies. Please consider our support for this important project.

A handwritten signature in black ink, appearing to read "J. Carey O'Cain".

J. Carey O'Cain, Mayor

Town of Laurel Park



*the* Catawba Nation

Office of Tribal Government

996 Avenue of the Nations • Rock Hill, SC 29730

p: (803) 366-4792 • f: (803) 327-4853 • e: info@catawba.com

February 28, 2023

Jason Orthner  
NCDOT Rail Division Director  
1 S Wilmington Street  
Raleigh, NC 27601

Dear Mr, Ortner,

Please accept this letter in support of the expansion of the Piedmont Train Service in the Kings Mountain Corridor. The Catawba Nation values that this expansion could ultimately increase tourism to the Kings Mountain area that will benefit the Catawba Nation's Two Kings Casino. The Catawba Nation also values the environmental benefits associated with this project by reducing the impact of traffic congestion along North Carolina's highways.

In conclusion, the Catawba Nation is in full support of the creation of an attractive, marketable and cost-effective passenger rail service between Kings Mountain and Charlotte.

Best regards,

DocuSigned by:  
A handwritten signature in black ink, appearing to read "Jason Harris".  
7DBA779E23D1482...

Jason Harris  
Assistant Chief  
Catawba Nation

Jason Harris  
Assistant Chief

William Harris  
Chief

Roderick Beck  
Secretary/Treasurer



TOWN OF  
**HILLSBOROUGH**  
NORTH CAROLINA

March 10, 2023

Jason Orthner, P.E., Director  
NC Department of Transportation Rail Division  
1 S. Wilmington St  
Raleigh, NC 27601

Dear Mr. Orthner,

As mayor of Hillsborough and member of the Durham Chapel Hill Carrboro MPO (DCHCMPO), I am writing to support the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, many of which travel through and would provide enhanced intercity rail connections for Durham, Hillsborough, and our MPO's broader three (3)-county study area. I support NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Hillsborough in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities and beyond.

The DCHCMPO's top priority for the Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit for our residents. We have participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor, and it can quickly move into design, construction, and enhanced intercity rail service implementation.

I also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should extend through the DCHCMPO study area including service to Durham's existing station and other future stations.

I support Corridor ID program's long-term vision for passenger rail service, and I am excited about the opportunity that this will provide Hillsborough and other members of the DCHCMPO. I strongly encourage the selection of these corridors for further study.

Sincerely,  
  
Jennifer (Jenn) Weaver  
Hillsborough, NC

**From:** [Joseph Chesler](#)  
**To:** [Collins, Cheryl J](#)  
**Cc:** [freddiek@marionbiz.org](mailto:freddiek@marionbiz.org)  
**Subject:** [External] Support for Re-establishment of Western NC Passenger Rail Service  
**Date:** Monday, February 27, 2023 10:06:20 AM

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**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Dear Cheryl Collins:

As a member of the City of Asheville Multi-modal Transportation Commission, I firmly believe that passenger rail service is an integral part of a comprehensive transportation system for the State of North Carolina. The re-establishment of a passenger rail system that serves the citizens of Western North Carolina will benefit economic development, tourism and job creation throughout our state.

While I recognize that Asheville and Western North Carolina have been without a passenger rail connection since 1975, there is a clear and vital need to provide a strong and balanced transportation system that promotes freight and passenger service in our area. An increase in funding for passenger service in North Carolina is necessary to connect our small urban and rural areas of the state with the urbanized centers of our state.

I join with many of my local and state elected officials in support of future alternative transportation measures in North Carolina, such as the successful Amtrak rail service between Salisbury and Asheville. Thank you for your consideration of over twenty years of unified support by communities and chambers of commerce throughout Western North Carolina. Please vote in favor of increased funding for passenger rail service in our area.

***==JOE==***

Joseph Chesler, Commissioner  
Multi-modal Transportation Commission  
c/o 55 Longview Rd  
Asheville, NC 28806  
m: 828-808-0513  
e: [jjchesler@gmail.com](mailto:jjchesler@gmail.com)





## Town of Black Mountain

160 Midland Avenue • Black Mountain, North Carolina 28711  
Phone (828) 419-9310 • Fax (828) 669-4204 • TDD 800-735-2962

[www.townofblackmountain.org](http://www.townofblackmountain.org)

**Mayor**  
C. Michael Sobol

**Town Manager**  
Josh M. Harrold

**Town Council**  
Vice-Mayor Archie Pertiller  
Council Member Alice Berry  
Council Member William Christy  
Council Member Doug Hay  
Council Member Pam King

**Town Clerk**  
Savannah Parrish

March 1, 2023

Jason Orthner, P.E., CPM  
NCDOT Rail Division Director  
1 S. Wilmington St. Raleigh, NC 27601

Dear Jason:

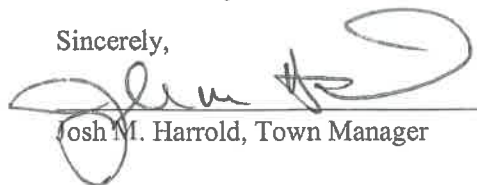
Please let this letter reflect the support of the Town of Black Mountain for NCDOT Rail Division's submittal of the Salisbury, NC to Asheville, NC rail corridor to the FRA's Corridor Identification and Development Program. Restoring passenger rail service between Salisbury and Asheville for the first time since 1975 would bring many benefits to Black Mountain, and all of Western North Carolina.

Passenger rail service would provide a travel mode alternative for Asheville and WNC, which already experience high travel demand. The impact of increasing highway traffic is felt in Black Mountain, with I-40 now carrying 11% more traffic than it did in 2009. Passenger rail service would present an opportunity for travel mode-shift, supporting Federal Railroad Administration's goals for a safer, cleaner, and more equitable transportation system.

In addition to being a popular tourist destination, Black Mountain is also a retirement destination. Providing seniors with non-driving travel options to access the rest of the state will take on increasing importance.

Connecting our growing region to the business and governmental centers in other parts of the state would be critical to maintaining safe, accessible, and scenic links across North Carolina. We are excited about the potential for restoration of passenger rail service and its positive social, environmental, and economic multiplier effects. As our region continues to grow and change, we believe the Salisbury to Asheville passenger rail line would be a critical investment to help maintain and improve the quality of life for Black Mountain residents in addition to the many visitors that are currently limited to highway and air travel to the region.

Sincerely,

  
Josh M. Harrold, Town Manager

March 10, 2023

Jason Orthner, P.E., Director  
NC Department of Transportation Rail Division  
1 South Wilmington Street  
Raleigh, North Carolina 27601

**RE: NCDOT CORRIDOR ID PROGRAM APPLICATION**

Dear Mr. Orthner:

The Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHCMPO) supports the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, many of which travel through and would provide enhanced intercity rail connections for Durham, Hillsborough, and our broader three (3)-county study area. DCHCMPO supports NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Orange County in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities and beyond.

Our top priority for the Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit for our residents. We have participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor, and it can quickly move into design, construction, and enhanced intercity rail service implementation.

We also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. The following proposed corridors should extend through the DCHCMPO study area including service to Durham's existing station and other future stations.

- Charlotte to Washington, DC
- Wilmington, NC to Raleigh, NC
- Greenville, NC to Raleigh, NC
- Winston-Salem, NC to Raleigh, NC
- Hamlet, NC to Raleigh, NC
- Morehead City, NC to Raleigh, NC
- Fayetteville, NC to Raleigh, NC
- Weldon, NC to Raleigh, NC

We support Corridor ID program's long-term vision for passenger rail service, and we are excited about the opportunity that this will provide our member's constituents. We strongly encourage selecting these corridors for further study.

Sincerely,

*Karen A. Howard*

Karen Howard  
Vice Chair, DCHC MPO Policy Board



Office of the  
Mayor

## *City of Salisbury* North Carolina

February 28, 2023

Ms. Cheryl Collins  
North Carolina Department of Transportation  
1553 Mail Service Center  
Raleigh, NC 27699-1553

Re: Salisbury to Asheville Passenger Rail Corridor

Dear Ms. Collins:

As Mayor of the City of Salisbury, I write to share our City Council's support for the re-established Salisbury to Asheville passenger rail corridor. Rail service is a critically important component of our local and state infrastructure and as sustainable transportation it is vital for the economy, our community, and the environment.

The Western North Carolina Rail Committee has continuously worked in support of improved rail service and connectivity since 1999. By establishing passenger rail service between Salisbury and Asheville the social, historical, commercial and cultural bonds will be strengthened between the communities along the corridor. It will also provide rail service to Asheville and Western North Carolina, an area that has been without a rail connection since 1975. Restoring passenger service will enhance accessibility and reliability for citizens, tourists and businesses throughout the Piedmont and Western North Carolina regions and each locality in between.

The Salisbury City Council fully supports the re-establishment of the Salisbury to Asheville passenger rail service corridor to provide access and transportation alternatives as well as economic development opportunities for areas currently underserved.

Sincerely,

Karen K. Alexander  
Mayor

**From:** [Katie Kasben](#)  
**To:** [Collins, Cheryl J](#)  
**Subject:** [External] Support for Passenger Rail from Salisbury to Asheville  
**Date:** Wednesday, March 1, 2023 12:57:21 PM

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**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Dear Ms. Collins,

Asheville and Western North Carolina have been without direct passenger rail service since 1975. The opportunity to strengthen local economies through station revitalization (which has been demonstrated as successful in Salisbury, Morganton, Marion, Old Fort and Asheville), as well as connection for our rural neighbors to more urban experiences is only possible through the re-establishment of the Salisbury-Asheville rail connection.

The benefits are enormous and the dedicated support of the Western North Carolina Rail Committee would ensure effective marketing to the WNC communities. Opportunities for more tourist and destination travel, as well as accessibility for locals and state representatives to travel more easily to connect with family and places of business.

Finally, the increased efficiency and improvements of rail facilities will attract new freight traffic, but the possibility of alternative transportation (Amtrak passenger rail) will help alleviate congestion on highway 40, thus providing a way to lessen negative environmental impact.

Thank you for this consideration to re-establish passenger rail service from Salisbury to Asheville; the economic benefit, job creation, tourist draw, and incredible opportunity for local travel would be a dream come true.

With sincerest gratitude,

***Katie Kasben***  
Asheville Resident  
and Travel Agent





# THE CAROLINA ASSOCIATION FOR PASSENGER TRAINS



Mr. Jason Orthner  
Rail Division Director  
NC Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27601

Mr. Orthner:

It is with pleasure on behalf of the Carolinas Association for Passenger Trains to present a strong letter of support for restoration of rail passenger service between Asheville and Salisbury, and the route's inclusion in the Federal Railroad Administration's Corridor Identification Program. CAPT has been active in promoting rail passenger service as part of a balanced transportation system since the early 1980's in both Carolinas. During that time we have joined with and supported groups such as the Western North Carolina Rail Committee in those efforts. This letter, and accompanying resolution stand as a strong endorsement for this proposal supported over the years by over 120 resolutions of support from various cities, counties, chambers and other groups for restoration of the service.

In regard to the list of other corridors under consideration for submission to the Federal Railroad Administration, CAPT would also strongly support Winston-Salem to Charlotte due to its connectivity to the Asheville-Salisbury corridor, and its potential for commuter rail services on each end of the line as well as inter-city services linking Charlotte and Winston-Salem. The entire list of corridors have merit and should be supported. We did notice the lack of Charlotte-Wilmington and Charlotte-Statesville segments which also could play vital roles in the rail transportation network.

Sincerely yours,

Martin Wheeler  
President  
Carolinas Association for Passenger Trains

**RESOLUTION**  
**IN SUPPORT OF CORRIDOR IDENTIFICATION AND DEVELOPMENT PROGRAM TO RE-ESTABLISH A**  
**PASSENGER RAIL CONNECTION FOR SALISBURY TO ASHEVILLE**

**WHEREAS**, rail service is an integral part of a comprehensive transportation system for the State of North Carolina; and

**WHEREAS**, the Western North Carolina Rail Committee, Inc. has worked persistently in support of improved rail service and connectivity since 1999, these local communities, Asheville, Black Mountain, Old Fort, Marion, Morganton, Valdese, Hickory, Conover, Statesville and Salisbury would thus benefit from re-established rail passenger service; and

**WHEREAS**, economic development, tourism and job creation will benefit through the enhancement of rail passenger service that serves the citizens of North Carolina and visitors to our state; and

**WHEREAS**, we applaud the State of North Carolina for development of comprehensive intercity rail and transportation services in urban jurisdictions through the state, and recognize that Asheville and Western North Carolina have been without a passenger rail connection since 1975; and

**WHEREAS**, there is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service; and

**WHEREAS**, an increase in state funding for rail service in North Carolina is necessary to connect our small urban and rural areas of the state with the urbanized centers of our state; and

**WHEREAS**, support by local and state elected officials is essential for the future of alternative transportation in North Carolina, such as Asheville to Salisbury rail passenger service; and

**WHEREAS**, support and utilization of transportation improvements by business and commercial interests is essential for the successful deployment of alternative transportation modes in North Carolina, especially in Western North Carolina; and

**WHEREAS**, this resolution is a vehicle to express over twenty years of unified support of communities and Chambers of Commerce, and other organizations throughout Western North Carolina for increased statewide funding for rail service; and

**WHEREAS**, rail and other transportation linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

**WHEREAS**, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested, as demonstrated in Salisbury, Morganton, Marion, Old Fort and Asheville (with purchase of land); and

**WHEREAS**, the associated improvements to rail facilities have increased the efficiency and safety of rail service, helped attract new freight traffic and provided environmental benefits by reducing the impact of traffic congestion on North Carolina's highways, particularly Interstate 40; and

**WHEREAS**, an integrated transportation system with rail passenger service being a key component will enhance accessibility and reliability for citizens, tourists and businesses in Western North Carolina, and by extension to the entire State of North Carolina; and

**WHEREAS**, North Carolina Department of Transportation's Rail Division has agreed to manage, subject to NC Legislative appropriation, contract development and implementation of rail passenger service between Salisbury and Asheville; and

**WHEREAS**, the WNC Rail Committee is committed to working with the local communities to effectively market the rail service in WNC and provide other local assistance/services as appropriate to help insure the it's long term success.

**NOW, THEREFORE, BE IT RESOLVED**, that the **Carolinas Association for Passenger Trains, Inc.**, through the adoption of this resolution, fully supports the creation of an attractive, marketable and cost effective rail connection service for Western North Carolina between Asheville and Salisbury, that includes sufficient new funding for operations. This service will be evaluated periodically by Amtrak, the North Carolina Department of Transportation Rail Division, the Western North Carolina Rail Committee, Inc. and the communities served by the Salisbury-Asheville rail service to assure its continued viability and continued funding from the North Carolina General Assembly.

**Adopted this 28<sup>th</sup> day of February, 2023**

**CAROLINAS ASSOCIATION FOR PASSENGER TRAINS**

By:



**Martin Wheeler, President**



**David Robinson, Vice President – North Carolina**

**WILMINGTON URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
BOARD**

**RESOLUTION SUPPORTING THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION'S SUBMISSION OF THE RAIL CORRIDOR BETWEEN WILMINGTON  
AND RALEIGH FOR THE FEDERAL RAILROAD ADMINISTRATION'S (FRA) CORRIDOR  
IDENTIFICATION AND DEVELOPMENT PROGRAM**

**WHEREAS**, the Wilmington Urban Area Metropolitan Planning Organization provides transportation planning services for the City of Wilmington, Town of Carolina Beach, Town of Kure Beach, Town of Wrightsville Beach, Town of Belville, Town of Leland, Town of Navassa, New Hanover County, Brunswick County, Pender County, Cape Fear Public Transportation Authority, and the North Carolina Board of Transportation; and

**WHEREAS**, the Corridor Identification and Development (Corridor ID) Program was included as part of the Infrastructure Investment and Jobs Act (IIJA) that was signed by President Biden on November 15, 2021; and

**WHEREAS**, the Federal Railroad Administration established the Corridor Identification and Development Program within 180 days of enactment; and

**WHEREAS**, Corridor ID creates a foundational framework for identifying and developing new or improved intercity passenger rail (IPR) services; and

**WHEREAS**, the North Carolina Department of Transportation will submit twelve corridors to FRA for consideration for participating in the program and obtaining grant funding; and

**WHEREAS**, the rail corridor between Wilmington and Raleigh is one of the twelve corridors that will be submitted by the North Carolina Department of Transportation; and

**WHEREAS**, the North Carolina Department of Transportation is currently refreshing the Southeastern Passenger Rail Study that was completed in 2005 with the update anticipated to be complete later this year; and

**WHEREAS**, intercity passenger rail is a valuable and necessary component of the future transportation network of North Carolina; and

**WHEREAS**, the Wilmington Urban Area would experience multiple benefits through the establishment and future implementation of the Wilmington to Raleigh corridor; and

**WHEREAS**, these anticipated benefits include safety, connectivity, economic advancement, and supporting overall regional growth.

**NOW THEREFORE**, be it resolved that the Board of the Wilmington Urban Area Metropolitan Planning Organization hereby supports the North Carolina Department of Transportation's submission of the rail corridor between Wilmington and Raleigh for the Federal Railroad Administration's Corridor Identification and Development Program.

**ADOPTED** at a regular meeting of the Wilmington Urban Area Metropolitan Planning Organization Board on March 29, 2023.



  
Henry E. Miller III, Chair

  
Mike Kozlosky, Secretary



March 10, 2023

Mr. Jason Orthner  
NCDOT Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601

RE: Corridor Identification Program: Fayetteville to Raleigh

Dear Mr. Orthner,

I am writing to express the City of Fayetteville's full support of the North Carolina Department of Transportation in their application for the Corridor Identification and Development Program, specifically supporting the proposed route extension from Fayetteville to Raleigh.

We firmly believe that the intercity passenger rail is a valuable and critical pipeline for the residents of our region connecting individuals and families who want to live, work and play in communities throughout North Carolina. In addition, the expansion of our regional intercity rail corridors is an economic driver improving access and opportunities for North Carolinians to jobs and homes. The City of Fayetteville, as the home to Fort Bragg, has a large military affiliated population and defense industry that would be well-served by a direct connection to Raleigh.

The additional service and future implementation of the Fayetteville to Raleigh route has long been supported by City staff and leaders with extensive studies being conducted to examine the feasibility of potential routes by the Fayetteville Area Metropolitan Planning Organization in August 2020.

The City of Fayetteville and I believe in the opportunity these rail corridors would provide residents of our state. The rail corridor will only positively impact the safety, connectivity, economic and social advancement and growth of our region and we wholeheartedly endorse your application.

Respectfully,

A handwritten signature in black ink, appearing to read "Mitch Colvin", written over a horizontal line.

Mayor Mitch Colvin  
City of Fayetteville



North Carolina General Assembly  
Senate Chamber  
State Legislative Building  
Raleigh 27601-2808

March 10th, 2022

Jason Orthner, P.E., Director  
NC Department of Transportation Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Dear Mr Orthner,

As a senator for Chatham and Durham Counties, I support the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, many of which travel through and would provide enhanced intercity rail connections for Durham, Hillsborough, and our broader three (3)-county study area. As a member of the Senate Transportation Committee, I applaud NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Orange County in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities and beyond.

I support NCDOT's transportation plan for the Corridor ID program to have the Charlotte to Washington, DC corridor use the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit to residents. I also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should extend through the DCHCMPO study area including service to Durham's existing station and other future stations.

I support Corridor ID program's long-term vision for passenger rail service, and I am excited about the opportunity that this will provide for my constituents. I strongly encourage the selection of these corridors for further study.

Sincerely,

Senator Natalie Murdock  
NC Senate District 20

350 New | Lection | Hwy | 3000 | 3000  
 Asheville, NC 28804  
 Tel: 828.251.6622 Fax: 828.251.6622  
 \* 828.251.6622 \* - Land of Sky, Inc.



February 28, 2023

Jason Orthner, P.E., CPM  
 NCDOT Rail Division Director  
 1 S. Wilmington Street  
 Raleigh, NC, 27601

**RE: Letter of Support for Salisbury, NC to Asheville, NC Future Passenger Rail Service via FRA Corridor Identification and Development Program**

Dear Jason:

Land of Sky Regional Council strongly supports passenger rail service from Asheville to Salisbury. Our region previously had passenger rail service for almost a century from 1880 to 1975. We believe bringing passenger rail service back to Western North Carolina will benefit our region economically, culturally, and environmentally. There have been efforts in WNC for almost 25 years to support improved rail service and connectivity. Many areas of North Carolina benefit from passenger rail service but unfortunately our region has been left behind. Passenger rail service can reduce vehicle traffic on our congested interstates, provide multiple environmental benefits including cleaner air and it will provide another mode of transportation for the millions of annual visitors who travel to Western North Carolina each year.

The first passenger train to Asheville from Salisbury arrived in 1880 and service continued until Southern terminated it in 1975. In 1989, a Western North Carolina Rail Committee was organized to restore passenger service to Asheville. In 1993-94, a study was commissioned by the North Carolina General Assembly to determine the best route and infrastructure improvements needed to re-establish passenger rail to Asheville from Salisbury (the "S" line). As a result of this study NCDOT's Rail Division began a study of 35 grade crossings along the "S" line and provided funds for upgrading stations along the route for multi-use purposes in Salisbury, Statesville, Morganton, Marion and Old Fort. Property was purchased in Asheville for a new station site. At that time a total of 122 resolutions of support were passed by cities, towns, counties, Transportation Planning Organizations, Councils of Government, Chambers of Commerce and other local economic development organizations along the "S" Line. A similar set of resolutions were passed by the same governmental and economic entities "In Support of a Statewide Initiative To Re-Establish a Passenger Rail Connection" in 2019. These resolutions came as a result of the WNC Rail Committee's renewed efforts begun in 2016 to restore passenger service to Asheville and improve and expand freight and tourist rail opportunities throughout the region.

Land of Sky Regional Council believes after nearly fifty years without a passenger train to Asheville, it is time to restore passenger rail service to Western North Carolina. Let me know if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nathan Ramsey".

Nathan Ramsey  
 Executive Director, Land of Sky Regional Council





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## FROM THE MAYOR'S OFFICE IN TOWN HALL

---

Mayor Nelson Wills  
155 North Main Street  
Cramerton, NC 28032

Mayor Scott Neisler  
101 West Gold Street  
Kings Mountain, NC 28086

Dear Mayor Neisler,

I hope this letter finds you well. I am writing today to offer you my letter of support for the passenger rail service expansion of the Piedmont NC line between Kings Mountain and Charlotte.

I believe that rail service is an integral part of any comprehensive transportation system and extremely important for the future of North Carolina. There is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service in our area and I believe this expansion would only offer to improve the lives of our citizens.

Rail service whether it be freight or passenger are a vital tool for economic development, workforce transit, tourism and job creation in Gaston County. As a Mayor, I hear every day about the congestion between Mecklenburg and Gaston Counties. While I-85 and US 74 provides a direct connection between both counties, it is one of the most congested transportation corridors in the Charlotte Region. This expansion has the ability to help ease those issues our citizens face.

As the Mayor of Cramerton, I fully support your cause to start the process of expansion through the FRA grant process. I will be speaking with the Cramerton Board of Commissioners about this project and I will work to help you improve this region through this endeavor. I will be presenting the attached resolution to the Cramerton Board of Commissioners at our next workshop on March 2nd, 2023.

If you need anything else to prove my support, please feel free to reach out. Thank you for taking this project on and working to improve our piece of North Carolina.

Best Regards,

Mayor Nelson Wills

Cramerton Town Hall - 155 North Main Street, Cramerton, North Carolina, 28032, USA

Cell: 704.905.1944

Town Hall: 704.824.4337

Email: [nelson@cramerton.org](mailto:nelson@cramerton.org)

[www.cramerton.org](http://www.cramerton.org)

Facebook: [www.facebook.com/TownofCramerton.com](https://www.facebook.com/TownofCramerton.com)

Citizen Portal CTY: [townofcramerton.bbcportal.com](http://townofcramerton.bbcportal.com)



Town of Cramerton Resolution No. 23-\_\_\_\_\_

**TOWN OF CRAMERTON RESOLUTION TO SUPPORT THE EXPANSION OF THE PIEDMONT NC BY TRAIN SERVICE TO**

**UPTOWN CHARLOTTE - CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT - CITY OF BELMONT - TOWN OF CRAMERTON at the VILLAGE OF MCADENVILLE- CITY OF LOWELL - CITY OF RANLO - BESSIMER CITY - CITY OF GASTONIA - CITY OF KINGS MOUNTAIN**

**WHEREAS**, rail service is an integral part of a comprehensive transportation system for the State of North Carolina; and there is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service; and is a vital tool for economic development, workforce transit, tourism and job creation in both Mecklenburg and Gaston Counties in the State of North Carolina; and

**WHEREAS**, while I-85 and US 74 provides a direct connection from Charlotte to Kings Mountain, it is one of the most congested transportation corridors in the Charlotte Metrolina Region; and

**WHEREAS**, the segment between I-85 between the Catawba River and I-485 in Charlotte has the highest volumes, with a 2015 average daily traffic count of 146,181, with said average daily traffic count projected to increase to a minimum 182,054 by 2040 (actual 2023 figures forecasted much higher); and

**WHEREAS**, in 2018 Kings Mountain and Gastonia requested a study to determine the feasibility of implementing a new passenger rail service to connect Uptown Charlotte and Charlotte Douglas International Airport to Belmont, Gastonia and Kings Mountain and the implementation of such a new greenfield passenger rail would take substantially longer to physically construct over the upgrading of rails and maximization of existing rail infrastructure according to experts in transportation, and

**WHEREAS**, in concept the expanded Piedmont passenger rail service would begin in a much shorter time frame that could immediately reduce traffic on I-485, I-85 and US 74 beginning in Uptown Charlotte and ending in Kings Mountain, through Gaston County with a park and ride connecting the following municipalities: Belmont, Cramerton / McAdenville, Lowell, Ranlo, Gastonia and Kings Mountain with the new Charlotte Gateway Station as well as being a connector for the already established Charlotte to Raleigh route.

**THEREFORE, BE IT RESOLVED**, that the Town of Cramerton Board of Commissioners through adoption of this resolution fully supports the creation of an attractive, marketable and cost effective passenger rail service expansion of the Piedmont NC by Train between Kings Mountain and Uptown Charlotte, with stops at Charlotte Douglas International Airport, Belmont, Cramerton/McAddenville (Christmastown, USA), Lowell, Ranlo, Bessemer City, Gastonia and terminating at and returning from Kings Mountain.

Resolution of support adopted this day the 28<sup>th</sup> day of February 2023

By: Nelson Wills, Mayor

Attest: Hanna Brown, Town Clerk



Town of Cramerton Resolution No. 23-

**TOWN OF CRAMERTON RESOLUTION TO SUPPORT THE EXPANSION OF THE PIEDMONT NC BY TRAIN SERVICE TO**

UPTOWN CHARLOTTE – CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT – CITY OF BELMONT –  
TOWN OF CRAMERTON at the VILLAGE OF MCADENVILLE- CITY OF LOWELL - CITY OF RANLO - BESSIMER CITY – CITY OF  
GASTONIA – CITY OF KINGS MOUNTAIN

**WHEREAS**, rail service is an integral part of a comprehensive transportation system for the State of North Carolina; and there is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service; and is a vital tool for economic development, workforce transit, tourism and job creation in both Mecklenburg and Gaston Counties in the State of North Carolina; and

**WHEREAS**, while I-85 and US 74 provides a direct connection from Charlotte to Kings Mountain, it is one of the most congested transportation corridors in the Charlotte Metrolina Region; and

**WHEREAS**, the segment between I-85 between the Catawba River and I-485 in Charlotte has the highest volumes, with a 2015 average daily traffic count of 146,181, with said average daily traffic count projected to increase to a minimum 182,054 by 2040 (actual 2023 figures forecasted much higher); and

**WHEREAS**, in 2018 Kings Mountain and Gastonia requested a study to determine the feasibility of implementing a new passenger rail service to connect Uptown Charlotte and Charlotte Douglas International Airport to Belmont, Gastonia and Kings Mountain and the implementation of such a new greenfield passenger rail would take substantially longer to physically construct over the upgrading of rails and maximization of existing rail infrastructure according to experts in transportation, and

**WHEREAS**, in concept the expanded Piedmont passenger rail service would begin in a much shorter time frame that could immediately reduce traffic on I-485, I-85 and US 74 beginning in Uptown Charlotte and ending in Kings Mountain, through Gaston County with a park and ride connecting the following municipalities: Belmont, Cramerton / McAdenville, Lowell, Ranlo, Gastonia and Kings Mountain with the new Charlotte Gateway Station as well as being a connector for the already established Charlotte to Raleigh route.

**THEREFORE, BE IT RESOLVED**, that the Town of Cramerton Board of Commissioners through adoption of this resolution fully supports the creation of an attractive, marketable and cost effective passenger rail service expansion of the Piedmont NC by Train between Kings Mountain and Uptown Charlotte, with stops at Charlotte Douglas International Airport, Belmont, Cramerton/McAddenville (Christmastown, USA), Lowell, Ranlo, Bessemer City, Gastonia and terminating at and returning from Kings Mountain.

Resolution of support adopted this day the 28<sup>th</sup> day of February 2023

By: Nelson Wills, Mayor

Attest: Hanna Brown, Town Clerk



March 10, 2023

Mr. Jason T. Orthner, P.E., CPM  
Rail Division Director  
North Carolina Department of Transportation  
1 South Wilmington Street  
Raleigh, NC 27699-1553

Dear Mr. Orthner:

We write on behalf of the members of the NC Metropolitan Mayors Coalition (NC Metro Mayors). As leaders of the NC Metro Mayors, we want to share with you, that our group representing mayors of our state's 32 larger cities have voted unanimously to support expansion of passenger rail service; and, therefore wholeheartedly support North Carolina Department of Transportation's (NCDOT) application for ALL twelve corridors being submitted for the Federal Railroad Administration's Corridor Identification and Development (Corridor ID) program.

We believe that NCDOT's vision for a state-wide passenger rail system that connects our cities and rural communities across the state will provide incredible opportunities for our citizens. Adding to a robust and growing effort to improve regional corridors with connections to Washington, DC and Amtrak's Northeast Corridor, as well as planned southern connections to urban centers such as Atlanta and Florida, we will grow a passenger rail system to serve generations to come.

The excitement for passenger rail amongst our mayors is palpable, and successful applications for the Corridor ID program will be a huge help in continuing to build on that excitement. As leaders of our state's urban centers, I cannot emphasize enough just how we strongly believe in the opportunity that passenger rail offers as we work hard to connect our citizens, both urban and rural, to tools for a better quality of life and opportunities. Passenger rail is a badly needed complement to our overburdened highway and air travel, one that can also help us combat climate change, connect to urban, suburban and rural residents to jobs as well as open up areas of the state that may not have benefitted from our state's economic and population growth.

As a group, we are already looking for ways that we can aid the growth of passenger rail. Over the coming months we will reach out to you to grow our efforts. We look forward to working with you, Deputy Secretary White, Secretary Boyette, Governor Cooper – and other critical partners, such as our elected representatives in the NC General Assembly and the US Congress, and other partners such, Amtrak, USDOT and our local and state business leaders across our state as we continue to build support for passenger rail.

We strongly support the important step of securing Corridor ID grants in all our corridors. As you know, we stand ready and will work hard - bold action now will bear fruit for many years to come.  
Sincerely,

Mayor Pam Hemminger, Chapel Hill

Mayor Bill Saffo, Wilmington

CHAPEL HILL  
Mayor Pam Hemminger  
Chair

WILMINGTON  
Mayor Bill Saffo  
Vice Chair

CONCORD  
Mayor Bill Dusch  
Treasurer

GREENSBORO  
Mayor Nancy Vaughan  
Past Chair

APEX  
Mayor Jacques Gilbert

ASHEVILLE  
Mayor Esther Manheimer

BOONE  
Mayor Tim Futrell

BURLINGTON  
Mayor Jim Butler

CARRBORO  
Mayor Damon Seils

CARY  
Mayor Harold Weinbrecht

CHARLOTTE  
Mayor Vi Lyles

CORNELIUS  
Mayor Woody Washam

DURHAM  
Mayor Elaine O'Neal

FAYETTEVILLE  
Mayor Mitch Colvin

FUQUAY-VARINA  
Mayor Blake Massengill

GASTONIA  
Mayor Walker Reid

GREENVILLE  
Mayor P.J. Connelly

GOLDSBORO  
Mayor David Ham

HICKORY  
Mayor Hank Guess

HIGH POINT  
Mayor Jay Wagner

HOLLY SPRINGS  
Mayor Sean Mayefskie

JACKSONVILLE  
Mayor Sammy Phillips

KANNAPOLIS  
Mayor Darrell Hinnant

MATTHEWS  
Mayor John F. Higdon

MOORESVILLE  
Mayor Miles Atkins

NEW BERN  
Mayor Jeffrey Odham

RALEIGH  
Mayor Mary Ann Baldwin

ROCKY MOUNT  
Mayor Sandy Roberson

SALISBURY  
Mayor Karen Alexander

STATESVILLE  
Mayor Costi Kutteh

WILSON  
Mayor Carlton Stevens

WINSTON-SALEM  
Mayor Allen Joiner

DIRECTOR  
William A. (Beau) Mills  
Beau.mills@metromayors.com  
(919) 637-0873  
www.ncmetromayors.com





Office of Mayor Pam Hemminger  
Town of Chapel Hill  
415 Martin Luther King Jr Blvd  
Chapel Hill, NC 27514  
919-968-2714

March 10, 2023

Jason Orthner, P.E.,  
Director NC Department of Transportation Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

RE: NCDOT CORRIDOR ID PROGRAM APPLICATION

Dear Mr. Orthner,

The Town of Chapel Hill supports the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, many of which travel through and would provide enhanced intercity rail connections for Durham, Hillsborough, and our broader three (3)-county study area. Chapel Hill supports NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Orange County in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between North Carolina's rapidly growing Piedmont Crescent cities and beyond.

Our top priority for the Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit for our residents. We have participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor, and it can quickly move into design, construction, and enhanced intercity rail service implementation.

We also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should extend through the Durham Chapel Hill Carrboro Metropolitan Organization (DCHCMPO) study area including service to Durham's existing station and other future stations. We support Corridor ID program's long-term vision for passenger rail service, and we are excited about the opportunity that this will provide our member's constituents. We strongly encourage the selection of these corridors for further study.

Sincerely

A handwritten signature in blue ink that reads "Pam Hemminger". The signature is fluid and cursive, with the first name "Pam" being more prominent than the last name "Hemminger".

Pam Hemminger  
Chapel Hill Mayor

PATRICK T. MCHENRY  
MEMBER OF CONGRESS  
10TH DISTRICT, NORTH CAROLINA

2004 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-2576  
FAX: (202) 225-0316  
[www.house.gov/mchenry](http://www.house.gov/mchenry)

REPUBLICAN LEADER,  
COMMITTEE ON FINANCIAL SERVICES

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-3310

February 27, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

It has recently come to my attention that the City of Kings Mountain, North Carolina has submitted to the U.S. Department of Transportation an application for the Federal Railroad Administration (FRA) Corridor Identification and Development Program for the Expansion of the Rail Corridor from Kings Mountain to Charlotte.

As you carefully assess candidates from across the nation, I trust that you will recognize the merit of the proposal submitted by the City of Kings Mountain and appreciate that it upholds the original intent of the Corridor Identification and Development Program.

Specifically, funding of this project will increase the efficiency and safety of rail service, with rail upgrades from single to double track. This change would increase freight traffic efficiency and ridership, while providing environmental benefits with the reduction of traffic congestion on North Carolina's highways.

As a result, this program will help the City of Kings Mountain provide a strong and balanced transportation system that promotes freight and passenger service. This project is a vital tool for economic development, tourism, and job creation in the state of North Carolina.

Thank you for your consideration of the Kings Mountain's application and my support for it. If you have any questions, please contact MK Sowers of my staff at 202-225-2576 or [MK.Sowers@mail.house.gov](mailto:MK.Sowers@mail.house.gov).

Sincerely,



Patrick McHenry  
Member of Congress

DISTRICT OFFICES:

HICKORY DISTRICT OFFICE:  
1990 MAIN AVENUE SE  
P.O. BOX 1830  
HICKORY, NC 28603  
(828) 327-6100  
FAX: (828) 327-8311

GASTONIA DISTRICT OFFICE:  
128 WEST MAIN AVENUE, SUITE 115  
GASTONIA, NC 28052  
(704) 833-0086  
FAX: (704) 833-0887

BUNCOMBE REGIONAL OFFICE:  
BLACK MOUNTAIN TOWN HALL  
160 MIDLAND AVENUE  
BLACK MOUNTAIN, NC 28711  
(828) 699-0600

TOLL FREE IN NC  
(800) 477-2576

**From:** [Paul Ballard](#)  
**To:** [Collins, Cheryl J](#)  
**Subject:** [External] Support for the Salisbury to Asheville Passenger Rail Corridor  
**Date:** Sunday, February 26, 2023 8:42:01 PM

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**CAUTION:** External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Hi Cheryl - Thanks for taking on this role of collecting the support letters and documents for the passenger train corridor and service between Asheville and Salisbury. We will, after a long absence of service, be able to connect once again with the rest of the North American passenger rail network when this effort is successful.

I bought my home in Weaverville, NC (eight miles from downtown Asheville) in 1996, and this has been my base of operations ever since. My children grew up here and have remained in Weaverville and Black Mountain, NC.

I have supported bringing back this service, first as a member of the Asheville Chamber of Commerce passenger rail restoration committee in the late nineties and for the last few years as a member of the Western North Carolina Rail Committee.

I believe in this project and commit to using the train service when it begins.

As you may know, I have started three regional rail lines as CEO of Public Transit and Rail operating entities over the last several years. I have seen first-hand how the communities respond when new passenger rail services are introduced. New customers are created. Seniors and youth in particular embrace the service as an alternative to driving, and progress is made on supporting the environment.

Economic Development also follows new train services. Grapevine, TX is an example of how one of my startups changed travel patterns for the better and continues to generate additional revenues and growth for the community. Retail jobs were created, and new residential development generated. The TEXRail line that serves Grapevine operates around the clock every day of the year. Beautiful new trains were purchased and placed into service on this heavy rail line regulated by the Federal Railroad Administration (FRA). TEXRail operates between Downtown Fort Worth and DFW Airport.

This train service to Asheville is critically needed for Western North Carolina. Air service in Western NC is limited, congested, frequently delayed and very expensive. Intercity bus service has been reduced to near elimination with one or two buses operating at infrequent times.

The automobile, with all of its financial, safety and environmental drawbacks has been the only option for Western North Carolina residents for too many years. It's time for reestablishment of this viable and desirable alternative.

Thank you for considering my thoughts on this critically important issue.

Best regards,

Paul J Ballard  
24 Oakland Street  
Weaverville, NC 28787  
828-989-8143 (C)



**GASTON-CLEVELAND-LINCOLN**  
**Metropolitan Planning Organization**

Mailing Address:  
PO Box 1748  
Gastonia, North Carolina 28053

Physical Address:  
150 South York Street  
Gastonia, North Carolina 28052

Tel: (704) 866.6837  
Fax: (704) 869.1960

[www.gclmpo.org](http://www.gclmpo.org)

March 1, 2023

Mr. Jason T. Orthner, Director  
NCDOT Rail Division  
1 S. Wilmington Street  
Raleigh, NC 27601

Subject: Letter of Support – Charlotte, NC to Kings Mountain, NC Intercity Passenger Rail  
FRA Corridor ID Program

Mr. Orthner,

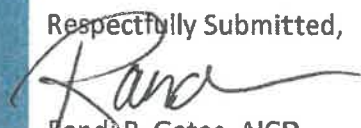
 The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) recognizes that rail service is an integral part of a comprehensive transportation system for the State of North Carolina, and that there is a vital need to provide a strong and balanced transportation system that promotes both freight and passenger service.

  
  
 In December 2018, a study was completed to determine the feasibility of implementing a new rail service to connect Kings Mountain, Gastonia, and Belmont with the Charlotte-Douglas International Airport and continue to the new Charlotte Gateway Station. As an extension of Amtrak's Piedmont and Carolinian routes, the new service would provide an additional transportation connection between the rural communities west of Charlotte to job centers in center city and beyond, benefiting economic development, tourism, and access to jobs, housing, medical services, education and other key destinations.

In October 2021, CONNECT Beyond was completed as a bold, regional mobility plan that sets the vision for how to better connect the rural, suburban, and urban communities in 12 counties across North Carolina and South Carolina. The CONNECT Beyond plan will guide and coordinate future mobility investments for the next two decades and serve as a blueprint for implementing a robust, integrated public transit network that will combine High Capacity Transit (HCT) lines, enhanced bus services, local mobility options, and innovative transportation technologies to create a total mobility network for the region. A passenger rail corridor from Charlotte to Kings Mountain is included in this plan as a Strategic Mobility Corridor.

The GCLMPO supports NCDOT's application to the Federal Railroad Administration for the Corridor Identification and Development Program for the Charlotte, NC to Kings Mountain, NC Intercity Passenger Rail Corridor.

Respectfully Submitted,

  
Randall P. Gates, AICP  
GCLMPO Administrator



## **RESOLUTION TO SUPPORT THE PASSENGER RAIL PROJECT: KINGS MOUNTAIN – GASTONIA – BELMONT - CHARLOTTE**

**WHEREAS**, rail service is an integral part of a comprehensive transportation system for the State of North Carolina; and,

**WHEREAS**, there is a vital need to provide a strong and balanced transportation system that promotes freight and passenger service; and,

**WHEREAS**, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

**WHEREAS**, in 2018, Kings Mountain and Gastonia requested a study to determine the feasibility of implementing a new passenger rail service to connect Kings Mountain, Gastonia, and Belmont with the Charlotte-Douglas International Airport and Uptown Charlotte; and,

**WHEREAS**, in concept, the passenger rail service would begin in Kings Mountain, passing through Bessemer City, providing a station stop in Gastonia, passing through Lowell, providing a station stop in Belmont, providing a station stop at the Airport, and terminating at the new Charlotte Gateway Station; and,

**WHEREAS**, the new service would provide an additional transportation connection between the rural communities west of Charlotte to job centers; and,

**WHEREAS**, while I-85 provides a direct connection from Kings Mountain to Charlotte, it is one of the most congested transportation corridors in the Charlotte Metrolina Region; and,

**WHEREAS**, in 2015, the portion of I-85 from Kings Mountain to Gastonia saw an Average Annual Daily Traffic (AADT) of 106,393 and the portion running from Gastonia to I-77 in Charlotte had an AADT of 119,756; and,

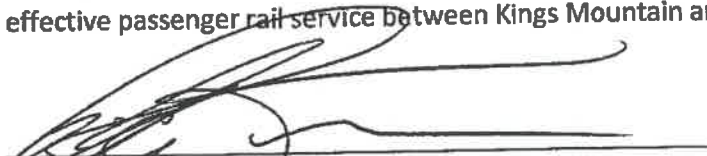
**WHEREAS**, in 2040, the portion of I-85 from Kings Mountain to Gastonia is projected to carry 143,129 vehicles per day (vpd) and 160,156 vpd from Gastonia to I-77 in Charlotte; and,

**WHEREAS**, the segment of I-85 between the Catawba River and I-485 in Charlotte has the highest traffic volumes, with a 2015 AADT of 146,181 vpd, projected to increase to 182,054 vpd by 2040; and,

WHEREAS, improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of traffic congestion on North Carolina's highways; and,

WHEREAS, the future passenger rail track would need to be threaded into the Charlotte Gateway Station track configuration, where space has been reserved at the new station for future passenger rail services; and,

THEREFORE, BE IT RESOLVED, that the Gaston-Cleveland-Lincoln MPO Board, through the adoption of this resolution, fully supports the creation of an attractive, marketable and cost effective passenger rail service between Kings Mountain and Charlotte.

  
Richard Turner, GCLMPO Board Chairman  
Gaston-Cleveland-Lincoln MPO

ATTESTED:

  
Randi P. Gates, AICP, Principal Transportation Planner  
Gaston-Cleveland-Lincoln MPO Administrator

Resolution adopted upon a motion of Mr. Beam, seconded by Mr. Ervin, by a vote of the majority of the Gaston-Cleveland-Lincoln MPO Board.

North Carolina  
Gaston County

I, Kristen N. Wheeler, a Notary Public for said County and State, do hereby certify that Richard Turner personally appeared before me on this the 23 day of January, 2020, and acknowledge the due execution of the foregoing instrument.

Witness my hand and official seal, this the 23 day of January, 2020.

  
Kristen N. Wheeler  
Notary Public



My Commission expires May 10, 2023.

**Western North Carolina Rail Committee, Inc.  
PO Drawer 700  
Marion, NC 28752**

February 24, 2023

As Co-Chair of the Western North Carolina Rail Committee, Inc. made up of local governments, economic developers and passenger and freight rail advocates from Salisbury to Murphy, let me express our organization's strong endorsement of the proposed passenger rail corridor from Salisbury to Asheville.

By way of background, you should know that the first passenger train to Asheville from Salisbury arrived in 1880 and service continued until Southern terminated it in 1975. In 1989, a Western North Carolina Rail Committee was organized to restore passenger service to Asheville. In 1993-4, a study was commissioned by the North Carolina General Assembly to determine the best route and infrastructure improvements needed to re-establish passenger rail to Asheville from Salisbury (the "S" line). As a result of this study NCDOT's Rail Division began a study of 35 grade crossings along the "S" line and provided funds for upgrading stations along the route for multi-use purposes in Salisbury, Statesville, Morganton, Marion and Old Fort. Property was purchased in Asheville for a new station site. At that time a total of 122 resolutions of support were passed by cities, towns, counties, Transportation Planning Organizations, Councils of Government, Chambers of Commerce and other local economic development organizations along the "S" Line. A similar set of resolutions were passed by the same governmental and economic entities "In Support of a Statewide Initiative to Re-Establish a Passenger Rail Connection" in 2019. These resolutions came as a result of the WNC Rail Committee's renewed efforts begun in 2016 to restore passenger service to Asheville and improve and expand freight and tourist rail opportunities throughout the region.

The work of the WNC Rail Committee continues and it is hoped that, after nearly 50 years without a passenger train to Asheville, service can be restored to such an important destination location.

Sincerely,

*Ray Rapp*

Ray Rapp, Co-Chair  
Western North Carolina Rail Committee, Inc.



***Western North Carolina Rail Committee Inc is a 501(c)(3) non-profit corporation with focus on rail freight, rail excursions and passenger rail access in Western North Carolina.***





CONGRESS OF THE UNITED STATES  
HOUSE OF REPRESENTATIVES

June 14, 2023

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590

Dear Secretary Buttigieg:

I write to support North Carolina Department of Transportation's application to the Federal Railroad Administration to expand the state's rail corridor. This project would benefit the first district as Rocky Mount sits on the Raleigh to Weldon portion of the corridor.

Funding for this project will increase the safety and efficiency of rail service in eastern North Carolina by the upgrade from single to double track, thus enabling greater freight volume and additional commuter service. The area's economic development depends on the ability to attract industry which requires the availability of in-demand workers. Fast and easy access to Raleigh and the triangle area is key, which this application would grant.

Thank you for considering this critical infrastructure project which would benefit eastern North Carolina.

Respectfully,

Don Davis  
Member of Congress

---

DONDAVIS.HOUSE.GOV



## Southwestern Commission

125 Bonnie Lane, Sylva, NC 28779 | 828.586.1962

[regiona.org](http://regiona.org)

February 27, 2023

Jason Orthner  
NCDOT Rail Division Director  
1 S. Wilmington Street  
Raleigh, NC 27601

Re: Support for Salisbury to Asheville Passenger Rail Corridor

Dear Mr. Orthner:

The Southwestern Rural Planning Organization provides transportation planning services to the six far western counties of North Carolina. Our region extends over two hours' drive-time west of Asheville and over six hours from Raleigh, presenting significant challenges for residents who need to access services in our state capital and beyond.

We believe that restoring passenger rail service from Asheville to Salisbury would provide numerous benefits and opportunities for the residents of far western NC. Currently, transportation options from rural western North Carolina to other cities are both costly and time-consuming. A round-trip from Murphy to Raleigh takes 12 hours and costs \$460 at the current IRS mileage rate. This cost limits our ability to actively participate in our state government, restricts opportunities to attend professional development events, access museums and universities, and advocate for our communities in the legislature. The ability to travel by train would be much more cost-effective and enable us to work, study, or rest while traveling, providing greater equity for the residents of western North Carolina.

Additionally, the high crash rate on Interstate 40 between Asheville and Raleigh poses safety concerns for our residents. The implementation of a passenger rail system would offer a much safer transportation option with substantially lower risk of being involved in a catastrophic automobile crash. A passenger rail service from Asheville would decrease the number of passenger vehicles on the road, resulting in a significant reduction in carbon emissions and improvement of air quality and human health.

We are enthusiastic about the possibility of restoring passenger rail service from Salisbury to Asheville, and we strongly support NCDOT's application to FRA's Corridor ID program. Thank you for your attention and consideration.

Sincerely,  


Rose Bauguess,  
Transportation Planner

**Cherokee County**  
Andrews  
Murphy

**Clay County**  
Hayesville

**Graham County**  
Fontana Dam  
Lake Santeetlah  
Robbinsville

**Jackson County**  
Dillsboro  
Forest Hills  
Sylva  
Webster

**Macon County**  
Franklin  
Highlands

**Swain County**  
Bryson City



North Carolina General Assembly  
Senator Graig Meyer  
16 W. Jones Street, Room 1121  
Raleigh, NC 27601-1096  
919 733-5804  
[Graig.Meyer@ncleg.gov](mailto:Graig.Meyer@ncleg.gov)

March 9, 2023

Jason Orthner, P.E., Director  
NC Department of Transportation Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

**RE: NCDOT CORRIDOR ID PROGRAM APPLICATION**

Dear Mr. Orthner:

As the North Carolina state senator representing Orange County, I am pleased to provide this letter echoing the support that the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHCMPO) has indicated for the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, many of which travel through and would provide enhanced intercity rail connections for Durham, Hillsborough, and our broader three (3)-county study area. I agree with DCHCMPO's support of and also endorse NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Orange County in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities and beyond. I believe this will be a vital link for all our communities in the future.

DCHCMPO's top priority for the Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit for our residents. The DCHCMPO has participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor, and it can quickly move into design, construction, and enhanced intercity rail service implementation.

I would also be in favor of the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should extend through the DCHCMPO study area including service to Durham's existing station and other future stations.

In addition, I also offer my support of Corridor ID program's long-term vision for passenger rail service, and I am excited about the opportunity that this will provide to constituents. I strongly encourage the selection of these corridors for further study.

Sincerely,

A handwritten signature in black ink, appearing to read "Graig Meyer".

Graig Meyer

GM/dbq



North Carolina General Assembly  
Senate

SENATOR TED ALEXANDER  
44TH DISTRICT

March 1, 2023

To Whom it may Concern:

As senator of North Carolina District 44, which includes Cleveland County where I reside, and as former Mayor of Shelby, I am pleased to offer my support for the expansion of the Piedmont NC by train service from Kings Mountain to Charlotte.

Being a rural community, Cleveland County has undergone persistent change. Over the past century, our community experienced the dramatic upheaval of the textile industry; however, it has continued to reinvent itself and grow. Today, our diversified economy includes technology-based industry, thriving small businesses, as well as arts and culture pursuits. Cleveland County—Kings Mountain in particular, is rapidly becoming a “bedroom community” to Charlotte commuters.

While I-85 and US 74 provide a direct connection from Kings Mountain to Charlotte, it is one of the most congested transportation corridors in the Charlotte Metrolina Region. The segment of I-85 between the Catawba River and I-485 in Charlotte has the highest traffic volumes in the area. Insufferable traffic congestion affects everyone in the area from residents to visitors to business and deliveries. It is long past time to consider other options.

Transportation studies determined implementing a new passenger rail service would take substantial longer to physically construct over upgrading the rails and existing rail infrastructure. The Piedmont passenger rail service is expected to begin in a shorter time frame that could immediately reduce traffic on roads beginning in Kings Mountain with a park and ride connecting several cities.

I fully support the creation of cost-effective and marketable passenger rail service expansion of the Piedmont NC by Train between Kings Mountain and Charlotte. I humbly appreciate and thank you for this opportunity to express my support.

Sincerely,



Sen. W. Ted Alexander







**TIM RADFORD**

*MAYOR, TOWN OF MURPHY*

PO Box 130, Murphy, North Carolina 28906

(828) 837-2510 - MayorTimRadford@gmail.com

Monday, February 27, 2023

**SUPPORT OF CORRIDOR IDENTIFICATION AND DEVELOPMENT PROGRAM TO RE-ESTABLISH A PASSENGER RAIL CONNECTION FOR SALISBURY TO ASHEVILLE**

To whom it may concern,

As Mayor of Murphy, NC and a member of the WNC Rail Committee, I see tremendous value in providing passenger service between Asheville and Salisbury.

Western North Carolina has been without a passenger rail connection since 1975 and there is a vital need to provide a strong and balanced transportation system that promotes both freight and passenger service. A passenger rail system will greatly enhance accessibility and reliability for citizens, tourists and businesses in western North Carolina, and by extension to the entire state of North Carolina.

I'm the Mayor of the Town of Murphy which is 2 hours west of Asheville. We are closer to 5 state capitals than we are to Raleigh. There is currently not a great option for the residents in my community to enjoy transportation by rail, but with an expansion to Asheville, that could change how we travel long distances. It would be of even greater value to those citizens who live in and around Asheville.

Rail service is an integral part of a comprehensive transportation system for the State of North Carolina and I offer my full support for the Salisbury to Asheville connection.

Sincerely,

Tim Radford



# City of Conover

March 1, 2023

To Whom It May Concern:

I am writing to you on behalf of the City of Conover to give full support towards the reestablishment of passenger rail service for Western North Carolina (WNC) and particularly for the communities served by the Salisbury-Asheville rail connection which will include the City of Conover.

We recognize that the Western North Carolina region has been without a passenger rail connection since 1975. Rail service is already integral to the transportation system of goods in North Carolina. Now, there is a strong need to provide a transportation system that promotes both freight and passenger service. Economic development, tourism and job creation will benefit through the re-establishment of a passenger rail system that serves the citizens of North Carolina and visitors to our state.

The City of Conover is a growing community with a strong focus on economic development and will have a direct benefit from this installation. Conover's own rail station, called Conover Station, is within walking distance to the Conover business district and other key areas within the Conover community. The rail station is also within a short driving distance to other busy communities in this area being only a ten-minute drive to the City of Hickory and less than an hour drive to Charlotte.

Currently, travel by way of Interstate 40 tends to be slow and congested due to heavy traffic and construction. With the installation of the passenger rail system, our citizens will gain an alternate mode of transportation to the City of Asheville and other stops along the line. It will also create a regional bond that connects Conover's citizens not just to Asheville but by extension to the entire State of North Carolina. An accessible, reliable, and safe mode of transportation is important for citizens, tourists, and local businesses.

The WNC Rail Committee is committed to working with the local communities to effectively market passenger rail service in WNC and provide other local assistance/services as appropriate to help insure the service's long-term success. The City of Conover supports this endeavor and hopes that you will consider the re-establishment of the passenger rail service for Western North Carolina.

Thank you for your time and consideration. Any support that you can give to move this project forward, would be appreciated.

If you have any questions, please contact me by e-mail at [tom.hart@conoverncc.gov](mailto:tom.hart@conoverncc.gov).

Sincerely,

Tom Hart  
City Manager

VALERIE P. FOUSHEE  
4th District North Carolina

1775 LINDENHOLM HOUSE OFFICE BUILDING  
WASHINGTON, DC 20513-3304  
(202) 225-1794

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20513-3304**

Jason Orthner, P.E., Director  
NC Department of Transportation Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601  
RE: NCDOT CORRIDOR ID PROGRAM APPLICATION

March 14, 2023

Dear Mr. Orthner:

I am writing today to express my support for the North Carolina Department of Transportation's (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT will submit twelve (12) corridors for designation, some of which travel through the Fourth Congressional District, including enhanced intercity rail connections for Durham and Hillsborough. As a member of Transportation & Infrastructure Committee and the Vice Ranking Member of the Railroads, Pipelines, and Hazardous Materials Subcommittee, I support NCDOT's vision for a safe and efficient passenger rail program connecting urban and rural communities across North Carolina.

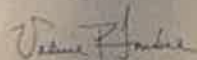
The North Carolina Railroad (NCRR) corridor provides intercity passenger rail, to Durham now and Orange County in the future, and freight service. NCRR has tremendous potential for increased intercity passenger rail service between NC's rapidly growing Piedmont Crescent cities and beyond.

The top priority for the Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham and Orange counties. The Piedmont and Carolinian Amtrak routes use the NCRR corridor and frequent, safer, and more reliable service is a great benefit for our residents. This corridor can move quickly into design, construction, and enhanced intercity rail service implementation.

I also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT proposes additional new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should extend through the DCHCMPO study area including service to Durham's existing station and other future stations.

I support Corridor ID program's long-term vision for passenger rail service, and I am excited about the opportunity that this will provide my constituents. I strongly encourage the selection of these corridors for further study.

Sincerely,

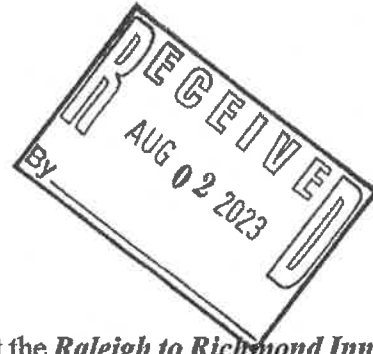


Valerie P. Foushee  
Member of Congress



HISTORY, CHARM, AND SOUTHERN HOSPITALITY\_\_\_\_\_

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590



Dear Secretary Buttigieg:

On behalf of the Village of Pinehurst I am writing to support the *Raleigh to Richmond Innovating Rail Program – Phases IA and II* application for the Federal Rail Administration’s Federal-State Partnership for Intercity Passenger Rail Program fiscal year 2022 grant program. The Raleigh to Richmond Innovating Rail Program is being advanced as a partnership between the North Carolina Department of Transportation (NCDOT) and the Virginia Passenger Rail Authority (VPRRA).

The intent of the program is to advance the development of the federally designated Southeast Corridor by providing engineering design for infrastructure improvements and construction of the S-Line, a critical missing link in the Southeast network. This important step in development will support network resiliency for freight as well as expanded high-performance intercity rail service from Raleigh, North Carolina to Richmond, Virginia and beyond.

Although the current Phase IA and II focus is on the S-Line between Richmond and Raleigh, we recognize that the State of North Carolina, with federal help, plans for expansion of commuter and intercity rail service beyond this initial project. In the future, Pinehurst, the golf capital of America, could benefit from better access by rail. We only have one Amtrak train a day and have not had commercial air service in two decades. Citizens and visitors usually fly in and out of Raleigh/Durham (RDU), 70 miles away. Expanded train service could help in a number of ways, such as offering service to and from Cary, near RDU, with connecting shuttles to the airport terminals. With the current project, which will cut at least one hour from the Raleigh-Richmond running time, using Amtrak service between Southern Pines (the station serving Pinehurst) and

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ADMINISTRATION

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Washington, could eventually be a train trip of 4-5 hours compared to 6-7 or often more driving on I-95. Commuters from our area, and there are already many, could also use commuter train service to reach jobs and events in the Raleigh area, or reach other employment areas along the line.

Thank you for your consideration of the *Raleigh to Richmond Innovating Rail Program – Phases IA and II*, and for support of subsequent developments of the S-Line project that will help our citizens, our visitors, and the environment.

Sincerely,

A handwritten signature in cursive script, reading "John C. Strickland". The signature is written in dark ink and is positioned below the word "Sincerely,".

John Strickland

Mayor, Village of Pinehurst

Cc: Jason Orthner, NCDOT Rail Division Director



**Office of the Mayor**

March 2, 2023

Mr. Jason T. Orthner, Director  
NCDOT Rail Division  
1553 Mail Service Center  
Raleigh, NC 27699-1553

Subject: Letter of Support – Charlotte to Kings Mountain Passenger Rail  
FRA Corridor ID Program

Mr. Orthner,

The City of Gastonia recognizes that rail service is an integral part of a comprehensive transportation system for the State of North Carolina, and that there is a vital need to provide a strong and balanced transportation system that promotes both freight and passenger service.

In December 2018, a study was completed to determine the feasibility of implementing a new rail service to connect Kings Mountain, Gastonia, and Belmont with the Charlotte-Douglas International Airport and continue to the new Charlotte Gateway Station. As an extension of Amtrak's Piedmont and Carolinian routes, the new service would provide an additional transportation connection between the rural communities west of Charlotte to job centers in center city and beyond, benefiting economic development, tourism, and access to jobs.

The City of Gastonia supports NCDOT's application to the Federal Railroad Administration for the Corridor Identification and Development Program for the Charlotte to Kings Mountain Intercity Passenger Rail Corridor.

Sincerely,

  
Walker E. Reid, III  
Mayor



**CITY MANAGER**  
CITY OF DURHAM

March 1, 2023

Jason Orthner, P.E., Director  
NC Department of Transportation  
Rail Division  
1 S. Wilmington St.  
Raleigh, NC 27601

Dear Mr. Orthner:

I write to express the City of Durham's support for the North Carolina Department of Transportation (NCDOT) applications for the Federal Railroad Administration (FRA) Corridor Identification and Development (Corridor ID) program. NCDOT is submitting twelve corridors for the program, many of which travel through and would provide enhanced intercity rail connections for Durham, and we appreciate and support the department's extensive vision for a safe and efficient passenger rail program in North Carolina connecting urban and rural communities.

The North Carolina Railroad (NCRR) corridor crosses through Durham providing freight and intercity passenger rail service. The corridor has tremendous potential for even more intercity passenger rail service between North Carolina's rapidly growing Piedmont Crescent cities located along the NCRR corridor between Charlotte and Raleigh, as well as more frequent rail connections to Washington, DC and beyond, and new connections between rural and urban communities in eastern and western North Carolina.

The City of Durham's top priority for the FRA Corridor ID program is the Charlotte to Washington, DC corridor using the NCRR corridor through Durham. This corridor is used today by the Piedmont and Carolinian Amtrak routes, and more frequent, safer, and more reliable service would be a great benefit for our residents. The City of Durham has participated in and supported several studies and engineering analyses of infrastructure and new services on this corridor. It is well-positioned to move quickly into design, construction, and implementation of enhanced intercity rail service.

We also support the new service proposed from Winston-Salem to Raleigh that would use the NCRR corridor through Durham. NCDOT has proposed several new corridors connecting Raleigh to Wilmington, Greenville, Hamlet, Morehead City, Fayetteville, and Weldon. All these corridors should include the consideration of extension through Durham and beyond to truly provide a statewide interconnected passenger rail network.

The FRA Corridor ID program provides an opportunity to advance Durham's environmental, economic, and equity goals. Intercity passenger rail service provides alternatives to reduce emissions of harmful pollutants while providing more affordable transportation options, along with improved safety at railroad and roadway crossings, access for residents facing significant transportation barriers, enhanced economic competitiveness for the growth of business and industry, and better quality of life for our residents.

The City of Durham supports the FRA's goals to use the Corridor ID program to establish a long-term vision for passenger rail service, and we are excited about the opportunity that this will provide for Durham. Please give NCDOT's applications full consideration, and we strongly encourage the selection of these corridors for further study. If you would like any additional information about the City's application, please contact Sean C. Egan, Director of Transportation, at [sean.egan@durhamnc.gov](mailto:sean.egan@durhamnc.gov) or 919-937-8883.

Sincerely,



Wanda S. Page  
City Manager





HISTORY, CHARM, AND SOUTHERN HOSPITALITY\_\_\_\_\_

The Honorable Pete Buttigieg  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590



Dear Secretary Buttigieg:

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Although the current Phase IA and II focus is on the S-Line between Richmond and Raleigh, we recognize that the State of North Carolina, with federal help, plans for expansion of commuter and intercity rail service beyond this initial project. In the future, Pinehurst, the golf capital of America, could benefit from better access by rail. We only have one Amtrak train a day and have not had commercial air service in two decades. Citizens and visitors usually fly in and out of Raleigh/Durham (RDU), 70 miles away. Expanded train service could help in a number of ways, such as offering service to and from Cary, near RDU, with connecting shuttles to the airport terminals. With the current project, which will cut at least one hour from the Raleigh-Richmond running time, using Amtrak service between Southern Pines (the station serving Pinehurst) and

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ADMINISTRATION

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Washington, could eventually be a train trip of 4-5 hours compared to 6-7 or often more driving on I-95. Commuters from our area, and there are already many, could also use commuter train service to reach jobs and events in the Raleigh area, or reach other employment areas along the line.

Thank you for your consideration of the *Raleigh to Richmond Innovating Rail Program – Phases IA and II*, and for support of subsequent developments of the S-Line project that will help our citizens, our visitors, and the environment.

Sincerely,

A handwritten signature in black ink, reading "John C. Strickland". The signature is fluid and cursive, with a horizontal line extending from the end of the name.

John Strickland

Mayor, Village of Pinehurst

Cc: Jason Orthner, NCDOT Rail Division Director

**CITY OF GOLDSBORO  
AGENDA MEMORANDUM  
FEBRUARY 2, 2009 COUNCIL MEETING**

**SUBJECT:** Municipal Agreement between the City of Goldsboro and the North Carolina Department of Transportation

**BACKGROUND:** The City of Goldsboro and the North Carolina Department of Transportation (NCDOT) began discussing a partnership between the two entities several years ago to address the interest to acquire and restore Union Station located at 101 N. Carolina Street, Goldsboro, NC. The purpose of the acquisition and the restoration is for future reuse of the building and property as a multi-modal transportation facility housing Gateway, our local transit system and commuter and passenger rail services. Additional uses such as Greyhound Bus Lines may be relocated there as well. Acquisition of the Station was made possible by NCDOT August 15, 2007.

**DISCUSSION:** The City of Goldsboro and the NCDOT entered into an agreement on November 20, 2007 for the preparation of a stabilization study and assessment report of the condition of the Union Station structure and site; development of stabilization plans; development of a conceptual master plan for future use and construction of necessary stabilization improvements. It is the intention of NCDOT to transfer ownership of Union Station to the City of Goldsboro in order to maintain a viable transportation corridor.

The City of Goldsboro and NCDOT wish to supplement the aforementioned agreement adding or amending the following provisions:

- Estimated project cost increased from \$1 million to \$1.2 million.
- The Municipality agrees to reimburse the Department to the extent of ten percent (10%) of the actual costs of expenditures, including administrative, appraisal, survey and closing costs, which the Department incurred to acquire the Station and site, including removal of all obstructions of any kind or character necessary for the stabilization improvement. After execution of this agreement, NCDOT will submit an invoice and supporting documentation to the City of Goldsboro for its part of the acquisition costs and payment shall be made within 30 days.

- Upon conclusion of the stabilization improvements by NCDOT, and receipt and deposit of the payment from the City of Goldsboro for acquisition costs, NCDOT will convey ownership of Union Station and site in an "as is" condition to the City of Goldsboro. NCDOT will prepare a deed and title to the City of Goldsboro free and clean of all liens and encumbrances.
- The City of Goldsboro agrees that the station can be used by other entities including NCDOT for rail passenger and other transit related uses, as needed, during the useful life of the project. The City of Goldsboro shall make available appropriate space as required to resume active rail/transit use of the facility to assure continuation of the corridor's perpetual use for railroad/transit purposes. NCDOT and other entities shall provide the City of Goldsboro 6 months written notice of the intent to resume active rail/transit status.
- The City of Goldsboro shall assume ownership, all liability and maintenance responsibilities for the station and site upon conveyance of the title. NCDOT shall be indemnified and saved harmless from any and all claims for damages and liabilities associated with the station and site upon transfer to the City of Goldsboro.
- The City of Goldsboro shall be solely responsible for any damages caused by the existence of contaminated and/or hazardous material and shall save NCDOT harmless from any legal actions arising as a result of said material. The City of Goldsboro, to the extent allowable by law, shall be responsible for ensuring compliance with all State, Federal, and local environment laws and regulations and ordinances and shall indemnify NCDOT against any fines, assessments or other penalties resulting from noncompliance.

RECOMMENDATION: By motion, adopt the supplements to the Municipal Agreement between the City of Goldsboro and the North Carolina Department of Transportation.

Date:

1/27/09

DGDC Director

Date:

1-27-09

City Manager



1/7/09

NORTH CAROLINA  
WAYNE COUNTY

NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

AND

SUPPLEMENTAL MUNICIPAL AGREEMENT

TIP NUMBER: P-3418

WBS Element: 41529

CITY OF GOLDSBORO

THIS AGREEMENT, made and entered into on the last date executed below, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of North Carolina, hereinafter referred to as the Department, and the CITY OF GOLDSBORO, a municipal corporation, hereinafter referred to as the Municipality:

WITNESSETH:

WHEREAS, the Department and the Municipality, on the 20<sup>TH</sup> day of November, 2007, entered into a certain Municipal Agreement for the preparation of a stabilization study and assessment report of the condition of the Goldsboro Union Station structure and site; development of stabilization plans; development of a conceptual master plans for future use of the station and the site, and construction of necessary stabilization improvements in order to secure the Station from any further deterioration; under WBS 41429; and,

WHEREAS, the Department, on the 10<sup>th</sup> day of August, 2007 purchased the Goldsboro Union Station from a private entity in order to secure the perpetual use of the facility for railroad/transit purposes; and

WHEREAS, subject to the terms herein after set forth, the Department's intention is to transfer ownership of the Goldsboro Union Station to the City of Goldsboro in order to maintain a viable transportation corridor; and,

WHEREAS, the parties hereto now wish to supplement the aforementioned Agreement whereby the following provisions are amended and added:

Provision 2. (A) is amended to change the estimated cost of the project from \$1,000,000 to \$1,200,000.

The following provisions are added:

6. The Municipality agrees to reimburse the Department to the extent of ten percent (10%) of the actual cost of all expenditures, including administrative, appraisal, survey, and closing costs, which the Department incurred to acquire the Goldsboro Union Station and site, including removal of all obstructions of any kind or character necessary for the stabilization improvement. Upon execution of this Agreement by the Municipality, the Department will submit an invoice, with

supporting documentation, to the Municipality for its proportionate part of the acquisition cost. Payment to the Department shall be made within thirty (30) days of invoicing by the Department.

7. Upon conclusion of the stabilization improvements by the Department, and receipt and deposit of the payment from the Municipality for acquisition costs, the Department will convey ownership of the Goldsboro Union Station and site in an "as is" condition to the City of Goldsboro. The Department will prepare the deed of conveyance and deliver the deed and title to the Municipality free and clean of all liens and encumbrances.

8. The Municipality agrees that the Station can be used by other entities, including the Department, for rail passenger and other transit related uses, as needed, during the Useful Life of the project. The Municipality shall make available appropriate space as required to resume active rail /transit use of the facility to assure continuation of the corridor's perpetual use for railroad/transit purposes. The Department/other entities shall give the Municipality six months (6) written notice of the intent to resume active rail/transit status.

9. The Municipality shall assume ownership, all liability and maintenance responsibilities for the station and site upon conveyance of the title. The Department shall be indemnified and saved harmless from any and all claims for damages and liabilities associated with the station and site upon transfer of ownership to the Municipality.

10. The Municipality shall be solely responsible for any damages caused by the existence of contaminated and/or hazardous material and shall save the Department, harmless from any legal actions arising as a result of said material. Furthermore, the Municipality, to the extent allowable by law, shall be responsible for ensuring compliance with all State, Federal, and local environmental laws and regulations and ordinances and shall indemnify the Department against any fines, assessments or other penalties resulting from noncompliance.

Except as hereinabove provided, the Agreement heretofore executed by the Department and the Municipality on the 20<sup>th</sup> day of November, 2007, is ratified and affirmed as therein provided.

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given.

L. S.  
ATTEST

Melissa C Brewer  
CLERK

CITY OF GOLDSBORO

BY: [Signature]  
MAYOR

DATE: 2/2/09

Approved by the City Council of the City of Goldsboro as attested by the signature of Melissa C Brewer, Clerk of the City Council, on February 2, 2009 (date).

(MUNICIPAL SEAL)



This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

Kaye Scott  
Municipal Finance Officer

Federal Tax Identification Number

56-6000228

Municipality of Goldsboro

Remittance Address:  
200 North Center Street  
Goldsboro, NC 27530

DEPARTMENT OF TRANSPORTATION

[Signature] 2/19/2009

TITLE: DEPT SEC FOR TRANST

APPROVED BY BOARD OF TRANSPORTATION ITEM O:

2/5/2009

**Newton, Craig M**

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**From:** Newton, Craig M  
**Sent:** Wednesday, March 11, 2009 3:02 PM  
**To:** Marshall, Sylvia W  
**Cc:** Newton, Craig M  
**Subject:** FW: City of Goldsboro - Supplemental Agreement - P-3418

Sylvia

I received your voice mail regarding the agreement for Goldsboro. I sent it to Debbie Vick via interoffice mail on Feb 20<sup>th</sup> and will send another copy to you today.  
Craig

---

**From:** Newton, Craig M  
**Sent:** Friday, February 20, 2009 10:21 AM  
**To:** 'Julie Thompson'; Logan, Tasha  
**Cc:** Vick, Debbie O.; Marshall, Sylvia W; Amato, Denise T; Newton, Craig M  
**Subject:** City of Goldsboro - Supplemental Agreement - P-3418

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Tasha and Julie

The Supplemental Agreement has been fully executed by NCDOT and I will mail the City's original today. This supplement increases the total project cost to \$1,200,000, and allows for conveyance of the station to the City. I will send copies of the agreement to Denise and Debbie as well.

Thanks

Craig

Craig M. Newton, PE  
Senior Project Engineer  
NCDOT Rail Division  
1553 Mail Service Center  
Raleigh NC 27699-1553  
919-733-7245 x253

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Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

3/11/2009



**Newton, Craig M**

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**From:** Newton, Craig M  
**Sent:** Friday, February 20, 2009 10:21 AM  
**To:** 'Julie Thompson'; Logan, Tasha  
**Cc:** Vick, Debbie O.; Marshall, Sylvia W; Amato, Denise T; Newton, Craig M  
**Subject:** City of Goldsboro - Supplemental Agreement - P-3418

Tasha and Julie

The Supplemental Agreement has been fully executed by NCDOT and I will mail the City's original today. This supplement increases the total project cost to \$1,200,000, and allows for conveyance of the station to the City. I will send copies of the agreement to Denise and Debbie as well.

Thanks

Craig

Craig M. Newton, PE  
Senior Project Engineer  
NCDOT Rail Division  
1553 Mail Service Center  
Raleigh NC 27699-1553  
919-733-7245 x253

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2/20/2009



NORTH CAROLINA  
WAYNE COUNTY

10/12/2007

NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION

MUNICIPAL AGREEMENT

AND

WBS ELEMENT: 41529

CITY OF GOLDSBORO

THIS AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department" and the City of Goldsboro, a municipal corporation, hereinafter referred to as the "Municipality".

WITNESSETH:

WHEREAS, the Department and the Municipality propose to conduct a stabilization survey and assessment, develop plans to secure and stabilize the Goldsboro Union Station structure and surrounding site and make necessary temporary improvements, and prepare a conceptual master plan for the site and Station, all of which is hereinafter referred to as the Project, and,

WHEREAS, the Department and the Municipality are authorized by the following legislation: G.S. 136-66.1 and 136-66.3 to participate in the planning of a project approved by the Board of Transportation for the safe and efficient utilization of transportation systems for the public good; and,

WHEREAS, the Municipality has agreed to participate in the cost of this Project with the Department agreeing to coordinate and oversee the work in accordance with the provisions hereinafter set forth.

NOW, THEREFORE, the parties hereto, each in consideration of the promises and undertaking of the other as herein provided, do hereby covenant and agree, each with the other, as follows:

1. The Department shall utilize its limited service agreement contracts to select the private consulting firm to provide professional services in Wayne County. The Department shall bid and oversee construction of the Project. The professional services and construction contracts shall be administered and performed in accordance with Departmental policies and procedures.

2. Funding shall be provided for the study as follows:

(A) The Municipality shall reimburse the Department ten percent (10%) of the actual cost, including administrative costs, of the work performed by the Department, to be invoiced quarterly as the project progresses. The estimated cost of the project is \$1,000,000.

(B) In the event the Municipality fails for any reason to pay the Department in accordance with the provisions for payment hereinabove provided, North Carolina General Statute 136-41.3 authorizes the Department to withhold so much of the Municipality's share of funds allocated to said Municipality by North Carolina General Statute, Section 136-41.1, until such time as the Department has received payment in full.

3. The project shall be governed and guided by the Department, which will serve as the Project Manager for the work. The Department's Rail Division representative will serve as the Project Administrator on the Department's behalf. The Department's Project Manager shall oversee and review the work and make decisions concerning the scope and approach of the work.

4. If any work is performed by Municipality force account, invoices shall show a summary of labor, labor activities, equipment, materials and other qualifying costs set forth in federal Office of Management and Budget Circular A-87. Reimbursement shall be based on actual cost incurred with the exception of equipment owned by the Municipality. Reimbursement rates of equipment owned by

the Municipality cannot exceed the Department's rates in effect for the time period in which the work is performed.

5. The completion of this project by the Department is dependent on availability of funds.

IT IS UNDERSTOOD AND AGREED that the approval of the project by the Department is subject to the conditions of this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given, as evidenced by the attached certified copy of Resolution, Ordinance or Charter Provision, as the case may be.

L.S.

ATTEST:

Melissa C. Brewster

CITY OF GOLDSBORO

BY: [Signature]

TITLE: Mayor

DATE: 11-06-07

(MUNICIPAL SEAL)



This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

Richard E. Durham  
Municipal Finance Officer

Federal Tax Identification Number

56-6000228

City of Goldsboro

Remittance Address:

City of Goldsboro  
200 North Center Street  
Goldsboro, NC 27530



## DEPARTMENT OF TRANSPORTATION

BY: FLQ  
~~STATE HIGHWAY ADMINISTRATOR~~  
~~DEPUTY SECRETARY - TRANSIT~~DATE: 11/20/07

APPROVED AS TO EXECUTION:

BY: [Signature]  
ASSISTANT ATTORNEY GENERAL

COPY OF A RESOLUTION PASSED BY THE CITY COUNCIL  
OF THE CITY OF GOLDSBORO, NORTH CAROLINA

A motion was made by Mayor Pro Tem Allen and seconded by Council member Bryan for the adoption of the following Resolution, and upon being put to a vote was duly adopted:

WHEREAS, the Department of Transportation and City of Goldsboro have plans to conduct a stabilization survey and assessment, develop plans to secure and stabilize the Goldsboro Union Station structure and surrounding site and make necessary temporary improvements, and prepare a conceptual master plan for the site and Station (the Project); and,

WHEREAS, the City of Goldsboro desires to enter into a municipal agreement with the Department of Transportation whereby the Department shall utilize its limited service agreement contracts to select a private consulting firm to design, bid, and oversee construction of the Project; and,

WHEREAS, the Municipality shall reimburse the Department of Transportation 10% of the actual costs of the work performed by the Department, the estimated cost of the project being \$1,000,000; and,

NOW, THEREFORE, BE IT RESOLVED that the terms of the Municipal Agreement for the Goldsboro Union Station Project are hereby formally approved by the City Council of the City of Goldsboro and that the City Manager and Clerk of this Municipality are hereby empowered to sign and execute the Agreement with the Department of Transportation.

I, Melissa C Brewer, Clerk of the City of Goldsboro, do hereby certify that the foregoing is a true and correct copy of excerpts from the Minutes of the meeting of the City Council duly held on the 22nd day of October, 2007.

WITNESS, my hand and the official seal of said Municipality on this the 16th day of November, 2007.

(SEAL)



Melissa C Brewer  
CLERK  
CITY OF GOLDSBORO  
NORTH CAROLINA

RESOLUTION IN SUPPORT OF THE MUNICIPAL AGREEMENT BETWEEN THE CITY OF  
GOLDSBORO AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
REGARDING RESTORATION OF THE UNION STATION

WHEREAS, the Department of Transportation and City of Goldsboro have plans to conduct a stabilization survey and assessment, develop plans to secure and stabilize the Goldsboro Union Station structure and surrounding site and make necessary temporary improvements, and prepare a conceptual master plan for the site and Station (the Project); and,

WHEREAS, the City of Goldsboro desires to enter into a municipal agreement with the Department of Transportation whereby the Department shall utilize its limited service agreement contracts to select a private consulting firm to design, bid, and oversee construction of the Project; and,

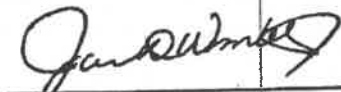
WHEREAS, the Municipality shall reimburse the Department of Transportation 10% of the actual costs of the work performed by the Department, the estimated cost of the project being \$1,000,000 (10% OF \$1,000,000, estimated to be \$100,000); and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Goldsboro, North Carolina, that:

1. The terms of the Municipal Agreement for the Goldsboro Union Station Project are hereby formally approved by the City Council of the City of Goldsboro and that the City Manager and Clerk of this Municipality are hereby empowered to sign and execute the Agreement with the Department of Transportation.

2. This Resolution shall be in full force and effect from and after the 22<sup>nd</sup> day of October, 2007.

Approved as to Form Only:

  
\_\_\_\_\_  
City Attorney

Reviewed by:

  
\_\_\_\_\_  
City Manager



---

# **Goldsboro Community & Partners**

## **Letters of Support 2003—2015**

**Goldsboro Union Station**

**Passenger Rail Via Goldsboro**

**Goldsboro's Multi-Modal Transportation HUB**

**GWTA Transit Center**

**G. K. BUTTERFIELD**  
1ST DISTRICT, NORTH CAROLINA

2305 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3301  
(202) 225-3101  
FACSIMILE: (202) 225-3354  
[www.house.gov/butterfield](http://www.house.gov/butterfield)



**Congress of the United States**  
**House of Representatives**

**COMMITTEE ON**  
**ENERGY AND COMMERCE**

SUBCOMMITTEES  
RANKING MEMBER, COMMERCE,  
MANUFACTURING & TRADE  
ENVIRONMENT & THE ECONOMY

**CHIEF DEPUTY WHIP**

June 6, 2013

The Honorable Ray LaHood  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

I write to urge the Department of Transportation to approve the City of Goldsboro, North Carolina's Transportation Investment Generating Economic Recovery (TIGER) V grant application. I appreciate that you traveled to Goldsboro in May to survey firsthand the transportation opportunities, economic development potential, and broad community support for this important and multimodal transportation project. Goldsboro is requesting \$16.5 million of federal support to make functional and aesthetic design improvements to the Center Street Streetscape project, much needed upgrades to transform Goldsboro Union Station to a regional transit hub, and construction of a Gateway Transfer Center to improve area transit.

As we observed during our visit, the region's aging and outdated transportation infrastructure is no longer able to support the city's 36,000 residents or the military families serving at Seymour Johnson Air Force Base. Goldsboro serves as the seat of Wayne County, but the city's downtown is not currently pedestrian- or vehicle-friendly and is impeding economic growth. As local officials mentioned during our visit, Goldsboro has already received funding to start the project from the Federal Transit Authority but more resources are needed to make the region's multimodal transportation vision a reality.

Since 2006, Goldsboro has invested in a bold plan to improve safety by completely renovating the downtown area, expand public transportation capacity to interconnect an entire rural and geographically distant region, promote commerce, and restore historic infrastructure. In Goldsboro's TIGER V application, the City's project consists of \$7 million for the Center Street Streetscape project, \$13.8 million for modernization of Goldsboro Union Station, and \$2.1 million to construct the Gateway Transfer Center. Goldsboro has already invested \$2.5 million in the project and is committed to providing an additional \$5.4 million. Therefore, the City is requesting \$16.5 million in TIGER V grant funding. As you alluded to during your visit, this project will be a magnet which will draw together people and create jobs. A recent economic study shows that investing in Goldsboro will contribute \$17 million to the local economy in a region facing 8.4 percent unemployment.

DISTRICT OFFICES

216 N.E. NASH STREET, STE. B  
WILSON, NC 27893  
TELEPHONE: (252) 237-9816  
FACSIMILE: (252) 291-0356

309 WEST THIRD STREET  
WELDON, NC 27890  
TELEPHONE: (252) 538-4123  
FACSIMILE: (252) 538-6516



The Honorable Ray LaHood  
June 6, 2013  
Page 2

Because of the economic advantages this project will bring to the region, I ask for your full consideration of Goldsboro's application. Should you have any questions, please do not hesitate to contact Dennis Sills of my staff at 202.225.3101. Thank you very much.

Very truly yours,

A handwritten signature in blue ink, appearing to read "G. K. Butterfield".

G. K. Butterfield  
Member of Congress

CC: The Honorable Anthony Foxx, Secretary Nominee, U.S. Department of Transportation  
The Honorable Al King, Mayor, City of Goldsboro, North Carolina  
Mr. Peter Gould, Associate Director for Government Affairs,  
U.S. Department of Transportation



# County of Wayne

State of North Carolina

BOARD OF COMMISSIONERS

November 4, 2003

Judith Calvert Ray, Chairman  
WNC Rail Corridor Committee  
953 Old US Highway 70  
Black Mountain, NC 28711

Dear Ms. Ray:

On November 4, 2003 the Wayne County Board of Commissioners adopted the enclosed resolution in support of a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina.

Sincerely,

*Marcia R. Wilson*

Marcia R. Wilson  
Clerk to the Board

Enclosure

**NORTH CAROLINA  
WAYNE COUNTY**

**WHEREAS**, passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina; and

**WHEREAS**, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and

**WHEREAS**, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

**WHEREAS**, there is a need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

**WHEREAS**, an increase in state funding for passenger rail services in North Carolina is necessary to support development of intercity rail services that can connect our small urban and rural areas of the state with the urbanized centers of our state; and

**WHEREAS**, support by local and state elected officials is essential for the future of alternative transportation in North Carolina; and

**WHEREAS**, support and utilization of transportation improvements by business and commercial interests is essential for the successful deployment of alternative transportation modes in North Carolina; and

**WHEREAS**, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail services; and

**WHEREAS**, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

**WHEREAS**, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested, and

**WHEREAS**, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

**WHEREAS**, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

**NOW, THEREFORE, BE IT RESOLVED**, that Wayne County through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this the 4th day of November, 2003.

Attest:



*Marcia R. Wilson*  
Marcia R. Wilson  
Clerk to the Board

*Atlas Price, Jr.*  
Atlas Price, Jr. Chairman  
Wayne County Board of Commissioners

Charles P. Gaylor, III

Attorney At Law  
The Monticello  
109 N. William St., P. O. Box 787  
Goldsboro, N. C. 27533-0787

May 31, 2009

To whom it may concern:

On behalf of the Rail Road Task Force I am writing to encourage Enhancement Funds for the Goldsboro Union Station. This is one of the premiere historic buildings in Goldsboro and is the finest train station remaining in Eastern North Carolina that has not already been rehabilitated.

In addition, these funds would be used in conjunction with the efforts of the City of Goldsboro and the Downtown Goldsboro Development Corporation. Preservation North Carolina is a partner in a Neighborhood Plan for the area around the station so the enhancement funds would work in concert with other efforts already being made.

Also, when completed, this historic structure will not only support passenger train service but will serve as a multi-modal transportation center. Completion of this project will go a long way toward opening up the East for future rail travel.

C.P. Gaylor, III



**North Carolina  
Department of Commerce  
Division of Community Assistance**

**Beverly Eaves Perdue, Governor  
J. Keith Crisco, Secretary**

**Joseph D. Crocker, Asst. Secretary  
Gloria Nance-Sims, Director**

April 13, 2009

Mr. Joe Huffman, City Manager  
City of Goldsboro  
Post Office Drawer A  
Goldsboro, NC 27533

Dear Mr. Huffman:

I am writing to lend the support of the North Carolina Department of Commerce, Division of Community Assistance and the North Carolina Main Street Center (NCMSC) to the City of Goldsboro for your application for Transportation Enhancements funds to be utilized for the Goldsboro Union Station (GUS) project. The Downtown Goldsboro Development Corporation is a primary partner on this project and is one of our state's most progressive organizations in terms of downtown revitalization, working closely with the NCMSC.

The rehabilitation and restoration of GUS is a critical component of the ongoing revitalization efforts in downtown Goldsboro and for the community at large. Beyond the obvious aesthetic benefits of the restoration effort, the economic development potential linked to its new role as a multi-modal transportation center would be immense. Transformed as a regional transportation hub and gateway, the revitalization of GUS would benefit ongoing industrial and business recruitment for the entire area. It would re-anchor a critical segment of the downtown area, increasing merchant traffic and property values and generating additional tax revenues to the community.

The overarching goals of the North Carolina Main Street Center are focused on rebuilding communities and maintaining their character while shaping them for the challenges of the 21<sup>st</sup> century. We believe that this project embodies all of these elements and hope that the City of Goldsboro receives favorable consideration for its request for funding for the Goldsboro Union Station project.

Sincerely,

  
Gloria Nance-Sims  
Director

GNS:thw

Cc: Liz Parham, Director, Office of Urban Development  
Julie Metz-Thompson, Downtown Goldsboro Development Corporation  
Mayor Al King, City of Goldsboro

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Tel: (919) 733-2850 • Fax: (919) 733-5262

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## North Carolina Department of Cultural Resources

### State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor  
Linda A. Carlisle, Secretary  
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History  
Division of Historical Resources  
David Brook, Director

April 8, 2009

Joe Huffman, City Manager  
City of Goldsboro  
P. O. Drawer A  
Goldsboro, NC 27533

Re: Goldsboro Union Station Rehabilitation for a Multi-Modal Transportation Center

Dear Mr. Huffman:

I wish to express the strong support of the North Carolina State Historic Preservation Office for the project now being undertaken by the City of Goldsboro and the North Carolina Department of Transportation to rehabilitate the historic Goldsboro Union Station as a comprehensive multi modal transportation center. The station will be an essential cog in both the local and regional long-range transportation systems. The local Goldsboro-Wayne Transportation Authority's short and long range plan identifies the station for urban and rural transit service, and NCDOT's passenger rail service plan includes the site on the proposed Raleigh-Wilmington line. Anticipated transportation uses that will operate out of the station include: intrastate and commuter rail service; interstate bus service; and local transport services.

The station, which was built in 1909, served its intended purpose until 1968. The proposed rehabilitation will utilize the entire building and site, along with several nearby buildings for ancillary use. The project has already seen a significant monetary commitment from the city and NCDOT. The building has been purchased by NCDOT and exterior demolition and stabilization work was recently completed. Future funding will go toward exterior rehabilitation, site work, interior rehabilitation, and the rehabilitation of several nearby buildings that will support the transportation hub.

The City of Goldsboro's historic preservation efforts and its partnership with Preservation North Carolina and the Self Help Credit Union are geared toward revitalizing several long-decaying neighborhoods – including the neighborhood around the Union Station. These actions have earned the city and its partners well-deserved accolades and recognition for their efforts including several state-wide awards.

Sincerely,

Peter B. Sandbeck, Deputy State Historic Preservation Officer

cc: Alfonzo King, Mayor, City of Goldsboro  
Julie Thompson, Downtown Development



# County of Wayne

State of North Carolina

## BOARD OF COMMISSIONERS

April 7, 2009

Mr. Joseph R. Huffman, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Mr. Huffman:

On behalf of the County of Wayne, please accept this letter of support for the Goldsboro Union Station Multi-Modal Transportation Center Project. Built in 1909 and listed in the National Register of Historic Places, Goldsboro Union Station (GUS) is considered to be one of the most ambitious stations of its type in North Carolina. GUS operated passenger services until 1968 and in 1972 the Station was sold to a private business. The two-story station building is nearly 10,000 square feet in size situated on a property that encompasses two city blocks.

We agree that Goldsboro Union Station is the catalyst for a comprehensive, multi-modal transportation project focused on creating a seamless transportation system that includes both urban and rural transit services, future passenger and commuter rail services and Greyhound/Trailways inner city bus services. Due to the comprehensiveness of this project, it has broad regional and local support from a wide variety of public and private organizations. GUS is an integral component of developing an eastern North Carolina passenger rail service focused on linking Wilmington and Raleigh as well as further points north and west, of which a July 2005 North Carolina Department of Transportation study supported.

As the City of Goldsboro moves forward in identifying funding, please accept this letter a formal support from the Wayne County Board of Commissioners. We believe the benefits are numerous and immeasurable. It will aid in meeting air quality thresholds of Wayne County's neighboring metropolitan areas meet ridership, workforce, industry, tourism, and military demands for accessible and affordable transportation, and it will bolster an ongoing inner city revitalization effort to strengthen private investment opportunities.

Sincerely,

A handwritten signature in cursive script that reads "Roland M. Gray".

Roland M. Gray, Chairman  
Wayne County Board of Commissioners

cc: Goldsboro City Council



May 22<sup>nd</sup>, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

On behalf of Goldsboro Wayne County Travel and Tourism, I would like to express our full and enthusiastic support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER VI) grant application for the 2015 appropriation.

The City of Goldsboro has made great strides to improve the downtown area. In 2006, town leaders elected to undertake two proactive, visionary plans involving public input; the *Downtown Goldsboro Master Plan* and the *Goldsboro Comprehensive Neighborhood Revitalization Plan*.

Additional funding is needed for the rehabilitation of Union Station, completion of the Center Street Streetscape project expansion, expansion and improvements to Cornerstone Commons and creation and implementation of the wayfinding signage system for the Greater Goldsboro area. Each of these components is vital to the community and will provide enhanced quality of life for area citizens and visitors to our community.

From a tourism perspective, there is a great need in the community for conference and meeting space. Union Station will serve as a high-quality, unique and desirable event venue. This type of facility will differentiate and distinguish itself in the Eastern North Carolina meetings marketplace. It will attract military events, receptions, corporate meetings, banquets, weddings and other events. An increase in hotel room nights will generate additional occupancy tax revenues. Enhanced retail spending will provide an added economic boost and will entice more businesses to the downtown area.

As a partner with the City of Goldsboro, the Goldsboro Tourism Council is pledging support and assistance in these projects. Upon completion, these programs will play an essential role in creating the high standard quality of life which attracts visitors and relocation to our community.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Rick Sumner". The signature is fluid and cursive, with the first name "Rick" being more prominent.

Rick Sumner, Chair  
Goldsboro Tourism Council



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Vice President

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Sarah Merritt  
Executive Director

**The mission of the  
Arts Council of  
Wayne County is to  
ensure the arts are  
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community.**

# arts council of wayne county

**102 N John Street, Goldsboro, North Carolina 27530**

**919.736.3300 • [www.ArtsInWayne.org](http://www.ArtsInWayne.org)**

May 18, 2015

Secretary Anthony Foxx,  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Fox,

On behalf of the Arts Council of Wayne County (ACWC), please accept this letter of support for the Union Station Multi-Modal Transportation Facility Project, the Gateway Transfer Center Project, and Center Street, West Walnut Street, and Mulberry Street Streetscape Projects. These projects will bring immeasurable benefits to downtown Goldsboro and the region.

The leadership of the ACWC strongly believes that the completion of these projects are pivotal in promoting private business investment, creating jobs, and attracting new residents and visitors to downtown Goldsboro and the surrounding area. These shovel-ready projects have been developing for some time and the ACWC supports any funding that will enable completion.

Understanding the important role of downtown Goldsboro in the local economy and quality of life, the ACWC relocated, in 2011 to downtown Goldsboro. Since the move, the organization has experienced dramatic growth with a 350% increase in audience numbers. Additionally, the ACWC has expanded its programming to attract more people to its facility and downtown Goldsboro.

Again, the leadership of the ACWC enthusiastically supports the City of Goldsboro's application for TIGER Grant funding.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sarah Merritt".

Sarah Merritt  
Executive Director

207 East Ash Street (27530)  
P.O. Box 1677  
Goldsboro, NC 27533-1677  
(919) 731-5800  
Fax (919) 731-5815

April 25, 2014

Julie Metz, Director  
Downtown Goldsboro Development Corp.  
219 N. John Street  
Goldsboro, NC 27530

Dear Julie:

I am writing in strong support of City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application. The City of Goldsboro is applying to complete several major transportation and infrastructure needs in our community in the downtown Goldsboro area. This includes many of our historic commercial and residential structures occupied by Goldsboro's small businesses.

The application proposal includes funding to complete major transportation projects such as; rehabilitation of Union Station, construction of the Gateway Transit Authority Transfer Facility and completion of the Center Street Streetscape project. We believe that the proposed improvements will continue to revitalize downtown Goldsboro and will create further investment opportunities to our community.

Again, we support the City of Goldsboro with their upcoming proposed projects and strongly recommend that the Department award funds to these visionary projects.

Sincerely,



Neal O. Benton  
Market President



**Charles P. Gaylor, III**  
*Attorney At Law*  
*The Monticello*  
109 N. William St., PO Box 787  
Goldsboro, N.C. 27533-0787

May 31, 2013

Secretary Ray LaHood  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington DC 20590

Secretary LaHood,

On behalf of the Railroad Task Force, I am writing to encourage TIGER Discretionary funds for the Goldsboro Main St.<sup>TM</sup> Revitalization Transportation Project submitted by the City of Goldsboro. Union Station is one of the premier historic buildings in Goldsboro and is the finest train station remaining in North Carolina that has not already been rehabilitated.

The City of Goldsboro and the Downtown Goldsboro Development Corporation have shown their commitment to completing projects laid out in the TIGER Grant application, having already made great investments into the project sites. To date \$3,225,000 has been invested into Union Station resulting from a 2007 North Carolina Department of Transportation and City of Goldsboro partnership that utilized state and local funding. The first block of the Streetscape Project was completed in November of 2012. The City of Goldsboro has also invested \$300,000 into the neighborhoods that surround the outlined project site through their Historic Neighborhood Revitalization Plan resulting in 18 previously unoccupied homes sold to single-family, owner occupied families. TIGER funds will allow the City to continue these great projects that will benefit Goldsboro and Wayne County as well as Eastern North Carolina.

The Railroad Task Force is excited to see Downtown Goldsboro restored to its former glory. Development of these projects will further support the state's passenger rail service and lay the foundation for a multi-modal transportation center in Wayne County. We hope you'll help us play a key role in opening up Eastern North Carolina for future rail travel.

Best,



C.P. Gaylor, III

RESOLUTION NO. 2011-~~34~~

RESOLUTION OF SUPPORT OF APPLICATION FOR FEDERAL HIGHWAY  
ADMINISTRATION'S TRANSPORTATION, COMMUNITY & SYSTEMS  
PRESERVATION (TCSP) PROGRAM GRANTS

WHEREAS, The Federal Highway Administration has announced its 2011 discretionary grant programs including the Transportation, Community & Systems Preservation (TCSP) Program with an interest in projects that support livability; and

WHEREAS, eligibility for this program includes states, metropolitan organizations and municipalities with projects related to transit, complete streets, streetscaping, pedestrian/bike improvements or plans, implementation of transient-oriented development plans, traffic calming measures and congestion reduction measures ; and

WHEREAS, the grant application deadline is June 3, 2011 and projects must be able to encumber grant funds by September 30, 2011; and

WHEREAS, the City of Goldsboro has two projects which meet the criteria, interests and eligibility requirements and are also ready to implement: the Center Street Streetscape Project and the Goldsboro Union Station Project; with estimated costs of \$6,000,000 each, for a total of \$12,000,000; and

WHEREAS, this grant requires a 20% local match totaling, for both projects, ~~\$2,400,000; and~~

WHEREAS, the City also plans on completing the Transfer Center Project as part of the Goldsboro Union Station Project utilizing other federal funding sources at a preliminary estimated cost of \$4,000,000 with a 10% local match of \$400,000; and

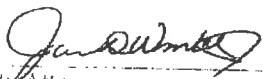
WHEREAS, local matching funds for all three projects would be financed through long-term financing of \$2,800,000 with an anticipated 10 or 15 year term.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Goldsboro, North Carolina that:

1. The Mayor and City Manager are hereby authorized to execute and submit grant applications for the Transportation, Community & Systems Preservation Program with the Federal Highway Administration for the above referenced projects.
2. This Resolution shall be incorporated into the official Minutes of the City of Goldsboro, and shall be in full force and effect from and after this 31<sup>st</sup> day of May, 2011.

Approved as to Form Only:

Reviewed by:

  
City Attorney

  
Interim City Manager

**RESOLUTION OF THE GOLDSBORO MPO URBAN AREA  
TRANSPORTATION ADVISORY COMMITTEE  
SUPPORTING THE CITY OF GOLDSBORO'S APPLICATION FOR  
THE FEDERAL HIGHWAY ADMINISTRATION'S  
TRANSPORTATION, COMMUNITY & SYSTEMS PRESERVATION (TCSP)  
PROGRAM GRANTS**

**WHEREAS**, The Federal Highway Administration has announced its 2011 discretionary grant programs including the Transportation, Community & Systems Preservation (TCSP) Program with an interest in projects that support livability; and

**WHEREAS**, eligibility for this program includes states, metropolitan organizations and municipalities with projects related to transit, complete streets, streetscaping, pedestrian/bike improvements or plans, implementation of transient-oriented development plans, traffic calming measures and congestion reduction measures; and

**WHEREAS**, the grant application deadline is June 3, 2011 and projects must be able to encumber grant funds by September 30, 2011; and

**WHEREAS**, the City of Goldsboro has two projects which meet the criteria, interests and eligibility requirements and are also ready to implement: the Center Street Streetscape Project and the Goldsboro Union Station Project; with estimated costs of \$6,000,000 each, for a total of \$12,000,000; and

**WHEREAS**, this grant requires a 20% local match totaling, for both projects, \$2,400,000; and

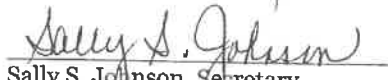
**WHEREAS**, the City also plans on completing the Transfer Center Project as part of the Goldsboro Union Station Project utilizing other federal funding sources at a preliminary estimated cost of \$4,000,000 with a 10% local match of \$400,000; and

**WHEREAS**, local matching funds for all three projects would be financed through long-term financing of \$2,800,000 with an anticipated 10 or 15 year term.

**NOW, THEREFORE, BE IT RESOLVED** by the Goldsboro Urban Area MPO Transportation Advisory Committee that:

1. They support the City of Goldsboro's application for the Federal Highway Administration's Transportation, Community & Systems Preservation (TCSP) Program Grants for the following projects:
  - a. Center Street Streetscape
  - b. Goldsboro Union Station
2. This Resolution shall be in full force and effect from and after its adoption this the 31<sup>st</sup> day of May, 2011.

  
Chuck Allen, Chairperson  
Goldsboro Urban Area  
Transportation Advisory Committee

  
Sally S. Johnson, Secretary  
Goldsboro Urban Area  
Transportation Advisory Committee

RESOLUTION NO. 2003- *85*  
A RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR  
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED  
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

WHEREAS, passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina; and

WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and

WHEREAS, we applaud the state of North Carolina for development of comprehensive inter-city rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, support and utilization of transportation improvements by business and commercial interests is essential for the successful deployment of alternative transportation modes in North Carolina; and

WHEREAS, this Resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and

WHEREAS, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements of rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Goldsboro, North Carolina that:

1. We fully support the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective being to:
  - a. Further economic opportunity.
  - b. Help preserve the environment.
  - c. Improve the quality of life.
  - d. Enhance public health, safety and welfare for all citizens.
2. This Resolution shall be in full force and effect from and after this the 3<sup>rd</sup> date of November, 2003.

Approved as to Form Only

Reviewed By:

*Clifford Smith Jr.*  
City Attorney

*Richard M. Shook*  
City Manager

**G. K. BUTTERFIELD**  
1ST DISTRICT, NORTH CAROLINA

2305 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3301  
(202) 225-3101  
FACSIMILE: (202) 225-3354

[www.house.gov/butterfield](http://www.house.gov/butterfield)



**Congress of the United States**  
**House of Representatives**

**COMMITTEE ON  
ENERGY AND COMMERCE**

**SUBCOMMITTEES**  
*RANKING MEMBER*, COMMERCE,  
MANUFACTURING & TRADE  
ENVIRONMENT & THE ECONOMY

**CHIEF DEPUTY WHIP**

April 15, 2014

Secretary Anthony Foxx  
U. S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Mr. Secretary:

I am writing in support of the City of Goldsboro and their pursuit of a new round of funding via the Transportation Investment Generating Economic Recovery (TIGER) VI grant via the Department of Transportation. Although the City of Goldsboro was the benefactor of TIGER V grant funding in 2013, the awarded amount was less than the request, thus a significant portion of the project was eliminated.

The City of Goldsboro, as demonstrated by their selection for TIGER V grant funding, has been extraordinary in their efforts to not only, identify projects that adhere to the funding protocols and objectives, but also, they effectively captured and galvanized unified community support for the vision. Their Center Street Streetscape project has resulted in the creation of new businesses and residential units that revitalizes downtown and elevates tax values within the City.

In conjunction with the revitalization that has commenced, funding via TIGER VI would allow the City to rehabilitate the Union Station into a unique, high-quality, and desirable meeting space/banquet facility. The facility will also house smaller meeting rooms and office space. In addition, the plan includes the expansion and improvement of Cornerstone Commons that will feature amenities such as a splash park, outdoor concert venues, market shelters, etc. The City of Goldsboro's model of vision, revitalization, and reinvestment is commendable and worthy of note and replication.

It is with the above referenced in mind that I wholeheartedly support the City of Goldsboro in their efforts to secure TIGER VI grant funding through the Department of Transportation. I am respectfully requesting full and fair consideration to their request utilizing your established review and selection processes. Please direct any questions or correspondence to my Director of Economic Development, Mr. Reginald Speight at [reginald.speight@mail.house.gov](mailto:reginald.speight@mail.house.gov) or via telephone at 252-237-9816.

Very truly yours,

G. K. Butterfield  
Member of Congress

DISTRICT OFFICES

216 N.E. NASH STREET, STE. B  
WILSON, NC 27893  
TELEPHONE: (252) 237-9816  
FACSIMILE: (252) 291-0356

309 WEST THIRD STREET  
WELDON, NC 27890  
TELEPHONE: (252) 538-4123  
FACSIMILE: (252) 538-6516





**North Carolina  
Department of Commerce  
Rural Economic Development Division  
Office of Urban Development**

**Pat McCrory, Governor  
Sharon Allred Decker, Secretary**

**Pat Mitchell, Assistant Secretary  
Elizabeth H. Parham, Director**

April 14, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, NC 20590

Dear Secretary Foxx:

I am writing in support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application for the 2014 appropriation. Goldsboro was designated a North Carolina Main Street community in 1984 and over the past 30 years, the community has generated more than \$109 million in public and private investment in their downtown district. These investments were made by highly committed leaders that effectively work together to create positive community economic development change.

The Goldsboro application outlines three projects that they are requesting funding assistance to complete: the historic rehabilitation of Union Station, continuation to complete two additional blocks of the Center Street streetscape project and the expansion and improvements to Cornerstone Commons. USDOT would make a very sound investment in funding these projects, in partnership with the City of Goldsboro. In addition, this community is well suited to complete each of these projects in a timely fashion, and to use these projects to leverage additional private investment in the buildings and businesses in and around this core commercial district.

As a partner with the City of Goldsboro in their Main Street program and downtown initiatives, our office is also pledging our support and assistance in these projects. Feel free to call on my staff as needed.

I encourage USDOT to fully fund the City of Goldsboro's grant application request at \$10 million. I am confident that your office will be proud to recognize these projects as TIGER funded initiatives.

Sincerely yours,

Elizabeth H. Parham, CMSM  
Director

***Thrive NC***

100 East Six Forks Road, Suite 200 • 4313 Mail Service Center • Raleigh, North Carolina 27699-4313  
Tel: (919) 571-4900 • Fax: (919) 571-4951  
[www.nccommerce.com](http://www.nccommerce.com)



DGDC Board

May 30, 2013

Geoff Hulse  
Board President

Terry Light  
Vice President

Beverly Wallace-Wiggins  
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Jimmie Edmundson  
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Glenn Barwick

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Board Ad Hoc Members

Tonya Davis Barber

Larry Hill

Andrew Jernigan

Richard Gower

Secretary Ray LaHood  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington DC 20590

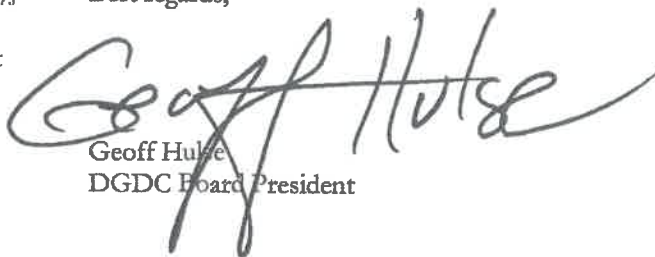
Secretary LaHood,

We are writing this letter in support of the Transportation Investment Generation Economic Recovery Grant (TIGER Grant). We, the undersigned, are the President and Vice President of the Downtown Goldsboro Development Corporation Board of Directors. Our grant application goes to the heart of our desires to improve and revitalize Downtown Goldsboro and Wayne County, and we feel monies from the TIGER Grant would flow not only into major improvements to Downtown Goldsboro, but also have a tremendous economic impact on Wayne County. TIGER funds would facilitate in the completion of Historic Union Station - a project that will create a multi-modal transportation facility for Wayne County - improve the existing Gateway Transfer Center for residents of our community, and allow the City of Goldsboro to complete the Center Street Streetscape Project. Once these improvements are made, job growth, public/private investment, and investment to existing structures will be substantial.

It is our understanding that the City of Goldsboro's application proposal will cost 21.9 million dollars with federal funding covering 16.5 million of the final investment. Please know that the Downtown Goldsboro Development Corporation Board of Directors and all citizens interested in the revitalization of Downtown Goldsboro are one hundred percent behind these projects. We are happy to show support in any way that the Grant process will allow.

We are extremely excited that our downtown is on the verge of a huge improvement to benefit all of our citizens as well as Eastern North Carolina. If you have any questions, please do not hesitate to contact us at the Downtown Development office at 919.735.4959. We look forward to hearing from you.

Best regards,



Geoff Hulse  
DGDC Board President



Terry Light  
DGDC Board Vice President

RESOLUTION

A RESOLUTION OF SUPPORT TO IMPROVE RAIL SERVICE(commuter, improved freight and passenger) from WAYNE COUNTY TO THE TRIANGLE AREA.

WHEREAS, all highway access to the Triangle is experiencing gridlock due to insufficient highway capacity and deteriorating roadways; and

WHEREAS, with the potential loss of jobs in our traditional agricultural based economy and the need to replace jobs in the manufacturing and service sectors, and

WHEREAS, over 4500 individuals commute outside of Wayne County daily (according to the 1990 U.S. Census); and

WHEREAS, air quality of this region of the state continues to deteriorate; and

WHEREAS, in order to promote economic development in eastern North Carolina, significant improvements must be made to existing rail lines, particularly freight; and

WHEREAS, there exists a great need to provide direct access to the Triangle transportation system improving access to regional medical centers, Raleigh-Durham International Airport, Triangle colleges and universities, and state government agencies; and

WHEREAS, commuter and passenger rail will reduce the need for massive losses of land required by highway rights of way; and conserve wet lands and protect wild life.

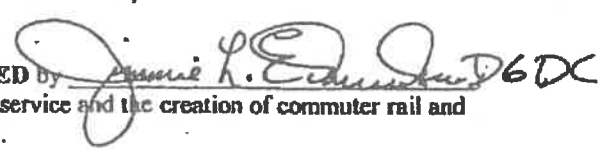
WHEREAS, commuter and passenger rail will increase use of existing infrastructure in counties, and cities outside the Triangle area and provide Triangle employees with optional living accommodations in eastern North Carolina; and

WHEREAS, the rights of way already exist and are mostly owned by the North Carolina Railroad Company; and

WHEREAS, citizens desire a dependable, efficient, safe and especially an affordable mode of transportation; and

WHEREAS, commuter/passenger rail will enhance access to and use of high speed rail service to the southeast and northeast corridors of the United States; and

WHEREAS, the North Carolina Railroad Company is requested to study the feasibility of improving freight service and initiating commuter rail;

NOW, THEREFORE, BE IT RESOLVED by  6DC  
that we support the improvement of freight service and the creation of commuter rail and passenger service in eastern North Carolina.



**Office of Engagement,  
Innovation, and  
Economic Development**

Willis Building  
300 East First Street  
East Carolina University  
Greenville, NC 27858-4353

252-737-1380 office  
252-737-1381 fax

April 17, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

On behalf of East Carolina University and our Office of Innovation and Economic Development, I am very pleased to offer this letter in full support of the City of Goldsboro's 2014 Transportation Investment Generating Economic Recovery (TIGER) grant application. We have forged an outstanding collaborative partnership with Goldsboro and are thrilled to see the positive growth in and around the City's downtown district. We are even more excited to know that continued investment in projects of significance, like the Union Station Multi-Modal Transportation Facility, will further enhance the City's appeal to business, industry and families and have economic impacts beyond Goldsboro's downtown, and well into the eastern region of North Carolina.

Goldsboro was fortunate to be awarded TIGER V funding which allowed the City to complete the first phase of this project that will ultimately offer needed expansions to the existing rail system and be a catalyst for expanded, more connected and more efficient rail service throughout the region and State. Tiger VI would specifically include:

- Rehabilitation of Union Station;
- Continuation to Completion of the Center Street Streetscape project; and
- Expansion and Improvements to Cornerstone Commons.

The expanded Commons will be a focal point in its own right in downtown offering a splash playground, permanent market shelters, public art and an outdoor stage with concert venues.

I am convinced that completion of the Union Station Multi-Modal Transportation Facility is a significant opportunity for Goldsboro, as it stands ready to expand its community profile and become an engine for vitality and economic prosperity in eastern North Carolina. As its partner, East Carolina University is committed to continued collaboration and direct outreach in support of this effort. We urge the USDOT to continue its investment in Goldsboro, and ask for your personal support of this very important project.

Many thanks in advance for your time and consideration. Please feel free to contact me at (252) 737-1342 if you have questions or need additional information.

Sincerely yours,

A handwritten signature in black ink that reads 'Kenny Flowers'.

Kenny Flowers  
Assistant Vice Chancellor  
Community and Regional Development



**Goldsboro Elks Lodge #139**  
**P.O. Box 1003**  
**Goldsboro, NC 27533**

May 24, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

I, Kirt Jarrett, am writing on behalf of Goldsboro Elk Lodge 139 to express our unequivocal support for the TIGER VII project in Goldsboro North Carolina. Our lodge is the oldest in the state of North Carolina and has been a participating member in the community of Goldsboro since 1902. We are diverse in membership with many of our members being business owners and employers in the Downtown Goldsboro area.

The Goldsboro Elk Lodge 139 represents a significant and substantial organization in the Goldsboro community dedicated to promoting and helping the city and its citizens grow and have a positive impact on one another. We grant use of our facilities to many groups in a hope to promote the civic community in downtown Goldsboro; that community personified by our members.

This proposal will further the efforts of both the City of Goldsboro and the Goldsboro Elk Lodge 139 in promoting an active and friendly downtown environment for civic groups, businesses and citizens. The implications of this project will stretch well into the future and have an impact for generations to come. This will help in molding an essential element in the downtown revitalization, while attracting groups and individuals to the area. The quantifiable benefits cannot be understood simply through the analysis of the dollars of revenue, but more importantly than that is a chance for a change in perception.

The Goldsboro Elk Lodge of Goldsboro is committed to bettering our community and look forward to the developments and changes coming to Goldsboro. We stand united, 300 Goldsboro Elks, in our support of the development of TIGER VII project.

Cordially,

Kirt Jarrett, Exalted Ruler



**G. K. BUTTERFIELD**  
1ST DISTRICT, NORTH CAROLINA

413 CANNON HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3301  
(202) 225-3101  
FAX: (202) 225-3354

**Congress of the United States**  
**House of Representatives**  
**Washington, DC**

[www.house.gov/butterfield](http://www.house.gov/butterfield)

**COMMITTEE ON ARMED SERVICES**

Readiness Subcommittee

Tactical Air and Land Forces  
Subcommittee

**COMMITTEE ON AGRICULTURE**

Conservation, Credit, Rural Development  
and Research Subcommittee

General Farm Commodities and Risk  
Management Subcommittee

Department Operations Oversight,  
Nutrition and Forestry Subcommittee

March 28, 2007

Mr. John F. Sullivan III, PE,  
Division Administrator  
Federal Highway Administration  
310 New Bern Ave., Suite 410  
Raleigh, NC 27601

**RE: TCSP Grant Application: Union Depot - Goldsboro, NC**

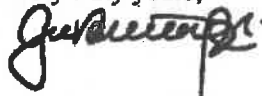
Dear Mr. Sullivan:

Please accept this letter as a demonstration of my support for the Historic Union Depot Multi-Modal Transportation Center application for funds from the Transportation, Community, and System Preservation Program submitted by the NCDOT Rail and Public Transportation divisions in cooperation with the City of Goldsboro.

The restoration and reuse of this station will serve as a catalyst to secure passenger and commuter rail service offering unlimited opportunities for tourism and economic development in eastern North Carolina. It will also facilitate the movement of people and goods and will offer valuable support to many of our military installations along the east coast. The project site is located in a solid community which has demonstrated great support for this initiative for many years.

Thank you for your attention and assistance with this most urgent matter.

Very truly yours,



G. K. Butterfield  
Member of Congress

cc: Mayor Al King, City of Goldsboro  
Allan Paul, NCDOT Rail Division, Director of Rail Operations & Facilities  
Shirley Williams, NCDOT Rail Division, Director of Planning and Environmental  
Michael Kozak, Assistant Director of Public Transportation Division  
Julie Thompson, DGDC Director

**DISTRICT OFFICES**

105 SOUTH DOUGLAS STREET  
SUITE 201  
WILSON, NC 27893  
TELEPHONE: (252) 237-9816  
FAX: (252) 291-0356

311 WEST SECOND STREET  
P.O. BOX 836  
WELDON, NC 27890  
TELEPHONE: (252) 538-4123  
FAX: (252) 538-6616

415 EAST BOULEVARD, SUITE 100  
WILLIAMSTON, NC 27892  
TELEPHONE: (252) 789-4939  
FAX: (252) 792-8113

201 SAINT ANDREW STREET  
SUITE 264  
P.O. BOX 1235  
TARBORO, NC 27886  
TELEPHONE: (252) 823-0236  
FAX: (252) 823-8970



ALAN STUBBS  
DIRECTOR

P.O. BOX 227, GOLDSBORO, NC 27533-0227

BRUCE GATES  
CHAIRMAN

April 14, 2008

The Honorable G.K. Butterfield  
U.S. House of Representatives  
Washington, DC 20515  
Fax: (202) 225-3354

Dear Representative Butterfield:

On behalf of the Goldsboro-Wayne County Transportation Authority (Gateway), I am writing to express Gateway's full support for the City of Goldsboro's request for \$500,000 for the Goldsboro Union Station multi-modal transportation project.

This proposed transportation hub will integrate intercity rail and intra-city public transportation thereby increasing city revitalization efforts; providing viable alternative means of transportation for commuters; and decreasing the environmental impact of intraregional transit. The bus services Gateway will operate out of Union Station will be a tremendous benefit to residents throughout the Goldsboro and Wayne County area.

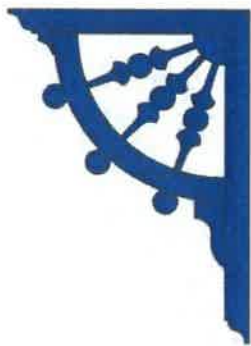
As the regional transit provider, Gateway intends to work with all parties to ensure the Station's immediate and long-term success. We have already expressed interest in relocating our administrative offices and many of our operations to the Station once the renovations have been completed. We also understand that the North Carolina Department of Transportation has made this a top priority for the region and will be working closely with the City to see the project is brought to a successful completion.

In our opinion, work to improve and expand the Goldsboro Union Station will bring many benefits to the region: increased ridership, easier local access, decreased environmental impacts, and spurring economic development. Any assistance you can provide will be well-placed and very much appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan Stubbs", written over a horizontal line.

Alan Stubbs  
Director



# GOLDSBORO HISTORIC PROPERTIES LLC

705 Park Avenue, Goldsboro, NC 27530  
919-330-4444

David Ham, President  
Betty Duncan  
Amy Bauer  
Jay Bauer  
David Glisson  
Ruth Glisson  
Allison Platt,  
Denny Town  
Wendy Town

Date: May 26, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: TIGER VII Grant Application for Goldsboro, NC

The board members of *Goldsboro Historic Properties LLC* enthusiastically support Goldsboro's application for the TIGER VII funds. Our organization was formed last year to assist with rehabilitating and selling historic houses in the downtown area. We do not take salaries for our work, in order to make these houses affordable for young couples and families who will be essential to our future. Our first house is complete and ready to sell in the near future, and then we will start over on another house. Since our organization began its work, many other people have begun to step up and purchase houses, and this is slowly transforming the area around the downtown.

Since the first TIGER grant was received, there has been impressive progress toward revitalization on many fronts. New and revitalized businesses and buildings, local and state-wide attention, and an enhanced image for our community have been just part of the many benefits. The streetscape funded in large part with TIGER funds has already won an NCAPA "Great Main Streets in the Making" award before the project is even complete.

The TIGER V grant of \$10 million for Goldsboro was a great step forward for our community, but in order to solidify and build on our momentum, we still need the train station to be ready for future rail service because this will tie Goldsboro more closely to important growth centers such as Raleigh to help ensure our community's economic sustainability over the long term.

We as the Goldsboro Historic Properties LLC are building on the efforts of the City of Goldsboro, the State of North Carolina and the federal government to hold onto the best of our past by renovating and modernizing the houses surrounding Union Station and attracting new residents to the neighborhoods. This in turn will spur growth, create jobs, broaden the tax base and honor the past by preserving our significant and meaningful architecture.

We are concerned as a group that should Union Station not be completed as previously anticipated the momentum to save the surrounding area will dwindle or be lost. Tiger VII Grant approval and funding would go a long way towards assuring a future for the downtown historic district and would certainly spark an interest in the younger generation so essential to Goldsboro's future. Until Union Station is used as a passenger rail hub, there are plans in place to enliven the building with a variety of important community activities.



The TIGER V grant is already making a tremendous difference in downtown Goldsboro, including both our own commitment to save our historic buildings, and the many efforts of individuals and companies that are beginning to invest in the downtown. We at Goldsboro Historic Properties LLC thank you for your past support of our vision for Goldsboro, and urge you to see this effort through by funding the completion of Union Station and supporting the completion of Goldsboro's transportation infrastructure.

Sincerely,

*David Ham Betty Duncan*

David Ham, President  
Goldsboro Historic Properties, LLC, and Betty Duncan  
705 Park Avenue

*Jay & Amy Bauer*

Jay and Amy Bauer,  
108 north Virginia Street

*Ruth & David Glisson*

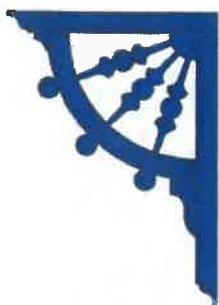
Ruth and David Glisson, Proprietors, Uniquely R's Gift Shop  
135 South Center Street

*Allison Platt*

Allison Platt, ASLA, PLA, NCBOLA, Owner,  
Allison Platt & Associates, Urban Design and Landscape Architecture  
203-N: Slocumb Street

*Wendy & Denny Town*

Wendy and Denny Town, Proprietors, Town's Antiques  
413 N James Street



# GOLDSBORO HISTORIC PROPERTIES

705 Park Avenue, Goldsboro, NC 27530  
303-956-2433

David Ham, Mgr. Date: April 15th, 2014

Betty Duncan

Amy Bauer

Jay Bauer

David Glisson

Ruth Glisson

Linda Liegel

Keven Liegel

Allison Platt

Denny Town

Wendy Town

Secretary Anthony Foxx

U.S. Department of Transportation

Office of the Secretary

1200 New Jersey Avenue, SE

Washington, DC 20590

Re: TIGER VI Grant Application for Goldsboro, NC

The founding board members of the newly-formed *Goldsboro Historic Properties LLC* had a variety of reasons for relocating to historic homes in Goldsboro. The reasons are as individual as the participants, including the desire to open or relocate businesses, to return to our small town roots, and to find an attractive place to retire. All of us were looking for a small quiet community convenient to transportation for our travel needs. Goldsboro has so many of the things necessary to make an easy transformation from a big urban center like Los Angeles, Baltimore, or Denver. One element that is still needed, however, is Union Station with passenger and commuter rail service. The Goldsboro Master Plan portrays a vision that would help make this little city a destination on the map.

The TIGER V grant of \$10 million for Goldsboro was a great step forward for our community and is now funding many important infrastructure improvements to support the future revitalization of the downtown and of Union Station. Because of this funding and our belief in the future of Goldsboro, we formed Goldsboro Historic Properties with the goal of rehabilitating distressed historic residential buildings and increasing downtown housing opportunities. To complete the elements needed for successful revitalization, however, we still need the train station to be ready for future rail service because this will tie Goldsboro more closely to important growth centers such as Raleigh to help our community grow. The announcement that the City will be applying for Tiger VI grant funding reinforces the goals of our newly formed company.

Downtown Goldsboro Development Corporation has been instrumental in saving many of the old buildings and homes in and around the downtown. There have however been quite a few torn down and demolished as has been the case in many older cities. The struggle to save downtown residences and businesses has been ongoing for many years. It's a struggle that we all feel is in the best interest of the community but one which has been made more difficult by not having completed Union Station. Union Station is a strategic artery in the heart of the downtown historic district.

West Walnut Street in the historic district leads from Center Street in downtown directly to Union Station, and many important historical homes of families that have had roots in the community for generations are located along this street. The train station is a well-known landmark of Goldsboro. Recently, listening to a gentleman trying to explain where he lived as a young man he was asked "where is the train station on this map?" As in many communities, the train station is an important mental and physical anchor for the historic district.





With the restoration of Union Station, all the elements will be in place for successful economic revitalization. We as the Goldsboro Historic Properties LLC hope to build on the efforts of the City of Goldsboro, the State of North Carolina and the federal government to hold onto the best of our past by renovating and modernizing the houses surrounding the Union Station and attracting new residents to the neighborhoods. This in turn will spur growth, create jobs, broaden the tax base and honor the past by preserving our significant and meaningful architecture.

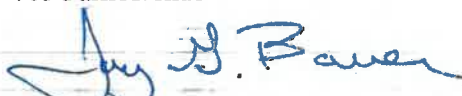
We are concerned as a group that should Union Station not be completed as previously anticipated the momentum to save the surrounding area will dwindle or be lost. A Tiger VI Grant approval and funding would go a long way towards assuring a future for the downtown historic district and would certainly spark an interest in the younger generation so essential to Goldsboro's future. Until the Station is used as a passenger rail hub, there are plans in place to enliven the building with a variety of important community activities.

The TIGER V grant is already making a tremendous difference in downtown Goldsboro, including both our own commitment to save our historic buildings, and the many efforts of individuals and companies that are beginning to invest in the downtown. We at Goldsboro Historic Properties LLC thank you for your past support of our vision for Goldsboro, and urge you to see this effort through by funding the completion of Union Station and supporting the completion of Goldsboro's transportation infrastructure.

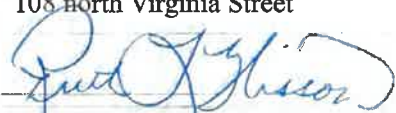
Sincerely,

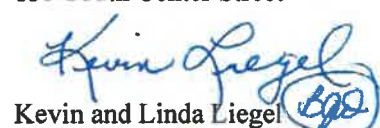
David Ham, Manager,  
Goldsboro Historic Properties, LLC, and Betty Duncan  
705 Park Avenue

Jay and Amy Bauer,  
108 north Virginia Street

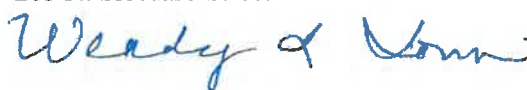
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135 South Center Street

Kevin and Linda Liegel  
308 West Mulberry Street



Allison Platt, ASLA, PLA, NCBOLA, Owner,  
Allison Platt & Associates, Urban Design and Landscape Architecture  
203 N. Slocumb Street

Wendy and Denny Town, Proprietors, Town's Antiques  
413 N James Street



NORTH CAROLINA GENERAL ASSEMBLY  
SENATE

SENATOR DON G. DAVIS  
5<sup>th</sup> District

COMMITTEES:

Appropriations on Education/Higher Education  
Appropriations/ Base Budget  
Education/Higher Education  
Health Care  
State and Local Government  
Workforce and Economic Development

Office: 300 N. Salisbury Street  
519 Legislative Office Building  
Raleigh, NC 27603-5925  
Phone: (919) 715-8363  
Fax: (919) 754-3159  
Email: [don.davis@ncleg.net](mailto:don.davis@ncleg.net)  
Counties: Pitt, Wayne, Lenoir and Greene

May 14, 2015

Secretary Anthony Foxx  
United States Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I offer my full support to the City of Goldsboro as they request financial assistance from the Transportation Investment Generation Economic Recovery (TIGER) grant funds. Goldsboro received funding from the 2013 Tiger V application call, and they began their Center Streetscape Project, which aesthetically and functionally enhanced the downtown area. Unfortunately the initial funding was short in covering the full efforts of the projects, and the City is now requesting an additional grant of \$10 million dollars.

This funding will explicitly be used towards several major projects: (1) The rehabilitation of Union Station; (2) the continuation of their Center Street Streetscape Project on the 300 and 400 blocks of South Center Street; (3) the expansion and improvement of Cornerstone Commons, a town square, to include a splash playground, market shelters and public restrooms, among other amenities; and (4) the creation and implementation of the Wayfinding Signage System for the Greater Goldsboro area.

Aside from the aesthetic beauty of this continuing project, it is also conducive to the City's commercial and professional growth. As of 2012, the project has attracted 34 new businesses and 10 new property owners to date. Goldsboro is a beautiful city blossoming into an area of expansion, and any assistance given through the United States Department of Transportation will be a worthwhile investment. I strongly support their application for funding and respectfully ask for a favorable approval of the application.

Sincerely,

Donald G. Davis

# HOUSING AUTHORITY OF THE CITY OF GOLDSBORO, NC

P O BOX 1403 · GOLDSBORO, NORTH CAROLINA 27533-1403  
(919) 735-4226 · FAX (919) 731-4402  
TTY (919) 587-9507 EXT. 162

**COMMISSIONERS:**

I.K. WILLIAMSON, CHAIR  
GOLDIE H. SMITH, VICE CHAIR  
GERALD W. LAYDEN,  
JANICE L. HAM  
RICHARD DURHAM  
WILLIAM TURNER  
JEAN WHITFIELD

MAYOR ALFONZO KING, EX-OFFICIO

ANTHONY GOODSON, JR., CHIEF EXECUTIVE OFFICER  
CATHERINE BEASLEY, ASST. CHIEF EXEC. OFFICER

PHILIP A. BADDOUR, JR., ATTORNEY

April 10, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

It is my pleasure to write a letter of support for the application to Transportation Investment Generating Economic Recovery (TIGER VI) through the Office of the Secretary of Transportation, DOT submitted by the City of Goldsboro. This is an important project as these grant funds will allow the City of Goldsboro to complete several major transportation and infrastructure improvements in our community. This is extremely important in that the improvements can potentially assist with job creation and be a great stimulant for our local economy.

I encourage the DOT to give every consideration for funding to the grant application from the City of Goldsboro, so that they may continue providing and improving the infrastructure and transportation needs of our community.

Thanks,



Anthony Goodson, Jr.  
Chief Executive Officer



**North Carolina  
Department of Commerce  
Rural Economic Development Division  
North Carolina Main Street Center**

**Pat McCrory, Governor  
John E. Skvarla III, Secretary**

**Dr. Patricia Mitchell, CEcD, Assistant Secretary  
Elizabeth H. Parham, Director**

May 12, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Ave., SE  
Washington, NC 20590

Dear Secretary-Foxx: \_\_\_\_\_

I am writing in support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application for the 2015 appropriation. Goldsboro was designated a North Carolina Main Street community in 1984 and over the past 31 years, the community has generated more than \$112 million in public and private investment and created more than 1,200 new jobs and 150 businesses in their downtown district. These investments were made by highly committed leaders that effectively worked together to create positive community economic development change.

Goldsboro is a model Main Street program in North Carolina, leveraging public and private partnerships for each initiative that the community embarks on. The TIGER grant is no exception. The community developed a master plan for downtown in 2007 that outlined public and private projects necessary to take Goldsboro to the next level. The public improvements outlined in their TIGER application will complete the master plan recommendations and will continue to leverage private investment for years to come.

The Goldsboro application outlines four projects that they are requesting funding assistance to complete: the historic rehabilitation of Union Station, continuation to complete two additional blocks of the Center Street streetscape project, the expansion and improvements to Cornerstone Commons and the creation and implementation of a wayfinding program. All four of these projects are integral to the continued economic growth that downtown Goldsboro has been experiencing in the buildings and businesses in and around this core commercial district. USDOT would make a very sound investment in funding these projects, in partnership with the City of Goldsboro.

As a partner with the City of Goldsboro in their Main Street program and downtown initiatives, our office is also pledging our support and assistance in these projects. Feel free to call on my staff as needed.

I encourage USDOT to fully fund the City of Goldsboro's grant application request at \$10 million.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Elizabeth H. Parham".

Elizabeth H. Parham, CMSM

***Thrive NC***

301 North Wilmington Street • 4313 Mail Service Center • Raleigh, North Carolina 27699-4313  
Tel: (919) 715-0527  
[www.nccommerce.com](http://www.nccommerce.com)

# GOLDSBORO

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## WAYNE COUNTY

April 17, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

On behalf of Goldsboro Wayne County Travel and Tourism, I would like to express our full and enthusiastic support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER VI) grant application for the 2014 appropriation.

The City of Goldsboro has made great strides to improve the downtown area. In 2006, town leaders elected to undertake two proactive, visionary plans involving public input; the *Downtown Goldsboro Master Plan* and the *Goldsboro Comprehensive Neighborhood Revitalization Plan*. Nearly 105,000 of building square feet has been renovated and put back into local production since the programs were implemented.

Additional funding is needed to complete the remaining blocks of the Center Street Streetscape project expansion, improvements to Cornerstone Commons, construction of the Gateway Transit Authority Transfer Facility and the rehabilitation of Union Station. Each of these components is vital to the community and will provide enhanced quality of life for area citizens and visitors to our community.

From a tourism perspective, there is a great need in the community for conference space. Union Station will serve as a high-quality, unique and desirable meeting and banquet space. This type of facility will differentiate and distinguish itself in the Eastern North Carolina meetings marketplace. It will attract military events, corporate meetings, banquets, weddings and other events. An increase in hotel room nights will generate additional occupancy tax revenues. Enhanced retail spending will provide an added economic boost and will entice more businesses in the downtown area.

As a partner with the City of Goldsboro, the Goldsboro Tourism Council is also pledging support and assistance in these projects. Upon completion, these programs will play an essential role in creating the high standard quality of life which attracts visitors and relocation to our community.

Thank you for your consideration.

Sincerely,



Rick Sumner, Chair  
Goldsboro Tourism Council





STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.  
SECRETARY

June 16, 2009

The Honorable Al King  
Mayor  
City of Goldsboro  
200 North Center St.  
Goldsboro, North Carolina 27530

Dear Mayor King:

Governor Perdue has asked that I respond to your recent letter regarding the North Carolina Department of Transportation's application for Federal Discretionary Funding. We understand your commitment to the new Goldsboro Multi Modal Station and share your dedication to seeing this come to fruition.

All proposed projects must meet specific guidelines and no one state can request more than \$300 million. It is our priority to aggressively pursue this maximum amount available to the Department for replacing the I-85 Yadkin River Bridge.

While local governments have the ability to apply directly for Federal Discretionary Funding, we continue to consider the Yadkin River Bridge our number one priority due to its state and regional significance. As you are well aware, replacement of this bridge is critical to the long-term safety of our citizens and the economic well-being of the region. This corridor is utilized by major industry to move goods, school systems to transport children, and citizens from every corner of our state.

The Department will continue to work closely with you and members of your staff to identify other sources of funding to move the Goldsboro Union Station project forward.

Sincerely,

Jim Westmoreland, P.E.  
Deputy Secretary for Transit

JW/mms

cc: Joseph Huffman, City Manager  
Pat Simmons, Director Rail Division  
Allan Paul, Operations and Facilities Director



P.O. Box 1107  
308 N. William St.  
Goldsboro, NC  
27533-1107  
(919) 734-2241

**To Whom It May Concern:**

The Wayne County Chamber of Commerce whole heartily endorses the City of Goldsboro application for Enhancement Funds via the Metropolitan Planning Process for the Goldsboro Union Station rehabilitation and reuse as a multi-modal transportation center.

Goldsboro Union Station is the impetus for a comprehensive, multi-modal transportation center development project focused on creating a seamless transportation system that includes both urban and rural transit services, future passenger and commuter rail services and Greyhound/Trailways inner city bus services. The project scope encompasses the restoration of the historic station building, development of the immediate station property and development of nearby or adjacent property that will support ancillary uses.

GUS is a critical component of three complimentary, master plan goals. These include the North Carolina Department of Transportation (NCDOT) passenger rail service plan, the City of Goldsboro's Downtown Master Plan and Comprehensive Historic Neighborhood Revitalization Plan.

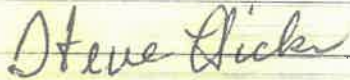
NCDOT Public Transportation and Rail Divisions support, endorse and are working in conjunction with the City of Goldsboro, Wayne county and GWTA to develop the project. Gateway will operate from the station, relocation their administrative offices and transfer facility to the site. It is also expected that the inner city bus service, Greyhounds/Trailways, will relocate their local operations to the site. This team effort will combine resources to provide a seamless system creating a viable transportation opportunity for the transit system.

To add further operational efficiency, GUS is an integral component of developing an eastern North Carolina passenger rail service focused on linking Wilmington and Raleigh as well as further points north and west, of which a July 2005 NCDOT study supported. In addition, it is supported by EASTRANS, a regional study financed by Knightdale, NCDOT and the Capital Area Metropolitan organization to create a u-shaped commuter route connecting Knightdale, Zebulon, Wilson and Goldsboro to Raleigh which proved such a route would dramatically reduce the need for future costly alternative public infrastructure. Albeit, it is projected that GUS's development will both broaden and strengthen the economic development capacity of eastern North Carolina by providing the critical link for these many transportation developments.

The benefits of a true multi-modal system of this magnitude are numerous and immeasurable. It will aid in meeting air quality thresholds of Wayne County's neighboring metropolitan areas and maintain local current acceptable levels. It will meet ridership, workforce, industry, tourism, and military demand for accessible and affordable transportation and it will bolster an on-going inner city revitalization effort to strengthen private investment opportunities.

The Wayne County Chamber of Commerce and its 700 business members with employment of over 20,000 area citizens request your support of this project, which is extremely vital to the economic future of Goldsboro/Wayne County.

Sincerely,

A handwritten signature in dark ink, appearing to read "Steve Hicks". The signature is written in a cursive, flowing style.

Steve Hicks

Executive Director, Wayne County Chamber of Commerce



*Julie*

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

GUS H. TULLOSS  
BOARD OF TRANSPORTATION  
P. O. Box 751, ROCKY MOUNT, NC 27802

LYNDO TIPPETT  
SECRETARY

September 15, 2008

The Honorable Al King, Mayor  
City of Goldsboro  
200 North Center Street  
Goldsboro, NC 27530

Dear Mayor King:

Subject: Goldsboro Union Station – FHWA Transportation Enhancement Funds

As you know, the North Carolina Department of Transportation and the City of Goldsboro are actively seeking solutions for preserving and restoring the historic Goldsboro Union Station for use as a Multi-Modal Transportation Center. To date, the property has been acquired, and a stabilization contract is underway which is scheduled to be completed by the end of 2008. These are significant steps, but we are always mindful of the need to identify additional funds for a rehabilitation project.

I am pleased to inform you that the Department has identified \$900,000 in Federal Highway Administration Transportation Enhancement Funds which may be available for this project. To be eligible, the City is required to contribute a 10% matching amount of \$100,000 for total funding of \$1,000,000.

The Departmental staff within Highway Division 4, the Public Transportation Division, and the Rail Division worked together to make these funds available via the Public Transportation Division. Rail Division staff will manage the design and project development and will work with City staff in the coming weeks to amend the local Transportation Improvement Plan.

The Department has a long track record of successful historic rehabilitation projects which now serve the traveling public of North Carolina. The Department also places a high priority on those projects which will ultimately serve multiple transportation modes. The City and County have an immediate need for bus transit system facilities, and Goldsboro Union Station is ideally situated for that purpose, as well as future commuter and intercity passenger rail service.

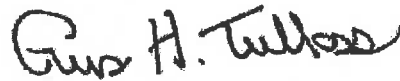
The Honorable Al King

2

September 15, 2008

I look forward to working with you, Mayor, and the City of Goldsboro in transforming the Goldsboro Union Station to its former use as a hub for transportation in the Wayne County region.

Sincerely



Gus H. Tulloss  
Board of Transportation Member

GHT/reg

cc Ricky E. Greene, Jr., PE, Division Engineer, NCDOT Highway Division 4  
Patrick B. Simmons, Director, NCDOT Rail Division  
Miriam Perry, Director, NCDOT Public Transportation Division





## County of Wayne

State of North Carolina

BOARD OF COMMISSIONERS

March 29, 2007

Mr. John F. Sullivan, III, PE Division Administrator  
US Transportation Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh, NC 27601

RE: TCSP Grant Application - Union Depot, Goldsboro, NC

Dear Mr. Sullivan:

I personally support the Transportation, Community, and System Preservation Program grant application submitted by the NCDOT Rail and Public Transportation divisions in cooperation with the City of Goldsboro on behalf of the historic Goldsboro Union Depot. The Depot is located in a historic neighborhood adjacent to downtown Goldsboro, which serves as the county seat housing the majority of our administrative offices and our courthouse. The restoration of the Depot as a transportation center will certainly make a sizeable impact on the efforts to revitalize these areas. This project will also help facilitate the expansion of passenger and commuter rail services to the eastern areas of North Carolina supporting our regional economic development efforts.

If you have any questions or concerns regarding this project, please feel free to give me a call. I thank you for your consideration of this grant.

Sincerely,

John M. Bell, Chairman

Wayne County Board of Commissioners

JMB/cf

cc: Mayor Al King, Goldsboro  
Joe Huffman, Goldsboro City Manager  
Allan Paul, NCDOT Rail Division, Director of Rail Operations & Facilities  
Shirley Williams, NCDOT Rail Division, Director of Planning and Environmental  
Michael Kozak, Assistant Director of Public Transportation Division  
Julie Thompson, DGDC Director

# HOUSING AUTHORITY OF THE CITY OF GOLDSBORO, NC

P O BOX 1403 · GOLDSBORO, NORTH CAROLINA 27533-1403

(919) 735-4226 · FAX (919) 731-4402

TTY (919) 587-9507 EXT. 162

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EARL MURPHY

ANTHONY GOODSON, JR., CHIEF EXECUTIVE OFFICER

PHILIP A. BADDOUR, JR., ATTORNEY

MAYOR ALFONZO KING, EX-OFFICIO

May 21, 2015

Dear Secretary Foxx,

This letter is written in support of the City of Goldsboro's TIGER VII grant application. I am the CEO of the Housing Authority of the City of Goldsboro and wish to express my full support for the City of Goldsboro's application for this grant.

The Housing Authority of the City of Goldsboro's mission is to provide safe, quality, and affordable housing to families, the elderly and the disabled. Our success is uniquely tied to the economic health of the city and of Downtown Goldsboro in particular. We work in close partnerships with both the city and downtown.

Specifically, the TIGER VII grant would improve transportation options, and thus improve job opportunities, for the future by preparing our Union Station for the return of passenger rail to our area. It would allow for the completion of the Streetscape project which would allow a more walkable and work-friendly environment for those facing transportation and housing obstacles. Finally, the expansion of Cornerstone Commons would be creating a public venue within walking distance for many of our residents. This area would provide activities for residents and their children in a safe and useful social setting.

The housing options within a community are one of the first and most important areas affected by economic upturns and improvements. Better housing, better jobs and better transportation options build better, safer communities. To award Goldsboro the TIGER VII grant would bring to near completion a concentrated effort to give Goldsboro the economic boost that it needs.

Thank you for your consideration.

Anthony Goodson, Jr.

Chief Executive Officer

Housing Authority of the City of Goldsboro

700 N. Jefferson Ave.

Goldsboro, NC 27530

Office: (919) 735-4226

# **HOUSING AUTHORITY OF THE CITY OF GOLDSBORO, NC**

**P O BOX 1403 · GOLDSBORO, NORTH CAROLINA 27533-1403  
(919) 735-4226 · FAX (919) 731-4402  
TTY (919) 587-9507 EXT. 162**

## **COMMISSIONERS:**

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**MAYOR ALFONZO KING, EX-OFFICIO**

**ANTHONY GOODSON, JR., CHIEF EXECUTIVE OFFICER**

**PHILIP A. BADDOUR, JR., ATTORNEY**



22 May 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Charles P. Gaylor, IV, Esq.  
Director, Small Business Center  
Wayne Business and Industry Center at Wayne Community College  
3000 Wayne Memorial Drive, Walnut Building Suite 108  
Goldsboro, NC 27534

RE: City of Goldsboro, North Carolina, applicant for TIGER VII, USDOT Federal Grant

Secretary Foxx,

As always, I hope this letter finds you well.

I am writing to express support for the application submitted by the City of Goldsboro, North Carolina, in response to the notification of the USDOT TIGER VII round of grant opportunities. Undoubtedly, you are receiving thousands of these very letters from interested parties around the country all imploring you to show favor to their respective applications. Certainly, I am writing along the very same theme. However, I first want to discuss the effect of another project funded (in part) by the USDOT TIGER V round of grant opportunities.

Your agency saw fit to bestow upon Goldsboro an absolutely game-changing opportunity with the TIGER V round of funding. We have seized that opportunity, and re-doubled our efforts as a community. Since the announcement of that funding, the City has generated growth unseen in generations. Below please find a list of new businesses generated directly as a result of the revived energy surrounding the idea that is "Downtown Goldsboro". These are main street businesses, tax paying businesses, property value increasing businesses. These are employers. At last count, we had about 60 new jobs generated through these businesses. That jobs count does not include any of the labor to actually handle the construction. This is merely a number of people who are newly employed by businesses located in the area within ear-shot of the construction. I do not tell you this to imply that we are now on stable footing, but simply to explain how committed the community is to properly utilizing the opportunity afforded to us by these rounds of funding. We are committed to being a success story.

Wayne Community College, 3000 Wayne Memorial Dr., Goldsboro, NC 27534  
(919) 739-6940 - [www.wayneworksnc.com](http://www.wayneworksnc.com)

Goldsboro currently has heavy construction equipment occupying the median of Center Street. We are aggressively recreating our urban center and anticipate being finished by the close of the calendar year. However, we are far from done. Goldsboro has to push forward and maintain some momentum. In our application for USDOT TIGER VII funding, we outline our future plan of work. This plan includes more public, residential, and commercial development that is badly needed in a rather weathered part of downtown. However, the part of this plan that I find particularly interesting for your purposes is the rehabilitation of Union Station. As your agency continues to study and impress upon communities the need to expand public and mass transit, Goldsboro is here with a shovel ready project to do just that. Goldsboro is now finishing its main transit complex, the Gateway Transfer Center which connects the local transit services. Union Station is literally across the parking lot from this center and is ideally located when AMTRAK is reactivated between Raleigh, NC and Wilmington, NC. In the interim however, if this funding is acquired, Union Station will serve as a unique meeting room/banquet facility that can accommodate 250+ persons seated in the Grand Hall, plus additional seating outside, with office spaces on the 2nd floor. I share this with you because this Station can serve our community, regardless of when NCDOT is able to extend passenger rail service from Raleigh to Wilmington through Goldsboro, all while being ready to accommodate whatever mission may come its way.

Secretary Foxx, my ties to Goldsboro are pretty self-explanatory. I grew up in Goldsboro, left to go to college, and never really intended to come back. Many folks have the same identical story, with their own personal twists. In July of 2013, my plans changed. I was offered the position of Director for the Small Business Center at Wayne Community College. The Small Business Center (SBC) is a member center of the North Carolina Community College System's Small Business Center Network. We are put in place exclusively to increase the number of viable business entities in our respective service areas. My service area is Wayne County, NC. Based on my experience and training, it is my professional opinion that the recent economic up-tick in the heart of the county is a direct result of the funding from the TIGER V program. When people see cranes, bulldozers, backhoes, and other heavy equipment working diligently for the first time in decades, they get excited. This excitement has placed us on the precipice of another great opportunity. We need your agency's support through this current USDOT TIGER VII round of funding.

Thank you again for your support!

Best Wishes,

*Charles P. Gaylor, IV*

Charles P. Gaylor, IV Esq.



Businesses that Opened Since Construction began with Streetscape Project (200 N. Center St.) in 2012  
AS OF 1 MAY 2015

---

1. Uniquely R's
2. The Gladstone
3. Village Rising
4. Kinetic Minds
5. Gospel Café
6. Matchbox
7. Yoga Connection
8. JoJo's English Bistro
9. Rags/Screen It
10. Emiline's Candy Emporium
11. Zennubian 7 Tea House
12. Dancing Butterfly
13. Thistle Bee Quilt Shoppe
14. Kakey Kakes
15. Laughing Owl
16. Towne's Antiques
17. Premiere Cuts
18. Goldsboro Resale Center
19. Optimist Club
20. Home Choice Health Care
21. A Plus Life Skills
22. Positive Influences
23. Tier Zero Gaming
24. John Henry Hunter, Atty.
25. Disabled Veterans America
26. Ed's Southern Cuisine
27. Chef Herb's Bistro & Catering
28. Center Street Bazaar
29. Our Way Wellness (fitness)
30. Rail House
31. Bad Dog Café
32. Hidden Treasures Thrift Store
33. Ann Wright, CPA
34. Arts Council
35. Power Flow Fitness
36. Salon Sei Bella
37. Haulin' Hog

Coming Soon (Leases Signed):

1. Carolina Pine Country Store
2. Sumo's (Restaurant)
3. GAT Foods (Local Zaxby's Corporate Offices)
4. Construction Company (Name to yet be released)

Properties Sold to New Owners/Investors:

1. 130 E. Walnut Street – Donated to DGDC
2. 205/207 E. Walnut Street – Edgerton Apartments/Optimist Club
3. 101 N. Center Street – Goldsboro Drug Co. Bldg.
4. 223 N. John Street
5. 108 N. Center Street
6. 112 S. John Street – Soon-to-be New Offices of Jason Blackburn, Att. Office
7. 141 N. Center Street
8. 203 N. William Street
9. 107 N. Center Street – Townes Antiques



May 27, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

I am contacting you on behalf of the Wayne County Chamber of Commerce concerning the Transportation Investment Generating Economic Recovery VII funds and the impact on our community at-large. Over twenty million dollars has already been invested in the project with City, State and Federal funds over the last eight years. Funding to complete this project will absolutely maximize the prior investments that are transforming our community.

Over the past eight years, the City of Goldsboro has worked with the private sector to create reinvestment through major capital investment projects to revitalize our county seat. The TIGER-VII Project is an extension and completion of the awarded TIGER V Project, which our community is incredibly thankful for. Award of this application would complete the project and maximize the investments already committed. This project will also create/retain 503 jobs and generate \$9.9M to local/regional economy through household income. The Proposed Project includes: Completion of a TIGER V Center Street streetscape project with two blocks, rehabilitation of a historic train station, implementation of Wayfinding Signage System Plan for downtown and the Goldsboro MPO and development of a street extension for community use. The economic impact of these investments is tremendous.

The establishment of passenger rail service through eastern NC to connect Raleigh to Wilmington requires the readiness and use of Union Station. Funding for Union Station would catapult the \$9.95M investment around the area.

The impact of these projects is monumental not only locally, but for the State of North Carolina!

Sincerely,

Kate Daniels,  
President, Wayne County Chamber of Commerce

# North Carolina Preservation North Carolina

*The Historic Preservation Foundation of North Carolina, Inc.*

*Saving historic places important to the diverse people of North Carolina.*



May 21, 2015

## BOARD OF DIRECTORS

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J. Myrick Howard, *President*

## OFFICES

*Briggs Hardware Building*  
*Headquarters, Raleigh*  
919-832-3652

*Bellamy Mansion, Wilmington*  
910-251-3700

*Northeast Office, Edenton*  
252-482-7455

*Piedmont Office, Durham*  
919-401-8540

*Western Office, Shelby*  
704-482-3531

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Secretary Foxx,

On behalf of Preservation North Carolina (PNC), North Carolina's only statewide historic preservation organization, I am pleased to endorse the City of Goldsboro's TIGER VII proposal for the renovation and reuse of Goldsboro's Union Station.

Since 2006, Preservation North Carolina has been working with the Downtown Goldsboro Development Commission (DGDC) to spur economic redevelopment and restore historic homes in and around downtown Goldsboro. The City of Goldsboro has acquired condemned and tax-foreclosed properties for the project and provided \$150,000 toward acquisition/stabilization costs. PNC has sold more than twenty vacant historic houses "as is" to diverse buyers who have committed to rehabilitating them for their own homes. We have recently taken things one step further.

In the last six months, PNC has raised more than \$235,000 in private funds (with requests totaling \$125,000 from private foundations still outstanding) to strategically acquire and renovate abandoned historic houses that are pivotal to the revitalization of the neighborhood. This approach is fundamentally different from our traditional model of operation; we will renovate these houses before selling them for owner-occupancy. Our focus has been on houses near the intersection of Virginia and Mulberry Streets, very near Goldsboro's Union Station. By focusing our efforts on key houses in close proximity to one another, we can create synergies that will help revitalize the neighborhood as a whole.

So too are there synergies between projects funded by DOT's TIGER V and TIGER VII grants and our neighborhood revitalization efforts. The Virginia Street/Mulberry Street neighborhood is located one block away from both Center Street (a primary beneficiary of TIGER V funds) and Union Station (the proposed beneficiary of TIGER VII funds).

**Headquarters** 220 Fayetteville Street, Suite 200, P.O. Box 27644, Raleigh, NC 27611-7644

919-832-3652 • fax 919-832-1651 • e-mail: info@presnc.org • www.PreservationNC.org

The renovation of Center Street has already had a profound impact on the quality of life for the pioneers who have recently moved in to the Virginia Street neighborhood. Thanks to the TIGER V grant, these new residents find themselves just a short walk away from numerous new downtown restaurants, retail shops, and community meeting places -- a win-win for both the residents and the downtown businesses.

The transformative effect of the USDOT's TIGER V grant and DGDC and PNC's neighborhood revitalization work in Goldsboro is already been tangible, and the proposed renovation and reuse of Union Station will exponentially increase this impact. As a private nonprofit statewide organization that is deeply committed to investing its time and resources in Goldsboro, Preservation North Carolina strongly supports the City of Goldsboro's TIGER VII request.

Please let me know if you need additional information.

Sincerely,



J. Myrick Howard  
President



May 20, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Fox,

On behalf of the Goldsboro Historic District Commission, I would like to express our full and enthusiastic support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application for the 2015 appropriation. The first TIGER grant is already making a tremendous difference in the economic prospects, attitudes, and profile of the City, and with continued support through the next round of funding, Goldsboro can be transformed.

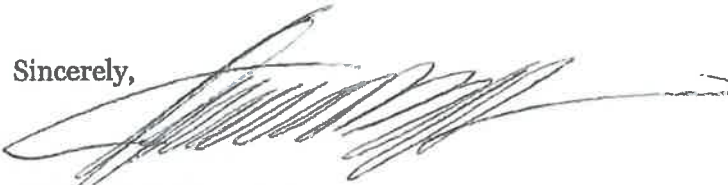
The heritage of the City of Goldsboro is embodied in its buildings, landscape features and cultural sites, which are among the most valued and important assets of our community. Goldsboro's Union Station is a landmark building that embodies important elements of our culture, history, and architecture. The station is an integral part of our history, but will also be an equally important part of our future through transportation and passenger rail service that will stimulate business and enhance the environmental quality of our historic district.

Downtown Goldsboro is an area that is poised for additional business and residential investments. Goldsboro's downtown area is comprised of historic commercial and residential structures occupied by many of Goldsboro's small businesses. We have already seen many new businesses open and many historic houses are being rehabilitated. The rehabilitation of Union Station, the completion of the Center Street Streetscape, implementation of Wayfinding Signage and the development of a street extension for community use are critical to help ensure additional and continued investment.

The Goldsboro Historic District Commission unanimously supports these projects and we are committed to supporting the Downtown Goldsboro Development Corporation's Neighborhood Plan and Master Plan to enhance appearance, desirability and vitality of Downtown Goldsboro. These projects will benefit all modes of transportation and improve the quality of life for those who live here, and attract new residents, visitors and businesses.

Thank you for your consideration.

Sincerely,



Allison Platt, Chairman  
City of Goldsboro Historic District Commission

May 26, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Transportation Investment Generating Economic Recovery (TIGER VII) Grant Funding

Dear Secretary Foxx:

The purpose of this letter is to express full and total support, on behalf of Wayne Memorial Hospital, for the City of Goldsboro's application to secure TIGER VII funding to complete four transportation and economic growth related projects:

1. Union Station Multi-Modal Transportation Facility Site Improvements
2. Center-Street Streetscape Projects
3. Cornerstone Commons Development
4. Wayfinding Signage Plan Implementation for Goldsboro MPO & Downtown

These four projects will further Goldsboro's strategic transportation planning and have significant impacts on the future financial benefits to the Goldsboro, North Carolina community. Further, the strategic benefits of the TIGER V grant, previously awarded to Goldsboro, can be leveraged with the successful allocation of the requested TIGER VII grant funding.

The City of Goldsboro is applying to complete four major transportation and infrastructure projects in our community targeted in a downtown area that comprises historic commercial and residential structures occupied by many of Goldsboro's small businesses. Since the implementation of the TIGER V began, over thirty-four new businesses have opened in the TIGER V project area, attesting to the economic success of the goals asserted in the application. These areas are poised to create more opportunities for additional business and residential investments. Both private and public organizations have been working cooperatively for many years to reinvest in the area through major capital investment projects. Those asserted benefits are now being realized as evidenced by the continued growth of businesses locating in downtown Goldsboro.

Clearly, Goldsboro's civic, business, government, and private organizations want to continue reinvesting in the center of the business community in order to achieve additional economic growth and development. Goldsboro has proven its capability to use the funding wisely and with measurable success. The TIGER VII funding will take Goldsboro on the final leg of its journey to improve the downtown area and maximize the community's potential for future growth and development.

Thank you for your consideration and favorable decision.

Sincerely,



Thomas A. Bradshaw  
Vice President, Operations



May 26, 2015

Secretary Anthony Foxx  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington, DC 20590

RE: Goldsboro, NC TIGER VII Project

Dear Secretary Foxx,

As President of the Downtown Goldsboro Development Corporation, I am writing this letter in support of the City of Goldsboro's application in pursuit of a TIGER VII grant. Goldsboro's efforts towards economic revitalization have been tremendously successful as the result of the hard work of its citizens and employees and the cooperation of local, state and federal governments. This TIGER VII grant would put us in the position to bring to completion a large part of our master plan.

The completion of Goldsboro's Streetscape project has the potential to infuse our downtown areas with a significant economic boost. This completion would make downtown a draw for new businesses. Since the start of our current Streetscape project, new businesses have been opening up on a regular basis. With new businesses, come new jobs. New jobs make all of the difference in revitalization efforts.

Along with funding for the Streetscape Project, we are also asking for funds to complete our Cornerstone Commons. The expansion of this venue will mean public areas that will be the location for events, concerts, farmers markets, and children's activities. It will engage our town and young people in useful and enriching activities. This space will be a centerpiece for our downtown and will allow us to focus on bringing even more residents, jobs and travel and tourism dollars to our economy.

Finally, the completion of the renovation of Union Station will be possible with this grant. The return of passenger rail to our town would be explosive on the economic front. Beyond that possibility, the rehabilitation of this historic structure is a necessity for Goldsboro. Its rehabilitation will provide a meeting and banquet facility that would generate income for our city and provide job and business opportunities that would benefit our entire city and the surrounding communities.

Thank you for your consideration. We believe that Goldsboro is and will be the perfect example of the successful implementation of the TIGER grant.

Sincerely,

Terry Light  
President, Downtown Goldsboro Development Corporation



FOR YOUTH DEVELOPMENT  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY

May 24, 2015

Office of the Secretary of Transportation

Department of Transportation

Transportation Investment Generating Economic Recovery Grant

On behalf of the Goldsboro Family YMCA, this letter serves as our support for the City of Goldsboro in their grant application for the Transportation Investment Generating Economic Recovery (TIGER) grant funds through the Office of the Secretary of Transportation, DOT.

The City of Goldsboro is applying to complete several major transportation and infrastructure needs in our community targeted in a downtown area comprised of historic commercial and residential structures occupied by many of Goldsboro's small businesses. Due to the economic conditions of this area, the City of Goldsboro has been strategically working with the private sector to create reinvestment through major capital investment projects to revitalize our County seat in the last six years.

Funding from this grant will help the City of Goldsboro to accomplish these projects. Thank you for your consideration.

Sincerely,

Kriquette Davis

Associate Executive Director

**GOLDSBORO FAMILY YMCA**  
P.O. Box 10355 1105 Parkway Drive  
Goldsboro, NC 27532  
P: 919-778-8557 F: 919 778-8645

**G. K. BUTTERFIELD**  
1ST DISTRICT, NORTH CAROLINA

2305 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-3301  
(202) 225-3101  
FACSIMILE: (202) 225-3354  
[www.house.gov/butterfield](http://www.house.gov/butterfield)



**Congress of the United States**  
**House of Representatives**

**COMMITTEE ON  
ENERGY AND COMMERCE**

**SUBCOMMITTEES**  
RANKING MEMBER, COMMERCE,  
MANUFACTURING & TRADE  
ENVIRONMENT & THE ECONOMY

**CHIEF DEPUTY WHIP**

May 21, 2015

The Honorable Anthony Foxx, Secretary  
U. S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20950

Dear Mr. Secretary:

I am writing this letter of support for the City of Goldsboro and their request for funding via the Transportation Investment Generating Economic Recovery (TIGER) grant program. The City of Goldsboro was the benefactor of previous TIGER funding that has revitalized and rejuvenated the City's downtown area immensely.

The City of Goldsboro was the recipient of TIGER V funding in 2013. It is not difficult to see the dramatic improvements that have been made to their downtown area. It is my belief that the City has embraced and has made great strides to satisfy the spirit of the TIGER grant initiative. Their approach utilizing transit and transportation infrastructure planning and improvements to elevate their community's quality of life and to positively impact the economic environment of the community is noteworthy and commendable.

With the above referenced in mind, I submit this letter of support on behalf of the City of Goldsboro and their request for funding via the TIGER program. I am respectfully requesting full and fair consideration to their proposal utilizing your established review and selection protocols and procedures. Please direct any questions correspondence to my Director of Economic Development, Mr. Reginald Speight, at 252-237-9816 or via email at [reginald.speight@mail.house.gov](mailto:reginald.speight@mail.house.gov).

Very truly yours,

G. K. Butterfield  
Member of Congress

DISTRICT OFFICES

216 N.E. NASH STREET, SUITE B  
WILSON, NC 27893  
TELEPHONE: (252) 237-9816  
FACSIMILE: (252) 291-0356

309 WEST THIRD STREET  
WELDON, NC 27890  
TELEPHONE: (252) 538-4123  
FACSIMILE: (252) 538-6516



May 26, 2015  
Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Tiger VII Grant Application

Dear Mr. Foxx:

Thank you for taking the time to read and reflect upon my letter concerning the Tiger VII Grant opportunity and Goldsboro, North Carolina (Wayne County). I certainly continue to appreciate the Tiger V Grant funds and what that means to our city, county, and state but I think more needs to be completed and with the assistance of the Tiger VII Grant it can happen.

We relocated from Charlotte, North Carolina to Wayne County, North Carolina a few years ago. As a long time Charlotte resident, I saw first hand how the revitalization of uptown Charlotte made such a difference to the city, county and state. We had safe places such as museums and restaurants to go and explore. We had places to take relatives and friends as they came to visit and all of this means more revenue for the City of Charlotte and Mecklenburg County.

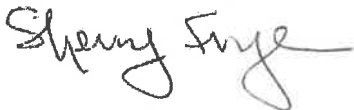
I would love to see this happen in Goldsboro and Wayne County, North Carolina. I realize that it would not be on the scale of Charlotte but great things could happen here if we were able to secure an additional Tiger Grant in order to build on what we are starting. The financial impact would be wonderful and it would continue to aide in the growth of businesses to our area. The results could also allow for great tourism in our area – places to go and things to do just as in the Charlotte Uptown. The infrastructure for a future rail system (from Goldsboro to Raleigh, NC) would change the entire outlook for the area and would assist us in maintaining our area as an upcoming destination instead of a dying town and county.

The impact of additional funding and improving infrastructure would also aide in future BRAC evaluations and increase the prospect of Seymour Johnson Air Force Base staying in Goldsboro. The reverse is also true that if the base was forced to close Goldsboro and Wayne County would be in a better position to survive the closure.

I would be proud say that I had been a part of revitalizing two cities and counties. I would also love to be able to say that we have great places in the state, both big and small, to live and visit. I would appreciate any assistance you can provide to Goldsboro and Wayne County in helping us to obtain the Tiger Grant VII.

This is a brief synopsis of my thoughts on securing Tiger Grant VII. If you would like to discuss this in further detail or have any questions please let me know. Again, I thank you for your time and consideration.

Sincerely,





Downtown  
Goldsboro  
Merchants'  
Association

May 26, 2015

Secretary Anthony Foxx  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington DC 20590

Dear Secretary Foxx,

On behalf of the Downtown Goldsboro Merchants' Association, we are in full support of the City of Goldsboro's application for TIGER VII and the investment in the further revitalization of downtown.

As downtown businesses and residents, we have seen and benefitted from the ongoing improvements of downtown, and we believe the funding requested from TIGER VII funds will fill the gap. The restoration of Goldsboro Union Station will serve the community as a multi-modal transportation system for future commuter rail services to Eastern North Carolina – connecting outsiders to our welcoming downtown community of shops, restaurants and events. The economic impact from the train station will not only affect current businesses, but help develop more businesses and jobs in the future. In addition, we believe the continuation and completion of the Center Street Streetscape project, the implementation of street signage and the expansion and improvements to the Cornerstone Commons will aid in the promotion of our Main Street Community. Not only will the corridor to our City be refreshed, but our community will profit from future farmers markets and festivals.

The Downtown Goldsboro Merchants' Association is committed to seeing downtown Goldsboro prosper and grow, and we stand firm in believing that TIGER VII will further assist in completing this goal.

Sincerely,

Wayne Turner  
The Flying Shamrock Pub

Ruth Glisson  
Uniquely R's

May 15, 2015

Secretary Anthony Foxx  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington, DC, 20590

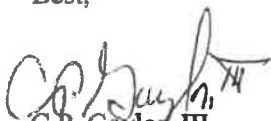
Secretary Foxx, \_\_\_\_\_

On behalf of the Railroad Task Force, we are writing to encourage TIGER Discretionary funds for the Goldsboro Main St.<sup>TM</sup> Revitalization Transportation Project submitted by the City of Goldsboro. Union Station is one of the premier historic buildings in Goldsboro and is the finest train station remaining in North Carolina that has not already been rehabilitated.

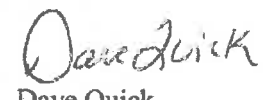
The City of Goldsboro and the Downtown Goldsboro Development Corporation have shown their commitment to completing projects laid out in the TIGER Grant application, having already made great investments into the project sites. To date \$3,225,000 has been invested into Union Station resulting from a 2007 North Carolina Department of Transportation and City of Goldsboro partnership that utilized state and local funding. The first block of the Streetscape Project was completed in November of 2012. The City of Goldsboro has also invested \$300,000 into the neighborhoods that surround the outlined project site through their Historic Neighborhood Revitalization Plan resulting in 18 previously unoccupied homes sold to single-family, owner occupied families. TIGER funds will allow the City to continue these great projects that will benefit Goldsboro and Wayne County as well as Eastern North Carolina.

The Railroad Task Force is excited to see Downtown Goldsboro restored to its former glory. Development of these projects will further support the state's passenger rail service and lay the foundation for a multi-modal transportation center in Wayne County. We hope you'll help us play a key role in opening up Eastern North Carolina for future rail travel.

Best,

  
C.P. Gaylor, III

  
Sanford L. Korschun

  
Dave Quick  
by gm



North Carolina General Assembly  
Senate

SENATOR LOUIS M. PATE, JR.  
DEPUTY PRESIDENT PRO TEMPORE  
7TH DISTRICT

OFFICE ADDRESS: 1028 LEGISLATIVE BUILDING  
16 W. JONES STREET  
RALEIGH, NC 27601-2808

TELEPHONE: (919) 733-5621  
(919) 754-3190 FAX  
EMAIL: louis.pate@ncleg.net

DISTRICT: LENOIR, PITT AND WAYNE COUNTIES

May 20, 2015

COMMITTEES

APPROPRIATIONS/BASE BUDGET  
APPROPRIATIONS ON HEALTH AND HUMAN  
SERVICES - CO-CHAIR  
EDUCATION/HIGHER EDUCATION  
HEALTH CARE - CO-CHAIR  
PENSIONS, RETIREMENT AND AGING  
STATE AND LOCAL GOVERNMENT

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

It is my pleasure to write in support of the City of Goldsboro's pursuit of a TIGER VII Grant (Transportation Investment Generating Economic Recovery). The funds from this grant will be extremely beneficial to complete the following projects:

1. Rehabilitation of Union Station
2. Continuation to completion of the Center Street Streetscape project with the 300 and 400 blocks of South Center Street.
3. Expansion and improvements to Cornerstone Commons. The Commons will be doubled in size extending to the South and include amenities such as a splash playground, public restrooms, permanent market shelters, a stage for outdoor concert venues, lighting, vegetation, a computerized kiosk, tables and chairs, public art and other features.
4. Creation and implementation of the Wayfinding Signage System for the Greater Goldsboro area. We are currently working with a consultant to complete the design and plan study for this system. The study should be completed by June 2015.

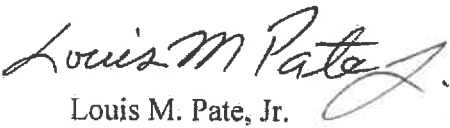
If these projects were to be funded and completed, the City of Goldsboro will have completed what it set forth in terms of needed public investments identified to realize the vision of the 2007 Downtown Master Plan.



Secretary Anthony Foxx  
May 20, 2015  
Page Two

Secretary Foxx, your consideration of this request will be greatly appreciated.

Sincerely,

  
Louis M. Pate, Jr.

LMP/ep



**WAYNE COUNTY**  
COUNTY MANAGER  
GEORGE A. WOOD



**WAYNECOUNTY**  
NORTH CAROLINA  
Phone: (919) 731-1435  
Fax (919) 731-1446

May 29, 2015

To Whom It May Concern,

I am writing on behalf of the County of Wayne to express my ardent support of the City of Goldsboro and the submission of their TIGER VII Project Proposal.

On the whole, the scope of the Project addresses safety, access, environment, quality of life, fiscal responsibility and economic productivity issues by coupling land use and transportation planning. The project is carefully prepared, community-centric, and above all largely impactful.

The various facets of the project currently underway (the Gateway Transfer Center Construction, Center Street Streetscape, Union Station Site Work and Streetscape) address transportation alternatives and solutions in innovative and sustainable ways. Collectively they constitute a \$15.1M investment to downtown. These investments are not singular to downtown; they will have a profound impact on Goldsboro, Wayne County and the State of North Carolina. We recognize the value of these investments and feel confident the execution of each sub-project, enabled by TIGER VII funding, would create a magnitude of impact.

Without a doubt the completion of the projects outlined in the City of Goldsboro's TIGER VII Proposal would spur reinvestment and development, generate significant economic returns including the creation of up to 500 new jobs and, in short, result in tremendous regional enhancement.

We believe in the transformative community changes that the TIGER VII Project will facilitate and offer our support.

Sincerely,

George A. Wood  
Wayne County Manager

**THE GOOD LIFE. GROWN HERE.**

PO BOX 227  
GOLDSBORO, NC 27533



309 E. CHESTNUT STREET (27530)  
P.O. BOX 1280  
GOLDSBORO, NC 27533  
PH: 919.731.7700  
FAX: 919.580.9147  
[www.waynealliance.org](http://www.waynealliance.org)

May 28, 2015

Ladies and Gentlemen:

On behalf of the Wayne County Development Alliance and its Board of Directors, please accept this letter of support for the City of Goldsboro's application for TIGER grant funds.

As the economic development agency for Wayne County and its seven municipalities, including the City of Goldsboro, we recognize the importance of having a vibrant and economically sound County seat. We have witnessed the progress and perseverance both the City leadership and private sector have demonstrated in an effort to restore and/or develop multiple facilities and sites in and around the downtown area. The rehabilitation of Union Station, the construction of the Gateway Transit Authority Transfer Facility, and the completion of the Center Street Streetscape project are vital components to the overall Master Plan for the City of Goldsboro.

Therefore, it is our request that you give serious thought and consideration to the application submitted by the City of Goldsboro. While there has been significant public and private investment to date in downtown Goldsboro, the TIGER grant funds are absolutely necessary to ensure the aforementioned projects can become a beneficial reality to the citizens of Goldsboro and Wayne County.

Thank you very much for your consideration.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Crystal Gettys', is written over a horizontal line.

Crystal Gettys, President



## City of Goldsboro

P.O. Drawer A  
North Carolina  
27533-9701

(919) 735-6121

March 27, 2007

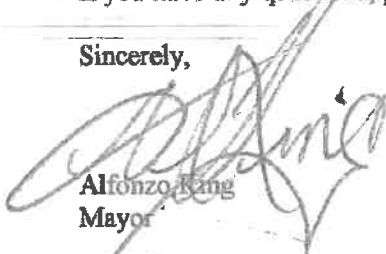
John F. Sullivan III, PE Division Administrator  
US Transportation Federal Hwy Administration  
310 New Bern Ave., Suite 410  
Raleigh, NC 27601

Dear Mr. Sullivan,

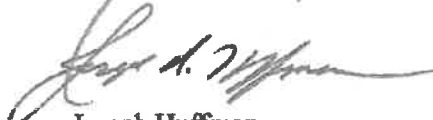
On behalf of the City of Goldsboro and the Downtown Goldsboro Development Corporation, we the undersigned, are asking for your favorable consideration of the Transportation Community and System Preservation Program grant application submitted on behalf of our community. We see this project as a vital component of our Downtown efforts and believe that the renovation of the Union Station Depot will contribute to the prosperity of Goldsboro, Wayne County, and the entire State of North Carolina. We believe this project is a critical element of our efforts to bring passenger rail, commuter rail, improved freight lines between Wilmington and Raleigh, access to ports in Morehead City and also aid our local consolidated transportation system.

If you have any questions, please let us know.

Sincerely,



Alfonzo King  
Mayor



Joseph Huffman  
City Manager



Downtown  
Goldsboro  
Merchants'  
Association

April 14, 2014

Secretary Anthony Foxx  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington DC 20590

Dear Secretary Foxx,

On behalf of the Downtown Goldsboro Merchants' Association, we are in full support of the City of Goldsboro's application for TIGER VI and the investment in the further revitalization of downtown.

As downtown businesses and residents, we have seen and benefitted from the ongoing improvements of downtown, and we believe the funding requested from TIGER VI funds will fill the gap. The restoration of Goldsboro Union Station will serve the community as a multi-modal transportation system for future commuter rail services to Eastern North Carolina – connecting outsiders to our welcoming downtown community of shops, restaurants and events. The economic impact from the train station will not only affect current businesses, but help develop more businesses and jobs in the future. In addition, we believe the continuation and completion of the Center Street Streetscape project and the expansion and improvements to the Cornerstone Commons will aid in the promotion of healthy living and bringing an alternative transportation through the Mountain- to-Sea Trail goers. Not only will the corridor to our City be refreshed, but our community will profit from future farmers markets and festivals.

The Downtown Goldsboro Merchants' Association is committed to seeing downtown Goldsboro prosper and grow, and we stand firm in believing that TIGER VI will further assist in completing this goal.

Sincerely,

Wayne Turner  
The Flying Shamrock Pub

Ruth Glisson  
Uniquely R's

October 27, 2006

In regards to: Goldsboro Union Depot

Thomas A. Betts, Jr.  
PO Box 1220  
Rocky Mount, NC 27802

Dear Thomas A. Betts, Jr.:

I wanted to thank you first for taking the time to meet with us September 21, 2006 in Wilson. It was a pleasure and I hope it will not be the last. On behalf of us all here in Goldsboro, we also want to thank you for your recent efforts to help secure the Depot through NCDOT. Mr. Allan Paul has been keeping us briefed and has shared with us the Union Depot's position on the NCDOT meeting agendas for November 1 and 2, 2006. Mr. Paul has been a great asset to us and we are very thankful to both him and you for the support.

I know I do not have to tell you how great it will be for Goldsboro, Wayne County and all of eastern North Carolina to have this Depot restored, reused and ready to serve as a catalyst for passenger and commuter rail service. We are all looking forward to the day! Thank you for your efforts and please know that they are appreciated.

Respectfully yours,

Julie M. Thompson  
Executive Director

cc: Mayor Al King  
Joe Huffman, City Manager  
Charles P. Gaylor  
Jimmie Edmundson





2401 E. Ash St.  
Goldsboro, NC 27534

To Whom It May Concern:

I am writing today on behalf of North Carolina Community Federal Credit Union, headquartered in Goldsboro, N.C. to express our institution's earnest support of the downtown area revitalization efforts spearheaded by the Downtown Goldsboro Development Corporation and the City of Goldsboro. It has come to our attention that the City is eligible to apply for a TIGER VI loan grant to further planned revitalization efforts, and we support that endeavor completely. As an institution operating within the outskirts of the downtown Goldsboro area for decades, we are witnessing firsthand the incredible impact that such funding can make. We've watched the streetscapes transform to become clean and modern, yet still reminiscent of their historic beauty. Businesses are returning and renovating storefronts and the area is quickly regaining its reputation as a hub of the City and the County.

Should additional funding be granted in 2014, it would allow for the expansion of these worthy projects that are bringing economic growth back to the area. As a financial institution, we know that such growth is vital to not only our livelihood, but the livelihood of the hundreds of small - to - medium sized businesses that operate within the city limits. Specifically, the TIGER VI grant would allow for the complete renovation and restoration of the historic Union Station—which alone could open up a myriad of business opportunities with the space being used for banquet or meeting facilities or office space. It would also make additional strides in our preparation to offer passenger rail service through Goldsboro once again.

Additionally, the grant could be utilized to further expand Cornerstone Commons and make it a place for individuals and families to enjoy. All efforts in summation lead to more activity and economic growth in the downtown area, which will naturally spread growth to other areas of the city and county as well.

We want new business and visitors to come from states away and decide that they just have to stay and spend their time and money in Goldsboro, NC! We've seen the return on the investments made into the downtown area thus far, and will support the continuation of these efforts in any way that we can.

Sincerely,

Mark R. Lesnau  
President and Chief Executive Officer  
North Carolina Community Federal Credit Union



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA  
SECRETARY

May 31, 2013

The Honorable Al King  
City of Goldsboro  
200 North Center Street  
Goldsboro, North Carolina 27530

Subject: Goldsboro Union Station and Streetscape – NCDOT Letter of Support

Dear Mayor King:

The North Carolina Department of Transportation (NCDOT) supports the City of Goldsboro in applying for TIGER funds for its proposed Center Street Streetscape Improvements, Gateway Bus Transfer Center, and Goldsboro Union Station rehabilitation project. The City of Goldsboro and NCDOT have already made a significant investment in the project, and TIGER funds will make it possible to progress this important initiative.

Local plans are for the Goldsboro Union Station to ultimately be the core of a new Multi-Modal Transportation Center in downtown that will serve future intercity passenger rail service, commuter rail, local bus service, and intercity buses. There is considerable support on a local government priority level for expanding rail service to eastern North Carolina via Goldsboro, which would serve travelers within North Carolina, and provide connections to existing long distance trains serving the northeast and Gulf coast. Goldsboro has also been considered an eastern terminus of commuter rail service west to Raleigh and beyond. The station will draw customers from a large geographic area of central North Carolina that is currently under served by alternative means of transportation, such as rail and transit service and will drive area development.

The North Carolina Department of Transportation has historically supported projects which enhance multiple modes and local transportation priorities, as illustrated by our nationally-acclaimed Train Station Improvement Program. The Goldsboro Union Station is ideally situated to serve future passenger rail and bus services. The project will ultimately serve every facet of the NCDOT mission to connect people and places in North Carolina – safely and efficiently and to drive economic development and job creation.

Thank you for your assistance and please let me know if you have any questions.

Sincerely,



FOR

Jim Trogon, PE – Chief Operating Officer

cc: Gus H. Tulloss, Board of Transportation Member  
Deputy Secretary Richard J. Walls, P.E.  
Paul C. Worley, Rail Division Director  
John Rouse, P.E., Division Engineer

**The Paramount Theatre Foundation**

P.O. BOX 2063, GOLDSBORO, NC 27533

May 15, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

I write this letter both as the President of the Paramount Theatre Foundation, and as a lifelong resident of Goldsboro North Carolina. For all of my 50-year work career I have maintained my primary office in downtown Goldsboro. I have witnessed first-hand the decline in our downtown due to the growth of motels, shopping centers, and suburban housing. Recently, due in part to the TIGER V grant we were awarded in 2014, I have seen a resurgence in traffic in the downtown area. As a landlord of property in downtown Goldsboro I can also state that there is more interest in locating in our downtown area than in any time during the past 40-years.

The three events that have contributed to the traffic and growth has been:

- the completion of Stage I of StreetScapes,
- the renovations arising from the 2014 TIGER V grant, and
- the construction of the Paramount Theatre in downtown Goldsboro.

Secretary Anthony Foxx  
U.S. Department of Transportation  
May 15, 2015  
Page 2

I am aware that USDOT has made another round of funding available through TIGER VII. I am also aware that the City of Goldsboro has or will apply for a grant to complete the following projects:

- the continuation of the Streetscape project,
- rehabilitation of Union Station,
- expansion and improvements to Cornerstone Commons, and
- the creation and implementation of a Wayfinding Signage System,

I would like to thank you for providing the funds that are now being invested in new streets, sidewalks, lighting, planting, and other infrastructure. This has made a huge difference. But, I would also like to urge you that you consider the new request under TIGER VII, which will permit Goldsboro to finish the wonderful work that is well underway.

Sincerely,

David Weil

## **The Paramount Theatre Foundation**

P.O. BOX 2063, GOLDSBORO, NC 27533

April 22, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

I write this letter both as the President of the Paramount Theatre Foundation, and as a lifelong resident of Goldsboro, NC who has worked for more than 50-years in the downtown business district. Goldsboro was established in the early 1800's being built along the existing Wilmington to Weldon Railroad. A vibrant community was established, in no small part due to the availability of the railroad to provide for transportation of people and merchandise in and out of the area. In the 1950 and 60's, the City business district began to shift towards the suburbs due to the growth of shopping centers, motels, franchise restaurants, and housing.

The downtown area has remained marginally viable since the 50's, but two recent events have had a very big economic impact on the downtown area:

The construction of the Paramount Theatre on Center Street, and  
The completion of Phase I of Streetscapes,

As a result of these two projects we now have far more foot and vehicle traffic in the downtown area. There are more than 20 new businesses, more restaurants, and far more interest in locating additional businesses in the downtown area.

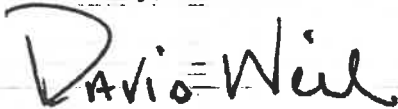


Secretary Anthony Foxx  
U.S. Department of Transportation  
April 22, 2014  
Page 2

I understand and support the additional downtown projects that are part of the TIGER 2014 proposal. The City supports and has committed to fund their share of the projects to 1) Rehabilitate Union Station, 2) Continue Streetscapes for two additional blocks of Center Street and 3) Expand and improve Cornerstone Commons.

All of these new projects will build on the strong base already achieved by the construction of the new theatre and the completion of the first phase of Streetscapes. I hope that the Department of Transportation can approve the funding of these important projects.

Sincerely, \_\_\_\_\_

A handwritten signature in dark ink that reads "David Weil". The signature is written in a cursive, slightly stylized font. The first name "David" is written with a large, looped 'D' and the last name "Weil" follows in a similar cursive style.

David Weil



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.  
SECRETARY

March 15, 2012

The Honorable Al King  
City of Goldsboro  
200 North Center Street  
Goldsboro North Carolina 27530

Subject: Goldsboro Union Station and Streetscape – NCDOT Letter of Support

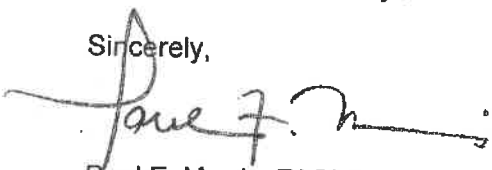
Dear Mayor King:

The North Carolina Department of Transportation supports the City of Goldsboro in applying for TIGER funds for its proposed streetscape improvements and Goldsboro Union Station rehabilitation project. The City of Goldsboro and the Department have already made a significant investment in the project, and TIGER funds will make it possible to progress this important initiative.

The Goldsboro Union Station will ultimately be the core of a new Multi-Modal Transportation Center in downtown that will serve intercity passenger rail service, commuter rail, local bus service, and intercity buses. There is considerable support for expanding rail service to eastern North Carolina via Goldsboro, which would serve travelers within North Carolina, and provide connections to existing long distance trains serving the northeast and Gulf coast. Goldsboro has also been considered an eastern terminus of commuter rail service west to Raleigh and beyond. The station will draw customers from a large geographic area of central North Carolina that is currently under served by alternative means of transportation, such as rail and transit service.

The Department has historically placed a high priority on projects, which enhance multiple modes of transportation, as illustrated by its nationally-acclaimed Train Station Improvement Program. The Goldsboro Union Station is ideally situated to serve future passenger rail and bus services. The project will ultimately serve every facet of the Department's mission to "connect people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity".

Sincerely,

  
Paul F. Morris, FASLA  
Deputy Secretary for Transit

PFM/ps



March 19, 2012

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Scott,

On behalf of the Wayne County Development Alliance, this letter serves as our support for the Historic Union Station Rail Corridor Project, which we believe is integral to transportation and infrastructure in our local community. As you know, the benefits of this project are vast. We support the City of Goldsboro's role in pushing this project forward with the Downtown Goldsboro Development Corporation and their quest for funding.

The Union Station Multi-Modal Transportation Facility development is an essential component in local, regional and statewide short-term and long-range transportation systems. As the economic development agency not only for Goldsboro but for all of Wayne County, the Wayne County Development Alliance supports any effort that will enhance our ability to retain and recruit quality business and industry. Therefore, connecting people to jobs and needed services, bolstering the use of alternative modes of transportation in an environmentally friendly way, leveraging additional funding to construct the Gateway Transfer Center, completing the Union Station restoration, development of future passenger rail and support of new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections are all worthy of pursuit.

Yours truly,

A handwritten signature in blue ink that reads 'Joanna'.

Joanna S. Helms, President

# *North Carolina* **Preservation North Carolina**

*The Historic Preservation Foundation of North Carolina, Inc.*



March 19, 2012

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Mr. Stevens,

On behalf of Preservation North Carolina, please accept this letter of support for the Historic Union Station Rail Corridor Project, a project which will functionally and aesthetically connect two integral transportation and infrastructure projects in the Goldsboro community. The project will provide varied transportation choices in a central area which will economically benefit the historic downtown revitalization effort, and secure the future for improved freight and passenger rail service to points regionally and nationwide. We applaud the City of Goldsboro's role in pushing these projects forward with the Downtown Goldsboro Development Corporation and their pursuit of funding.

The Union Station Multi-Modal Transportation Facility development is an essential cog in local, regional and statewide short-term and long-range transportation systems. The project has been developing for some time and we support any funding that can move it forward to realization. The revitalization would benefit ongoing industrial and business recruitment for Wayne County, and it would assist with current local neighborhood revitalization efforts in the neighborhoods surrounding its location. Preservation North Carolina is part of the partnership involved with the neighborhood revitalization effort, and is responsible for marketing the properties to buyers who will rehabilitate the structures according to the Secretary of Interior's Standards and protecting the properties with covenants which run in perpetuity.

The streetscape portions of the project are vital in that these corridors will provide greater safety and aesthetic appeal to downtown Goldsboro, and attract more businesses and provide more local jobs. Combined and completed simultaneously, the project will significantly bolster the use of alternative modes of transportation in an environmentally friendly way. It will leverage additional funding to construct the Gateway Transfer Center, complete the Union Station restoration, and promote future passenger rail development while supporting development of mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections.

As the City of Goldsboro moves forward in identifying funding for these projects, please accept this letter as a formal support from Preservation North Carolina. We believe numerous benefits will be obtained from this project.

Sincerely,

J. Myrick Howard  
President

**Headquarters** 220 Fayetteville Street, Suite 200, P.O. Box 27644, Raleigh, NC 27611-7644

919-832-3652 • fax 919-832-1651 • e-mail: [info@presnc.org](mailto:info@presnc.org) • [www.PreservationNC.org](http://www.PreservationNC.org)



# arts council of wayne county

102 N. John Street, Goldsboro, North Carolina 27530  
919.736.3300 • [www.ArtsInWayne.org](http://www.ArtsInWayne.org)

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

**Celebrating the  
Arts since 1963**

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**The mission of the  
Arts Council of  
Wayne County is  
to ensure the arts  
are thriving in our  
community.**

Dear Mr. Stevens,

On behalf of the Arts Council of Wayne County, please accept this letter of support for the Historic Union Station Rail Corridor Project, a project that functionally and aesthetically connects two integral transportation and infrastructure projects in our community. The benefits of this project are unimaginable: varied transportation choices in a central area designed to economically benefit a historic downtown revitalization effort and securing our future for improved freight and passenger rail connectivity to points regionally and nationwide. We applaud the City of Goldsboro's role in pushing these projects forward with the Downtown Goldsboro Development Corporations and their pursuit of funding.

The Union Station Multi-Modal Transportation Facility development is an essential cog in local, regional and statewide short-term and long-range transportation systems. This project has been developing for some time and we support any funding that can move it forward to realization. The revitalization of GUS would benefit ongoing industrial and business recruitment for Wayne County and it would assist with current local neighborhood revitalization efforts in the neighborhoods surrounding its location. It would decrease commercial vacancy rates in the downtown area, increase property values and all while offering affordable transportation choices, connecting people to jobs and needed services. The streetscape portions of the project are vital in that these corridors will provide greater safety and aesthetic appeal downtown and attract more businesses and provide more local jobs. Combined and completed simultaneously, the project will significantly bolster the use of alternative modes of transportation in an environmentally friendly way. Furthermore, it will leverage additional funding to construct the Gateway Transfer Center, completion of the Union Station restoration, future passenger rail development and support new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections.

The Arts Council believes this is important because of our efforts to create and facilitate an active and aesthetically pleasing arts and culture center in downtown Goldsboro. We strive to enhance the appearance, desirability and vitality of this very important economic center, all in an effort to make downtown Goldsboro a place that the community is proud of and to preserve it for future generations.

As the City of Goldsboro moves forward in identifying funding for these projects, please accept this letter as a formal support from the Arts Council. We believe the benefits are numerous and immeasurable.

Sincerely,

Sarah Merritt  
Executive Director  
[sarah@ArtsInWayne.org](mailto:sarah@ArtsInWayne.org)





**County of Wayne**  
STATE OF NORTH CAROLINA

W. LEE SMITH, III  
COUNTY MANAGER

P.O. BOX 227  
GOLDSBORO, N.C. 27533-0227

PHONE: (919) 731-1435  
FAX: (919) 731-1448  
Lee.Smith@waynegov.com

March 16, 2010

Mr. Joseph Huffman, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533-9701

Dear Mr. Huffman:

As the Wayne County Manager, I am writing to show my support for the grant application from the City of Goldsboro and Downtown Goldsboro Development Corporation for financial assistance to develop the construction ready engineering and design plans for one block of the Center Street streetscape improvements as outlined in the comprehensive downtown master plan.

The streetscape project is a significant investment for the City of Goldsboro that would fill a very important infrastructure need in Goldsboro, improve the quality of life and promote economic development within Wayne County. I strongly urge consideration of the funding request for this application to be submitted to the North Carolina Main Street Center.

Sincerely,



W. Lee Smith, III

WLS/mrw



March 5, 2010

Mr. Joe Huffman, Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Joe,

This is to express our support for the City of Goldsboro's and Downtown Goldsboro Development Corporation's efforts to continue the transformation of downtown Goldsboro through a variety of means as outlined in their Comprehensive Downtown Master Plan. One major component is the Streetscape Improvement Project. It is our understanding Goldsboro now has the opportunity to apply for a grant which will provide funds to go towards the implementation of this Streetscape Improvement Project for one block of Center Street. It is our strong hope that you will get approval for your grant application through the NC Department of Commerce and the NC Main Street Center.

As the heartbeat of Goldsboro and thus all of Wayne County, a strong and vibrant downtown is irreplaceable in our endeavor to maintain successful local economic development efforts. The Wayne County Development Alliance recognizes this and commends the City for their perseverance and commitment to downtown. We believe the Streetscape Improvement Project to be an initiative of high priority and therefore fully encourage your grant application.

We are pleased to be a supporter of and partner to Goldsboro and the Downtown Goldsboro Development Corporation. Together we can continue to achieve the best for Goldsboro and for Wayne County.

Yours truly,

A handwritten signature in blue ink that reads 'Joanna'.

Joanna S. Helms, President

Cc: Julie Thompson



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March 16, 2012

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P. O. Drawer A  
Goldsboro, NC 27533

Dr. Mr. Stevens,

On behalf of the Downtown Goldsboro Development Corporation (DGDC), please accept this letter of support for the Historic Union Station Rail Corridor Project; a project that functionally and aesthetically connects two integral transportation and infrastructure projects in our community. The benefits of this project are unimaginable: varied transportation choices in a central area designed to economically benefit a historic downtown revitalization effort and securing our future for improved freight and passenger rail connectivity to points regionally and nationwide. We applaud the City of Goldsboro's role in pushing these projects forward with us and their pursuit of funding.

The Union Station Multi-Modal Transportation Facility development is an essential cog in local, regional and statewide short-term and long-range transportation systems. This project has been developing for some time and we support any funding that can move it forward to realization. The revitalization of GUS would benefit ongoing industrial and business recruitment for Wayne County and it would assist with current solve local neighborhood revitalization efforts in the neighborhoods surrounding its location. It would decrease commercial vacancy rates in the downtown area, increase property values and all while offering affordable transportation choices, connecting people to jobs and needed services. The streetscape portions of the project are vital in that these corridors will provide greater safety and aesthetic appeal downtown and attract more businesses and provide more local jobs. Combined and completed simultaneously, the project will significantly bolster the use of alternative modes of transportation in an environmentally friendly way. Furthermore, it will leverage additional funding to construct the Gateway Transfer Center, completion of the Union Station restoration, future passenger rail development and support new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections.

The DGDC believes this is important because of our efforts to create and facilitate downtown development, promotions, and preservation activities. We strive to enhance the appearance, desirability and vitality of this very important economic center, all in an effort to make downtown Goldsboro a place that the community is proud of and to preserve it for future generations.

As the City of Goldsboro moves forward in identifying funding for these projects, please accept this letter as a formal support from the DGDC. We believe the benefits are numerous and immeasurable.

Sincerely,

A handwritten signature in blue ink, appearing to read "Geoff Hulse". The signature is fluid and cursive, with the first name "Geoff" written in a large, sweeping loop and the last name "Hulse" written in a more compact, cursive style.

Geoff Hulse, Board President

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Mr. Stevens,

Please accept this letter of support for the Historic Union Station Rail Corridor Project; a project that functionally and aesthetically connects two integral transportation and infrastructure projects in our community. The benefits of this project are unimaginable: varied transportation choices in a central area designed to economically benefit a historic downtown revitalization effort and securing our future for improved freight and passenger rail connectivity to points regionally and nationwide. I applaud the City of Goldsboro's role in pushing these projects forward with the Downtown Goldsboro Development Corporations and their pursuit of funding.

The Union Station Multi-Modal Transportation Facility development is an essential cog in local, regional and statewide short-term and long-range transportation systems. This project has been developing for some time and I support this funding that can move it forward to realization. The revitalization of Goldsboro Union Station (GUS) would benefit ongoing industrial and business recruitment for Wayne County and it would assist with current local neighborhood revitalization efforts in the neighborhoods surrounding its location. It would decrease commercial vacancy rates in the downtown area, increase property values and all while offering affordable transportation choices, connecting people to jobs and needed services. The streetscape portions of the project are vital in that these corridors will provide greater safety and aesthetic appeal downtown and attract more businesses and provide more local jobs. Combined and completed simultaneously, the project will significantly bolster the use of alternative modes of transportation in an environmentally friendly way. Furthermore, it will leverage additional funding to construct the Gateway Transfer Center, completion of the Union Station restoration, future passenger rail development and support new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections.

Bottom Line: It will improve our downtown business, provide transit opportunities for all in Wayne County and will certainly be an added incentive for folks to purchase and renovate homes in and around our historic district.

Sincerely,



Matt Young



DEPARTMENT OF THE AIR FORCE

4TH FIGHTER WING (ACC)  
SEYMOUR JOHNSON AIR FORCE BASE NC

20 February 2008

Commander, 4th Fighter Wing  
1510 Wright Brothers Ave, Suite 100  
Seymour Johnson AFB NC 27531-2468

Honorable Al King  
Mayor of Goldsboro  
P. O. Drawer A  
Goldsboro NC 27533

Dear Mayor King

I strongly support the proposal to develop and upgrade the Union Train Depot in downtown Goldsboro. This improvement project could be a tremendous advantage to the 4th Fighter Wing Airmen and their families stationed at Seymour Johnson Air Force Base, North Carolina.

In addition to the military members' personal travel advantages of a fully functioning train depot, the depot could be a military force multiplier. The movement of personnel and equipment from Seymour Johnson Air Force Base in support of U.S. combat operations could be greatly facilitated by an upgraded depot and its improved capabilities.

I believe upgrading the Goldsboro Union Depot could certainly benefit the mission of Seymour Johnson AFB as well as the men and women of "Team Seymour".

Sincerely

STEVEN L. KWAST, Colonel, USAF  
Commander

*Global Power For America*





**First Citizens  
Bank**

Mr. Scott Stevens, City Manager  
City of Goldsboro  
P.O. Drawer A  
Goldsboro, NC 27533

Dear Mr. Stevens,

On behalf of First Citizens Bank of Goldsboro, please accept this letter of support for the Historic Union Station Rail Corridor Project, a project that functionally and aesthetically connects two integral transportation and infrastructure projects in our community. The benefits of this project are unimaginable: varied transportation choices in a central area designed to economically benefit a historic downtown revitalization effort and securing our future for improved freight and passenger rail connectivity to points regionally and nationwide. We applaud the City of Goldsboro's role in pushing these projects forward with the Downtown Goldsboro Development Corporation and their pursuit of funding.

The Union Station Multi-Modal Transportation Facility development is an essential cog in local, regional and statewide short-term and long-range transportation systems. This project has been developing for some time and we support any funding that can move it forward to realization. The revitalization of GUS would benefit ongoing industrial and business recruitment for Wayne County and it would assist with current local neighborhood revitalization efforts in the neighborhoods surrounding its location. It would decrease commercial vacancy rates in the downtown area, increase property values and all while offering affordable transportation choices, connecting people to jobs and needed services. The streetscape portions of the project are vital in that these corridors will provide greater safety and aesthetic appeal downtown and attract more businesses and provide more local jobs. Combined and completed simultaneously, the project will significantly bolster the use of alternative modes of transportation in an environmentally friendly way. Furthermore, it will leverage additional funding to construct the Gateway Transfer Center, completion of the Union Station restoration, future passenger rail development and support new development, mixed-use, sustainable, transit-oriented neighborhoods with pedestrian, bicycle and transit connections.

First Citizens Bank believes this is important because of our efforts to assist the Downtown Goldsboro Development Corporation in improving the downtown area. We are working hard with them to make downtown Goldsboro a place that the community is proud of and to preserve it for future generations.

As the City of Goldsboro moves forward in identifying funding for these projects, please accept this letter as a formal support from First Citizens Bank. We believe the benefits are numerous and immeasurable.

Sincerely,

A handwritten signature in dark ink, appearing to read "Terry Jordan", with a stylized flourish at the end.

Terry Jordan

Senior Vice President and Market Executive  
First Citizens Bank



NORTH CAROLINA GENERAL ASSEMBLY  
SENATE

SENATOR DON DAVIS  
5<sup>th</sup> District

Office: 300 N. Salisbury Street  
518 Legislative Office Building  
Raleigh, NC 27603-5925  
Phone: (919) 715-8363  
Fax: (919) 733-3113  
Email: [don.davis@ncleg.net](mailto:don.davis@ncleg.net)  
Counties: Pitt, Wayne, Lenoir, and Greene

COMMITTEES:

Appropriations Base Budget  
Appropriations on Department of Transportation  
Commerce  
Education/Higher Education  
Health Care  
State & Local Government

April 10, 2014

Secretary Anthony Foxx  
~~United States Department of Transportation~~  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I offer my full support to the City of Goldsboro as they request financial assistance from the Transportation Investment Generation Economic Recovery (TIGER) grant funds. Goldsboro received funding from the 2013 Tiger V application call, and they began their Center Street Streetscape Project, which aesthetically and functionally enhanced the downtown area. Unfortunately the initial funding was short in covering the full efforts of the project, and the City is now requesting an additional grant of \$10 million dollars.

This funding will explicitly be used toward three major projects: (1) The rehabilitation of Union Station to include a unique banquet and meeting room, three additional meeting rooms, office spaces on the second floor of the building, and a catering kitchen; (2) The continuation of their Center Street Streetscape project on the 300 and 400 blocks of South Center Street and (3) The expansion and improvement of Cornerstone Commons, a town square, to include a splash playground, market shelters and public restrooms, among other amenities.

Aside from the aesthetic beauty of this continuing project, it is also conducive to the City's commercial and professional growth. Goldsboro is a beautiful city blossoming into an area of expansion, and any assistance given through the United States Department of Transportation will be a worthwhile investment. I strongly support this application for funding and respectfully ask for a favorable approval of the application.

Thank you in advance for your consideration of this request.

Sincerely,

Donald G. Davis



North Carolina General Assembly  
Senate

SENATOR LOUIS M. PATE, JR.  
DEPUTY PRESIDENT PRO TEMPORE  
7TH DISTRICT

OFFICE ADDRESS 1028 LEGISLATIVE BUILDING  
16 W JONES STREET  
RALEIGH, NC 27601-2808

TELEPHONE (919) 733-5621

EMAIL (919) 754-3190 FAX  
louis.pate@ncleg.net

DISTRICT LENOIR, PITT AND WAYNE COUNTIES

April 21, 2014

COMMITTEES

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PENSIONS, RETIREMENT AND AGING  
STATE AND LOCAL GOVERNMENT

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I am pleased to write in support of the city of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application for the 2014 appropriation. Goldsboro was designated a North Carolina Main Street Community in 1984 and over the past 30 years, the community has generated more than \$109 million in public and private investment in their downtown district. These investments were made by highly committed leaders that effectively work together to create positive community economic development change.

Your consideration of this request will be greatly appreciated.

Sincerely,

Louis M. Pate, Jr.

LMP/ep





DEPARTMENT OF THE AIR FORCE  
4TH FIGHTER WING (ACC)  
SEYMOUR JOHNSON AIR FORCE BASE NC

30 May 2013

Colonel Jeannie M. Leavitt  
Commander, 4th Fighter Wing  
1510 Wright Brothers Ave, Suite 100  
Seymour Johnson AFB NC 27531-2468

The Honorable Ray LaHood  
Secretary of Transportation  
US Department of Transportation  
1200 New Jersey Ave, SE  
Washington DC 20590

Dear Mr. Secretary:

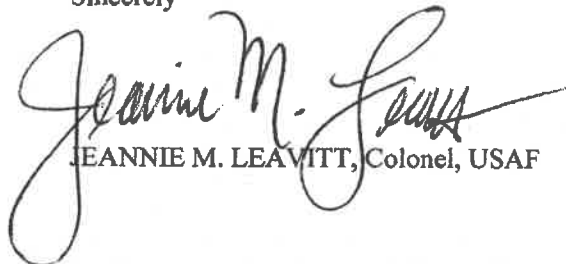
The City of Goldsboro's support to the mission of Seymour Johnson Air Force Base provides a foundation for our capability to fly, fight, and win. The city's achievements, particularly in the area of transportation improvements, benefit the men and women who serve their nation in Goldsboro, North Carolina and enhance our mission capability.

Transportation improvements benefit the 6,300 Airmen and their families stationed at Seymour Johnson Air Force Base, North Carolina. In fact, improvements help our total population of 12,500 military members, civilian employees, and their families with access to both local and regional businesses, services such as medical care, and opportunities to travel anywhere in the world via air, train, or bus. Increased access for our personnel to local business and services grows the economic opportunities for our community.

In addition to the personal travel advantages of fully functioning train and bus depots, an investment in transportation infrastructure for Goldsboro, North Carolina could be a military force multiplier. Access to affordable transit for personnel and equipment provides capability and flexibility to meet our worldwide defense requirements. Enhanced transit capability would likely redirect a significant portion of our official travel budget each year into the local economy and transportation infrastructure, while simultaneously freeing funds for our highest priority missions.

I appreciate all the support the City of Goldsboro has given the base. The city's accomplishments in transportation improvements benefit both the mission of Seymour Johnson Air Force Base and the men and women who serve their nation in Goldsboro, North Carolina.

Sincerely

  
JEANNIE M. LEAVITT, Colonel, USAF

# GOLDSBORO

---

## WAYNE COUNTY

May 31, 2013

Secretary Ray LaHood  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary LaHood,

On behalf of Goldsboro Wayne County Travel and Tourism, I would like to express our full and enthusiastic support of the City of Goldsboro's Transportation Investment Generating Economic Recovery (TIGER) grant application for the 2013 appropriation.

The City of Goldsboro has made great strides to improve the downtown area. In 2006, town leaders elected to undertake two proactive, visionary plans involving public input; the *Downtown Goldsboro Master Plan* and the *Goldsboro Comprehensive Neighborhood Revitalization Plan*. Nearly 105,000 of building square feet has been renovated and put back into local production since the programs were implemented.

Additional funding is needed to complete several of the major transportation projects to complete this effort, including the rehabilitation of Union Station, construction of the Gateway Transit Authority Transfer Facility for public transportation needs in our community, and the completion of the Center Street Streetscape project.

As a partner with the City of Goldsboro, the Goldsboro Tourism Council is also pledging support and assistance in these projects. Upon the completion, these programs will play an essential role in creating the high standard quality of life which attracts visitors and relocation to our community.

Thank you for your consideration.

Sincerely,



Rick Sumner, Chair  
Goldsboro Tourism Council



May 13, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Secretary Fox:

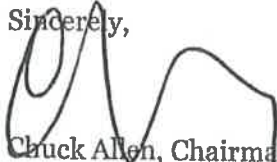
I am contacting you on behalf of the Transportation Advisory Committee for the Goldsboro Metropolitan Planning Organization (MPO) concerning the Transportation Investment Generating Economic Recovery (TIGER) funds, and the impact on our community overall.

The City of Goldsboro, over the seven years, has worked extensively with the private sector to create reinvestment through major capital investment projects to revitalize our County seat. Downtown Goldsboro is an area that is poised with abundant opportunities for additional business and residential investments. We are requesting further support to help the revitalization through completion of several major transportation and infrastructure needs in the area. Goldsboro's downtown area is comprised of historic commercial and residential structures occupied by many of Goldsboro's small businesses. The rehabilitation of Union Station, the completion of the Center Street Streetscape, implementation of Wayfinding Signage and the development of a street extension for community use are critical to spur additional and continued investment.

The Goldsboro MPO Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) unanimously support these projects and are committed to supporting the Downtown Goldsboro Development Corporation's Neighborhood Plan and Master Plan to enhance appearance, desirability and vitality of Downtown Goldsboro. These projects will benefit all modes of transportation and improve the quality of life for those who live and visit our area.

As we look to the future, investment in our transportation infrastructure helps ensure successful economic growth, development, and global competitiveness. On behalf of the Transportation Advisory Committee, I appreciate your full consideration of the City of Goldsboro's Discretionary Grant application.

Sincerely,



Chuck Allen, Chairman  
Transportation Advisory Committee  
Goldsboro Metropolitan Planning Organization

May 31, 2013

To Whom It May Concern,

Re: Transportation Investment Generating Economic Recovery (TIGER) Grant Funding

The purpose of this letter is to express support for the City of Goldsboro's application to secure financial support for the three transportation projects that will have significant impact on the future financial benefit to the Goldsboro, North Carolina community.

The City of Goldsboro is applying to complete several major transportation and infrastructure projects in our community targeted in a downtown area that comprises historic commercial and residential structures occupied by many of Goldsboro's small businesses. This area is poised with abundant opportunities for additional business and residential investments. Both private and public organizations have been working cooperatively for many years to reinvest in the area through major capital investment projects.

Clearly, we must reinvest in the center of the business community in order to establish the foundation for future growth and development. This reinvestment model has been implemented countless times in other communities with great economic success for the local business community. The same will be realized in Goldsboro with the financial assistance provided by the TIGER grant program.

Thank you for your consideration and favorable decision.

Sincerely,



Thomas A. Bradshaw

Vice President, Operations

April 5, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx:

I am a private real estate developer specializing in the creation of green, walkable environments for living, working and playing in. I am writing to ask for your support in approving the City of Goldsboro N.C.'s TIGER VI grant application for constructing street improvements and venues for public events. Goldsboro has proven its mettle and credibility in effective use of its TIGER V grant to enhance its civic realm and stimulate catalytic private investment. I am confident that Goldsboro will utilize the TIGER VI grant to continue leveraging government funding to further regenerate its downtown, increase the quality of life for its citizens, create jobs, foster cultural activity, reduce sprawl and provide a robust return on investment for the federal grant program, the Goldsboro municipal treasury and private enterprise in a mutually reinforcing collaboration. Goldsboro is large enough to merit substantial investment by the grant program, but small enough that positive impacts can be measured and experienced in a relatively short period of time while providing enduring benefits in the long-term. Most encouraging is its effort to engage all of its stakeholders in this initiative. Building a better place derives first from building effective consensus and trust among residents, visitors, merchants, tourists and other participants in the community realm. I am currently working on identifying one or more projects where I can contribute to Goldsboro's downtown revitalization. The proposed public investments to be funded by TIGER VI will factor substantially in my decision to work in Goldsboro. I appreciate your consideration and please feel free to contact me should you want to discuss my views further.

Yours truly,



Alvin E. (Buddy) Milliken, Jr.

THE MILLIKEN COMPANY  
910-612-6009-4816 White Street, Shallotte, NC 28470  
Bmilliken44@gmail.com



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, NC 27699-1501

ANTHONY J. TATA  
SECRETARY

May 28, 2015

The Honorable Anthony Foxx  
Secretary of Transportation  
United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx: ---

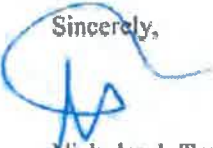
The North Carolina Department of Transportation (NCDOT) is pleased to support the City of Goldsboro in applying for TIGER VII funds for the proposed rehabilitation of the Goldsboro Union Station. The City of Goldsboro began working to secure, stabilize, and repurpose the building through the encouragement and support of NCDOT. The Rail Division purchased the building in 2007 to secure its existence and use as a significant hub for planned passenger rail service to the east, connecting Raleigh to Wilmington. Through this partnership, we have worked to secure and provide funds to stabilize the structure, conduct various environmental and historic assessments, and prepare operational and construction plans for its continued use.

While the city was able to secure a TIGER V grant in 2013 that produced \$9.95M in investments, directly aiding plans that envisioned the utilization of the Union Station as the impetus for multi-modal use, the City has been unsuccessful in securing additional funds for the Union Station's rehabilitation.

The station was built in 1909 and is deemed a historically significant structure having been inducted into the National Register of Historic Places. However, the building is now in dire need of rehabilitation and any improvements will have an enormous impact on the economic development capabilities for the community, region, and our State. This is an important project, and I hope that the Department will give the City of Goldsboro all due consideration.

Thank you for your time and consideration of this application.

Sincerely,



Nicholas J. Tennyson  
Chief Deputy Secretary

NJT/pw

cc: Anthony J. Tata, Secretary of Transportation  
Jeff Mann, Deputy Secretary for Transit  
Paul Worley, Rail Division Director



P.O. BOX 10337 • GOLDSBORO, N.C. 27532  
919-778-4525 • FAX 919-778-6850

May 26, 2015

Secretary Anthony Foxx  
U. S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE

Reference: Tiger VII, Funding for City of Goldsboro Improvements

Dear Secretary Anthony Foxx:

I am writing this letter in support of the City of Goldsboro's TIGER VII application. I support the projects identified in that request and believe they are important for our future success.

As a resident of Wayne County for over 62 years I have experienced the downtown area of Goldsboro as a thriving center of commerce, but have also watched the gradual deterioration of our infrastructure and some of our historic buildings over the last 35 years. I believe that now is a pivotal time and that gaining assistance through the TIGER VII grant is imperative. If we are going to see a downtown recovery we are going to need financial support to restore some of our historic structures and to provide the infrastructure that will be required to support growth. As a result of the TIGER V grant we are seeing a renewed interest in downtown, but more is needed in order to complete the mission creating job opportunities and services for our community.

Rehabilitation of Union Station is one of the projects that will be financed with this request. This building is a landmark for Goldsboro and Wayne County and to see it in the condition it is in today is deplorable. Our company is in the process of constructing the new Gateway Transfer Station and associated site improvements adjacent to the Union Station and to see our project complete without the rehabilitation of Union Station would be regrettable. I believe Union Station can provide more service to our community and its rehabilitation will preserve a part of our heritage that can be enjoyed by future generations.

The additional projects involving completion of Center Street Streetscape, the expansion and improvements to Cornerstone Commons and the funding of the Wayfinding Signage System are equally important to our success.

In closing I ask that you approve this application and provide an opportunity for our community to move forward. Thank you for your consideration.

Sincerely

Jim Daniels





**T.A. LOVING COMPANY**  
Construction Services

919.734.8400  
P.O. Drawer 919  
Goldsboro, NC 27533  
[www.taloving.com](http://www.taloving.com)



May 26, 2015

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: City of Goldsboro TIGER VII application

Secretary Foxx,

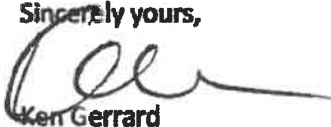
I am writing you to express my support for the TIGER VII application from the City of Goldsboro, NC. As a former County Commissioner and Chairman of the Goldsboro Transportation system, I cannot begin to express how important the City of Goldsboro is to the overall success of our county. As the county seat and "hub" of our county, the city plays an important role in our schools, well-being, industry, and quality of life for our citizens. Being a county commissioner and steward of the taxpayer's money, I can with great confidence write you and say the City of Goldsboro has used the previous TIGER funding wisely and the intent of the funds have been maximized.

I am very proud of the progress the City of Goldsboro has made in the development of our downtown. There is a clear vision that has not "drifted off course" for several years. They have a goal to revitalize our downtown and in the process helping those in our community with transportation needs and easier access to services. The earlier TIGER funding has helped, but we still have more to do.

Please support the TIGER VII application from the City of Goldsboro.

If I can be of any further assistance, please free to contact me at 919-734-8400 or email [kgerrard@taloving.com](mailto:kgerrard@taloving.com)

Sincerely yours,



Ken Gerrard

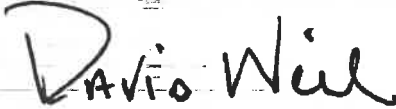


Secretary Anthony Foxx  
U.S. Department of Transportation  
April 22, 2014  
Page 2

I understand and support the additional downtown projects that are part of the TIGER 2014 proposal. The City supports and has committed to fund their share of the projects to 1) Rehabilitate Union Station, 2) Continue Streetscapes for two additional blocks of Center Street and 3) Expand and improve Cornerstone Commons.

All of these new projects will build on the strong base already achieved by the construction of the new theatre and the completion of the first phase of Streetscapes. I hope that the Department of Transportation can approve the funding of these important projects.

Sincerely,

A handwritten signature in dark ink that reads "David Weil". The signature is written in a cursive, flowing style. The first letter "D" is large and loops around the first part of the name. The last letter "l" is a simple vertical stroke.

David Weil



arts council of wayne county

102 North John Street · Goldsboro, NC 27530 · 919-736-3300 · [www.ArtsInWayne.org](http://www.ArtsInWayne.org)

April 15, 2014

Secretary Anthony Foxx  
USDOT  
Office of the Secretary  
1200 New Jersey Ave, SE  
Washington, DC 20590

Dear Secretary Foxx,

On behalf of the Arts Council of Wayne County (ACWC), please accept this letter of support for the Downtown Goldsboro Development Corporation's TIGER VI Grant Proposal for rehabilitation of Union Station, completion of Center Street Streetscapes, and renovation and improvements for Cornerstone Commons. These projects will bring immeasurable benefits to downtown Goldsboro and the region.

The leadership of the ACWC strongly believes that the completion of these projects is pivotal in promoting private business investment, creating jobs, and attracting new residents and visitors to downtown Goldsboro and the surrounding area. These shovel-ready projects have been developing for some time and the ACWC supports any funding that will enable completion.

Understanding the important role of downtown Goldsboro in the local economy and quality of life, in 2011 the ACWC took the important step of relocating the organization to downtown Goldsboro. We are currently working to create and facilitate an active and aesthetically pleasing arts and culture center in downtown, in an effort to make it a place that the community is proud of and to preserve it for future generations.

Again, the leadership of the ACWC enthusiastically supports the City of Goldsboro's application for TIGER Grant funding.

Sincerely,

A blue ink signature of Sarah Merritt, consisting of a stylized 'S' followed by a series of loops and a long horizontal stroke.

Sarah Merritt  
Executive Director

OFFICERS

Amita Shreenath  
President

Martha Bryan  
Vice President

Barbara Bradshaw  
Secretary

Marcellus Best, III  
Treasurer

DIRECTORS

Celeste Bey  
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Mary Ellis  
Alando Mitchell  
Al Pedersen  
Robert Rigsby  
Matt Stevens  
Spencer Tate  
Deb Tillman  
Lucy Warren  
Elizabeth Woodard  
Matthew Young

Sarah Merritt  
Executive Director



The mission of the ACWC is to ensure  
the arts are thriving in our community.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

THOMAS A. BETTS, JR.  
BOARD OF TRANSPORTATION  
P. O. Box 1220, ROCKY MOUNT, NC 27802

LYNDO TIPPETT  
SECRETARY

March 27, 2007

Mr. John F. Sullivan III, PE, Division Administrator  
Federal Highway Administration  
310 New Bern Ave., Suite 410  
Raleigh, NC 27601

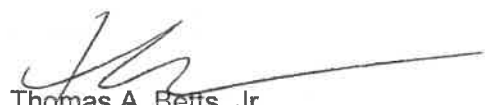
Dear Mr. Sullivan:

SUBJECT: TCSP Grant Application: Union Depot--Goldsboro, NC--

I am pleased to indicate my support for the Transportation, Community, and System Preservation Program grant application submitted by the NCDOT Rail and Public Transportation divisions in cooperation with the City of Goldsboro on behalf of the historic Goldsboro Union Depot. The restoration and reuse of this station will serve as a catalyst for passenger and commuter rail service offering unlimited opportunities for tourism and economic development in eastern North Carolina. This facility is situated in a strong community that has demonstrated great support for this project for many, many years and I have personally committed my resources to helping them see it to fruition.

I look forward to working with Mayor Al King and his staff in Goldsboro to develop this multi-modal transportation center and appreciate the application of TCSP grant funds towards its completion. Thank you for your assistance with this matter.

Sincerely,

  
Thomas A. Betts, Jr.  
Board of Transportation Member

TAB/

cc: Mayor Al King, City of Goldsboro  
Joe Huffman, City of Goldsboro Manager  
Allan Paul, NCDOT Rail Division, Director of Rail Operations & Facilities  
Shirley Williams, NCDOT Rail Division, Director of Planning and Environmental  
Michael Kozak, Assistant Director of Public Transportation Division  
Julie Thompson, DGDC Director



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

1501 MAIL SERVICE CENTER, RALEIGH, NC 27699-1501

PAT MCCRORY  
GOVERNOR

ANTHONY J. TATA  
SECRETARY

April 16, 2014

The Honorable Anthony Foxx  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Union Station and Streetscape in Goldsboro, North Carolina

Dear Secretary Foxx:

The N.C. Department of Transportation supports the City of Goldsboro in applying for TIGER funds for its proposed Center Street Streetscape Project, Cornerstone Commons Park and Transportation Hub, and Goldsboro Union Station Transportation Facility. The City of Goldsboro and NCDOT have already made a significant investment in the project, and TIGER funds will make it possible to achieve meaningful progress on this important initiative.

The Goldsboro Union Station will ultimately be the core of a new Multi-Modal Transportation Center in downtown that will serve intercity passenger rail service, commuter rail, local bus service, and intercity buses. There is considerable support for expanding rail service to eastern North Carolina via Goldsboro, which would serve travelers within North Carolina, and provide connections to existing long distance trains serving the northeast and Gulf coast. Goldsboro has also been considered an eastern terminus of commuter rail service west to Raleigh and beyond. The station will draw customers from a large geographic area of central North Carolina that is currently under served by alternative means of transportation.

NCDOT has historically placed a high priority on projects which enhance multiple modes of transportation, as illustrated by its nationally-acclaimed Train Station Improvement Program. The Goldsboro Union Station is ideally situated to serve future passenger rail and bus services. The project will ultimately serve every facet of the NCDOT mission to "connect people and places in North Carolina – safely and efficiently, with accountability and environmental sensitivity."

Sincerely,

A handwritten signature in blue ink, appearing to be "Nick Tennyson", written over a blue circular stamp.

Nick Tennyson  
NCDOT Chief Deputy Secretary



# WAYNE COMMUNITY COLLEGE

P.O. BOX 8002 - GOLDSBORO, NC 27533-8002 - TEL: 919-735-5151 - FAX: 919-736-9425 - WEB: WAYNECC.EDU

May 30, 2013

Julie Metz, Executive Director  
Downtown Goldsboro Development Corporation  
PO Box 202  
Goldsboro, NC 27533

Dear Ms. Metz:

Wayne Community College is eager to support your efforts to improve the city of Goldsboro and enhance the city's economic development through the revitalization projects for historic downtown, including the rehabilitation of Goldsboro's Union Station.

The mission of Wayne Community College (WCC) is to meet the educational, training and cultural needs of the communities it serves. The Wayne Business and Industry Center at WCC is dedicated to building a better workforce in Wayne County and is poised to provide education and training through the Small Business Center and other training programs. We understand the economic impact that rebuilding the historic transportation center at Union Station will have on the citizens of Wayne County and on its workforce. Job opportunities through the revitalization projects will increase not only with the projects themselves but also with the increase in small businesses that will come downtown. These transportation projects will have a positive impact on the growth and development in our downtown area and will be of enormous benefit to our city, our region and our state.

Wayne Community College is committed to this economic development effort and stands ready and willing to assist you and the citizens of our city and county.

Sincerely,

Kay H. Albertson, Ed.D.  
President

Renita A. Dawson  
Small Business Center Director

Where Futures Grow

April 17, 2014

Dear Secretary Anthony Foxx,

I am contacting you on behalf of the Wayne County Chamber of Commerce concerning the Transportation Investment Generating Economic Recovery funds and the impact on our community at-large.

Over the past six years, the City of Goldsboro has worked with the private sector to create reinvestment through major capital investment projects to revitalize our county seat. With the funding in place from the 2013 TIGER Grant award, the city is moving forward with the next phase of Center Street Streetscape, Streetscape projects around the Union Station property and streets connecting to the commercial core of downtown and Center Street, construction of the Gateway Transfer Center and site work improvements to the Union Station site, including landscaping, parking lots and site amenities.

We are requesting funding for the rehabilitation of Union Station, completion of Center Street Streetscape project and expansion and improvements to Cornerstone Commons. The economic impact of these investments is tremendous.

The Wayne County Chamber of Commerce fully supports DGDC's efforts and its mission of:  
*"... providing leadership dedicated to the improvement of Downtown Goldsboro by creating and facilitating downtown development, promotion and preservation activities. The DGDC strives to enhance the appearance, desirability and vitality of Downtown Goldsboro."*

The impact of these projects is monumental for our community! We need these final "pieces" to complete the big picture of our downtown community to ensure that current and future businesses thrive in this area.

Sincerely,



Kate M. Daniels  
President, Wayne County Chamber of Commerce





# County of Wayne

State of North Carolina

BOARD OF COMMISSIONERS

April 15, 2014

The Honorable Secretary Anthony Foxx  
United States Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

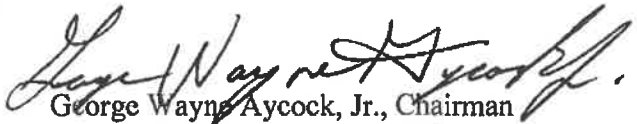
Dear Secretary Foxx:

On April 15, 2014 the Wayne County Board of Commissioners approved and authorized its support for the City of Goldsboro in its grant application for the Transportation Investment Generating Economic Recovery (TIGER) VI grant funds. TIGER grants are aimed at projects that have significant positive effects on the nation, the region and metropolitan areas while making communities livable and sustainable. The City of Goldsboro project does just that.

The City of Goldsboro aims to stimulate the economic redevelopment in the downtown area by rehabilitating Union Station, continuation of the completion of the Center Street Streetscape project, and expansion and improvements to Cornerstone Commons.

The Wayne County Board of Commissioners understands the importance and positive impact of the TIGER VI grant and supports funding for the named projects to maximize the utilization of the Downtown Goldsboro area and in turn have the greatest impact on economic opportunities and housing. Therefore, the Wayne County Board of Commissioners respectfully requests that you extend all due favorable consideration to the City of Goldsboro's application with all applicable rules and guidelines.

Sincerely,

  
George Wayne Aycock, Jr., Chairman  
Wayne County Board of Commissioners

GWA/mrw



April 14, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Foxx,

On behalf of the Wayne County Development Alliance, this letter serves as our support for the City of Goldsboro, NC and their application for TIGER VI grant funds for specific projects in the downtown area.

As the economic development agency not only for Goldsboro but for all of Wayne County, the Wayne County Development Alliance supports any effort that will enhance our ability to retain and recruit quality business and industry. Therefore, securing funds to complete the Union Station rehabilitation, continuation of the Center Street Streetscape project, and expansion and improvements to the Cornerstone Commons is essential for the City to remain prosperous and progressive.

Thank you for your thoughtful consideration.

Yours truly,

A handwritten signature in blue ink that reads 'Joanna'.

Joanna S. Helms, President

April 14, 2014

Secretary Anthony Foxx  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: Transportation Investment Generating Economic Recovery (TIGER VI) Grant Funding

Dear Secretary Foxx:

The purpose of this letter is to express support for the City of Goldsboro's application to secure financial support for three transportation projects:

1. Union Station Multi-Modal Transportation Facility Project
2. Center Street Streetscape Project
3. Cornerstone Commons Park & Public Alternative Transportation Hub

These three projects will further Goldsboro's strategic transportation planning and have significant impacts on the future financial benefit to the Goldsboro, North Carolina community. Further, the strategic benefits of the TIGER V grant, previously awarded, can be leveraged with the successful allocation of the requested TIGER VI grant.

The City of Goldsboro is applying to complete three major transportation and infrastructure projects in our community targeted in a downtown area that comprises historic commercial and residential structures occupied by many of Goldsboro's small businesses. This area is poised with abundant opportunities for additional business and residential investments. Both private and public organizations have been working cooperatively for many years to reinvest in the area through major capital investment projects. Those benefits are starting to be realized as evidenced by twenty-five new businesses locating in the downtown Goldsboro area following the first phase of the City's restoration projects.

Clearly, we must continue to reinvest in the center of the business community in order to establish the foundation for future growth and development. This reinvestment model has been implemented countless times in other communities with great economic success for the local business community. The same will be realized in Goldsboro with the financial assistance provided by the TIGER VI grant program.

Thank you for your consideration and favorable decision.

Sincerely,



Thomas A. Bradshaw  
Vice President, Operations



FOR YOUTH DEVELOPMENT  
FOR HEALTHY LIVING  
FOR SOCIAL RESPONSIBILITY

April 7, 2014

Office of the Secretary of Transportation

Department of Transportation

Transportation Investment Generating Economic Recovery Grant

On behalf of the Goldsboro Family YMCA, this letter serves as our support for the City of Goldsboro in their grant application for the Transportation Investment Generating Economic Recovery (TIGER) grant funds through the Office of the Secretary of Transportation, DOT.

The City of Goldsboro is applying to complete the rehabilitation of Historic Union Station, continue and complete Center Street Streetscape Project work, and expand and improve upon a public park/meeting area that will also serve as a rest area for the Mountains-to-Sea trail. Due to the economic conditions of the project site areas, the City of Goldsboro has been strategically working with the private sector to create reinvestment through major capital investment projects to revitalize our County seat in the last seven years.

Funding from this grant will help the City of Goldsboro to accomplish these projects and allow the energy the award of TIGER V funds sparked to thrive and further benefit the residents of Wayne County and Eastern North Carolina.

Thank you for your consideration.

Sincerely,

Kriquette Davis

Associate Executive Director

**GOLDSBORO FAMILY YMCA**  
P.O. Box 10355 1105 Parkway Drive  
Goldsboro, NC 27532  
P: 919-778-8557 F: 919 778-8645