GOLDSBORO CITY COUNCIL
REGULAR MEETING AGENDA
MONDAY, NOVEMBER 20, 2023

(Please turn off, or silence, all cellphones upon entering the Council Chambers)

I. WORK SESSION–5:00 P.M. – LARGE CONF. RM, CITY HALL ADDITION, 200 N. CENTER ST., ROOM 206

1. **ROLL CALL**
2. **ADOPTION OF THE AGENDA**
3. **OLD BUSINESS**
   a. FY21-22 Audit (Forvis)
   ~~b. Kiwanis Miniature Train Update (Kiwanis Club of Goldsboro)~~
4. **NEW BUSINESS**
   c. 2024 Goldsboro City Council Meeting Dates (City Clerk)

II. CALL TO ORDER – 7:00 P.M. – COUNCIL CHAMBERS, 214 N. CENTER STREET
Invocation (Pastor Stanley Kelly, Fellowship Baptist Church)
Pledge of Allegiance

III. ROLL CALL

IV. APPROVAL OF MINUTES
A. Minutes of the Work Session and Regular Meeting of November 6, 2023

V. PRESENTATIONS
B. Recognizing Goldie Smith for Service on the HACG for More Than 18 Years

VI. PUBLIC HEARINGS
C. Citizen Participation Plan Amendment – Public Hearing (Community Relations)

VII. PUBLIC COMMENT PERIOD

VIII. CONSENT AGENDA ITEMS
D. Resolution Approving Application for Funding Offered by the NCDEQ Division of Water Infrastructure for the Lead and Copper Inventory Project (Engineering)
E. Ordinance establishing the City of Goldsboro Cemetery Perpetual Care Trust Fund (1113) (Finance)
F. Ordinance amending the Quint Aerial Fire Truck Capital Project Fund (F3111) (Finance)
G. Amending a Special Revenue Fund Ordinance – Police Other Restricted Revenue Funds (P3104) (Finance)
H. Goldsboro Christmas Parade – Temporary Street Closure (Police)
I. Adoption of a Supplement to the Code of Ordinances of Goldsboro, North Carolina (City Clerk)
J. Departmental Monthly Reports
K. Downtown Lights Up Date Change

IX. ITEMS REQUIRING INDIVIDUAL ACTION
K. 2023 NC State Appropriations Act Funding Allocation (City Manager's Office)

X. CITY MANAGER'S REPORT

XI. CEREMONIAL DOCUMENTS

XII. MAYOR AND COUNCILMEMBERS' COMMENTS

XIII. CLOSED SESSION

XIV. ADJOURN

FORVIS Report to the City Council and Management

City of Goldsboro

Results of the 2022 Financial Statement Audit, Including Required Communications

June 30, 2022

Preliminary Draft

Required Communications Regarding Our Audit Strategy & Approach (AU-C 260)

Overview & Responsibilities

Matter	Discussion
Scope of Our Audit	This report covers audit results related to your financial statementsand supplementary information: • As of and for the year ended June 30, 2022. • Conducted in accordance with our contract dated June 6, 2023
Our Responsibilities	FORVIS is responsible for forming and expressing an opinion about whether the financial statements that have been prepared by management, with the oversight of those charged with governance, are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP)
Audit Scope & Inherent Limitations to ***Reasonable Assurance***	An audit performed in accordance with auditing standards generally accepted in the United States of America (GAAP)and *Government Auditing Standards* issued by the Comptroller General of the United States (GAGAS) is designed to obtain reasonable, rather than absolute, assurance about the financial statements. The scope of our audit tests was established in relation to the financial statements taken as a whole and did not include a detailed audit of all transactions.
Extent of Our Communication	In addition to areas of interest and noting prior communications made during other phases of the engagement, this report includes communications required in accordance with GAAS that are relevant to the responsibilities of those charged with governance in overseeing the financial reporting process, including audit approach, results, and internal control. The standards do not require the auditor to design procedures for the purpose of identifying other matters to be communicated with those charged with governance.
Independence	The engagement team, others in our firm, as appropriate, and our firm, have complied with all relevant ethical requirements regarding independence.

Matter	Discussion
Your Responsibilities	Our audit does not relieve management or those charged with governance of your responsibilities. Your responsibilities and ours are further referenced in our contract.
Distribution Restriction	This communication is intended solely for the information and use of the following and is not intended to be, and should not be, used by anyone other than these specified parties: • City Council and Management • North Carolina State Treasurer's Local Government Commission

Government Auditing Standards

Matter	Discussion
Scope of Our Audit	This report covers audit results related to your financial statementsand supplementary information: • As of and for the year ended June 30, 2022. • Conducted in accordance with our contract dated June 6, 2023
Our Responsibilities	FORVIS is responsible for forming and expressing an opinion about whether the financial statements that have been prepared by management, with the oversight of those charged with governance, are prepared in accordance with accounting principles generally accepted in the United States of America (GAAP)

Uniform Guidance Overview & Responsibilities

Matter	Discussion
Scope of Our Audit	We also provided reports as of June 30, 2022, on the following as required by U.S. Office of Management and Budget (OMB) Uniform Guidance and the Audit Manual for Governmental Auditors in North Carolina issued by the Local Government Commission: • Opinion on compliance for each major federal and state award program • Reports on internal control over compliance • Schedule of Expenditures of Federal and State Awards
Audit Scope & Inherent Limitations to *Reasonable Assurance*	A compliance audit performed in accordance with OMB Uniform Guidance and the Audit Manual for Governmental Auditors in North Carolina and the State Single Audit Implementation Act is designed to obtain reasonable, rather than absolute, assurance about whether noncompliance with the types of compliance requirements described in the OMB Compliance Supplement and the Compliance Supplements made available for state programs by the North Carolina Local Government Commission that could have a direct and material effect on a major federal or state award program occurred.

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Qualitative Aspects of Significant Accounting Policies & Practices

Significant Accounting Policies

Significant accounting policies are described in Note 1 of the audited financial statements.

With respect to new accounting standards adopted during the year, we call to your attention the following topics detailed in the following pages:

- GASB 87*Leases*

Unusual Policies or Methods

With respect to significant unusual accounting policies or accounting methods used for significant unusual transactions (significant transactions outside the normal course of business or that otherwise appear to be unusual due to their timing, size, or nature), we noted the following:

- No matters are reportable

Alternative Accounting Treatments

We had discussions with management regarding alternative accounting treatments within GAAP for policies and practices for material items, including recognition, measurement, and disclosure considerations related to the accounting for specific transactions as well as general accounting policies, as follows:

- No matters are reportable

Management Judgments & Accounting Estimates

Accounting estimates are an integral part of financial statement preparation by management, based on its judgments. Significant areas of such estimates for which we are prepared to discuss management's estimation process and our procedures for testing the reasonableness of those estimates include:

- Management's estimate of the depreciable lives of capital assets is based on the expected useful lives of individual capital assets
- Management's estimate of the liabilities related to the pension plans and other post-employment benefits ("OPEB"), as well as the related deferred inflows and outflows of resources, are based on actuarial assumptions and projections that are provided by third parties based on information provided by management
- Management's estimate of the liability for claims incurred but not reported ("IBNR") which are based on information provided by third parties based on information provided by management.
- Management's estimate of the terms and discount rates used for discounting lease receivables and lease liabilities, which are based on assumptions surrounding the City's incremental borrowing rates

Financial Statement Disclosures

The following areas involve particularly sensitive financial statement disclosures for which we are prepared to discuss the issues involved and related judgments made in formulating those disclosures:

- No matters are reportable

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Our Judgment About the Quality of the Entity's Accounting Principles

During the course of the audit, we made the following observations regarding the Entity's application of accounting principles:

- No matters are reportable

Significant Accounting Policies & Alternative Treatments – Details

GASB 87, *Leases*

Effective July 1, 2021, the Entity adopted GASB 87, Leases. GASB 87 creates one model for recognizing leases for both lessees and lessors. Substantially all leases are recognized on the lessee's statement of net position.

In the activity statement, lessees no longer report rent expense for the previously classified operating leases but instead report interest expense on the liability and amortization expense related to the asset. Lessors recognize a lease receivable and corresponding deferred inflow of resources. Interest income associated with the receivable are recognized using the effective interest method.

Adoption of GASB 87 required significant time to identify a complete list of lease contracts for consideration of adoption and measure the lease assets and liabilities for recognition. In addition, due to adoption of the standard, the Entity's key performance indicators related to the statement of net position (such as the current ratio) are likely not comparable to historical results.

Adjustments Identified by Audit

During the course of any audit, an auditor may propose adjustments to financial statement amounts. Management evaluates our proposals and records those adjustments that, in its judgment, are required to prevent the financial statements from being materially misstated.

A misstatement is a difference between the amount, classification, presentation, or disclosure of a reported financial statement item and that which is required for the item to be presented fairly in accordance with the applicable financial reporting framework.

Proposed & Recorded Adjustments

Auditor-proposed and management-recorded entries include the following:

- No matters are reportable

Uncorrected Misstatements

Some adjustments proposed were not recorded because their aggregate effect is not currently material; however, they involve areas in which adjustments in the future could be material, individually or in the aggregate.

Uncorrected audit misstatements pertaining to the latest period presented that were determined by management to be immaterial, both individually and in the aggregate, but more than trivial to the financial statements as a whole are included as an attachment to this communication.

While these uncorrected misstatements were deemed to be immaterial to the current-year financial statements, it is possible that the impact of these uncorrected misstatements, or matters underlying these uncorrected misstatements, could potentially cause future-period financial statements to be materially misstated.

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Other Required Communications

Disagreements with Management

The following matters involved disagreements which if not satisfactorily resolved would have caused a modified auditor's opinion on the financial statements:

- No matters are reportable

Consultation with Individuals Outside of the Engagement Team

During our audit, we encountered the following matters, for which we consulted the views of individuals outside of the engagement team:

- No matters are reportable

Consultation with Other Accountants

During our audit, we became aware that management had consulted with other accountants about the following auditing or accounting matters:

- No matters are reportable

Difficulties Encountered in Performing the Audit

Our audit requires cooperative effort between management and the audit team. During our audit, we found significant difficulties in working effectively on the following matters:

- No matters are reportable

Other Material Communications

Listed below are other material communications between management and us related to the audit:

- Management representation letter (see Attachments)

We orally communicated to management other deficiencies in internal control identified during our audit that are not considered material weaknesses or significant deficiencies.

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Attachments

Management Representation Letter (Appendix A)

As a material communication with management, included herein is a copy of the representation letter provided by management at the conclusion of our engagement.

Schedule of Uncorrected Misstatements (Appendix B)

The detail of uncorrected misstatements identified as a result of our engagement are included herein.

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Appendix A

Management Representation Letter

Representation of:
City of Goldsboro
200 North Center Street
Goldsboro, NC 27530

Provided to:
FORVIS, LLP
Certified Public Accountants
1829 Eastchester Drive
High Point, North Carolina 27265

The undersigned ("We") are providing this letter in connection with FORVIS' audit of our financial statements as of and for the year ended June 30, 2022.

Our representations are current and effective as of the date of FORVIS' report: November 20, 2023.

Our engagement with FORVIS is based on our contract for services dated: June 6, 2023.

Our Responsibility & Consideration of Material Matters

We confirm that we are responsible for the fair presentation of the financial statements subject to FORVIS' report in conformity with accounting principles generally accepted in the United States of America.

We are also responsible for adopting sound accounting policies; establishing and maintaining effective internal control over financial reporting, operations, and compliance; and preventing and detecting fraud.

Certain representations in this letter are described as being limited to matters that are material. Items are considered material, regardless of size, if they involve an omission or misstatement of accounting information that, in light of surrounding circumstances, makes it probable that the judgment of a reasonable person relying on the information would be changed or influenced by the omission or misstatement. An omission or misstatement that is monetarily small in amount could be considered material as a result of qualitative factors.

Confirmation of Matters Specific to the Subject Matter of FORVIS' Report

We confirm, to the best of our knowledge and belief, the following:

Broad Matters

1. We have fulfilled our responsibilities, as set out in the terms of our contract, for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America.

2. We acknowledge our responsibility for the design, implementation, and maintenance of:

    a. Internal control relevant to the preparation and fair presentation of the financial statements that are free from material misstatement, whether due to fraud or error.

    b. Internal control to prevent and detect fraud.

3. We have provided you with:

    a. Access to all information of which we are aware that is relevant to the preparation and fair presentation of the financial statements, such as financial records and related data,

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documentation, and other matters.

b. Additional information that you have requested from us for the purpose of the audit.

c. Unrestricted access to persons within the entity from whom you determined it necessary to obtain audit evidence.

d. All minutes of governing body meetings held through the date of this letter or summaries of actions of recent meetings for which minutes have not yet been prepared. All unsigned copies of minutes provided to you are copies of our original minutes approved by the governing body, if applicable, and maintained as part of our records.

e. All significant contracts.

4. We have responded fully and truthfully to all your inquiries.

Government Auditing Standards

5. We acknowledge that we are responsible for compliance with applicable laws, regulations and provisions of contracts and grant agreements.

6. We have identified and disclosed to you all laws, regulations, and provisions of contracts and grant agreements that have a direct and material effect on the determination of amounts in our financial statements or other financial data significant to the audit objectives.

7. We have identified and disclosed to you any violations or possible violations of laws, regulations, including those pertaining to adopting, approving, and amending budgets, and provisions of contracts and grant agreements, tax or debt limits and any related debt covenants whose effects should be considered for recognition and/or disclosure in the financial statements or for your reporting on noncompliance.

8. We have identified to you any previous financial audits, attestation engagements, performance audits, or other studies related to the objectives of your audit and the corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other studies.

Federal and State Awards Programs (Uniform Guidance and North Carolina State Single Audit Implementation Act)

9. We have identified in the schedule of expenditures of federal and state awards all assistance provided (either directly or passed through other entities) by federal and state agencies in the form of grants, contracts, loans, loan guarantees, property, cooperative agreements, interest subsidies, commodities, insurance, direct appropriations, or in any other form.

10. We have disclosed to you all contracts or other agreements with service organizations, and we have disclosed to you all communications from the service organizations relating to noncompliance at the service organizations.

11. We have reconciled the schedule of expenditures of federal and state awards (SEFSA) to the financial statements.

12. Federal and state awards-related revenues and expenditures are fairly presented, both in form and content, in accordance with the applicable criteria in the entity's financial statements.

13. We have evaluated all recipient organizations that received federal and state funding and have

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correctly identified all subrecipients on the SEFSA.

14. We have identified the types of compliance requirements described in the *U.S. Office of Management and Budget (OMB) Compliance Supplement* and the State Single Audit Implementation Act regarding activities allowed or unallowed; allowable cost principles; cash management; eligibility; equipment and real property management; matching, level of effort, earmarking; period of performance; procurement and suspension and debarment; program income; reporting; subrecipient monitoring; and special tests and provisions that are applicable to each of our federal and state awards programs. We have identified to you our interpretation of any applicable compliance requirements subject to varying interpretations.

15. We are responsible for complying, and have complied, with the requirements of Uniform Guidance and the State Single Audit Implementation Act.

16. We are responsible to understand and comply with the requirements of federal and state statutes, regulations, and the terms and conditions of federal and state awards related to each of our federal and state awards programs and have disclosed to you any and all instances of noncompliance with those requirements occurring during the period of your audit or subsequent thereto to the date of this letter of which we are aware. Except for any instances of noncompliance we have disclosed to you, we believe the entity has complied with all applicable compliance requirements.

17. We are responsible for the design, implementation, and maintenance of internal controls over compliance that provide reasonable assurance we have administered each of our federal and state awards programs in compliance with federal and state statutes, regulations, and the terms and conditions of the federal awards.

18. We have made available to you all federal and state awards (including amendments, if any) and any other correspondence or documentation relevant to each of our federal and state awards programs and to our compliance with applicable requirements of those programs.

19. The information presented in federal and state awards program financial reports and claims for advances and reimbursements is supported by the books and records from which our financial statements have been prepared.

20. The costs charged to federal and state awards are in accordance with applicable cost principles.

21. The reports provided to you related to federal and state awards programs are true copies of reports submitted or electronically transmitted to the federal awarding agency, the applicable payment system, or pass-through entity in the case of a subrecipient.

22. Amounts claimed or used for matching were determined in accordance with Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) regarding cost principles.

23. We have monitored any subrecipients to determine that they have expended federal awards in accordance with federal statutes, regulations, and the terms and conditions of the subaward and have met the audit and other requirements of the Uniform Guidance.

24. We have taken appropriate corrective action on a timely basis after receipt of any subrecipient's auditor's report that identified findings and questioned costs pertaining to federal and state awards programs passed through to the subrecipient by us, as applicable.

25. We have considered the results of any subrecipient's audits received and made any necessary

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adjustments to our books and records, as applicable.

26. We have disclosed to you any communications from federal and state awarding agencies and pass-through entities concerning possible noncompliance with the applicable compliance requirements for each of our federal and state awards programs, including any communications received from the end of the period of your audit through the date of this letter.

27. We have identified to you any previous compliance audits, attestation engagements, and internal or external monitoring related to the objectives of your compliance audit, including findings received and corrective actions taken to address any significant findings and recommendations made in such audits, attestation engagements, or other monitoring.

28. The reporting package does not contain any protected personally identifiable information.

29. No changes have been made in internal control over compliance or other factors that might significantly affect internal control, including any corrective action we have taken regarding significant deficiencies or material weaknesses in internal control over compliance subsequent to the period covered by the auditor's reports.

Misappropriation, Misstatements, & Fraud

30. We have informed you of all current risks of a material amount that are not adequately prevented or detected by our procedures with respect to:

    a. Misappropriation of assets.

    b. Misrepresented or misstated assets, deferred outflows of resources, liabilities, deferred inflows of resourses, net position or fund balance.

31. We have no knowledge of fraud or suspected fraud affecting the entity involving:

    a. Management or employees who have significant roles in internal control over financial reporting, or

    b. Others when the fraud could have a material effect on the financial statements.

32. We understand that the term "fraud" includes misstatements arising from fraudulent financial reporting and misstatements arising from misappropriation of assets. Misstatements arising from fraudulent financial reporting are intentional misstatements, or omissions of amounts or disclosures in financial statements to deceive financial statement users. Misstatements arising from misappropriation of assets involve the theft of an entity's assets where the effect of the theft causes the financial statements not to be presented in conformity with accounting principles generally accepted in the United States of America.

33. We have no knowledge of any allegations of fraud or suspected fraud affecting the entity received in communications from employees, former employees, customers, analysts, SEC or other regulators, short-sellers, suppliers, or others.

34. We have assessed the risk that the financial statements may be materially misstated as a result of fraud and disclosed to you any such risk identified.

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Ongoing Operations

35. We have evaluated whether there are conditions or events known or reasonably knowable, considered in the aggregate, that raise substantial doubt about the entity's ability to continue as a going concern within one year of the date of this letter without consideration of potential mitigating effects of management's plans not yet fully implemented and concluded substantial doubt does not exist.

Related Parties

36. We have disclosed to you the identity of all of the entity's related parties and all the related-party relationships of which we are aware.

    In addition, we have disclosed to you all related-party transactions and amounts receivable from or payable to related parties of which we are aware, including any modifications during the year that were made to related-party transaction agreements which existed prior to the beginning of the year under audit, as well as new related-party transaction agreements that were executed during the year under audit.

    Related-party relationships and transactions have been appropriately accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.

37. We understand that the term related party refers to:

    - Affiliates
    - Entities for which investments are accounted for by the equity method
    - Trusts for the benefits of employees, such as pension and profit-sharing trusts that are managed by or under the trusteeship of management
    - Management and members of their immediate families
    - Any other party with which the entity may deal if one party can significantly influence the management or operating policies of the other to an extent that one of the transacting parties might be prevented from fully pursuing its own separate interests.

    Another party is also a related party if it can significantly influence the management or operating policies of the transacting parties or if it has an ownership interest in one of the transacting parties and can significantly influence the other to an extent that one or more of the transacting parties might be prevented from fully pursuing its own separate interests.

    The term affiliate refers to a party that directly or indirectly controls, or is controlled by, or is under common control with, the entity.

Litigation, Laws, Rulings & Regulations

38. We have disclosed to you all known actual or possible litigation and claims whose effects should be considered when preparing the financial statements. The effects of all known actual or possible litigation and claims have been accounted for and disclosed in accordance with accounting principles generally accepted in the United States of America.

39. We have provided you with all examination reports, agreements and related correspondence from regulatory agencies and any related findings.

40. We have no knowledge of communications, other than those specifically disclosed, from regulatory agencies, governmental representatives, employees, or others concerning

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investigations or allegations of noncompliance with laws and regulations, deficiencies in financial reporting practices, or other matters that could have a material adverse effect on the financial statements.

41. We have disclosed to you all known instances of violations or noncompliance or possible violations or suspected noncompliance with laws and regulations whose effects should be considered when preparing financial statements or as a basis for recording a loss contingency.

42. There are no regulatory examinations currently in progress for which we have not received examination reports.

43. We have not been designated as a potentially responsible party (PRP or equivalent status) by the Environmental Protection Agency (EPA) or other cognizant regulatory agency with authority to enforce environmental laws and regulations.

Nonattest Services

44. You have provided nonattest services, including the following, during the period of this engagement:

    - Preparing a draft of the financial statements and related notes and supplementary information
    - Preparing a draft of the SEFSA and related notes
    - Completing the auditee portion of the Form SF-SAC (Data Collection Form) through the Federal Audit Clearinghouse
    - Completing the applicable sections of the Data Input Worksheet, and uploading of the same to the North Carolina State Treasurer's website
    - Maintenance of tax depreciation schedules
    - Preparing entries to convert from modified accrual to full-accrual basis statements
    - Uploading of financial statements and compliance reports to the North Carolina State Treasurer's website

45. With respect to these services:

    a. We have designated a qualified management-level individual to be responsible and accountable for overseeing the nonattest services.

    b. We have established and monitored the performance of the nonattest services to ensure they meet our objectives.

    c. We have made any and all decisions involving management functions with respect to the nonattest services and accept full responsibility for such decisions.

    d. We have evaluated the adequacy of the services performed and any findings that resulted.

    e. Established and maintained internal controls, including monitoring ongoing activities.

    f. When we receive final deliverables from you we will store those deliverables in information systems controlled by us. We have taken responsibility for maintaining internal control over these deliverables.

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Financial Statements & Reports

46. We have reviewed and approved a draft of the financial statements and related notes referred to above, which you prepared in connection with your audit of our financial statements. We acknowledge that we are responsible for the fair presentation of the financial statements and related notes.

47. With regard to supplementary information:

    a. We acknowledge our responsibility for the presentation of the supplementary information in accordance with the applicable criteria.

    b. We believe the supplementary information is fairly presented, both in form and content, in accordance with the applicable criteria.

    c. The methods of measurement and presentation of the supplementary information are unchanged from those used in the prior period, and we have disclosed to you any significant assumptions or interpretations underlying the measurement and presentation of the supplementary information.

    d. We believe the significant assumptions or interpretations underlying the measurement and/or presentation of the supplementary information are reasonable and appropriate.

We do not issue an annual report, nor do we have plans to issue an annual report at this time.

Transactions, Records & Adjustments

48. All transactions have been recorded in the accounting records and are reflected in the financial statements.

49. The entity has appropriately reconciled its general ledger accounts to their related supporting information. All related reconciling items considered to be material were identified and included on the reconciliations and were appropriately adjusted in the financial statements. All intracompany (and intercompany) accounts have been eliminated or appropriately measured and considered for disclosure in the financial statements.

50. We have everything we need to keep our books and records.

51. We have disclosed any significant unusual transactions the entity has entered into during the period, including the nature, terms, and business purpose of those transactions.

52. We are in agreement with the adjusting journal entries you have proposed, and they have been posted to the entity's accounts.

53. We believe the effects of the uncorrected financial statement misstatements and omitted disclosures summarized in the attached schedule and aggregated by you during the current engagement are immaterial, both individually and in the aggregate, to the financial statements taken as a whole.

Governmental Accounting & Disclosure Matters

54. Interfund, internal, and intra-entity activity and balances have been appropriately classified and reported.

55. With regard to deposit and investment activities:

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a. All deposit, repurchase and reverse repurchase agreements, and investment transactions have been made in accordance with legal and contractual requirements.

b. Investments, derivative instrument transactions, and land and other real estate held by endowments are properly valued.

c. Disclosures of deposit and investment balances and risks in the financial statements are consistent with our understanding of the applicable laws regarding enforceability of any pledges of collateral.

d. We understand that your audit does not represent an opinion regarding the enforceability of any collateral pledges.

56. The financial statements include all component units, appropriately present majority equity interests in legally separate organizations and joint ventures with an equity interest, and properly disclose all other joint ventures and other related organizations.

57. We have identified and evaluated all potential fiduciary activities. The financial statements include all fiduciary activities required by GASB Statement No. 84, *Fiduciary Activities*, as amended.

58. Components of net position (net investment in capital assets, restricted, and unrestricted) and classifications of fund balance (nonspendable, restricted, committed, assigned, and unassigned) are properly classified and, if applicable, approved.

59. Capital assets, including infrastructure and intangible assets, are properly capitalized, reported, and, if applicable, depreciated or amortized.

60. We have appropriately disclosed the entity's policy regarding whether to first apply restricted or unrestricted resources when an expense is incurred for purposes for which both restricted and unrestricted net position/fund balance is available and have determined that net position is properly recognized under the policy.

61. The entity has properly separated information in debt disclosures related to direct borrowings and direct placements of debt from other debt and disclosed any unused lines of credit, collateral pledged to secure debt, terms in debt agreements related to significant default or termination events with finance-related consequences, and significant subjective acceleration clauses in accordance with GASB Statement No. 88.

62. The entity's ability to continue as a going concern was evaluated and that appropriate disclosures are made in the financial statements as necessary under GASB requirements.

63. The supplementary information required by the Governmental Accounting Standards Board, consisting of management's discussion and analysis, budgetary comparisons, and pension information, has been prepared and is measured and presented in conformity with the applicable GASB pronouncements, and we acknowledge our responsibility for the information. The information contained therein is based on all facts, decisions, and conditions currently known to us and is measured using the same methods and assumptions as were used in the preparation of the financial statements. We believe the significant assumptions underlying the measurement and/or presentation of the information are reasonable and appropriate. There has been no change from the preceding period in the methods of measurement and presentation.

64. With regard to pension and OPEB benefits:

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a. We believe the actuarial assumptions and methods used to measure pension and OPEB liabilities and costs for financial accounting purposes are appropriate in the circumstances.

b. We have provided you with the entity's most current pension and OPEB plan instrument for the audit period, including all plan amendments.

c. The participant data provided to you related to pension and OPEB plans are true copies of the data submitted or electronically transmitted to the plan's actuary.

d. The participant data that we provided the plan's actuary for the purposes of determining the actuarial present value of accumulated plan benefits and other actuarially determined amounts in the financial statements were complete.

General Government Matters

65. The financial statements properly classify all funds and activities in accordance with GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, as amended.

66. All funds that meet the quantitative criteria in in GASB Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments*, as amended, and No. 37, *Basic Financial Statements—and Management's Discussion and Analysis-for State and Local Governments: Omnibus-an Amendment of GASB Statements No. 21 and No. 34*, for presentation as major are identified and presented as such and all other funds that are presented as major are particularly important to financial statement users.

67. Expenses have been appropriately classified in or allocated to functions and programs in the statement of activities, and allocations have been made on a reasonable basis.

68. Revenues are appropriately classified in the statement of activities within program revenues, general revenues, contributions to term or permanent endowments, or contributions to permanent fund principal.

69. We have appropriately disclosed that the entity is following either its established accounting policy regarding which governmental fund resources (that is, restricted, committed, assigned, or unassigned) are considered to be spent first for expenditures for which more than one resource classification is available or is following paragraph 18 of GASB Statement No. 54 to determine the fund balance classifications for financial reporting purposes and have determined that fund balance is properly recognized under the policy.

70. We have exercised due care in the preparation of the introductory and statistical sections included in our annual comprehensive financial report (ACFR) and are not aware of any information contained therein that is inconsistent with the information contained in our basic financial statements.

Accounting & Disclosures

71. All transactions entered into by the entity are final. We are not aware of any unrecorded transactions, side agreements or other arrangements (either written or oral) that are in place.

72. Except as reflected in the financial statements, there are no:

a. Plans or intentions that may materially affect carrying values or classifications of assets, deferred outflows of resources, liabilities, deferred inflows of resourses, net position or fund

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balance.

b. Material transactions omitted or improperly recorded in the financial records.

c. Material unasserted claims or assessments that are probable of assertion or other gain/loss contingencies requiring accrual or disclosure, including those arising from environmental remediation obligations.

d. Events occurring subsequent to the balance sheet date through the date of this letter, which is the date the financial statements were available to be issued, requiring adjustment or disclosure in the financial statements.

e. Agreements to purchase assets previously sold.

f. Arrangements with financial institutions involving compensating balances or other arrangements involving restrictions on cash balances, lines of credit or similar arrangements.

g. Guarantees, whether written or oral, under which the entity is contingently liable.

h. Known or anticipated asset retirement obligations.

73. Except as disclosed in the financial statements, the entity has:

a. Satisfactory title to all recorded assets, and those assets are not subject to any liens, pledges, or other encumbrances.

b. Complied with all aspects of contractual agreements, for which noncompliance would materially affect the financial statements.

Revenue, Accounts Receivable, & Inventory

74. Adequate provisions and allowances have been accrued for any material losses from:

a. Uncollectible receivables.

b. Excess or obsolete inventories.

c. Sales commitments, including those unable to be fulfilled.

d. Purchase commitments in excess of normal requirements or at prices in excess of prevailing market prices.

Estimates

75. We have identified all accounting estimates that could be material to the financial statements and we confirm the appropriateness of the methods and the consistency in their application, the accuracy and completeness of data and the reasonableness of significant assumptions used by us in making the accounting estimates, including those measured at fair value reported in the financial statements.

76. Significant estimates that may be subject to a material change in the near term have been properly disclosed in the financial statements. We understand that “near term” means the period within one year of the date of the financial statements. In addition we have no knowledge of concentrations, which refer to volumes of business, revenues, available sources of supply, or markets, loans, investments, or deposits, existing at the date of the financial statements that

Preliminary Draft

would make the entity vulnerable to the risk of severe impact in the near term that have not been properly disclosed in the financial statements.

Fair Value

77. With respect to the fair value measurements of financial and nonfinancial assets and liabilities, if any, recognized in the financial statements or disclosed in the notes thereto:

    a. The underlying assumptions are reasonable and they appropriately reflect management's intent and ability to carry out its stated course of action.

    b. The measurement methods and significant assumptions used in determining fair value are appropriate in the circumstances for financial statement measurement and disclosure purposes and have been consistently applied.

    c. The significant assumptions appropriately reflect market participant assumptions.

    d. The disclosures related to fair values are complete, adequate, and in conformity with U.S. GAAP.

    e. There are no subsequent events that require adjustments to the fair value measurements and disclosures included in the financial statements.

GASB Statement 87, Leases

78. In connection with the adoption of GASB Statement No. 87, *Leases* (GASB 87), we represent the following:

    a. We have identified a complete population of potential leases as of the implementation date.

    b. We have reviewed all significant contracts to identify lease and nonlease components as of the earliest date of adoption. Allocation of contract prices between lease and nonlease components are based upon standalone prices or other reasonable factors.

    c. Measurements of the lease assets and liabilities are based upon facts and circumstances that existed at the beginning of the period of implementation.

    d. The estimates related to any options to extend or terminate the lease terms within the measurement of lease assets and liabilities agree to management's plans for the leases.

    e. The discount rates for each lease are based upon what would be obtained by the entity for similar loans as an incremental rate.

    f. The classification and accounting of related-party leases between entities, for which separate financial statements are issued, have been modified to recognize the substance of the transaction rather than only its legal form.

    g. We have adequate controls in place to prevent and/or detect errors in lease assets and liabilities on a recurring basis.

    h. The footnotes to the financial statements appropriately describe the adoption of GASB 87 and include all additional disclosures required under the Statement.

Preliminary Draft

_____
Timothy M. Salmon, City Manager

_____
Catherine F. Gwynn, Finance Director

Attachment included:

- Schedule of Uncorrected Misstatements

Preliminary Draft

Preliminary Draft

Appendix B

Schedule of Uncorrected Misstatements

City of Goldsboro
Management Representation Letter
Summary of Uncorrected Misstatements
Year Ended June 30, 2022

	Effect on Changes in Net Position/Fund Balance Overstatement (Understatement)				
Description	**Governmental Activities**	**General Fund**	**Business-type Activities**	**Utility Fund**	**Stormwater Fund**
Over accrual of unbilled accounts receivable in the current year	$ 75,586	$ 75,586	$ 310,222	$ 283,329	$ 26,893
Reversal of prior year over accrual of unbilled accounts receivable received in the current year	(74,995)	(74,995)	$ (311,218)	(284,489)	(26,729)
Understatement of pension expense in the current year	-	-	21,733	21,733	-
Reversal of prior year under accrual of payroll expenses	70,999	70,999	11,960	10,436	1,524
Net effect of uncorrected misstatements	$ 71,590	$ 71,590	$ 32,697	$ 31,009	$ 1,688
Net Position/Fund Balances	$ 63,522,866	$ 21,407,906	$ 67,271,240	$ 64,878,667	$ 2,392,573
Net effect percentage	0.1%	0.3%	0.0%	0.0%	0.1%

Preliminary Draft

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina
200 North Center Street, 27530
P 919.580.4362

PROPOSED
2024 Goldsboro City Council Meeting Dates
**Work Session-5:00 p.m. --- Council Meeting-7:00 p.m.*

Monday, January 8
Monday, January 22
(2nd and 4th Monday of the month due to Holidays)

Monday, February 12
(One meeting in February due to Council Retreat)

Monday, March 4
Monday, March 18

Monday, April 1
Monday, April 15

Monday, May 6
Monday, May 20

Monday, June 3
Monday, June 17

Monday, July 15
(One meeting in July due to the Holiday)

Monday, August 5
Monday, August 19

Tuesday, September 3 (Monday, September 2nd is a holiday – Labor Day)
Monday, September 16

Monday, October 7
Monday, October 21

Monday, November 4
Monday, November 18

Monday, December 2
Monday, December 16

Proposed Retreat Dates 2024
February 20 and 21 (Tuesday and Wednesday)

*****Meeting dates and/or times are subject to change with proper notice.***

MINUTES OF THE MEETING OF THE GOLDSBORO CITY COUNCIL
NOVEMBER 6, 2023

WORK SESSION

The City Council of the City of Goldsboro, North Carolina, met in a Work Session in the Large Conference Room, City Hall Addition, 200 North Center Street, at 5:00 p.m. on November 6, 2023.

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

Roll Call.

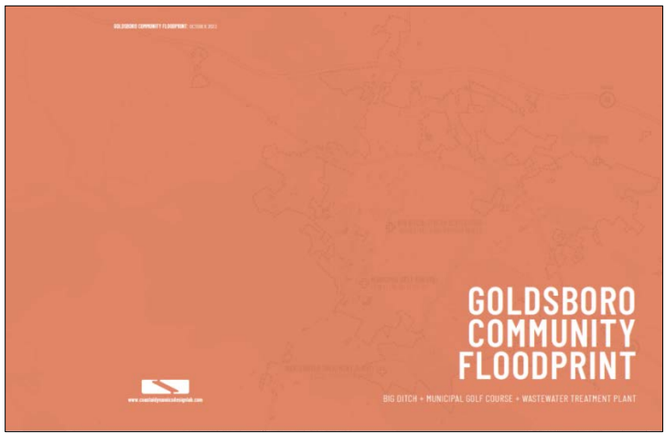
Present: Mayor David Ham, Presiding
Mayor Pro Tem Brandi Matthews
Councilwoman Hiawatha Jones
Councilman Bill Broadaway
Councilman Charles Gaylor, IV
Councilman Greg Batts

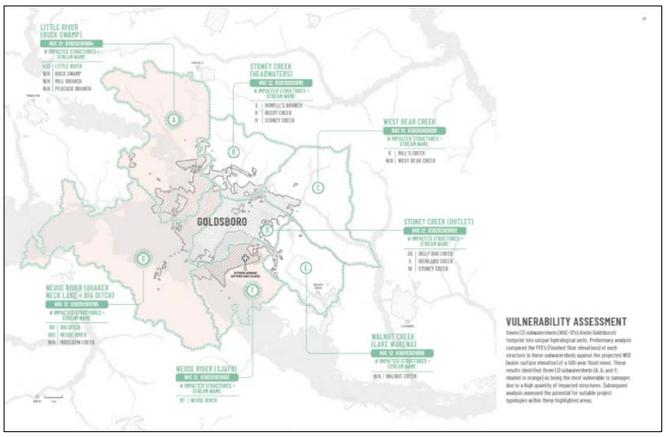
Also Present: Tim Salmon, City Manager
Ron Lawrence, City Attorney
Matthew Livingston, Assistant City Manager
Holly Jones, Deputy City Clerk
Laura Getz, City Clerk

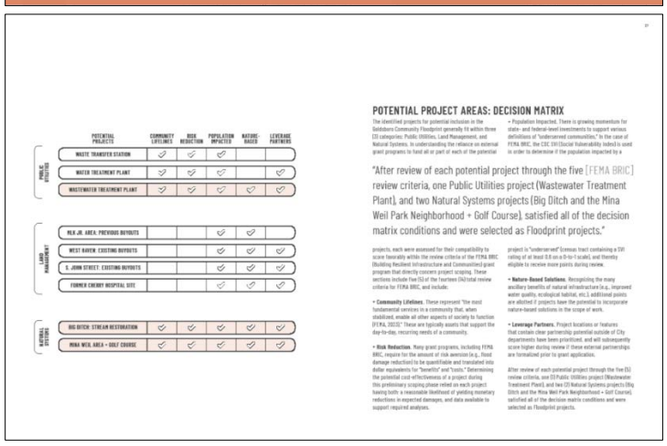
Adoption of the Agenda. Tim Salmon, City Manager requested that Work Session Item a, FY21-22 Audit, be moved to the November 20, 2023 meeting, and that Item T, Amendment of an Ordinance, be added to the Consent Agenda. Upon motion of Councilman Broadaway, seconded by Councilman Gaylor, and unanimously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

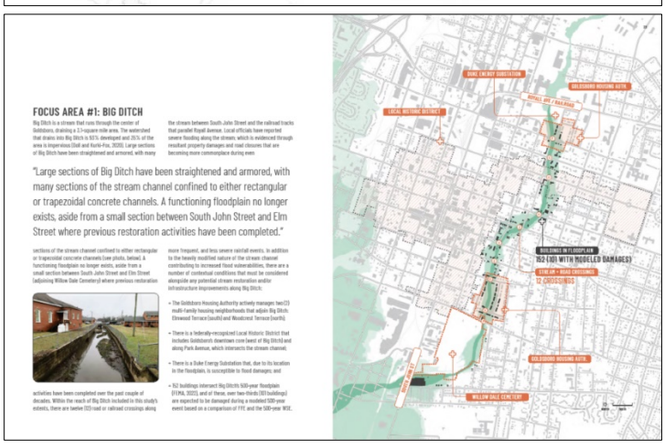
Old Business.

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









FOCUS AREA #2: MINA WEIL PARK NEIGHBORHOOD + GOLF COURSE

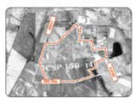
The Goldsboro Municipal Golf Course encompasses an approximately 126-acre area, and is owned and operated by the City of Goldsboro Parks & Recreation Department. Prior to construction in 1942, the course land surrounding residential neighborhood area) was primarily used for

"In many cases, these drainage systems have been heavily modified, filled in, or covered up [and contribute to] nuisance flooding observed throughout the golf course, along neighborhood streets, and within residential property during smaller, more frequent storm events."

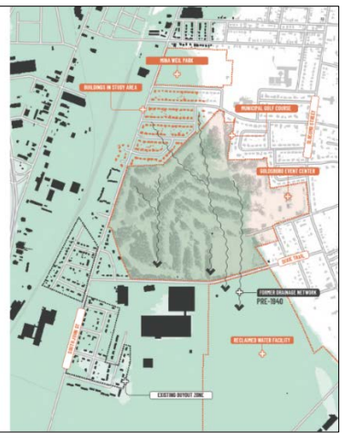
agricultural purposes — containing an intricate network of ditches and channels in order to provide adequate drainage to the croplands. These drainage networks can be seen in historic aerial imagery of the property (see photo from 1942 with an outline of the golf course property and present-day roads labeled; State Archives of North Carolina), however, in many cases these drainage systems have been heavily modified, filled in, or covered up — likely as part of the course's initial construction, during subsequent renovation of the golf course in 1969, and/or during construction of the residential houses and supporting infrastructure in the 1960s.

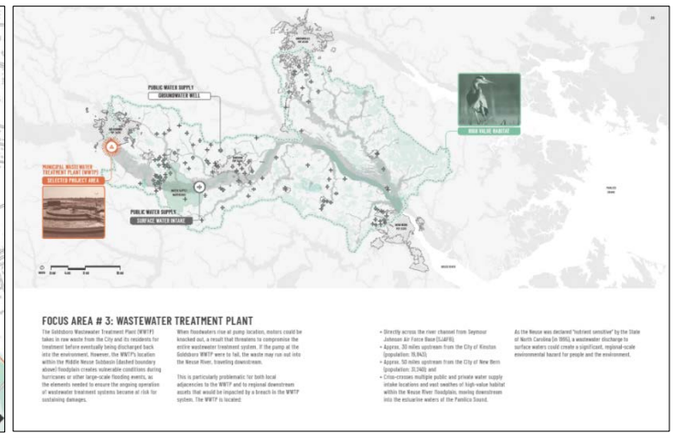
While heavy rainfall and water backing up from the Neuse River causes significant flooding through the mapped floodplain (shaded in teal), testimonial from homeowner(s) in the "Nina Weil Park Neighborhood" (north of the golf course) and City staff from the Parks & Recreation Department also report semi-regular nuisance flooding observed throughout the golf course, along neighborhood streets, and within residential property during smaller, more frequent storm events.

While more traditional forms of hazard mitigation practices (e.g., acquisitions or elevations) are most likely to offer the most substantive risk reduction benefits to homeowners in the surrounding residential neighborhoods for large-scale flood events (e.g., 100-year flood), combining these practices with nature-based solutions to handle the smaller-scale nature periods (e.g., 10-year flood) could yield additional flood reduction benefits, such as improved drainage capabilities within



the neighborhood streetscape and through the golf course, enhanced play at the golf course, and additional ecosystem services to the broader community (e.g., water quality, habitat, etc).





FOCUS AREA # 3: WASTEWATER TREATMENT PLANT

The Goldsboro Wastewater Treatment Plant (WWTP) takes in raw waste from the City and its residents for treatment before eventually being discharged back into the environment. However, the WWTP's location within the Middle Neuse Subbasin (dashed boundary) alowed floodplain creates vulnerable conditions during hurricanes or other large-scale flooding events, as the elements needed to ensure the ongoing operation of wastewater treatment systems become at risk for sustaining damages.

When floodwaters rise at pump location, motors could be knocked out, a result that threatens to compromise the entire wastewater treatment system. If the pump at the Goldsboro WWTP were to fail, the waste may run out into the Neuse River, traveling downstream.

This is particularly problematic for both local adjacencies to the WWTP and to regional downstream assets that would be impacted by a breach in the WWTP system. The WWTP is located:

- Directly across the river channel from Seymour Johnson Air Force Base (SJAFB);
- Approx. 30 miles upstream from the City of Kinston (population: 19,842);
- Approx. 50 miles upstream from the City of New Bern (population: 31,240); and
- Criss-crosses multiple public and private water supply intake locations and vast swathes of high-value habitat within the Neuse River floodplain, making downstream into the estuarine waters of the Pamlico Sound.

As the Neuse was declared "nutrient sensitive" by the State of North Carolina (in 1994), a wastewater discharge to surface waters could create a significant, regional-scale environmental hazard for people and the environment.

PUBLIC ENGAGEMENT #1

DECEMBER 2022

The purpose of this public engagement session was to solicit community feedback and preferences for potential flood reduction strategies within the Big Ditch and Golf Course focus areas. Of the eight (8) flood reduction strategies presented, seven (7) of them were generally supported by stakeholders via push-pin votes and were collectively viewed as being a betterment to existing conditions.

FLOOD REDUCTION STRATEGIES

The purpose of this public engagement session was to solicit community feedback and preferences for potential flood reduction strategies within the Big Ditch and Golf Course focus areas. Leading up to the event, advertisement efforts included use of: i) traditional City-led communication strategies through the Public Information Officer (PIO); ii) pre-engagement meetings with representatives from each

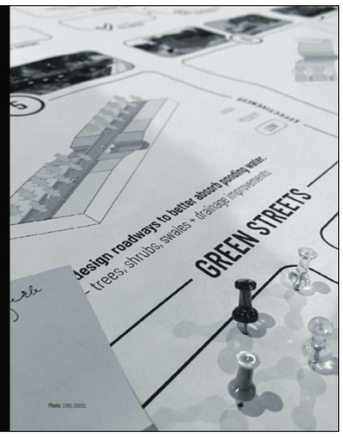


focus area (City of Goldsboro, Goldsboro Housing Authority, City Parks & Recreation Department); and iii) direct mail flyers to 900+ property addresses nearest the focus areas.

The event was held at the W.A. Foster Recreation Center (901 South John Street) in Goldsboro, and was structured as a "drop-in" event, where stakeholders could attend for any preferred allotment of time between 4:00 – 8:00pm.

Representatives from the CEDL, the North Carolina Office of Recovery and Resiliency (NCORR), and project partners from the City were present to engage with stakeholders via conversation and information presented on posters. During the session, participants were asked to interact with the posters through use of provided push-pins of a voting mechanism, and through post-it note comments to provide any additional remarks.

Key Takeaways: of the eight (8) flood reduction strategies presented, the only one that elicited any negative response was acquisition of flood-prone properties ("buyouts"). Of the remaining seven (7) flood reduction strategies, some yielded more positive votes than others; however, they were collectively supported and viewed as a betterment to existing conditions.



Photos: CDM, CDEDG

PUBLIC ENGAGEMENT #2

DECEMBER 2022

This engagement event served as an opportunity to partake in workshop-style discussion and "overlay drawing" specific to the Municipal Golf Course property. During the open session, members of the project team worked with partners from the Parks & Recreation Department to identify nuisance flooding areas, drainage patterns, and play considerations that need to be considered as part of any potential flood reduction strategies including the golf course.

WORKSHOP / CHARRETTE

This engagement session served as an opportunity to partake in workshop-style discussion and "overlay drawing" specific to the Municipal Golf Course property.

This event used the same advertisement campaign as Workshop #1 (Goldsboro Public Information Officer and direct mail flyers), and also included a pre-engagement meeting with representatives from the City Parks &



Recreation Department. The event was held at the Goldsboro Event Center (801), which is located on the Municipal Golf Course property (1501 South Slocumb Street). Similar to Workshop #1, this was advertised as a "drop-in" event, where stakeholders could attend for any preferred allotment of time between 4:00 – 8:00pm.

During the workshop, members of the project team worked with partners from the Parks & Recreation Department to identify nuisance flooding areas, drainage patterns, and play considerations that need to be considered as part of any potential flood reduction strategies including the golf course.

Key Takeaways: as the golf course is nearly entirely in the Neuse River floodplain, much of the course gets inundated during extreme weather events. While this is generally an appropriate use of flood-prone lands, drainage improvements to several problematic areas could help reduce maintenance and play burdens on the course during smaller storm events, while also better capturing the historic drainage network from the residential neighborhoods upstream (north) of the golf course.



Photo: CDM, CDEDG

STREAM RESTORATION + INFRASTRUCTURE IMPROVEMENTS

BIG DITCH

This project will: i) **restore approximately 2,300 linear feet of stream**; ii) **upgrade three (3) culvert/bridge conditions**; and iii) **create a "floodplain park" within the Elmwood Terrace community**. Hydraulic modeling of the proposed scope of work indicates that these improvements will reduce flood-related damages throughout the project area. Specifically, (14) single-family residential units, (63) multi-family residential units, and (3) public/private entities will benefit from reductions in projected flood heights, and, two (2) of the three (3) road crossings will be able to withstand flood conditions equivalent to modeled 100- and 500-year flood events.



CONTEXT + DESIGN INTENT

The specific location of the proposed scope of work along Big Ditch has been identified because it:

- Correlates with areas along the stream that are modeled to receive **damaging floodwaters on a frequent, recurring basis;**
- Is predominantly in a Census Tract (37191005102) with **socioeconomic factors historically associated with a lack of investment** in resilience-building projects; and
- Contains the spatial and land ownership conditions required of a project to be **technically feasible.**

The area encompassing and immediately surrounding the project site is in a residential area with a history of disturbance. Typical site vegetation includes extensive areas of lawn mown right up to the channel edge (Photo 01), residential landscaping, and some areas of early successional forest with a mix of native and invasive species (Photo A). 50-meter resolution land cover data from the U.S. Geological Survey (USGS) describes the area within the proposed limit of Work boundary as being 84.1% "Developed / Other Human Use" and 5.5% "Agricultural & Developed Vegetation."

Full restoration of Big Ditch to a pre-disturbance state is not possible due to the surrounding urban context (e.g., road crossings and buildings shown in Photos B, C, and D), **but the proposed scope of work will increase the stream's sinuosity, widen the floodplain, and modify naturalized areas to more appropriately serve environmental functions.**



EXISTING CONDITIONS MODEL

The North Carolina Floodplain Mapping Program FEMA Effective HEC-RAS model for Big Ditch was used for hydraulic analysis of the existing conditions. The effective model was obtained from the North Carolina Flood Risk Information System (NC FRIS) database (NCFMP, 2019), and the project team surveyed elevations at the culverts and roads near the Elmwood Terrace community to validate / update the model.

Updating the model revealed that the previously completed Division of Mitigation Services (DMS) stream mitigation project downstream (south) of Elm Street was not reflected in the effective model geometry and the culvert at Elm Street was shown as a bridge with a lower invert rather than the existing box culvert. The culvert at Elm Street was corrected to reflect the as-built conditions, new cross sections were added, and the previously completed DMS restoration project was added to the model using cross-section data from the DMS annual monitoring reports, LiDAR data, and data collected on-site (CDEDG).

The effective hydraulic model was updated to reflect more accurate conditions in the project area.

Adding the DMS restoration project geometry and updating roughness values in the model resulted in a rise in Water Surface Elevation (WSE) in the upper half of the DMS restoration project and upstream in the vicinity of Elmwood Terrace community. Further investigation showed that the project initially resulted in a violation of FEMA rules. However, the restoration project was permitted based on a misinterpretation of the flood study model results, even though the modifications to the channel appear to increase the risk of flooding relative to the existing condition.



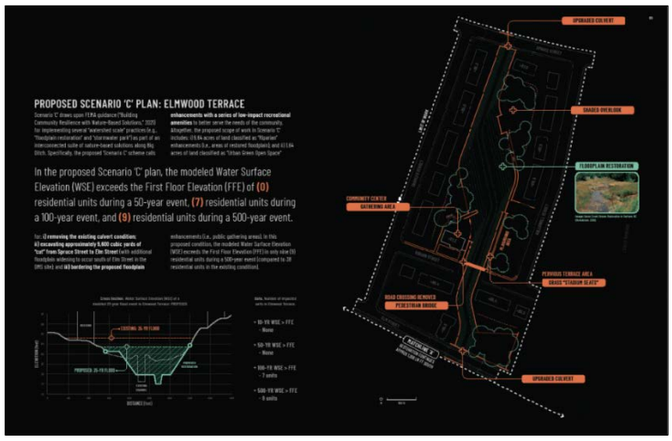
EXISTING CHANNEL + FLOODPLAIN: ELMWOOD TERRACE

The lack of a functional floodplain upstream, within, and downstream of Elmwood Terrace all contribute to the vulnerabilities observed during flood events. In the existing condition, the modeled Water Surface Elevation (WSE) exceeds the First Floor Elevation (FFE) of at least thirty-eight (38) residential units during a 500-year event.

During existing flood events in Elmwood Terrace, the modeled Water Surface Elevation (WSE) exceeds the First Floor Elevation (FFE) of (17) residential units during a 50-year event, (23) residential units during a 100-year event, and (38) residential units during a 500-year event.

In order to reduce these impacts while also being mindful of cost-effectiveness, technical feasibility, and stakeholder needs across the Elmwood Terrace landscape, the Scenario 'C' scheme considered numerous factors as part of the development and refinement of the schematic plan – such as: **i) demolition costs for removing the existing channel condition** (i.e., the entire stream segment from Spruce Street to Elm Street is an open, rectangular culvert made of reinforced concrete) **ii) utility locations** (e.g., sanitary sewer and water lines will need to be re-routed as a result of proposed earthwork) **iii) resident safety** (i.e., currently, a chain link fences parallels both sides of Big Ditch throughout Elmwood Terrace to act as a deterrent), and **iv) perceptions of "private" versus "public" space** (i.e., the proposed features will likely draw more users into a space that currently serves as a shared "backyard" among residents).

- 10-YR WSE > FFE – 1 unit
- 50-YR WSE > FFE – 17 units
- 100-YR WSE > FFE – 23 units
- 500-YR WSE > FFE – 38 units



PROPOSED SCENARIO 'C' PLAN: ELMWOOD TERRACE

Scenario 'C' draws upon FEMA guidance ("Building Community Resilience with Nature-Based Solutions," 2021) for implementing several "watershed scale" practices (e.g., "floodplain restoration" and "stormwater park") as part of an interconnected suite of nature-based solutions along Big Ditch. Specifically, the proposed "Scenario C" scheme calls for: **i) removing the existing culvert condition; ii) excavating approximately 9,400 cubic yards of "soil" from Spruce Street to Elm Street** (with additional floodplain widening to occur south of Elm Street in the DMS site); and **iii) bordering the proposed floodplain enhancements with a series of low-impact recreational amenities** to better serve the needs of the community. Altogether, the proposed scope of work in Scenario 'C' includes: (13.4a acres of land classified as "Riparian" enhancements (i.e., areas of restored floodplain); and 43.5da acres of land classified as "Urban Green Open Space"

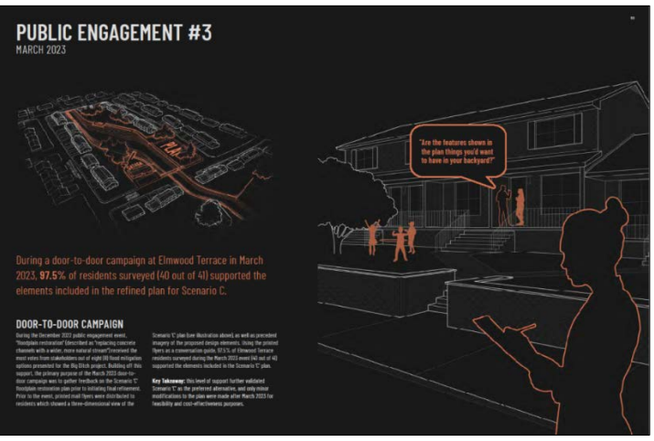
In the proposed Scenario 'C' plan, the modeled Water Surface Elevation (WSE) exceeds the First Floor Elevation (FFE) of (0) residential units during a 50-year event, (7) residential units during a 100-year event, and (9) residential units during a 500-year event.

for: **i) removing the existing culvert condition; ii) excavating approximately 9,400 cubic yards of "soil" from Spruce Street to Elm Street** (with additional floodplain widening to occur south of Elm Street in the DMS site); and **iii) bordering the proposed floodplain** enhancements (i.e., public gathering areas). In this proposed condition, the modeled Water Surface Elevation (WSE) exceeds the First Floor Elevation (FFE) in only nine (9) residential units during a 500-year event (compared to 38 residential units in the existing condition).

- 10-YR WSE > FFE – None
- 50-YR WSE > FFE – None
- 100-YR WSE > FFE – 7 units
- 500-YR WSE > FFE – 9 units

PUBLIC ENGAGEMENT #3

MARCH 2023



During a door-to-door campaign at Elmwood Terrace in March 2023, **97.5%** of residents surveyed (40 out of 41) supported the elements included in the refined plan for Scenario C.

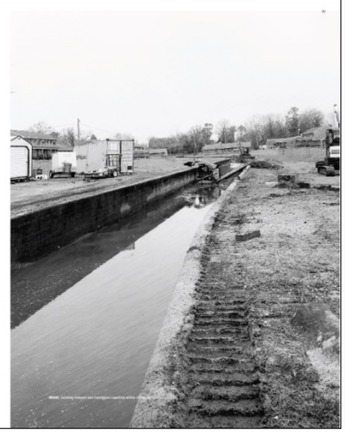
DOOR-TO-DOOR CAMPAIGN

During the December 2022 public engagement event, "floodplain restoration" (described as "replacing concrete channels with a wider, more natural stream") received the most votes from stakeholders out of eight (8) flood mitigation options presented for the Big Ditch project. Building off this support, the primary purpose of the March 2023 door-to-door campaign was to gather feedback on the Scenario 'C' floodplain restoration plan prior to initiating final refinement. Prior to the event, printed mail flyers were distributed to residents which showed a three-dimensional view of the Scenario 'C' plan (see illustration above), as well as precedent imagery of the proposed design elements. Using the printed flyers as a conversation guide, 97.5% of Elmwood Terrace residents surveyed during the March 2023 event (40 out of 41) supported the elements included in the Scenario 'C' plan.

Key Takeaway: this level of support further validated Scenario 'C' as the preferred alternative, and only minor modifications to the plan were made after March 2023 for feasibility and cost-effectiveness purposes.

PROJECT IMPACTS + BENEFITS

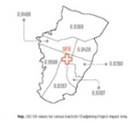
"The proposed improvements to roadway safety, more equitable access to public parkspace, and enhancements to ecosystem services are estimated to positively impact 30% of the total population within the combined census tract area adjoining the project site (3,586 out of 11,958 buildings)."





PROJECT IMPACTS + BENEFITS (cont'd)

The project's "Subwatershed Area," Traffic Impact Area," and "Park Access Area" collectively intersect seven (7) census tracts in Goldsboro, all of which have CDC Social Vulnerability Index (SVI) values that meet the FEMA definition of a "disadvantaged" community (CDC SVI values greater than 0.8 out of 1.0).





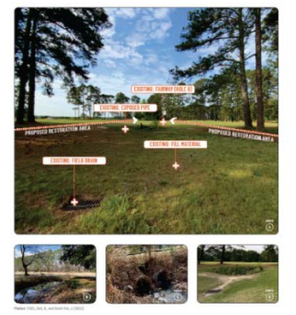
LOW FLOW WETLANDS

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 course; and iv) enrich over 11.4 acres of newly established wildlife habitat at a property located within the Neuse River floodplain.

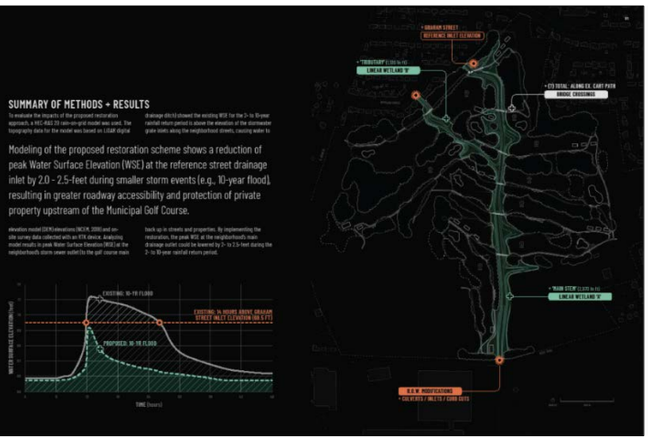
EXISTING CONDITION + PROPOSED RESTORATION APPROACH

The main drainage culverts throughout the golf course are not able to convey the peak discharge volumes from even a 2-year flood event, which causes nuisance pluvial flooding during smaller, more frequent rainfall events in the residential neighborhood north of the golf course.



SUMMARY OF METHODS + RESULTS

Modeling of the proposed restoration scheme shows a 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



PROJECT FEATURES + BENEFITS (cont'd)

"Similar to the Big Ditch proposal, this project is located in a neighborhood with elevated environmental justice concerns - which historically, has translated to a lack of external investment in capital improvement projects of the scale or containing the potential benefits as being proposed at the Goldsboro Municipal Golf Course."

SCOPING: FLOOD MITIGATION + FEASIBILITY STUDY

WASTEWATER TREATMENT PLANT

The need for a flood mitigation and feasibility study for the WWTP 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 WWTP have been identified,** including the: i) development of a preliminary opinion of consultant fee ranges; ii) identification of major qualifications and criteria for selecting prospective consultants; and iii) integration of scope, fee, qualifications, and selection criteria into a draft Request for Qualifications (RFQ) solicitation.

GOLDSBORO COMMUNITY FLOODPRINT

BIG DITCH + MUNICIPAL GOLF COURSE + WASTEWATER TREATMENT PLANT

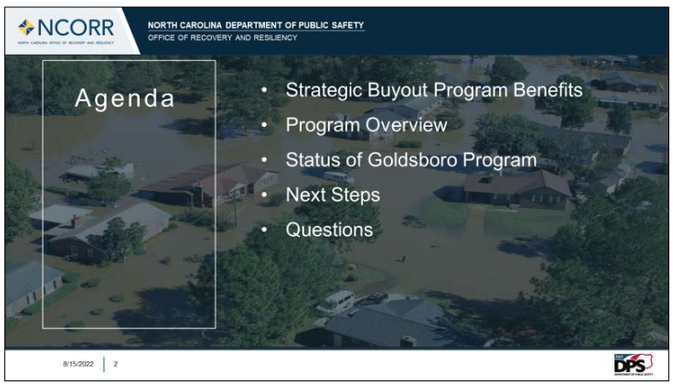
EXECUTIVE SUMMARY

Council discussed the priorities for the projects, the grant cycles, and the expected cost of the project.

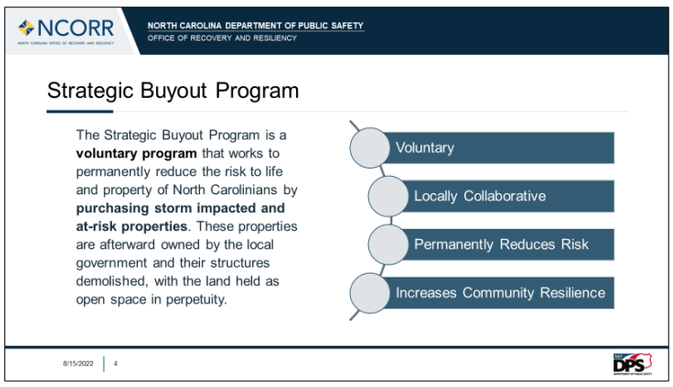
An item will be presented with the Consent Agenda asking for Council's support of the project.

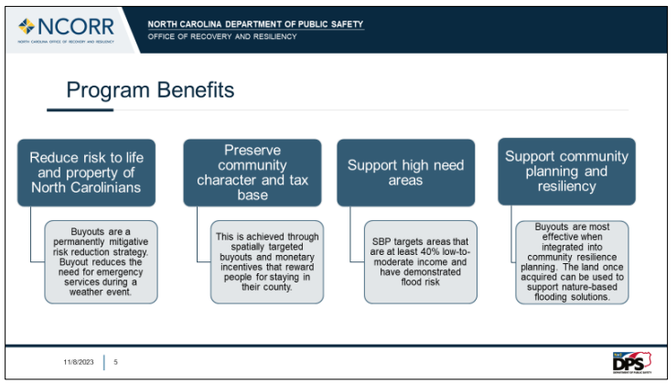
Strategic Buyout Program Updates. The following was presented by Maggie Battaglin, North Carolina Office of Recovery & Resiliency.









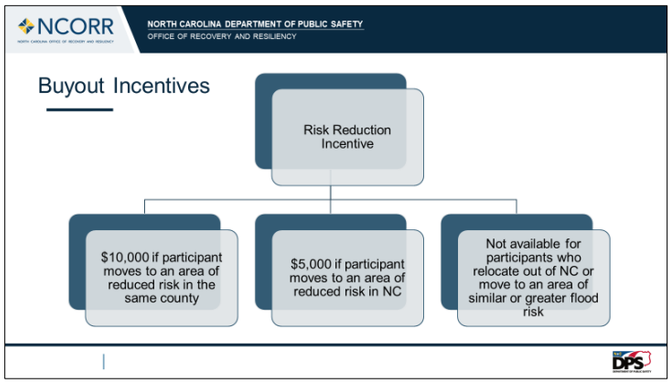


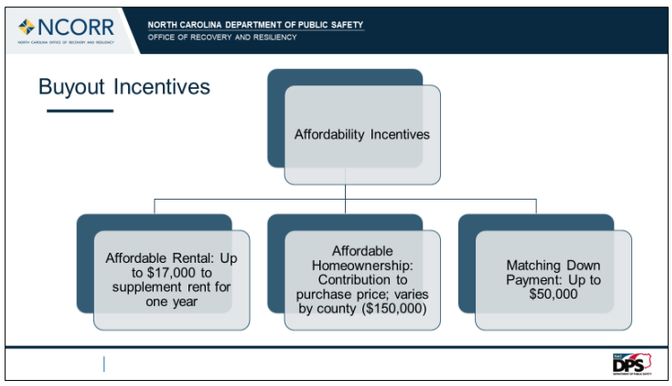


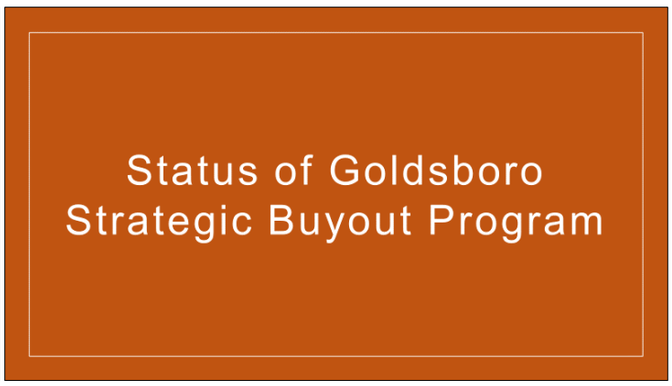


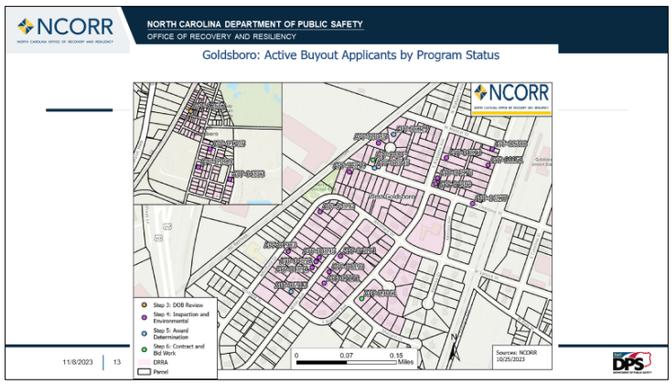










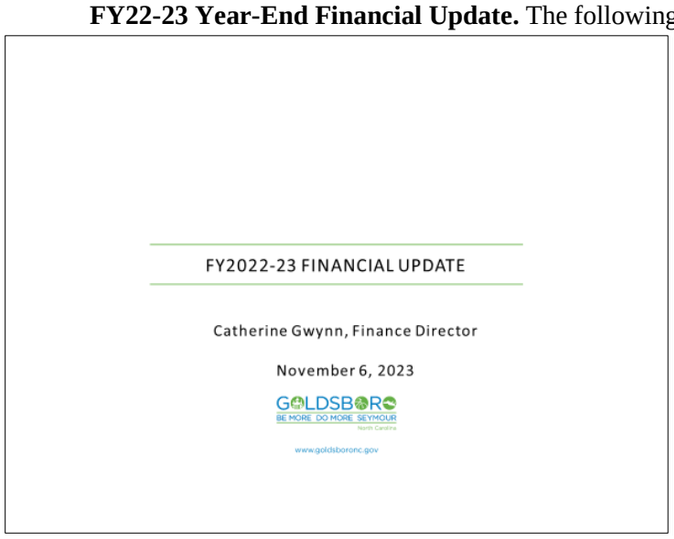


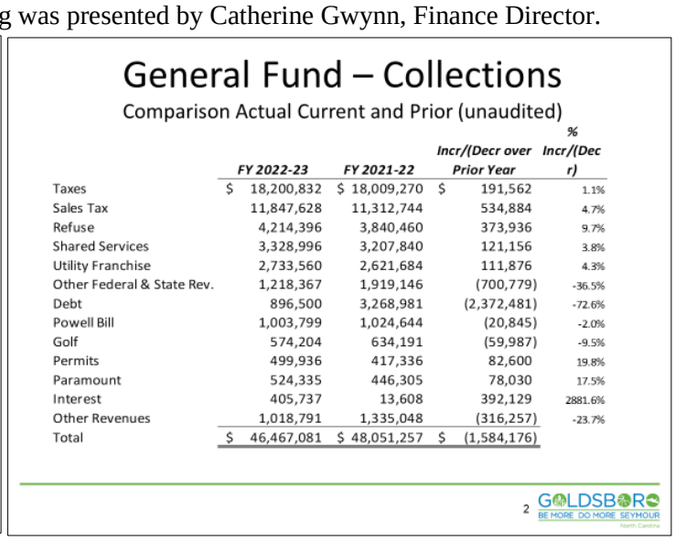


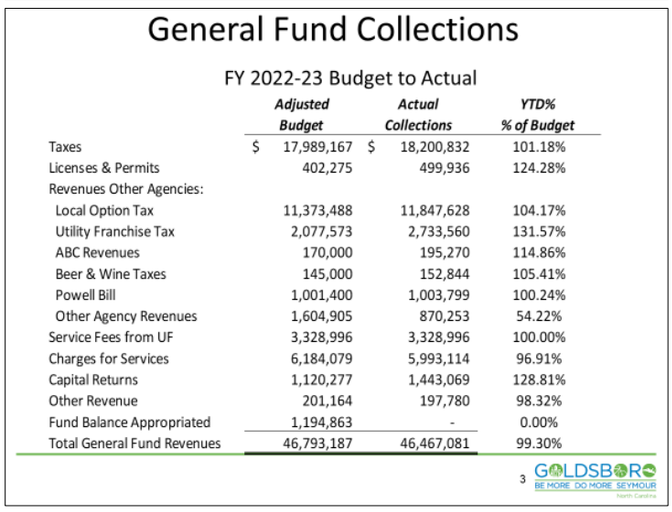
Council discussed how properties are chosen, and what properties can be turned into through the program. Applications can be found by calling 833-ASK-RBNC or emailing strategicbuyout@ncdps.gov; staff is available in Goldsboro to answer questions and meet with interested property owners.

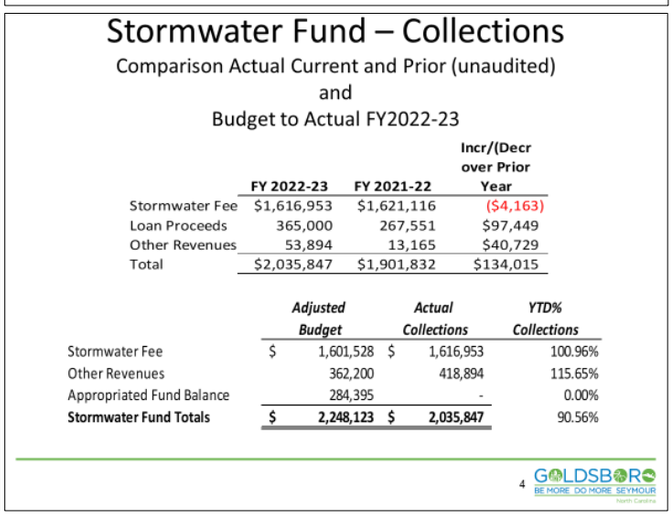
New Business.

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









Utility Fund – Collections

Comparison Actual Current and Prior (unaudited)

	FY 2022-23	FY 2021-22	Incr/(Decr) over Prior Year	% Incr/ (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-SJAFB	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%
Total Charges	$ 22,300,700	$ 21,018,196	94.25%
Capital Returns & Misc. Revenue			
Investment Earnings	$ 23,800	$ 324,919	1365.21%
Other Misc. Revenue	133,428	104,088	78.01%
Total Capital Returns	$ 157,228	$ 429,007	272.86%
Other Revenues	1,937,326	2,566,635	132.48%
Appropriated Fund Balance	514,412	-	0.00%
Utility Fund Revenue Totals	$ 24,909,666	$ 24,013,838	96.40%

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) over Prior Year	% Incr /Decr
Downtown MSD				
Taxes	$ 102,925	$ 97,883	$ 5,042	5.2%
Investment Earnings	2,819	127	2,692	2119.7%
Other Revenues				
Total	$ 105,744	$ 98,010	$ 7,734	
Occupancy Tax				
Occupancy Tax Collections	$ 1,032,070	$ 937,143	$ 94,927	10.1%
Wayne Co. Reimb. per agrmt.	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%
Total	$ 1,242,702	$ 1,116,324	$ 126,378	

Downtown MSD & Occupancy Tax Collections

FY 2022-23 Budget to Actual

	Adjusted Budget	Actual Collections	YTD% Collections
Downtown MSD			
Taxes	$ 96,387	$ 102,925	106.78%
Investments/Misc.	20,632	2,819	13.66%
Total	$ 117,019	$ 105,744	90.36%
Occupancy Tax			
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%
Total	$ 1,211,098	$ 1,242,702	102.61%

Actual Collections

Comparison Actual Current & Prior (unaudited)

	FY 2022-23	FY 2021-22	Incr/(Decr) 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) Budget	% Under/ (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) 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	$ 1,242,702	$ (31,604)
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



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 20th 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.

Goldsboro Union Station Update 2023



Image of GUS in 2016

Timeline



Colorized photo of GUS in early 1900s



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

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

Timeline

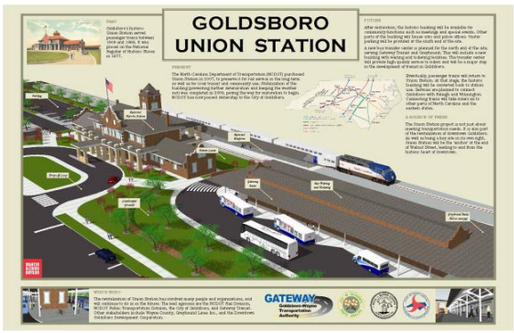


Select, non-historic ancillary buildings demolition, 2008



2009, Goldsboro celebrates GUS's 100th Birthday

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



Interior as of approximately 2019

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.

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 $36B 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

GUS Building:		**Related Streetscape (Walnut St.)**	
USDOT/FHWA:	$800,000	USDOT/TIGER:	$2,700,000
NCDOT:	$1,438,293	COG:	$914,697
COG:	$478,293		
GUS/GWTA Property:			
USDOT:	$1,200,000		
COG:	$400,000		
GWTA:			
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

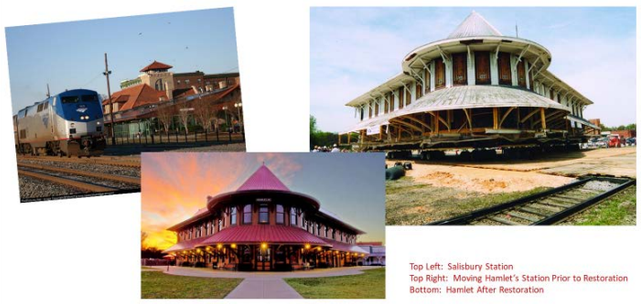
The potential loss of federal and state partnerships to develop passenger rail through, and to, Goldsboro

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 Broadaway 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 10th Anniversary. Donna Countryman played a Video and provided information on the Night to Shine Event and upcoming fundraiser. On November 19th an Auction Fundraiser will be held at the First Baptist Church Fellowship Hall. The 10th 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 15th.
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 Broadaway, 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 Broadaway, 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 Broadaway. Council discussed. Mayor Ham, Councilman Broadaway, 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 Broadaway 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 Broadaway 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 / Broadaway (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 / Broadaway (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	$ 3,850,640.43
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	$ 474,216.00
	Current Year with Proposed	$ 4,324,856.43

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	$ 3,016,211.36
11/6/2023	Transfer to S1103 Sewer Rehabilitation Project E-SRP-W-17-0110	$ 24,097.00
	Proposed	$ 24,097.00
	Current Year with Proposed	$ 3,040,308.36

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 / Broadaway (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 / Broadaway (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 Apprendix 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 20th, 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 2nd of November. Then there's the Home ARP grant, everyone will recall, for the homeless. There was a notice of funding published on October 30th; that is out there for a month, until November 30th. 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 9th at 11:00, at the GEC. Veteran's Day holiday; the City will closed on the 10th, and then Veteran's Day Parade on the 11th, 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 Broadaway: 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 Broadaway 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 50th 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.

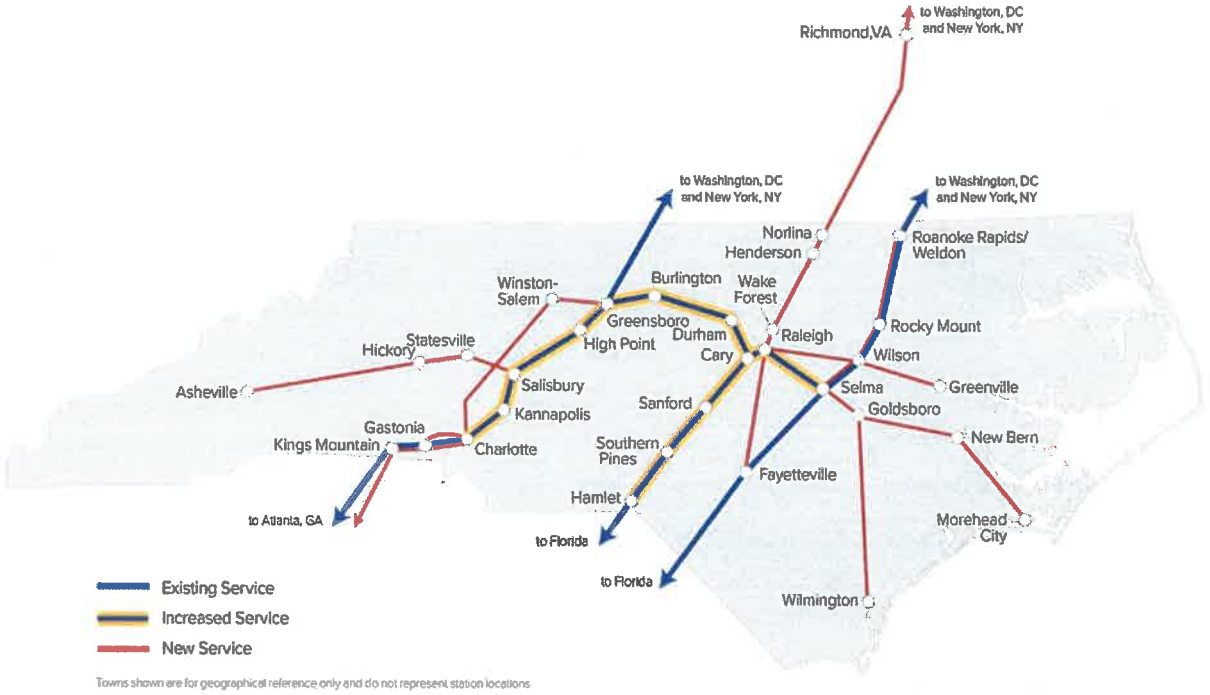
After the Closed Session was held, Council came out of Closed Session and back into Open Session.

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

CITY OF GOLDSBORO INCORPORATED 1844 - 1881

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

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,

Vi Lyles

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

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 W. Starr

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 | Cajah's Mountain | Cedar Rock | Gamewell | Granite Falls | Hudson | Lenoir | Rhodhiss | Sawmills | Catawba County | Brookford | Catawba | Claremont | Conover | Hickory | Long View | Maiden | Newton

a program of Land of Sky

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 3rd 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,



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

200 College Street, Asheville, NC 28801
p. 828.250.4101 *e.* avril.pinder@buncombecounty.org
buncombecounty.org

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

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 charted 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 (NCRR) 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, NCRR 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 21st day of March, 2023.

Barbara Aycock, Chairwoman
Wayne County Board of Commissioners

ATTEST:

Carol Bowden, Clerk to the Board

SEAL OF WAYNE COUNTY FIAT JUSTITIA NORTH CAROLINA

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

Barbara G. Volk
Mayor

Cc: City Council
Congressman Chuck Edwards

Resolution

City Council
City of Wilmington
North Carolina
R 2023-58

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

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

Bill Saffo, Mayor

ATTEST:
Penelope Spicer-Sidbury, City Clerk

North Carolina Metropolitan
MAYORS
COALITION

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 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 Joines

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

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

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,

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) 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, peop0le 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

CAMPO
NC Capital Area Metropolitan Planning Organization

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.

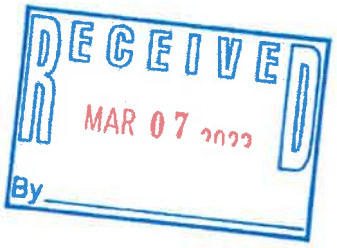
This grant funding would be the beginning of a much-needed project to address transportation inequities and bolster economic development across the state. Henderson County fully supports its regional partners in this effort. Please feel free to reach out regarding any additional comments. Thank you for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

DEPARTMENT OF ADMINISTRATION

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.

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 Seil

Damon Seils
Mayor

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

WAKE COUNTY
NORTH CAROLINA

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,

David Ellis
County Manager

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

Office of the Mayor
200 North Center Street, 27534
P 919.580.4330

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

NATIONAL RAILROAD PASSENGER CORPORATION
1 Massachusetts Avenue, NW, Washington, DC 20001

AMTRAK

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,

Dennis Newman
Executive Vice President, Strategy, Planning & Accessibility

BOARD OF COMMISSIONERS
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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,

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.

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

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 or 919-937-8883.

Sincerely,

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

KINGS MOUNTAIN
NORTH CAROLINA
Living. Elevated.

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

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 27th 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

CENTRALINA
REGIONAL COUNCIL

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.

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,



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

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

Life. Well Crafted.

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 ADMINSTARTION'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

101 NORTH MAIN STREET · WINSTON-SALEM, NORTH CAROLINA 27101
PHONE 336-727-2058 · FAX 336-748-3241 · allenj@cityofws.org

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.

J. Carey O'Cain, Mayor

Town of Laurel Park

DocuSign Envelope ID: F6F87B5C-56FD-4725-8F1F-C4E5F780767E

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:
7DBA779E23D1482...

Jason Harris
Assistant Chief
Catawba Nation

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
Subject:	[External] Support for Re-establishment of Western NC Passenger Rail Service
Date:	Monday, February 27, 2023 10:06:20 AM

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

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

Mayor
C. Michael Sobol

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

Town Manager
Josh M. Harrold

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

DURHAM • CHAPEL HILL • CARRBORO
METROPOLITAN PLANNING ORGANIZATION

101 City Hall Plaza • Durham, NC 27701 • Phone (919) 560-4366 • dchcmpo.org

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

City of Salisbury
North Carolina

Office of the Mayor

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

217 S. Main Street *P.O. Box 479* *Salisbury, N.C. 28145* *Phone: (704) 638-5231* *Fax: (704) 638-5232*

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

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 Salisbuy 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

More 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 it's connectivity to the Asheville-Salisbury corridor, and it's 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 28th 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 ADMINSTARTION'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

FAYETTEVILLE NC
OFFICE OF THE MAYOR

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,

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,

Natalie Murdock

Senator Natalie Murdock
NC Senate District 20

LAND OF SKY
REGIONAL COUNCIL

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,

Nathan Ramsey
Executive Director, Land of Sky Regional Council

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
www.cramerton.org
Facebook: www.facebook.com/TownofCramerton.com
Citizen Portal CTY: 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

WHERAS, 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 28th 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

WHERAS, 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 28th day of February 2023

By: Nelson Wills, Mayor

Attest: Hanna Brown, Town Clerk

North Carolina Metropolitan
MAYORS
COALITION

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 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 Joines

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

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,

Pam Hemminger

Bill Saffo

Mayor Pam Hemminger, Chapel Hill

Mayor Bill Saffo, Wilmington

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

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
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REPUBLICAN LEADER,
COMMITTEE ON FINANCIAL SERVICES

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

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) 833-0056
FAX: (704) 833-0887

BUNCOMBE REGIONAL OFFICE:
BLACK MOUNTAIN TOWN HALL
160 MIDLAND AVENUE
BLACK MOUNTAIN, NC 28711
(828) 669-0600

TOLL FREE IN NC
(800) 477-2576

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.

Sincerely,

Patrick McHenry
Member of Congress

PRINTED ON RECYCLED PAPER

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

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

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,

Randi P. Gates, AICP
GCLMPO Administrator

GASTON-CLEVELAND-LINCOLN

MPO

Metropolitan Planning Organization

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

KRISTEN N WHEELER
Notary Public, North Caroline
Gaston County
My Commission Expires
05/10/23

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.

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.

DON DAVIS
FIRST DISTRICT, NORTH CAROLINA

COMMITTEE ON
AGRICULTURE

COMMITTEE ON
ARMED SERVICES

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

WASHINGTON, D.C.
1123 LONGWORTH HOB
WASHINGTON, DC 20515
PHONE: (202) 225-3101

GREENVILLE
1710 E. ARLINGTON BOULEVARD
SUITE A
GREENVILLE, NC 27858
PHONE: (252) 999-7600

ONLINE
DONDAVIS.HOUSE.GOV
FACEBOOK.COM/REPDONDAVIS
TWITTER: @REPDONDAVIS
INSTAGRAM: @REPDONDAVIS

Southwestern Commission
125 Bonnie Lane, Sylva, NC 28779 | 828.586.1962
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

Rose Bauguess,
Transportation Planner

North Carolina General Assembly
Senator Graig Meyer
16 W. Jones Street, Room 1121
Raleigh, NC 27601-1096
919 733-5804
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,

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,

W. Ted Alexander

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

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@conovernc.gov.

Sincerely,

Tom Hart
City Manager

[Post Office Box 549 | Conover, North Carolina | 28613 | voice/tdd (828) 464-1191 | fax (828) 465-5177]

VALERIE P. FOUSHEE
4th District, North Carolina

1726 Longworth House Office Building
Washington, DC 20515-3304
(202) 225-1784

Congress of the United States
House of Representatives
Washington, DC 20515-3304

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

VILLAGE OF PINEHURST — 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 (VPRA).

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

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,

John C. Strickland

John Strickland
Mayor, Village of Pinehurst

Cc: Jason Orthner, NCDOT Rail Division Director

GASTONIA NC

Great Place. Great People. Great Promise.

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

Walker E. Reid, III
Mayor

P.O. Box 1748 • Gastonia, NC 28053-1748 • Phone: 704.866.6761 • Fax: 704.864.9732
www.cityofgastonia.com

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 or 919-937-8883.

Sincerely,

Wanda S. Page
City Manager

VILLAGE OF PINEHURST — 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 (VPRA).

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

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,

John C. Strickland

John Strickland
Mayor, Village of Pinehurst

Cc: Jason Orthner, NCDOT Rail Division Director

Exhibit B

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

CITY OF GOLDSBORO

SUPPLEMENTAL MUNICIPAL AGREEMENT

TIP NUMBER: P-3418
WBS Element: 41529

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 20TH 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 10th 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 20th 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: DEPUTY SEC FOR TRANSIT

APPROVED BY BOARD OF TRANSPORTATION ITEM O: 2/5/2009

Newton, Craig M

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 20th 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

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

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

Newton, Craig M

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
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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. Brown

CITY OF GOLDSBORO

BY:

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. Culbreth
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: _____

~~STATE HIGHWAY ADMINISTRATOR~~
DEPUTY SECRETARY - TRANSIT

DATE: 11/20/07

APPROVED AS TO EXECUTION:

BY: _____
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 Councilmember 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 13th day of November, 2007.

(SEAL)

Melissa C Brewer
CLERK
CITY OF GOLDSBORO
NORTH CAROLINA

RESOLUTION NO. 2007-45

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 22nd 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

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

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,

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

Post Office Box 227 Goldsboro, N. C. 27533-0227 (919) 731-1435 Fax (919) 731-1446

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.

Atlas Price, Jr. Chairman
Wayne County Board of Commissioners

Attest:

Marcia R. Wilson
Clerk to the Board

Fax # 736-3207

919-736-3160

Charles P. Gaylor, III

Attorney At Law
The Monticello
109 N. William St., P. O. Box 787
Goldsboro, N. C. 27533-0787

May 31, 2005

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 21st 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

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

Location: 109 East Jones Street, Raleigh NC 27601 Mailing Address: 4617 Mail Service Center, Raleigh NC 27699-4617 Telephone/Fax: (919) 807-6570/807-6599

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,

Roland M. Gray

Roland M. Gray, Chairman
Wayne County Board of Commissioners

cc: Goldsboro City Council

Post Office Box 227 Goldsboro, N. C. 27533-0227 (919) 731-1435 Fax (919) 731-1446

GOLDSBORO
BE MORE DO MORE SEYMOUR
Travel & Tourism

May 22nd, 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,

Rick Sumner

Rick Sumner, Chair
Goldsboro Tourism Council

arts council of wayne county

102 N John Street, Goldsboro, North Carolina 27530
919.736.3300 • www.ArtsInWayne.org

Celebrating the Arts since 1963.

OFFICERS

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President

Martha Bryan
Vice President

Barbara Bradshaw
Secretary

Martha Kornegay
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Kalilah Mischeaux
Alando Mitchell
Robert Rigsby
Jamison Roberson
Spencer Tate
Lucy Warren
Elizabeth Woodard
Matthew Young

Sarah Merritt
Executive Director

The mission of the Arts Council of Wayne County is to ensure the arts are thriving in our community.

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,

Sarah Merritt
Executive Director

BB&T

Branch Banking and Trust Company

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.™ 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 31st day of May, 2011.

Approved as to Form Only:

City Attorney

Reviewed by:

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 31st day of May, 2011.

Chuck Allen, Chairperson
Goldsboro Urban Area
Transportation Advisory Committee

Sally S. Johnson

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 3rd date of November, 2003.

Approved as to Form Only

C. Howell Enzor, Jr.
City Attorney

Reviewed By:

Lachas M. Styck
City Manager

G. K. BUTTERFIELD
1ST DISTRICT, NORTH CAROLINA

2305 RAYBURN HOUSE OFFICE BUILDING
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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 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

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Downtown
Goldsboro Development Corporation

DGDC Board

Geoff Hulse
Board President

Terry Light
Vice President

Beverly Wallace-Wiggins
Treasurer

Jimmie Edmundson
Past President

Glenn Barwick

Edward Swindell

Sarah Heekin

Gretchen Reed

Ernest Mansour

Sean Nielsen

Robert Boyd, Jr.

Michael Headen

Betsy Rosemann

Sarah Merritt

Ven Faulk

Bill Broadaway

Board Ad Hoc Members

Tonya Davis Barber

Larry Hill

Andrew Jernigan

Richard Gower

May 30, 2013

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

218 E. Walnut Street/PO Box 202 . Goldsboro . NC . 27530/27533 . 919.735.4959 . www.dgdc.org

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 Jeannie K. Edmundson D6DC that we support the improvement of freight service and the creation of commuter rail and passenger service in eastern North Carolina.

East Carolina University

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

Center for Survey Research
252-737-1349
252-737-1381 fax

Community and Regional Development
252-737-1342
252-737-1381 fax

ECU Outreach Network
252-737-1357
252-737-1381 fax

Engagement and Outreach Scholars Academy
252-737-1377
252-737-1381 fax

Entrepreneurial Initiative
252-737-1345
252-737-1381 fax

Industry and Economic Development
252-737-1343
252-737-1381 fax

Innovation Design Lab
252-737-1380
252-737-1381 fax

Office of Technology Transfer
252-328-9547
252-328-0799 fax

Small Business and Technology Development Center
252-737-1385
252-737-1382 fax

Sustainable Tourism Initiative
252-737-1346
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,

Kenny Flowers

Kenny Flowers
Assistant Vice Chancellor
Community and Regional Development

East Carolina University is a constituent institution of the University of North Carolina. An equal opportunity university.

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

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Congress of the United States
House of Representatives
Washington, DC

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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) 538-6516

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

GATEWAY
Goldsboro-Wayne
Transportation
Authority

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,

Alan Stubbs
Director

PHONE (919) 736-1374 EXT 208 • E-MAIL ALAN.STUBBS@WAYNEGOV.COM • FAX (919) 731-1558

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 down-town 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, President
Goldsboro Historic Properties, LLC, and Betty Duncan
705 Park Avenue

Jay and Amy Bauer,
108 north Virginia Street

Ruth and David Glisson, Proprietors, Uniquely R's Gift Shop
135 South Center 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

GOLDSBORO HISTORIC PROPERTIES
705 Park Avenue, Goldsboro, NC 27530
303-956-2433

David Ham, Mgr.
Betty Duncan
Amy Bauer
Jay Bauer
David Glisson
Ruth Glisson
Linda Liegel
Keven Liegel
Allison Platt
Denny Town
Wendy Town

Date: April 15th, 2014

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 elements 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 were 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

Ruth and David Glisson, Proprietors, Uniquely R's Gift Shop
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
5th District

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
Counties: Pitt, Wayne, Lenoir and Greene

COMMITTEES:

Appropriations on Education/Higher Education
Appropriations/ Base Budget
Education/Higher Education
Health Care
State and Local Government
Workforce and Economic Development

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
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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,

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

GOLDSBORO
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

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

PHONE 919-733-2520 FAX 919-733-9150

W·A·Y·N·E
COUNTY
CHAMBER
of
COMMERCE

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,

Steve Hicks

Steve Hicks
Executive Director, Wayne County Chamber of Commerce

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.

PHONE 252-937-6913 FAX 252-443-5744

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

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

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

Post Office Box 227 Goldsboro, N. C. 27533-0227 (919) 731-1435 Fax (919) 731-1486

HOUSING AUTHORITY OF THE CITY OF GOLDSBORO, NC

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ANTHONY GOODSON, JR., CHIEF EXECUTIVE OFFICER

PHILIP A. BADDOUR, JR., ATTORNEY

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

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WAYNE COMMUNITY COLLEGE
WAYNE BUSINESS AND INDUSTRY CENTER

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
WAYNE BUSINESS AND INDUSTRY CENTER

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.

Wayne Community College, 3000 Wayne Memorial Dr., Goldsboro, NC 27534
(919) 739-6940 - www.wayneworksnc.com

WAYNE COMMUNITY COLLEGE
WAYNE BUSINESS AND INDUSTRY CENTER

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 Bazzar
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

WAYNE COUNTY
·Chamber Of Commerce·

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.

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J. Myrick Howard, *President*

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910-251-3700

Northeast Office, Edenton
252-482-7455

Piedmont Office, Durham
919-401-8540

Western Office, Shelby
704-482-3531

May 21, 2015

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).

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

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

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

WAYNE MEMORIAL HOSPITAL
Wayne Health Corporation
2700 Wayne Memorial Drive • Goldsboro, North Carolina 27534

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

p: 919.736.1110 P.O. Box 8001, Goldsboro, NC 27533 www.waynehealth.org

Downtown
Goldsboro Development Corporation

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 of 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

Terry Light
President, Downtown Goldsboro Development Corporation

218 E. Walnut Street/PO Box 202 . Goldsboro . NC . 27530/27533 . 919.735.4959 . www.dgdc.org

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

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.

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

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,

Sherry Frye



Downtown
Goldsboro
Merchants'
Association

May 26, 2015

Secretary Anthony Foxx
USDOT
Office of the Secretary
1200 New Jersey Ave, SE
Washing ton 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.™ 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

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

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

May 20, 2015

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 Foxx, your consideration of this request will be greatly appreciated.

Sincerely,

Louis M Pate, Jr.

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 CountyManager

WAYNE COUNTY NORTH CAROLINA DEVELOPMENT ALLIANCE, INC.

309 E. CHESTNUT STREET (27530)
P.O. BOX 1280
GOLDSBORO, NC 27533
PH: 919.731.7700
FAX: 919.580.9147
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,

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
Washing ton 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

Your COMMUNITY CREDIT UNION

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

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 Trogdon, 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

PHONE 919-707-2800 FAX 919-733-9150

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.

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.

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,

David Weil

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

PHONE 919-707-2800 FAX 919-733-9150

WAYNE COUNTY
NORTH CAROLINA
DEVELOPMENT ALLIANCE, INC.

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,

Joanna

Joanna S. Helms, President

309 East Chestnut Street | Goldsboro, NC 27530 | P: 919-731-7700 | F: 919-580-9147 | waynealliance.org

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 • www.PreservationNC.org

the arts council of wayne county

arts council of wayne county

102 N. John Street, Goldsboro, North Carolina 27530
919.736.3300 • www.ArtsInWayne.org

Celebrating the Arts since 1963

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Deb Tillman
Lucy Warren
Elizabeth Woodard

Sarah Merritt
Executive Director

The mission of the Arts Council of Wayne County is to ensure the arts are thriving in our community.

Mr. Scott Stevens, City Manager
City of Goldsboro
P.O. Drawer A
Goldsboro, NC 27533

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

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) 731-1446
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

WAYNE COUNTY NORTH CAROLINA DEVELOPMENT ALLIANCE, INC.

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,

Joanna

Joanna S. Helms, President

Cc: Julie Thompson

309 East Chestnut Street | Goldsboro, NC 27530 | P: 919-731-7700 | F: 919-580-9147 | waynealliance.org

Downtown
Goldsboro Development Corporation (DGDC)

2011-12 Board of Directors

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Sean Nielsen
Beverly Carroll
Robert Boyd, Jr.

Staff

Julie Thompson
Meg Gernaat
Martha Summerlin

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.

218 E. Walnut Street/PO Box 202 . Goldsboro . NC . 27530/27533 . 919.735.4959 . www.dgdc.org

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,

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.

Goldsboro-Main 200 East Ash Street / PO Box 1758, Goldsboro, NC 27530
Phone: 919.705.2260 Fax: 919.735.8798

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,

Terry Jordan
Senior Vice President and Market Executive
First Citizens Bank

NORTH CAROLINA GENERAL ASSEMBLY
SENATE

SENATOR DON DAVIS
5th 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
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
(919) 754-3190 FAX
EMAIL louis.pate@ncleg.net
DISTRICT LENOIR, PITT AND WAYNE COUNTIES

April 21, 2014

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:

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.

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 Transporation
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

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 of 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

Rick Sumner, Chair
Goldsboro Tourism Council

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

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 competiveness. 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

WAYNE MEMORIAL HOSPITAL
A Member of Wayne Health Corporation

2700 Wayne Memorial Drive • Goldsboro, North Carolina 27534

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
1501 MAIL SERVICE CENTER, RALEIGH, NC 27699-1501

PAT MCCRORY
GOVERNOR

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/pcw

cc: Anthony J. Tata, Secretary of Transportation
Jeff Mann, Deputy Secretary for Transit
Paul Worley, Rail Division Director

PHONE: 919-707-2800 FAX: 919-733-9150

DANIELS AND DANIELS CONSTRUCTION CO. INC.

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

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

Sincerely yours,

Ken Gerrard

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,

David Weil

David Weil

CELEBRATING 50 Years

arts council of wayne county

102 North John Street · Goldsboro, NC 27530 · 919-736-3300 · www.ArtsInWayne.org

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Sarah Merritt
Executive Director

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,

Sarah Merritt
Executive Director

the arts council of wayne county

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:

SUBECT: 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

PHONE 252-454-8114 FAX 252-454-4040

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,

Nick Tennyson
NCDOT Chief Deputy Secretary

PHONE: 919-707-2800 FAX: 919-733-9150

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

Kay H. Albertson, Ed.D.
President

Renita D. Allen Dawson

Renita A. Dawson
Small Business Center Director

WAYNE COUNTY
Chamber Of Commerce
919-734-2241
919-734-2247
308 North William Street,
PO Box 1107 Goldsboro, NC 27530

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

Post Office Box 227 Goldsboro, N. C. 27533-0227 (919) 731-1435 Fax (919) 731-1446

WAYNE COUNTY
NORTH CAROLINA
DEVELOPMENT ALLIANCE, INC.

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,

Joanna

Joanna S. Helms, President

309 East Chestnut Street | Goldsboro, NC 27530 | P: 919-731-7700 | F: 919-580-9147 | waynealliance.org

WAYNE MEMORIAL HOSPITAL
Wayne Health Corporation
2700 Wayne Memorial Drive • Goldsboro, North Carolina 27534

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

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

Item C

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Citizen Participation Plan Amendment – Public Hearing

BACKGROUND: On August 8, 2022, through August 12, 2022, the City underwent a HUD monitoring of its FY19 & FY20 CDBG program. HUD conducted a review of the City's Citizen Participation Plan to determine the City's compliance with the requirements at 24 CFR Part 91, Subpart B and determined that the City's Citizen Participation Plan substantially met the requirements of 24 CFR 91.105 with the exception that it did not include a definition of predominantly low-and-moderate income neighborhoods. As a result of the review, the City was issued a finding with an accompanying Required Corrective Action.

DISCUSSION: The amended Citizen Participation Plan was made available to the public on November 2, 2023. A required thirty (30) day comment period was executed on November 2, 2023, and runs through December 1, 2023. A public hearing is scheduled for this evening, November 20, 2023, before the Goldsboro City Council.

The public hearing and the availability of the amended plan for public review and comment, were duly advertised in the Goldsboro News-Argus, as well as on the City's website on November 2, 2023. Copies of the amended plan were also made available for public review and comment at City Hall's Reception Desk, Mayor and City Manager's Office, Community Relations & Development Department, Wayne County Public Library, and the Housing Authority of the City of Goldsboro on November 2, 2023.

At the conclusion of the 30-day public review and comment period, Community Relations & Development will submit the amended plan to HUD.

RECOMMENDATION: There is no action needed by the Council at this time.

Date: 11-13-23 Felecia D. Williams
Felecia D. Williams, Community Relations & Development Director

Date: 11/13/23
Timothy Salmon, City Manager



Citizen Participation Plan

COMMUNITY RELATIONS & DEVELOPMENT

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INTRODUCTION

Goldsboro, North Carolina has an estimated population of 32,181 (World Population Review). Its legal representative and policy-making body is a seven-member City Council consisting of the Mayor and six district representatives (councilmembers).

PURPOSE AND PHILOSOPHY

The effectiveness of the Citizen Participation Plan (CPP) is enhanced when both citizens and elected officials are aware of its benefits. Elected officials and policymakers benefit from the variety of viewpoints that citizens can bring to local government planning in areas such as, affordable housing, neighborhood revitalization, self-help, recreation, transportation, human services, public services, and neighborhood organization. Citizens benefit from the knowledge that their opinions and views are considered and contribute to the overall decision-making process.

While the comments and opinions of all citizens are important, it is necessary for Goldsboro's low- to moderate-income[1] citizens, those living in slum or blighted areas, residents of public and assisted housing, minorities, non-English speaking persons, and persons with disabilities have the opportunity to be heard. These citizens are in most need of supportive services and stand to benefit the most from activities undertaken as part of the CDBG and HOME Programs. As such, it is important that Goldsboro seeks to include these groups in the decision-making process for activities funded through the CDBG and HOME Programs. Goldsboro's CPP provides the means by which citizens can assist with problem identification, propose solutions to problems, set goals and determine priorities, and recommend which projects should become a part of these programs.

COMMISSION ON COMMUNITY RELATIONS & DEVELOPMENT (CCRD)

The Commission on Community Relations and Development (CCRD), one of the primary avenues for public participation related to the CDBG and HOME Programs, is an eleven-member volunteer commission of Goldsboro citizens, which serves in an advisory capacity to the Community Relations and Development Director and Goldsboro City Council concerning the CDBG and HOME programs and other community issues.

The Mayor and each member of the City Council appoint members of the CCRD. All potential CCRD members must be approved by City Council. All CCRD members serve three-year terms with eligibility for re-appointment. CCRD members are limited to two consecutive terms. The CCRD meets once a month, and all meetings are conducted in an open manner.

The CCRD assists the Community Relations and Development Director and City Council to enhance community harmony and promote awareness of Goldsboro's growing multiculturalism by facilitating community dialogue and meetings and coordinating residential and organizational coalitions to address community issues and concerns. The CCRD will also serve as a citizen input mechanism for the community

[1] Per 12 U.S. Code §1430(j)(13): The term "low- to moderate-income citizen" means any citizen or household who has an income of eighty percent (80%) or less of the area median income (AMI). The term "low- to moderate-income neighborhood" means any neighborhood in which fifty-one percent (51%) or more of the households are low- to moderate-income households.

and in an advisory capacity to Goldsboro for community development administered programs funded through CDBG and HOME Grant Funds.

More information on the CCRD, along with departmental program plans and reports, are available for public review at the Community Relations and Development Department within Historic City Hall at 214 N. Center Street, Goldsboro, NC 27530 or https://www.goldsboronc.gov/cdbg-home-plans-and-reports/.

Citizens are encouraged to refer any comments or questions to either Community Relations and Development Staff or members of the CCRD. Copies of the Plan will be made available to individuals/groups and can be provided in an alternative format for people with disabilities upon request.

PROVISION OF TECHNICAL ASSISTANCE

Besides administering, planning, and evaluating the CDBG and HOME Programs, Community Relations and Development Staff provide technical and analytical assistance to the CCRD, non-profit organizations, neighborhood/community groups, and interested citizens in building community capacity, developing project proposals, and project implementation.

In addition to assisting in the preparation of the CPP, staff also prepare the Five-Year Consolidated Plan (ConPlan), the One-Year Annual Action Plan (AAP), and the Consolidated Annual Performance and Evaluation Report (CAPER) for review by the CCRD and City Council. Staff also assist in the preparation of a comprehensive development strategy that includes each Community Development target area and describes the types of projects that would have the most significant impact.

PUBLIC HEARINGS & PUBLIC MEETINGS

In order to ensure adequate public comment concerning the activities related to the CDBG and HOME Programs, Goldsboro will hold at least two public hearings before the City Council during each program year to obtain citizens' review and answer questions concerning the CDBG and HOME Programs. Additionally, at least one public meeting will be held before the CCRD prior to the proposed ConPlan and AAP are published for comment. These hearings and meetings will focus on housing and community development needs, the development of program activities, and the review of the CDBG and HOME Programs.

Citizens will be notified and encouraged to attend public hearings and public meetings through advertisements in the Goldsboro News Argus, radio announcements, social media and E-Mail blitz, and/or Goldsboro's website. Notice of these public hearings and public meetings will be given at least 10 days prior, but no more than 30 days prior to the date of the hearing or meeting. The notices will include the date, time, and location of the hearing or meeting, a brief description of the purpose of the hearing or meeting, and state how persons with disabilities can make arrangements to participate. Public hearings and public meetings will be held at times and locations convenient to potential and actual beneficiaries of CDBG and HOME Programs.

All public hearings and public meetings will be held at a convenient time and place to facilitate broad citizen participation, particularly by low- and moderate-income citizens and residents of targeted neighborhoods. All public hearings and public meetings will be held at locations accessible to persons with disabilities and provisions will be made to accommodate persons with disabilities. Public notices of hearings and meetings shall state that persons with disabilities may receive auxiliary aids or service to effectively participate in city

government activities by contacting the Community Relations & Development Department, at least five business days prior by calling (919) 580-4318.

Upon request, translators will be provided for people who do not speak English and sign language interpreters will be provided for hearing impaired persons. Online surveys in English and Spanish may also be used to gather resident input on the development of the ConPlan or filled out on paper surveys available at various locations.

All citizens will be encouraged to attend public hearings and public meetings related to the program planning and implementation processes. Low- to moderate-income citizens and those living in designated target areas will be particularly encouraged to attend these hearings and meetings through announcements at neighborhood association and community watch meetings and/or by the distribution of information through members of the CCRD or Community Relations and Development Staff.

CONSOLIDATED PLAN (ConPlan) AND ANNUAL ACTION PLAN (AAP)

As a CDBG Entitlement Community and a HOME PJ, Goldsboro must submit a Consolidated Plan (ConPlan) to HUD at least every five years outlining the needs of low- to moderate-income citizens and special populations within Goldsboro and the strategies by which Goldsboro will address these needs. Each year Goldsboro must also submit an Annual Action Plan (AAP) stating how the needs of low- to moderate-income persons will be addressed with anticipated HUD and Local Funds. Goldsboro will actively encourage public participation in the development of the ConPlan and AAP.

During the development of the ConPlan, Goldsboro will consult within the community to set priorities for addressing these needs. Citizens residing within designated target areas will be encouraged to comment on needs and priorities through existing or newly created neighborhood associations and community watch groups. Goldsboro, in conjunction with the Housing Authority of the City of Goldsboro (HACG), will work to encourage the participation of public and assisted housing residents in providing input to the ConPlan. Goldsboro will also provide information related to planned activities that will occur in or near public and assisted housing developments to HACG.

The ConPlan and AAP include the amount of funds Goldsboro expects to receive, the range of activities that may be undertaken, and an estimate of the benefit to low- to moderate-income citizens from these projects. A minimum of one public meeting is to be held before the CCRD prior to the proposed ConPlan and AAP being published for comment and one public hearing to be held before the City Council prior to the adoption of the ConPlan and AAP to receive comments on the Plans. Notice will be given in the Goldsboro News Argus at least 10 days prior, but no more than 30 days prior to the date of the hearing or meeting and will include a brief summary of the purpose and contents of the Plans and the locations of where the full Plans are available for public review. Any individual or group may receive a copy of the ConPlan and AAP upon request. A summary of all comments, and any actions taken concerning these comments, will be submitted along with the Plans to HUD.

CONSOLIDATED ANNUAL PERFORMANCE & EVALUATION REPORT (CAPER)

Each year, Goldsboro must prepare a Consolidated Annual Performance and Evaluation Report (CAPER) describing and evaluating the community development activities undertaken during the previous program year. Goldsboro will follow HUD public notification and comment requirements to ensure that the public, particularly focusing on those citizens residing within designated target areas, has the opportunity to review the report and comment on Goldsboro's community development activities.

As part of the review process, the public will be provided with a fifteen-day review period for comment on the report. A notice for the comment and review period will be placed in the Goldsboro News Argus prior to the commencement of the review period. The CAPER will also be made available for public review at City Hall and a variety of public access sites prior to its submittal to HUD. A summary of the public's comments and reviews will be incorporated into the CAPER upon submission to HUD.

AMENDMENTS TO CONSOLIDATED PLAN & ANNUAL ACTION PLAN

Goldsboro shall amend its approved plan whenever it makes one of the following decisions:

1. To make a change in its allocation priorities or a change in the method of distribution of funds;

2. To carry out an activity using funds from any program covered by the ConPlan (including program income) not previously described in the AAP; or

3. To change the purpose, scope, location, or beneficiaries of an activity.

Minor Amendments

Any minor amendments to the ConPlan and/or AAP will be made administratively and will be incorporated into Goldsboro's CAPER at the end of the program year. A minor amendment is one that maintains the integrity of the plan and does not include any substantial change in policy or in funding priorities while still maintaining flexibility in meeting the planned goals and objectives.

Substantial Amendments

Citizen participation is required for any substantial amendment made to a previously approved ConPlan and/or AAP. The criteria Goldsboro will use for determining a substantial amendment to its ConPlan and AAP includes changes in the Plans requiring the reprogramming of more than 25% of the CDBG or HOME allocation.

Substantial amendments to the ConPlan and/or AAP will be made available for public comment at City Hall and the established public access sites at least 30 days prior to its adoption. A public hearing for the substantial amendment will be held before Goldsboro City Council and citizens will be notified of this hearing through an ad placed in the Goldsboro News Argus at least 10 days prior, but no more than 30 days prior to the hearing. The notice will include the date, time, location for the hearing, a brief description of the proposed amendment, and will state how persons with disabilities can make arrangements to participate. A summary of citizens' comments concerning the substantial amendment to the ConPlan and/or AAP will be summarized and attached to the amendment upon its submission to HUD.

Emergency Amendments

In the event of a natural disaster or catastrophic occurrence threatening public health and/or safety, Goldsboro may determine the need to make a substantial amendment to the ConPlan and/or AAP to address the unforeseen needs of the community. Goldsboro may request and obtain from HUD a complete waiver or reduction in days of the required thirty-day public review and comment period for substantial amendments. A public hearing for the substantial amendment will be held before the Goldsboro City Council and citizens will be notified of the hearing through an ad placed in the Goldsboro News Argus at least 10 days prior, but no more than 30 days prior to the hearing. Emergency amendments require Goldsboro appointed officials to hold a public meeting for recommendation to, and approval by, City Council in accordance with North Carolina Public Meeting Laws.

COMPLAINTS & GRIEVANCES PROCEDURES

Complaints and grievances concerning CDBG and HOME activities should be filed, in writing, to the Community Relations and Development Director at P.O. Drawer A-1017, Goldsboro, NC 27533. All comments will be initially reviewed by staff and referred to the appropriate City Department or CCRD for reply. An appropriate response will be made to complainant within 15 working days. If after review and investigation, the complainant is not satisfied with the outcome at this level, they should notify the Community Relations and Development Director and arrange a meeting.

If the complainant is still not satisfied with the outcome, the matter should then be referred to the Assistant City Manager. Every effort will be made to resolve complaints at the local level, however, if a satisfactory resolution of the complaint is not achieved at the municipal level, the complete record of correspondence, meetings, and research information shall be forwarded to the U.S. Department of Housing and Urban Development (HUD) for final disposition.

OBJECTIONS TO CDBG/HOME CONSOLIDATED PLAN & ANNUAL ACTION PLAN APPLICATION

Objections to the contents of a ConPlan and/or AAP, which are not considered complaints or grievances, are to be filed directly with the HUD area office located at 1500 Pinecroft Road, Suite 401, Greensboro, NC 27407, before or during the ConPlan and AAP review period. HUD will consider objections made only on the following grounds:

1. The description of needs and objectives is plainly inconsistent with available facts and data; or

2. The activities to be undertaken are plainly inappropriate to meeting the needs and objectives identified in the application; or

3. The application does not comply with the requirements of HUD regulations or other applicable law; or

4. The application proposes activities that are otherwise ineligible.

PROVISION OF PROGRAM INFORMATION

Program information is available to all citizens who are interested in learning more about the CDBG and/or HOME Programs, or in being a member of the CCRD. Special arrangements will be made for providing information or assistance to non-English speaking residents upon request. For special assistance, call the Community Relations & Development Department, at least five business days prior by calling (919) 580-4318.

The records of the CDBG and HOME Programs are public records and must be retained for a minimum of five years. However, some records deal with personal income and other information on individuals directly affected by program activities and must be kept confidential. Apart from these, all records of the CDBG and HOME Programs are available for review by the public at the Community Relations and Development Department at 214 N. Center Street, Goldsboro, NC 27530, 8:00 a.m. to 5:00 p.m. Monday through Friday.

Other provisions intended to give interested citizens the broadcast opportunity to obtain program information, read, analyze, and comment on Goldsboro CDBG and HOME Programs are:

- ✓ Department Website: https://www.goldsboronc.gov/community-relations/
- ✓ Mailing List: Citizens may request to have their name placed on the departmental mailing list of interested parties. Each person on the mailing list periodically receives program information.
- ✓ Citizen Participation Plan (CPP): Goldsboro's CPP will be reviewed each Fiscal Year. The CPP is made available to any citizen or community organization upon request.
- ✓ Notification of Significant Program Action: At various points during the program year, significant program actions will be published in the Goldsboro News Argus. Such actions may include: completion of the CAPER, Notice of Findings of No Significant Effect on the Environment (by project), Notice of Intent to Request Release of Funds (from HUD), announcements of public hearings and public meetings, and the projected use of funds.
- ✓ CCRD Meetings: CCRD meetings are typically held the second Tuesday of each month of the year. Regular meetings are held at 6:00 p.m. int the Anteroom of Historic City Hall at 214 N. Center Street, Goldsboro, NC 27530. Interested citizens should contact the Community Relations and Development Department or the City Clerk at City Hal to confirm meeting dates. All CCRD meetings are open to the public.

CONCLUSION

Goldsboro recognizes the importance of citizen participation in the formulation and successful accomplishment of its CDBG and HOME Programs. The CDBG and HOME Programs can be most effective and responsive when citizens are continuously involved. This CPP was designed to serve as a guide to fulfill these purposes.

Goldsboro CCRD provides an orderly procedure for input and participation from the general public. It is a volunteer group charged with the responsibility of advising the Mayor and Goldsboro City Council as it relates to CDBG and HOME Program expenditures and general city issues.

The Community Relations and Development Department provides many opportunities for citizens to find out about Goldsboro's programs and to have a voice in the decision-making process. To be kept up to date on the activities of the Community Relations and Development Department and the CCRD, call, email, or write the Community Relations and Development Staff at:

City of Goldsboro
Community Relations and Development Department
P.O. Drawer A
Goldsboro, NC 27533
Phone: (919) 580-4360 E-Mail: FDWilliams@goldsboronc.gov
or visit the Department's website at:
https://www.goldsboronc.gov/community-relations/

ITEM D

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Resolution Approving Application for Funding Offered by the NCDEQ Division of Water Infrastructure for the Lead and Copper Inventory Project

BACKGROUND: The Environmental Protection Agency (EPA) overhauled the 1991 Lead and Copper Rule and issued the final Lead and Copper Rule Revisions (LCRR) which went into effect December 16, 2021. All water systems must complete certain tasks before the October 16, 2024 deadline which include developing an inventory of all service lines, including public-side and private-side materials, and making that publicly available.

DISCUSSION: This fall, the NCDEQ Division of Water Infrastructure is hosting a funding round for the Clean Water State Revolving Fund, and Drinking Water State Revolving Fund programs. Applications are due by December 12, 2023.

Staff has identified the Lead and Copper Inventory Project for obtaining assistance through DEQ funding. Funding requests for the Lead and Copper Inventory Project requires the adoption of a resolution authorizing the City Manager to execute and file an application on behalf of the City of Goldsboro. Any grant or loan received would be brought back to the City Council for approval.

RECOMMENDATION: It is recommended that the City Council adopt the attached resolution approving application for funding offered by the NCDEQ Division of Water Infrastructure for the Lead and Copper Inventory Project.

Date: 11-8-23 Jonathan Perry
Jonathan R. Perry, Engineering Services Manager

Date: 11/13/23
Timothy M. Salmon, City Manager

RESOLUTION NO. 2023 – 89

RESOLUTION APPROVING APPLICATION FOR FUNDING OFFERED BY THE NCDEQ DIVISION OF WATER INFRASTRUCTURE FOR THE LEAD AND COPPER INVENTORY PROJECT

WHEREAS, the City of Goldsboro has need for and intends to construct, plan for, or conduct a study in a project described as the Lead and Copper Inventory Project; and

WHEREAS, the City of Goldsboro intends to request State loan and/or grant assistance for the project; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Goldsboro, North Carolina, that:

1. The City of Goldsboro, the Applicant, will arrange financing for all remaining costs of the project, if approved for a State loan and/or grant award.
2. The Applicant will provide for efficient operation and maintenance of the project on completion of construction thereof.
3. The Applicant will adopt and place into effect on or before completion of the project a schedule of fees and charges and other available funds which will provide adequate funds for proper operation, maintenance, and administration of the system and the repayment of all principal and interest on the debt.
4. The governing body of the Applicant agrees to include in the loan agreement a provision authorizing the State Treasurer, upon failure of the City of Goldsboro to make a scheduled repayment of the loan, to withhold from the City of Goldsboro any State funds that would otherwise be distributed to the local government unit in an amount sufficient to pay all sums then due and payable to the State as a repayment of the loan.
5. If applying for a regional project, that the Applicant will partner and work with other units of local government or utilities in conducting the project.
6. Timothy M. Salmon, City Manager of the City of Goldsboro, the Authorized Representative, and successors so titled, is hereby authorized to execute and file an application on behalf of the Applicant with the State of North Carolina for a loan and/or grant to aid in the study of or construction of the project described above.
7. The Authorized Representative, and successors so titled, is hereby authorized and directed to furnish such information as the appropriate State agency may request in connection with such application or the project; to make the assurances as contained above; and to execute such other documents as may be required in connection with the application.
8. The Applicant has substantially complied or will substantially comply with all Federal, State, and local laws, rules, regulations, ordinances, and funding conditions applicable to the project and to Federal and State grants and loans pertaining thereto.
9. This resolution shall be in full force and effect from and after this 20th day of November, 2023.

David Ham, Mayor

Attested by:

Laura Getz, City Clerk

CITY OF GOLDSBORO INCORPORATED 1844 - 1891

Item No. E

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Ordinance establishing the City of Goldsboro Cemetery Perpetual Care Trust Fund (1113)

BACKGROUND: North Carolina General Statute §160A-347 authorizes any local government to establish and maintain a perpetual care trust fund for any cemeteries under its ownership or control.

DISCUSSION: At the November 6, 2023 meeting, Council authorized the acceptance of a distribution from the Simon and Sadie Rosenfeld trust for the care of cemetery plots in Willowdale Cemetery.

North Carolina General Statute §160A-347 further states that the principal must remain intact and the income from the principal may be used for the perpetual care of the plots. The perpetual care trust funds are also required to be kept separate and apart from all other city funds, and cannot be used for any other purpose than the perpetual care of the city cemeteries.

Staff recommends the establishment of a perpetual care trust fund to manage the distribution of the Simon and Sadie Rosenfeld trust funds, and any future contributions, gifts, grants and devises restricted for use on any city cemetery or specific plot.

Interest income will be allocated quarterly to the outstanding balance of the fund. Annually, a transfer to the General Fund will be appropriated and transferred based on the cost of maintenance for the plot(s). Finance will maintain separate detailed records to account for any additional trust funds that may be added.

RECOMMENDATION:

It is recommended that City Council adopt the attached ordinance to establish and maintain the City of Goldsboro Perpetual Care Trust Fund (1113).

Date: 11/8/23

Catherine F. Gwynn, Finance Director

Date: 11/13/23

Timothy M. Salmon, City Manager

ORDINANCE NO. 2023- 66

AN ORDINANCE ESTABLISHING THE
CITY OF GOLDSBORO CEMETERY PERPETUAL CARE TRUST FUND (1113)

WHEREAS, North Carolina General Statute §160A-347, Perpetual Care Trust Funds, "authorizes a city to create a perpetual care trust fund for any cemeteries under its ownership or control, to accept gifts, grants, and devises on behalf of the perpetual care trust fund, to deposit any revenues realized from the sale of lots in or the operation of city cemeteries in the perpetual care trust fund, and to hold and administer the trust fund for the purpose of perpetually caring for and beautifying the city's cemeteries"; and

WHEREAS, the statute further asserts "The principal of perpetual care trust funds shall be held intact, and the income from such funds shall be used to carry out contracts with plot owners for the perpetual care of the plots, and to maintain and perpetually care for the cemetery"; and

WHEREAS, on November 6, 2023 City Council authorized the acceptance of a distribution of trust assets for the Simon M. Rosenfeld's and Sadie E. Rosenfeld's estate for the care of cemetery plots in the Willowdale Cemetery, and Council further authorized the establishment of a perpetual care trust fund for these assets and other similar distributions; and

WHEREAS, the fund may be amended from time to time to appropriate transfers to the General Fund which oversees and performs all maintenance and upkeep of the Willowdale Cemetery and specifically the Rosenfeld's cemetery plot and shall be funded with an appropriation of investment earnings only.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Goldsboro, North Carolina, that the City of Goldsboro Cemetery Perpetual Care Trust Fund be established as follows:

Section 1: To authorize revenue and expenditure appropriations as follows:

City of Goldsboro Cemetery Perpetual Care Trust Fund

	Current Budget
Revenues:	
Investment Earnings	$ -
Contributions-Permanent Endowment-Simon and Sadie Rosenfeld	53,105.24
Total Revenues	$ 53,105.24
Expenditures:	
Transfers to General Fund	$ -
Non-spendable Principal-Simon and Sadie Rosenfeld	53,105.24
Total Expenditures	$ 53,105.24

Section 2: Copies of this budget amendment shall be furnished to the City Clerk of the Governing Board, and to the Budget Officer and the Finance Officer for their direction.

This Ordinance shall be in full force and effect from and after this 20th day of November, 2023.

David Ham, Mayor

ATTEST:

Laura Getz, City Clerk

CITY OF GOLDSBORO INCORPORATED 1844 - 1891

Item F

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Ordinance amending the Quint Aerial Fire Truck Capital Project Fund (F3111)

BACKGROUND: City Council approved an expenditure appropriation for a new aerial fire truck with the FY22-23 adopted annual operating budget. The approved cost from the FY22-23 budget was $1,136,600.00, and an additional $15,000.00 was added to cover the cost of financing the equipment for a total project cost of $1,151.600.00.

A grant project budget was created by Council on July 11, 2022 in accordance with General Statute §159-13.2 which authorizes local governments to account for this type of project in a grant project ordinance which will span the life of the project.

DISCUSSION: The construction and delivery of the truck has taken over a year and is expected to be delivered between December and January. Additional ancillary equipment will be needed for the new apparatus. The remaining debt issuance costs of $6,463.05 will not be used, and can be transferred to the capital expenditure to cover the equipment needed for the new aerial fire truck.

RECOMMENDATION: It is recommended that the City Council adopt the attached project budget ordinance amendment for the Quint Aerial Fire Truck Capital Project Fund (F3111).

Date: 11/8/2023

Catherine F. Gwynn, Finance Director

Date: 11/13/23

Timothy M. Salmon, City Manager

ORDINANCE NO. 2023- 67

AN ORDINANCE AMENDING THE PROJECT FUND FOR THE
QUINT AERIAL FIRE TRUCK CAPITAL PROJECT FUND (F3111)

WHEREAS, the City of Goldsboro provides for the health and safety of its citizens by providing critical public safety services; and

WHEREAS, the existing EONE Quint fire truck is outdated and has exceeded its useful life, and it is necessary to replace it with a new aerial fire truck to allow the Fire Department to serve the citizens in a safe and reliable manner; and

WHEREAS, on July 11, 2022, Council authorized the establishment of a grant project fund to account for the purchase of the new aerial fire truck which was financed by Truist Bank on September 22, 2022; and

WHEREAS, it is necessary to appropriate expenditures to add ancillary equipment for the fire truck to be operational, and this will be funded with a reduction of expenditures in the costs of issuance line item.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Goldsboro, North Carolina, that the Quint Aerial Fire Truck Capital Project Fund (F3111) is hereby amended:

Section 1: To authorize revenue and expenditure appropriations as follows:

Quint Aerial Fire Truck Capital Project Fund (F3111)

	Current Budget	Amended Budget	Increase (Decrease)
Revenues:			
Loan Proceeds	$1,151,600.00	$1,151,600.00	$ -
Total Revenues	$1,151,600.00	$1,151,600.00	$ -
Expenditures:			
Construction-Fire Truck	$1,136,600.00	$1,143,063.05	$ 6,463.05
Costs of Issuance	15,000.00	8,536.95	(6,463.05)
Total Expenditures	$1,151,600.00	$1,151,600.00	$ 0.00

Section 2: Copies of this budget amendment shall be furnished to the City Clerk of the Governing Board, and to the Budget Officer and the Finance Officer for their direction.

This Ordinance shall be in full force and effect from and after this 20th day of November, 2023.

David Ham, Mayor

ATTEST:

Laura Getz, City Clerk

CITY OF GOLDSBORO INCORPORATED 1844 - 1881

Item G

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Amending a Special Revenue Fund Ordinance – Police Other Restricted Revenue Funds (P3104)

BACKGROUND: On June 17, 2019 City Council approved the creation of a special revenue fund for the Police Department to create more transparency in the collection and disbursement of funds received from special court allocations, storage fees, various fundraisers, donations, sale of found property, and other restricted revenue sources for the police department.

DISCUSSION: The Police department has received $2,835.12 in various donations and surplus sales. It is necessary to appropriate these revenues so that the Police department may expend them according to the applicable purpose. The table below provides additional details.

Entity	Purpose	Date Received	Amount
Walmart	Shop with a Cop Donation	Jul 2023	$2,500.00
Property Room.com	Found guns sold	Aug 2023	45.12
Private Citizen Donations	Donations for Community Police Services	Jun 2023-Sep 2023	290.00
	Total Revenue Appropriations		$2,835.12

RECOMMENDATION: By motion, Council adopt the attached Project Budget Ordinance amendment for the Police Other Restricted Revenue Funds (P3104).

Date: 11/8/23

Catherine F. Gwynn, Finance Director

Date: 11/13/23

Timothy M. Salmon, City Manager

ORDINANCE NO. 2023- 68

AN ORDINANCE AMENDING THE SPECIAL REVENUE FUND FOR THE POLICE OTHER RESTRICTED REVENUE FUND (P3104)

WHEREAS, the City of Goldsboro Police Department receives revenues from various restitution and seizure programs, and conducts various fundraisers and receives various donations, bequests and grants to help provide safety for the citizens and community and to reduce criminal activity, and

WHEREAS, it is necessary to appropriate expenditures for the purpose of providing material and supplies for the operation of the police department, and this will be funded with donations and the sale of found guns.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Goldsboro, North Carolina, that the following special revenue project budget is hereby amended:

Section 1: To authorize revenue and expenditure appropriations as follows:

Police Other Restricted Revenue Fund (P3104)

	Current Budget	Amended Budget	Increase (Decrease)
Revenues:			
Donations - Police	$ 3,620.00	$ 3,910.00	$ 290.00
Investment Interest	191.63	191.63	-
Miscellaneous Revenue	2,241.75	2,241.75	-
Special Court Allocations	-	-	-
Sales of Restricted Surplus-Law Enforcement Support Office (LESO)	5,101.17	5,101.17	-
Donations - National Night Out	487.84	487.84	-
Donations - Heroes Donation	275.00	275.00	-
Donations - Walmart	17,131.50	19,631.50	2,500.00
Fundraising Law Enforcement Calendar Project	16,000.00	16,000.00	-
Fundraising Law Enforcement K9 Unit	583.00	583.00	-
Property Room.com Found Guns	15,814.89	15,860.01	45.12
Property Room.com Found Other Property	736.00	736.00	-
Total Revenues	$ 62,182.78	$65,017.90	$ 2,835.12
Expenditures:			
Law Enforcement Supplies	$ 6,053.38	$ 6,343.38	$ 290.00
Law Enforcement Supplies - Special Court Allocation	-	-	-
Law Enforcement Supplies - LESO Funding	5,101.17	5,101.17	-
Law Enforcement Supplies - National Night Out	487.84	487.84	-
Law Enforcement Supplies - Heroes Donation	275.00	275.00	-
Law Enforcement Supplies - Walmart Grant	17,131.50	19,631.50	2,500.00
Law Enforcement Supplies - Calendar Project	16,000.00	16,000.00	-
Law Enforcement Supplies - K-9 Unit	583.00	583.00	-
Law Enforcement Supplies - Property Room Found Guns	15,814.89	15,860.01	45.12
Law Enforcement Supplies - Property Room Found Other	736.00	736.00	-
Total Expenditures	$ 62,182.78	$65,017.90	$ 2,835.12

Section 2: Copies of this budget amendment shall be furnished to the City Clerk of the Governing Board, and to the Budget Officer and the Finance Officer for their direction.

This Ordinance shall be in full force and effect from and after the 20th day of November, 2023.

David Ham, Mayor

Attest:

Laura Getz, City Clerk

Item No. H

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Goldsboro Christmas Parade – Temporary Street Closure

BACKGROUND: The annual Goldsboro Christmas Parade is one of the many local traditions helping to usher the holiday season into the Goldsboro area. The parade is organized, coordinated, and sponsored by the Wayne County Chamber of Commerce.

DISCUSSION: The street closing request for Saturday, December 2, 2023, is as follows:

Parade Route: Beginning in the 200 Block of South Center Street and traveling north on Center Street to Ash Street. Going around the traffic circle at Center and Ash Street and heading south on Center Street. The parade route will be continuing south on Center Street, where the parade route will end at Spruce Street.

Staging Areas (streets closed for staging): Spruce Street between George Street and John Street; Pine Street between George Street and John Street; James Street between Pine Street and Spruce Street; and Center Street from Elm Street and Spruce Street.

Additional Closures recommended by the Police Department to manage traffic flow will encompass: Ash Street from James Street to John Street; Mulberry Street from James Street to John Street; Walnut Street from James Street to John Street; Chestnut Street from James Street to John Street.

Parking Restrictions: No parallel parking on Center Street from Pine Street to Ash Street.

The time requested for the street closing is from 8:00am to 8:00pm. Police have indicated that traffic will be restricted from 8:00am until 3:30am and all traffic stopped at 3:30am. The actual parade will begin at 4:00pm and end at approximately 7:00pm.

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 and Public Works Departments are to be involved in the logistical aspects of the Event.

RECOMMENDATION: By motion, grant the requested temporary street closures of the sections of Pine Street, Spruce Street, James Street, Center Street, Ash Street, Mulberry Street, Walnut Street, Chestnut Street for the Goldsboro Christmas Parade route and staging area from 8:00am to 8:00pm on Saturday, December 2, 2023, as stated above.

Date: 11-3-2023

Michael D. West
Mike West, Police Chief

Date: 11/13/23

Tim Salmon, City Manager

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

Date of Application _____
(Inner Office Use Only)

CITY OF GOLDSBORO
SPECIAL EVENTS/PARADE/STREET CLOSING PERMIT APPLICATION

****In the event of a street closing or carnival, an application should be submitted at least 30 days prior to your parade or special event.**

I. General Information

Type of Event: (please check all that apply)

☒ Parade ☐ Run/Walk ☐ Festival ☐ Street Closure ☐ Carnival ☐ Other (explain): _____

Event Name: Goldsboro Christmas Parade

Event Date(s): Sat. Dec 2 2023 **Event Website:** waynecountychamber.com

Inclement Weather/Rain Date(s): None

Description of Event (Please briefly describe the event.)

Annual Christmas Parade

Requested Event Location: Downtown Goldsboro

Event Start Time/End Time: 4:00 pm (approx 2 hours)

Set-Up: Date & Time (start/end): Begin Friday Dec. 1, 2023

Dismantle (Completion): Date & Time (start/end): After-Parade

Estimated Daily Attendance: _____

Will this event require street closures? ☒ **Yes** ☐ **No** **Closure Times** At discretion of GPD

***If yes*, please list the streets that you are requesting to be closed:**

Center Street, circle @ Ash, and some side streets (see map)

II. Applicant and Sponsoring Organization Information

Sponsoring Organization Name: Wayne County Chamber of Commerce

Are you a non-profit? ☒ Yes ☐ No If yes, are you: ☐ 501c (3) ☒ 501c (6) ☐ Place of worship

Applicant Name: Will Collins Title: Dir. of Events & Advocacy

Address: 308 N. William St.

City: Goldsboro State: NC Zip: 27530 Phone: 919. 734. 2241

Cell Phone: 919. 273. 2575 Email: will c@waynecountychamber.com

Day of Event Contact:

Name: Will Collins Phone: 919.273-2575

III. Event Map

For Run/Walk/Parade/Carnival- FORMATION AREA LOCATION: South Center & side streets

For Run/Walk/Parade/Carnivals- STARTING POINT: Goldsboro Fire dept.

For Run/Walk/Parade/Carnival- ENDING POINT: Center & Spruce

***Please provide a detailed map of your event, including race/walk/parade route(s), stage(s), inflatables, rides, booths, tents, parking, etc. (Please attach additional pages as needed.)**

attached

IV. RESTROOMS & SITE CLEANUP (Bathroom facilities are required for events lasting longer than two hours and must be ADA compliant.)

One Port-A-Jon is recommended per 100 people, and is based on event duration instead of number of participants.

How do you plan to handle restroom services? □ Portable Toilets □ Other
If portable toilets will be provided, please list the name/contact of the company:

If no portable toilets will be provided, how will these requirements be handled?

How do you plan to remove garbage and/or recycling? (City receptacles must be requested separately no less than 30 days prior to the event. Contact the Public Works Department at 919-750-7450.)

V. Event Details: *Please answer the following questions regarding your event.*

☐ Yes ☒ No Does the event involve the sale of food?
☐ Yes ☒ No Does the event involve the sale of alcohol?
If "YES" has the health department been notified?

- For events with food, a letter from the health department must be submitted 30 days prior to the event.
  - Health Department: (919) 731-1000
- The ABC Permit, issued by the NC ABC Commission, must be submitted to the Goldsboro Police Department prior to the event. The event permit will not be issued until the ABC Permit is submitted.
  - NC ABC Commission: (919) 779-0700

☐ Yes ☒ No Will there be **musical entertainment** at your event?
If "YES", please provide the following information:

- Amplification? ☐ Yes ☐ No

Note: Any Live or Loud Music cannot begin prior to 10am, must end by 10pm and is subject to all city noise ordinances, unless approved in advance by the Goldsboro City Council. Please contact the City of Goldsboro Planning Department at 919-580-4333 for questions regarding City Ordinances.

☐ Yes ☒ No Will there be any **tents or canopies** in the proposed event site? If "YES", please provide the following information:

- Approximate Number of tents: _____
- Approximate Sizes: _____
- Will any tent exceed 400 sq. feet in area? ☐ Yes ☐ No

Note: It is the renter's responsibility to contact the Inspections Department to arrange for all tent inspections that are required by City of Goldsboro ordinance. A permit is required when using any type of tent.

- ***City of Goldsboro Inspections Department (919) 580-4385***

☒ Yes ☐ No Will you require **electrical hook-ups** for this event? (Please note that electrical availability is limited.)

☐ Yes ☒ No Will **admission fees** be charged to attend this event?
If "YES", provide the cost(s) of all tickets: _____

☐ Yes ☒ No Will **fees be charged to vendors** to participate in this event?
If 'YES", please provide the schedule of fees: _____

☒ Yes ☐ No Applicant has read, in its entirety, the City of Goldsboro Use of City-Owned Property for Special Events Policy. The Policy Regarding the Use of City-Owned Property for Special Events is available at http://www.goldsboronc.gov/special-events/.

****The temporary closing of a NC Department of Transportation Street would be at the discretion of the NC Department of Transportation.***

VI. Miscellaneous:

Parking:

- How will overall patron parking be accommodated for this event? downtown parking.

Note: You may be required to provide a shuttle if the event places undue demands on surrounding parking areas.

Special Information and Conditions of receiving a Special Event/Parade Permit:

Insurance:

*General Liability Insurance coverage of at least $1 million that holds the City and its taxpayers harmless from claims arising out of operation of the event is required. This Proof of insurance or applicable rider **MUST** be attached before submitting. Contact your insurance provider for assistance. If the event requires additional insurance, the Finance Director will notify the Police Department and City Manager's Office. Carnival applicants must provide proof of liability insurance of at least $5 million. The city must be listed as an additional insured on the Certificate of Insurance and shall be in place at the time such structure is to be occupied or such place of assembly is established for use by the public.*

Application Fee:

An application fee of $100.00 for special events and $200.00 for parades will be required at the time the application is submitted unless the permit is denied. This non-refundable fee is to be in the form of a check made payable to the City of Goldsboro.

Event Cancellation:

At this time, we do not anticipate canceling any events already permitted, however with ongoing national security concerns and the possible unavailability of city and police resources, this could occur. If this action is necessary, applicants will be given notice in a timely manner. New requests may be denied or adjusted for the same reason.

Public Safety:

The City of Goldsboro reserves the right to require security and medical personnel for your event.

Police: The Goldsboro Police Department shall determine the number of police officers needed to appropriately manage security, as well as the time when such services shall commence. The Applicant may be responsible for hiring and paying off-duty law enforcement officers, or reimbursing the City of Goldsboro for the costs of providing on-duty law enforcement officers, to appropriately manage the event. Please contact the City of Goldsboro's Police Department Off-Duty Coordinator at 919-580-4223.

Prohibited Items:

No firearms or illegal drugs are allowed.

Policy of Non-Discrimination:

City facilities are available on a non-discriminatory basis. Appropriate activities need to accommodate individuals regardless of age, sex, race, color, religion, national origin, physical or mental disabilities, affection preference or marital status. The City of Goldsboro does not discriminate on the basis of disability in admission, access, treatment or employment in its programs or activities.

Additional Rules Pertaining to Events:

1. Vehicles will only be in designated parking areas.
2. All animals must be leashed as outlined in COG Code of Ordinances 91.15;91.18.
3. Applicant will respect neighboring property/business owners with respect to noise.
4. Applicant understands that it will not be the responsibility of the Police Department to relocate vehicles parked along any portions of the streets to be closed prior to the event.
5. Applicant is required to ensure the areas used are clean and free of debris. Please note that there will be a cleaning fee charged if the area is not clean.

Alcoholic Beverages:

(If consumption of alcohol is planned on property for event, the following additional requirements MUST be met.)

1. All necessary ABC permits must be issued by the State and copies are provided with this application.
2. Signs shall be posted and visible at all exit points at the special event stating that it is unlawful to remove alcoholic beverages in opened or sealed containers from the premises.
3. Areas where alcohol will be consumed, served or sold must clearly be defined and delineated on the premises by barricades, caution tape or other acceptable means.
4. All necessary ABC permits must be issued by the State and copies provided with this application. Follow steps outlined at www.abc.nc.gov/permits.

5. Off-duty law enforcement officers are required to be on-site if alcohol is present at the event. The number of officers required will be determined by the Goldsboro Police Department.

**** Submitting this Special Event/Parade Permit Application does not provide permission to conduct your planned event. Please do not send out publicity, flyers, or other media prior to receiving confirmation of approval. Your confirmation will be in the form of a Permit, issued to the organization and/or person responsible for conducting the event.**

****For street closing applications: the Goldsboro Police Department will notify the applicant when the Goldsboro City Council has approved the permit.**

Agreement

I have read and understand this application and the requirements placed upon this applicant and organization. I agree to abide by the City of Goldsboro rules, regulations and ordinances should my permit application be approved. I will fulfill the requirements placed upon this permit application.

Authorized Signature: Will Cobb Date: 10/23/23

Organization: Wayne County Chamber of Commerce

Please return this application and all supporting documentation by email, mail or in person to:
Goldsboro Police Department
Community Police Services
204 S. Center Street
Goldsboro, NC 27530
spowers@goldsboronc.gov

CANCELLATION POLICY: Written notification of intent to cancel your event must be received in writing a minimum of 21 days prior to the scheduled event date to Sgt. Steven Powers at spowers@goldsboronc.gov.

For Inner Office Use Only:

_____ _____
Goldsboro Police Department Representative Date

_____ _____
Downtown Goldsboro Representative Date

_____ _____
Public Works Department Representative Date

_____ _____
Parks and Recreation Department Representative Date

_____ _____
Finance Director Date

_____ _____
City Manager's Signature Date
(Use of City Owned Lots/Non-Street Closings and Carnivals)

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

Special Event Release of Liability Waiver

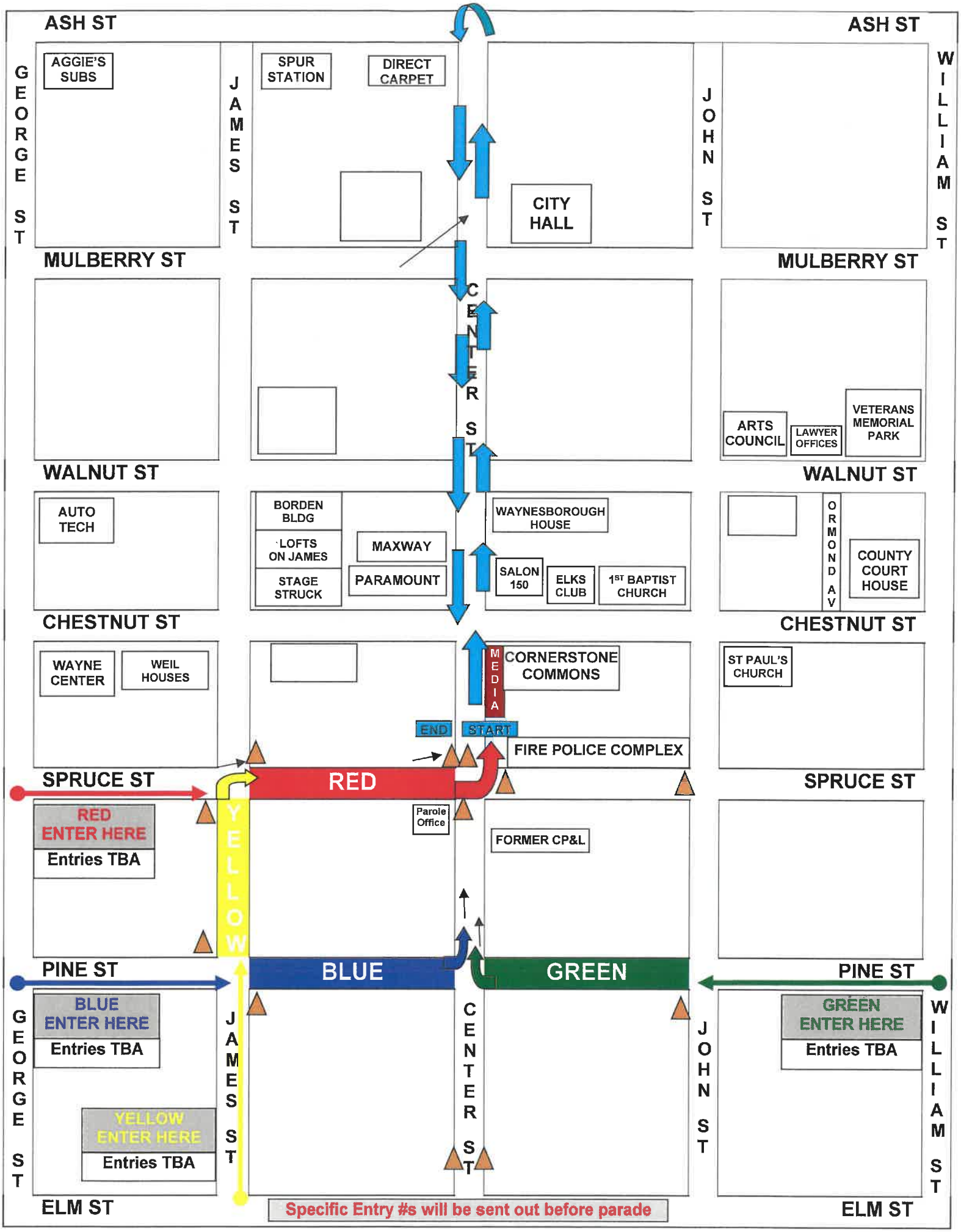
The undersigned person is applying for Use of City-Owned Property for Special Event on behalf of Wayne County Chamber of Commerce from the City of Goldsboro and hereby agrees to indemnify and hold the City of Goldsboro, its officers, agents and employees harmless from all claims, liabilities, demands, expenses, of any nature or kind, expresses or implied, whether sounding in tort or in contract that may be asserted against the City, its officials, agents and employees by any person, firm, or corporation, that may arise out of any acts or omissions, active or passive, related to operating an event on the city's property.

This the 23 day of October, 2023.

_____ (SEAL)

(Applicant & Authorized Representative of Event)

This form must be completed, signed and returned with the completed application.


ASH ST
ASH ST
GEORGE ST
JAMES ST
JOHN ST
WILLIAM ST
AGGIE'S SUBS
SPUR STATION
DIRECT CARPET
CITY HALL
MULBERRY ST
MULBERRY ST
CENTER ST
WALNUT ST
WALNUT ST
ARTS COUNCIL
LAWYER OFFICES
VETERANS MEMORIAL PARK
AUTO TECH
BORDEN BLDG
LOFTS ON JAMES
STAGE STRUCK
MAXWAY
PARAMOUNT
WAYNESBOROUGH HOUSE
SALON 150
ELKS CLUB
1ST BAPTIST CHURCH
ORMOND AV
COUNTY COURT HOUSE
CHESTNUT ST
CHESTNUT ST
WAYNE CENTER
WEIL HOUSES
MEDIA
CORNERSTONE COMMONS
ST PAUL'S CHURCH
END
START
FIRE POLICE COMPLEX
SPRUCE ST
SPRUCE ST
RED
RED ENTER HERE
Entries TBA
YELLOW
Parole Office
FORMER CP&L
PINE ST
BLUE
GREEN
PINE ST
BLUE ENTER HERE
Entries TBA
GREEN ENTER HERE
Entries TBA
YELLOW ENTER HERE
Entries TBA
ELM ST
Specific Entry #s will be sent out before parade
ELM ST

Item I

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: Adoption of a Supplement to the Code of Ordinances of Goldsboro, North Carolina

BACKGROUND: In 1990, an agreement was reached between the North Carolina League of Municipalities and the City of Goldsboro to engage American Legal Publishing Company to revise the Code of Ordinances of Goldsboro. The revised Code was published in 1995.

DISCUSSION: The agreement stated that American Legal Publishing Company would prepare supplements for incorporation of new Ordinances to the City Code of Ordinances on a recurring basis. In compliance with this agreement, the City has received the S-48 Supplement. This Supplement contains all Ordinances of a general nature enacted since the S-47 Code of Ordinances dated October 17, 2022.

RECOMMENDATION: By motion, adopt the attached Ordinance enacting and adopting the 2023 S-48 Supplement to the Code of Ordinances of the City of Goldsboro.

Date: 11-9-23 Laura Getz

Laura Getz, City Clerk

Date: 11/14/23

Tim Salmon, City Manager

ORDINANCE NO. 2023- 69

AN ORDINANCE ENACTING AND ADOPTING A SUPPLEMENT
TO THE CODE OF ORDINANCES
OF THE CITY OF GOLDSBORO, NORTH CAROLINA

WHEREAS, American Legal Publishing Corporation of Cincinnati, Ohio, has completed the 2023 S-48 Supplement to the Code of Ordinances of the City of Goldsboro; and

WHEREAS, said Supplement contains all Ordinances of a general nature enacted since the publication of the 2022 S-47 Supplement to the Code of Ordinances of said municipality; and

WHEREAS, American Legal Publishing Corporation has recommended the revision or addition of certain sections of the Code of Ordinances which are based on, or make reference to, sections of the North Carolina Code.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and City Council of the City of Goldsboro, North Carolina, that:

1. It is the intent of the City Council to accept the updated sections of the City Code of Ordinances in accordance with the changes of the law of the State of North Carolina.

2. The 2023-48 Supplement to the City Code of Ordinances, as prepared by the American Legal Publishing Corporation of Cincinnati, Ohio, and as attached hereto, be and the same is hereby adopted by reference as if set out in its entirety.

3. This Ordinance shall be in full force and effect from and after this 20th day of November, 2023.

David Ham, Mayor

Attested by:

Laura Getz, City Clerk

GOLDSBORO, NORTH CAROLINA
Instruction Sheet
2022 S-48 Supplement

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AJK
9/2023

CITY OF GOLDSBORO, NORTH CAROLINA

CODE OF ORDINANCES

2023 S-48 Supplement contains:
Local legislation current through Ordinance 2023-50, passed 8-7-23; and
State legislation current through North Carolina Legislative Service,
2023 Regular Session, Pamphlet No. 1

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ORDINANCE NO. 2022-53

AN ORDINANCE ENACTING AND ADOPTING A SUPPLEMENT
TO THE CODE OF ORDINANCES
OF THE CITY OF GOLDSBORO, NORTH CAROLINA

WHEREAS, American Legal Publishing Corporation of Cincinnati, Ohio, has completed the 2022 S-47 Supplement to the Code of Ordinances of the City of Goldsboro; and

WHEREAS, said Supplement contains all Ordinances of a general nature enacted since the publication of the 2022 S-46 Supplement to the Code of Ordinances of said municipality; and

WHEREAS, American Legal Publishing Corporation has recommended the revision or addition of certain sections of the Code of Ordinances which are based on, or make reference to, sections of the North Carolina Code.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and City Council of the City of Goldsboro, North Carolina, that:

1. It is the intent of the City Council to accept the updated sections of the City Code of Ordinances in accordance with the changes of the law of the State of North Carolina.

2. The 2022-47 Supplement to the City Code of Ordinances, as prepared by the American Legal Publishing Corporation of Cincinnati, Ohio, and as attached hereto, be and the same is hereby adopted by reference as if set out in its entirety.

3. This Ordinance shall be in full force and effect from and after this 17th day of October, 2022.

David Ham /s/
David Ham, Mayor

Attested by:

Laura Getz /s/
Laura Getz, City Clerk

GOLDSBORO, NORTH CAROLINA
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Cross-reference:

Parks and Recreation Department, see § 97.31

§ 32.016 PUBLIC WORKS DIRECTOR.

The Public Works Department shall be headed by the Public Works Director, who shall be appointed by the City Manager.
('70 Code, § 2-90) (Am. Ord. 2016-3, passed 1-19-16)

§ 32.017 DIVISIONS WITHIN DEPARTMENT.

The Public Works Department shall consist of the following divisions, each headed by a supervisor who is responsible to the Public Works Director.

(A) *Building and Traffic Division.* The Building and Traffic Division shall be headed by the Building and Traffic Supervisor. The division shall be responsible for the installation and maintenance of traffic signals, signs, and street markings which are owned by the city. The division shall also be responsible for electrical repairs, installation of electrical wiring during renovation projects, and minor carpentry and plumbing repairs to city owned and maintained buildings.

(B) *Cemetery Division.* The Cemetery Division shall be headed by the Cemetery Supervisor. The division shall be responsible for maintenance of cemeteries owned by the city. This involves two cemeteries: Elmwood and Willowdale. Lots are sold by the city and deeded to the individual purchasers, however, the city continues to maintain the property.

(C) *Garage Division.* The Garage Division shall be headed by the Garage Supervisor. The division shall be responsible for the maintenance of all city equipment and vehicles. The division shall also assist in drawing specifications and preparation and review for purchase of new equipment and vehicles. In addition, the division shall be responsible for the disbursement of fuels, oils, tires and miscellaneous accessories.

(D) *Solid Waste Division.* The Solid Waste Division shall be headed by a Solid Waste Superintendent who will have oversight of the division and three Solid Waste Supervisors, one in charge of leaf/limb collection, one in charge of refuse/recycling collection, and one in charge of quality control, operations, and continual improvement of division. The division shall be responsible for the collection of recyclables and garbage disposal from residential areas and collection of garbage disposal from commercial establishments. The division shall also be responsible for leaf and limb and bulk items collections.

(E) *Street and Storm Sewer Maintenance Division.* The Street and Storm Sewer Maintenance Division shall be headed by a Street Maintenance Supervisor and a Storm Sewer Maintenance Supervisor. It shall be the responsibility of the Street and Storm Sewer Maintenance Division to install water and sewer taps; maintain and repair water, sewer, and drainage lines; repair sidewalks; maintain city streets; mow city right-of-ways, clean open ditches; and conduct street sweeping.

(F) *Utility Maintenance Division*. The Utility Maintenance Division shall be headed by the Utility Maintenance Supervisor. The division shall be responsible for construction of water, sewer, and storm sewer lines. The division shall also be responsible for maintenance and installation of all meters, boxes, and related parts, as well as the reading of the meters for the Finance Department. This shall also entail the installation of and termination of water service for all of the city and areas located outside the city having city water service.
(Am. Ord. 2016-3, passed 1-19-16)
Cross-reference:
Cemeteries, see Chapter 92

DEPARTMENT OF PUBLIC UTILITIES

§ 32.030 DEPARTMENT HEADED BY PUBLIC UTILITIES DIRECTOR.

The Public Utilities Department shall be headed by the Public Utilities Director who is appointed by the City Manager. ('70 Code, § 2-103)
Cross-reference:
Department of Public Utilities created, see Charter Art. VIII, § 1

§ 32.031 DEPARTMENT TO OPERATE PROGRAM.

It shall be the responsibility of the Public Utilities Department to operate a program concerned with various public work activities.
('70 Code, § 2-104)

§ 32.032 PUBLIC UTILITIES DEPARTMENT.

The Public Utilities Department shall consist of the following divisions, each headed by a superintendent who is responsible to the Public Utilities Director.

(A) *Water Treatment Plant*. The Water Treatment Plant shall be headed by the Water Treatment Plant Superintendent, who shall be the ORC (Operator in Responsible Charge) for the pumping of raw water from the Neuse River to the water treatment plant, treating the water to make it safe to drink, and pumping the water into the water distribution system. The Water Treatment Plant Superintendent shall designate at least one Back-up ORC (Back-up Operator in Responsible Charge) to fill in for Water Treatment Plant Superintendent in their absence.

(B) *Water Reclamation Facility*. The Water Reclamation Facility shall be headed by the Water Reclamation Facility Superintendent, who shall be the ORC (Operator in Responsible Charge) for the treatment of all domestic and industrial wastewater distributed by the sewer collection system. The Water Reclamation Facility Superintendent shall designate at least one Back-up ORC (Back-up Operator in Responsible Charge) to fill in for Water Reclamation Facility Superintendent in their absence.

(C) *Compost Facility*. The Compost Facility shall be headed by the Compost Facility Superintendent, who shall be responsible for composting, testing, and sales. As part of the city's solid waste program, leaves and tree limbs are collected from the curbside of city residences and composted at the Compost Facility.
('70 Code, § 2-105) (Am. Ord. 2023-44, passed 7-17-23)

PLANNING DEPARTMENT

§ 32.075 CREATION.

There is hereby created and established the Planning Department, which shall be headed by the Planning Director, who shall be appointed by the City Manager. The Planning Director shall be an ex-officio member of the Planning Commission without the right to vote.
('70 Code, § 2-126) (Ord. 1978-73, passed 10-2-78; Am. Ord. 2023-44, passed 7-17-23)

§ 32.076 DUTIES AND FUNCTIONS.

(A) The Planning Department, shall be responsible for planning the orderly growth of the city and its extraterritorial jurisdiction. Such planning includes land use analysis, selection of locations for open space, and projection of future area development.

(B) The Department shall be responsible for rezoning applications and shall serve as an advisor to the Planning Commission, Board of Adjustment, Historic District Commission, and City Council.

(C) The Department shall be responsible for enforcing the Unified Development Ordinance and preparing reports on annexation.

(D) The Department shall coordinate information concerning master thoroughfare plan proposals, floodplain information, soil conditions, community development and rehabilitation programs, downtown revitalization and beautification efforts and statistical information concerning the potential growth of certain areas within the city and its extraterritorial jurisdiction.

(E) The Department shall be responsible for house numbering, street closing and street name changes.

(F) Upon approval of the City Council, the Department shall acquire property and redevelop blighted areas within the city with particular concern for the relocation of site occupants, the clearing of areas by demolition and the sale of land and the development of site improvements in accordance with approved plans.

(G) Upon approval of the City Council, the Department shall implement programs for the repair, rehabilitation and reconditioning of homes, buildings and other structures within designated blighted areas.

(H) The Department shall perform other functions and duties assigned to it by the City Council and the City Manager.
('70 Code, § 2-127) (Ord. 1978-73, passed 10-2-78; Am. Ord. 2023-44, passed 7-17-23)

§ 32.077 CODE ENFORCEMENT DIVISION.

(A) The Code Enforcement Division shall be a division of the Planning Department. The Division shall consist of staff that shall enforce, within the city limits, the ordinances of the city and the laws of the state relating to:

(1) The maintenance of buildings and other structures in a safe, sanitary, and healthful condition, including but not limited to, minimum housing and abandoned structure standards;

(2) Garbage, trash, weeds, and other debris;

(3) Health and sanitation;

(4) Public nuisances and motor vehicle abandonment;

(5) Zoning (UDO), within the city and the one-mile extraterritorial jurisdiction; and

(6) Other matters that may be specified by the City Council, within the city and the one-mile extraterritorial jurisdiction.

(B) *Housing and unsafe buildings.* Code Enforcement is directed to proceed under the provisions of Chapter 152: Minimum Housing and Abandoned Structures, in enforcing minimum standards of fitness for the initial and continued occupancy of all buildings used for human habitation, and non-residential buildings. In the event that Code Enforcement staff find that a building, because of its condition, is dangerous or unsafe or contains fire hazardous conditions, it shall be the duty of the Code Enforcement Inspector to notify the owner and occupant of the building of its defects, hazardous

conditions, or failure to comply with the law. The owner of a building shall immediately remedy the defects, hazardous conditions, or violations of the law, in accordance with Chapter 152: Minimum Housing and Abandoned Structures.
(Ord. 2023-44, passed 7-17-23)
Cross-reference:
Abandoned and junked vehicles, see Chapter 90
Garbage and trash generally, Chapter 50
Health and sanitation, see Chapter 94
Minimum housing and abandoned structures, Chapter 152
Nuisances, see Chapter 96
Zoning generally, Chapter 153

INSPECTIONS DEPARTMENT

§ 32.085 DEPARTMENT HEAD.

The Inspections Department shall be headed by an Inspections Director, appointed by the City Manager.
('70 Code, § 2-147) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.086 COMPOSITION.

The Inspections Department shall be composed of an Inspections Director, Building Inspector, and such other inspectors as the City Council may provide.
('70 Code, § 2-148) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.087 DUTIES AND RESPONSIBILITIES.

(A) The duties and responsibilities of the Inspections Department and of the inspectors shall be to enforce within the city and the one-mile extraterritorial jurisdiction, the ordinances of the city and the laws of the state relating to:

(1) The construction of buildings and other structures;

(2) The installation of such facilities as plumbing systems, electrical systems, heating systems, refrigeration systems, and air conditioning systems; and

(3) Other matters that may be specified by the City Council.

(B) In addition to the duty to issue permits, the duties of the Inspections Department shall include the making of any necessary inspections, the issuance of orders to correct violations, the bringing of judicial actions against actual or threatened violations, the keeping of adequate records, and any other actions that may be required in order to adequately enforce the ordinances of the city and the laws of the state. The City Council shall have the authority to enact reasonable and appropriate provisions governing the enforcement of laws relating to the above.
('70 Code, § 2-149) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)
Cross-reference:
Buildings generally, see Chapter 150
Electricity generally, see Chapter 150
Plumbing generally, Chapter 150

§ 32.088 PERMITS.

No person shall commence or proceed with the provisions set forth in this section without first securing from the Inspections Department any and all permits required by the State Building Code and any other state or local ordinance applicable to the work. Further, no building permit shall be issued until the site plan has been submitted to and approved by the Planning Department and the Engineering Department of the city, or a Special Use Permit has been issued by the city, as applicable.

(A) The construction, reconstruction, alteration, repair, removal or demolition of any building or structure;

(B) The installation, extension or general repair of any plumbing system;

(C) The installation, extension, alteration or general repair of any heating or cooling equipment system;

(D) The installation, extension, alteration or general repair of any electrical wiring, devices, appliances or equipment;

(E) The construction, reconstruction, alteration or repair of any commercial sign.
('70 Code, § 2-150) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.089 CERTIFICATES OF OCCUPANCY.

No building shall be used or occupied until a certificate of occupancy is obtained from the Building Inspector stating that the building, site improvements and the proposed use or uses comply with the provisions of Chapter 153, Unified Development Code; Zoning, and the site plan thereto are submitted and approved by the Building Inspector. No certificate of occupancy shall be issued by the Building Inspector until the Planning Department and the Engineering Department of the city have certified that site improvements have been completed in accordance with the plan previously submitted and approved.

Where a certificate of occupancy is requested prior to building or site improvements being made, a performance bond covering the entire cost of the remaining improvements shall be submitted and approved by the Engineering Director before a certificate of occupancy is issued.
('70 Code, § 2-151) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.090 INSPECTIONS DEPARTMENT TO ENFORCE ORDINANCES AND CODES.

In addition to the enforcement of local ordinances as set out in this subchapter, the Inspections Department shall enforce codes adopted by the city including the following: National Fire Code; North Carolina State Building Code; General Construction; North Carolina Uniform Residential Building Code; National Electrical Code; State Plumbing Code, Vol. II; and North Carolina State Building Code, Vol. III, Heating, Air Conditioning, Refrigeration, and Ventilation.
('70 Code, § 2-151.1) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.091 INSPECTIONS.

The Inspections Department is authorized to make inspections on call to include the following:

(A) All buildings and structures for which a permit has been issued;

(B) All holders of permits required of and issued by the Inspections Department shall notify the appropriate inspector, who shall inspect specified stages of construction in the city and grant approval to proceed to the next stage as follows:

(1) Foundation inspection;

(2) Framing inspection (includes roughing-in of plumbing, electrical and heating systems);

(3) Final inspection, before occupancy but after the building is ready for occupancy; and

(4) Certificate of occupancy which is required before occupancy.
('70 Code, § 2-151.2) (Ord. 1974-70, passed 11-18-74; Am. Ord. 2023-44, passed 7-17-23)

§ 32.092 REGISTRATION OF CONTRACTORS.

Building, plumbing, heating, air conditioning, electrical and building trades contractors are required by ordinance to be registered at the City Inspections Office.
('70 Code, § 2-151.3) (Ord. 1974-70, passed 1118-74; Am. Ord. 2023-44, passed 7-17-23)

DEPARTMENT OF HUMAN RESOURCES

§ 32.140 DEPARTMENT HEADED BY HUMAN RESOURCES DIRECTOR.

The Department of Human Resources shall be headed by the Human Resources Director who is appointed by the City Manager and reports directly to him or her.
('70 Code, 2-165) (Ord. 1978-89, passed 12-18-78)

§ 32.141 DEPARTMENT TO OPERATE PROGRAM.

It shall be the responsibility of the Department of Human Resources to operate a program for the city concerned with the various personnel activities essential to the efficient operation of municipal government.
('70 Code, 2-166) (Ord. 1978-89, passed 12-18-78)

§ 32.142 DUTIES AND RESPONSIBILITIES OF THE DEPARTMENT OF HUMAN RESOURCES.

The Department of Human Resources shall be responsible for the administration of the following functional program areas:

(A) *Personnel function.* The personnel function shall be responsible for recording vacancies within the city's workforce, advertising these job openings and recruiting individuals in order to fill these slots. The personnel function shall also interview prospective applicants, conduct preliminary selections, and participate in the appointment process. In addition, the personnel function shall participate in administering city-wide promotions, transfers, disciplinary actions and terminations. For terminations, whether they be voluntary or involuntary, the personnel function shall conduct exit interviews in order to determine causes for employee resignations. The personnel function shall be assigned the task of implementing and monitoring all provisions of the city's affirmative action program and assuring its compliance of procedures by respective operating units. In order to accomplish this task the personnel function shall compile and maintain all records necessary for the efficient execution by the city of its affirmative action goals and timetables. The personnel function shall also maintain accurate records relative to the composition of the city's work force and all other data which may be necessary in order to evaluate progress being made relative to the city's affirmative action program and its compliance with all pertinent federal and state regulations. The personnel function shall insure the compliance of all federal, state, and local laws, acts, policies, regulations and requirements concerning human resources matters. In addition the personnel function shall administer on an individual basis city fringe benefits, compile workmen's compensation data, administer health insurance and retirement. The personnel office shall also maintain accurate records on each employee and the status of their employment, be it temporary, trainee or full-time.

(B) *Safety function.* The safety function shall perform technical and professional work in the development, enforcement and administration of safety and training programs. The safety function shall be familiar with the regulations of the Occupational Safety and Health Act and shall take all steps necessary to guarantee compliance with this legislation. The safety function shall develop sufficient policies and procedures to insure safety in the workplace and to create a safe work environment for all city employees. As the need arises the Safety and Training Coordinator shall formulate employee training courses, driver safety programs, and any other course of instruction necessary for safe and orderly conduct of municipal services. The Safety Training Coordinator shall examine the appearance and condition of all city vehicles and evaluate operator maintenance efforts in order to identify steps which would not only prolong the usability of city vehicles but also assure their maintenance in as clean a state as practical.

(C) *Occupational health function*. The occupational health function is responsible for management of occupational health of all city employees and in the development and implementation of employee health services programs. The employee health function shall develop and recommend adoption of operational policies, procedures, programs and budgets related to employee wellness and health services. With the assistance of the health nurse, the occupational health function shall provide guidance of this promotion, maintenance and restoration of good health for city employees. In addition, this function shall facilitate the placement of workers according to their physical, mental, and emotional capacities in appropriate work situations. The occupational health function shall also be responsible for the development of comprehensive wellness programs, compliance with related OSHA regulations, providing appropriate clinical care and for maintenance of individual medical records.

ENGINEERING DEPARTMENT

§ 32.150 DEPARTMENT HEAD.

The Engineering Department shall be headed by the Engineering Director, appointed by the City Manager.
(Ord. 2023-44, passed 7-17-23)

§ 32.151 DUTIES AND RESPONSIBILITIES.

(A) The Engineering Department shall be responsible for all engineering services. Such services shall include:

(1) Surveys for all street, sidewalk, water line, sewer line, and storm drain construction;

(2) Public property surveys, including rights-of-way for highways and streets;

(3) Maps and charts; and

(4) Supervision of construction of streets and sidewalks, including those in new subdivisions.

(B) In addition, the Engineering Department shall investigate requests and make recommendations regarding the installation of streetlights in the city. The Engineering Director shall perform professional civil engineering work in planning, directing, and supervising staff in the technical phases relating to engineering.
(Ord. 2023-44, passed 7-17-23)

MISCELLANEOUS

§ 32.220 LOCAL CITIZEN BOARDS, COMMISSIONS, AND COMMITTEES; PROCEDURES AND POLICIES.

(A) All city residents are eligible to serve on any of the several boards, committees, and commissions in operation.

(B) No individual shall be eligible to be appointed concurrently to two or more of these bodies at any one time.

(C) All members of boards, commissions, and committees may serve up to a maximum of two consecutive terms or six years, whichever is greater. Those persons appointed to serve on an unexpired term of a duration of one-half or more of the normal term will be credited with serving their first term. After fulfilling the maximum term requirements, a member may not be appointed to any other board, committee, or commission until after one year.

(D) At least two months prior to the end of the term of every board, commission, and committee member, and upon the occurrence of an unanticipated vacancy in the membership of the same, the chairperson of the respective board, commission, or committee, with the endorsement of its membership, may submit to the Mayor and City Council the names, along with a brief biographical resume, of up to four citizens to be considered for each appointment and reappointment to be made.

(E) Each year upcoming vacancies will be advertised.

(F) Attendance records must show that a member has participated in at least 75% of all regularly scheduled meetings in a calendar year, unless the absence was due to personal injury or illness. Once a member has missed three meetings in a calendar year, notification will be given of their possible replacement by the staff liaison. At any time during a term, the City Council may be petitioned to terminate the appointment of those members who have failed to meet the above requirement. Members must meet the above attendance requirements to be eligible for reappointment.

(G) Yearly appointments to all boards, commissions, and committees will be made no later than January 1 of each year, except in cases of unanticipated vacancies which shall be filled as soon as possible. All board members will continue to serve in their current capacity until another board appointment has been made.

(H) Whenever possible, all appointments to boards, commissions, and committees will be made using a staggered terms format.

(I) The Mayor and City Council hereby establish a policy of non-discrimination as to sex, race, religion or national origin, and will seek out and appoint citizens of both sexes, and all racial and social-economic elements represented by the city's population to serve on these citizen boards, commissions, and committees.

(J) The City Council will appoint members to all boards, commissions, and committees of the City of Goldsboro except those of the Housing Authority, whose members shall be appointed by the Mayor in accordance with North Carolina G.S. § 157-5.

(K) *Subcommittees*. Boards, commissions, and committees, in coordination with the board Chair and by majority vote of the board, shall have the power and authority to establish and/or dissolve subcommittees as they deem necessary. Any subcommittee created by a board shall be subject to the open meetings law, and must comply with the same rules of order as their creating board. Subcommittees will follow the provisions set forth in G.S. Ch. 143, Art. 33C. Non-members (subject matter experts) may attend subcommittee meetings with approval of the board Chair and are unable to vote.

(L) *Bylaws*. Boards, commissions, and committees may adopt bylaws to govern their opinion. No bylaw shall be effective until approved by the Goldsboro City Council. Bylaws may be adopted as long as they are not in conflict with any provisions of the City of Goldsboro's General Rules of Order or Ethics Policy.

(M) *Alternate members*. On certain boards and commissions, members may be appointed as alternate members. The alternate member votes only when a regular member is absent or unable to vote. Alternates shall move up to a regular member slot as vacancies become available on the board.
(Res. 2009-9, eff. 2-2-09; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

BOARDS AND COMMISSIONS GENERALLY

§ 32.300 PURPOSE.

The City Council of the City of Goldsboro recognizes and values the importance of citizen participation in local government and strives to select citizens from the entire community to serve on boards and commissions taking into consideration gender, race, and residence on a geographical basis.

The City of Goldsboro utilizes volunteer boards as a mechanism to engage citizens in the democratic process. The primary responsibility of these boards is to provide advice to the City Council from a citizen perspective.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.301 DEFINITIONS.

For the purpose of this subchapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

BOARD. Any board, commission, committee, agency, or similar group made up in whole or in part of non-elected appointees of the City Council, whether established by general statute, charter, ordinance, resolution, motion, or otherwise. Notwithstanding the preceding, for special committees, task forces, and the like, this subchapter shall apply only as appropriate, and the mayor shall have appointment responsibility as provided in § 30.01.

BOARD YEAR. A 12-month time period beginning with the term effective date.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.302 MEMBERSHIP.

(A) *Membership eligibility and appointment process.* In order to be eligible for appointment to a board, a person must be 18 years of age or older and a City of Goldsboro resident for the duration of the appointment term, unless otherwise provided by law or ordinance, and must file an application on a form provided by the City Clerk. Unless otherwise directed, or unless otherwise explicitly provided for elsewhere in this Code, all appointments to all boards, shall be made by the Council as a whole. Unless otherwise directed, no person shall serve on more than one board at the same time.

(B) *Unexpired terms.* The Council intends to make appointments to fill unexpired portions of terms created by vacancies as expeditiously as possible. Further, the Council recognizes that the urgency of filling such vacancies may vary depending upon the circumstances of the vacancy.

(C) *Removal.* All members of all boards shall serve at the pleasure of the City Council, regardless of the terms for which appointed, and the City Council may in its discretion, at any time, remove any members of any board for any reason, including inefficiency, neglect of duty, or malfeasance in office.

(D) *Resignations.* If a member concludes that he or she will have difficulty fulfilling the volunteer commitment, the member may voluntarily resign from the board. Notice should be communicated in writing to the City Clerk's office. Members who have been removed from a board or who have resigned prior to completion of their term shall disclose such fact in any subsequent application for board appointment.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.303 ELECTION OF OFFICERS.

The board shall elect a Chairperson and Vice Chairperson and such other officers as it may deem proper. The term of the Chairperson shall be one year, with eligibility for re-election.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.304 TERMS OF OFFICE.

The terms of office of members of all boards appointed by the City Council shall be three years unless otherwise provided by law or ordinance, or unless a vacancy is being filled, in which case a term may be one, two, or three years, depending on the remainder of the term. Terms on all boards shall be staggered, with the terms of approximately 1/3 of the membership expiring each year to ensure there is always one or more members with experience on each board. All terms shall begin on January 1 following appointment. A person shall normally serve no more than two consecutive full terms on the same board. A member may continue to serve until his successor is duly named and qualified or unless he resigns.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.305 CONFLICTS OF INTEREST.

All board members shall read and be familiar with such laws, policies, and guidelines as may be in effect from time to time concerning ethics and conflicts of interest for city advisory boards and commissions and shall sign such policies and guidelines of the city as required by their terms. Refer to state law and the Conflict of Interest Policy Statement, as revised from time to time, in accordance with council practices and procedures, for the conflict of interest guidelines that apply to boards.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.306 ATTENDANCE AT BOARD MEETINGS.

Although recognizing and appreciating the fact that members of the boards are generally citizen volunteers, the City Council deems it essential that members of all city boards attend meetings regularly for the prompt and efficient transaction of city affairs. The staff liaison of each board shall maintain attendance records, including attendance at regular meetings, work sessions and all special called meetings. (Attendance addressed in the General Rules of Procedure Policy.)
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.307 MEETINGS.

All boards shall meet as often as necessary to conduct the business before it. All meetings and hearings of all boards shall be subject to the open meetings law. All boards shall establish a regular meeting schedule to be approved and adopted by the City Council annually. Any changes to this schedule shall be noticed according to the Open Meetings Law.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

§ 32.308 QUORUM.

A quorum shall consist of a majority of the total voting membership plus one, excluding vacant seats.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.309 RULES AND RECORDS.

All boards should adhere to the General Rules of Order Policy, as amended from time to time, in accordance with Council practices and procedures. Each board shall keep minutes of its proceedings and discussions, showing the vote of each member upon every question, or a member's absence or failure to vote, and shall keep records of its resolutions, findings, recommendations, and other official actions.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

§ 32.310 COOPERATION WITH OTHERS.

All boards shall cooperate in all respects with other city boards, city officials, and city employees.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

§ 32.311 ANNUAL REPORTS.

Unless otherwise required by North Carolina law, Charter or City Code, advisory boards may make full and complete reports to the City Council annually or at such times as they are requested to do so.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21)

SPECIFIC BOARDS AND COMMISSIONS

§ 32.320 COMMISSION ON COMMUNITY RELATIONS AND DEVELOPMENT.

(A) *Purpose and duties.* The purpose and duties of the Commission on Community Relations and Development shall be to act as an advisory body to the Director and City Council to enhance community harmony and promote awareness of Goldsboro's growing multi-culturalism by facilitating community dialogue and meetings, and coordinating resident and organizational coalitions to address community issues and concerns. The Commission on Community Relations and Development will also serve as a citizen input mechanism for the community and in an advisory capacity to the city for community development administered programs funded through Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) grant funds.

(B) *Membership and qualifications.* The Commission shall consist of 11 members who shall be citizens and residents of the City of Goldsboro or within the one-mile jurisdiction of the city. Where possible, appointments shall be made in a manner so as to maintain on the Commission at all times at least 1/3 of members being low-to-moderate-income persons. The goal is that these 11 members for which at least 1/3 of the membership are low-to-moderate income persons will represent the diverse social, economic, gender, sexual orientation, ability, religious affiliations, racial and ethnic composition of the city.

(C) *Staff services.* The Community Relations and Development Department shall supply staff and technical services for the Commission.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2023-44, passed 7-17-23)

§ 32.321 MAYOR'S COMMITTEE FOR PERSONS WITH DISABILITIES.

(A) *Purpose and duties.* The purpose and duties of the Mayor's Committee for Persons with Disabilities shall be to:

(1) Plan, conduct, and publicize activities designed to promote employment and the well-being of people with disabilities;

(2) Cooperate with community agencies and organizations in securing employment acceptance of people with disabilities;

(3) Stimulate community interest in furthering employment of people with disabilities by securing active cooperation and support from employers, employees, community groups, and the general public;

(4) Conduct specific activities of the Governor's Advocacy Council for Persons with Disabilities, the President's Committee on Employment of People with Disabilities, and promote special events such as the Annual National Employ the Handicapped Week and Disability Awareness Week;

(5) Promote the establishment and improvement of rehabilitation and recreational facilities and programs;

(6) Identify barriers that hinder the mobility of the disabled;

(7) Support and promote appropriate legislation advocating issues of interest for people with disabilities; and

(8) Advise the City Council about the goals, recommendations, and activities of the Committee.

(B) *Membership; appointment.* The Committee shall be composed of 16 members. Members of the committee shall be recommended by local government, private/community organizations, by other committee members, or by personal request.

(C) *Staff services.* The Community Relations and Development Department shall supply staff and technical services for the Committee.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2020-01, passed 1-6-20; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2023-44, passed 7-17-23)

§ 32.322 MAYOR'S YOUTH COUNCIL.

(A) *Purpose and duties.* The purpose of the Youth Council shall be to:

(1) Offer an organization through which the youth of our community may benefit both themselves and their community;

(2) Provide equal opportunity for each young person to assume responsibility with the adults of the community;

(3) Serve as a means for young people to practice democracy in order to better prepare themselves for later responsibilities as citizens and serve as a line of communication between the youth and the adults of our community;

(4) Initiate programs and projects that are of benefit to the youth and to our community; and

(5) Constructively channel the enthusiasm of the young people of the city.

(B) *Membership; appointment; term.* The Youth Council shall be composed of 30 high school students, to be drawn from the public and private high schools in Wayne County. The principal of each school shall determine the method for nominating his or her school's student representatives. The final selection of representatives shall be the responsibility of the Advisor, based upon established criteria. The term of office shall be for a period of one year, and each Youth Council member will continue to serve until their successor has been selected.

(C) *Advisor.* The Advisor for the Youth Council shall be an employee of the city appointed by the City Manager. The Advisor shall serve as a liaison between the City Manager, City Council and the Youth Council. The Advisor shall submit to the Youth Council such plans, programs and recommendations that fall within the purpose and duties of the Youth Council.

(D) *General Assembly membership.* The general assembly will consist of representatives from community youth groups. The number will be based on the sizes of the groups. Its purpose is to serve as a line of communication between the youth organizations and to discuss, investigate, and vote on proposals as they affect the youth population.

(E) *Staff services.* The Community Relations and Development Department shall supply staff and technical services for the Youth Council.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

§ 32.323 RESERVED.

§ 32.324 PARKS AND RECREATION ADVISORY COMMISSION.

(A) *Purpose and duties.* The Commission shall serve as a citizen advisory commission to the City Council, City Manager, Parks and Recreation Director, and Goldsboro Golf Course Director. The Commission may recommend and propose any matter relating to recreational policies, programs, operational procedures, customer service, park development, facility planning, maintenance, budget preparation, the need for additional personnel, the acquisition and disposition of lands and properties related to such recreation programs, review club house operations and overall maintenance and upkeep of the golf course, and such other matters as the Parks and Recreation Director, Goldsboro Golf Course Director, City Council, and City Manager shall find advisable or essential to receive consideration by the Commission.

(B) *Membership; appointment.* The Commission shall be composed of 11 members. One member shall be a high school student with a term of one school calendar year. Any resident of the city is eligible to serve as a member of the Commission.

(C) *Staff services.* The Director of the Parks and Recreation Department or their designee shall serve as Secretary to this body.
(Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-59, passed 11-21-22)

§ 32.325 PLANNING COMMISSION.

(A) *Purpose and duties.*

(1) As the body charged with comprehensive planning, the Planning Commission may:

(a) Make studies of areas within the city and its extraterritorial jurisdiction;

(b) Determine the goals and objectives relating to growth, development and/or redevelopment of these areas;

(c) Prepare plans for achieving the goals and objectives; and

(d) Develop and recommend policies, ordinances, and administrative procedures to carry out such plans.

(2) As an advisory body to the City Council and Planning Director, the Planning Commission may make recommendations concerning:

(a) Proposed official zoning map and Unified Development Ordinance changes;

(b) Proposed rezonings, conditional rezonings, zoning text amendments, and the master plans of planned unit development districts (PUD);

(c) The location, character and extent of public improvements and the acquisition of land;

(d) The landscape design of parks, streets, recreation areas, public buildings and other local developments;

(e) *Removal of trees.* No abutting property owner nor any agent acting in his behalf, a utility company, nor any other person, firm, or corporation shall remove any tree growing upon a public street of the city without first obtaining a permit from the Planning Director. A permit may be granted by the Planning Director if they should find that a compelling public or private need exists for the removal of the tree, upon a hearing conducted by them, after ten days notice to the abutting property owner and the Goldsboro Planning Commission. The Planning Director may issue a permit without a hearing if the Director shall find an emergency exists or if the Director and the abutting property owners agree. If an applicant requests removal of a tree, the cost of removing all trees, including supervision by the city if required, shall be paid by the applicant for the permit. Penalty, see § 98.99.

The following guidelines shall be adhered to whenever any city project shall involve proposed removal, pruning or other alteration of trees and shrubs which are growing within existing rights-of-way or upon lands owned by or controlled by the city:

(1) *Step I.* The city department concerned shall identify projects involving tree removal or tree alterations which require coordination with the Planning Commission (such as, street paving, sidewalk construction/repair, utility line construction, playground/park modification or expansion, urban renewal/redevelopment, and the like).

(2) *Step II.* The Public Utilities Department shall draw plans for such projects. Drawings will indicate trees planned for removal circled in red. Where trees are planned for removal and the reason is not in accordance with the annexes to this procedure, the reason will be outlined.

(3) *Step III.* The city department concerned will submit project plan to the designated members of the Planning Commission for their review. Concurrence with the plan or recommendations for changes will be requested not later than a specific date which will provide the Planning Commission with a minimum of seven calendar days.

(4) *Step IV.* The Planning Commission will return the plans to the city department within the time allocated along with written concurrence or recommended changes.

(5) *Step V.* The city department will review recommended changes and reasons submitted by the Planning Commission and where feasible, integrate recommended changes. If all recommendations cannot be accommodated, the department will notify the Planning Commission designee and schedule a meeting with the Planning Commission and the City Manager and review the department's final plans and reasons for not using all recommendations.

(6) *Step VI.* The city department will review recommended changes and integrate into its plans those changes it has no objection to. If the department has objections to any of the recommendations, it shall promptly request a meeting with the Planning Commission and attempt to settle the matter. The city or the Planning Commission may request a public hearing if public interest is involved or may be helpful in resolving the differences.

(7) *Step VII.* If the city department, City Manager, and the Planning Commission are unable to resolve the issues, such matters shall be placed on the agenda for the next meeting of the City Council for resolution.

(8) *Step VIII.* The decision of the City Council shall be final.

(f) Street names and street name changes; and

(g) Other matters as desired by the Planning Director, directed by the Council or other governing board, or initiated by a Planning Commission member.

(3) *Appeals to the City Council.* The abutting property owner or the Goldsboro Planning Commission may appeal from the Director to the City Council within five days after notice of any decision of the Director pursuant to this subchapter. Pending the appeal, all actions and proceedings in furtherance of the decision of the Director shall be stayed.

(B) *Membership.* A Planning Commission for the City of Goldsboro is hereby created. The Commission shall consist of seven members. Five members appointed by the City Council shall reside within the city and two members appointed by the Wayne County Commissioners shall reside within the extraterritorial planning area of the city. If the Wayne County Commissioners fail to make this appointment within 90 days after receiving a resolution notifying them of a vacancy from the City Council, the City Council may make the appointments. The extraterritorial members shall have the same rights, privileges and duties as city members of the Commission. Extraterritorial members are required

to vote on each question, regardless of whether the matter at issue arises from within the city or within the extraterritorial planning area. If an in-city member moves outside of the city limits or if an extraterritorial area member moves outside of that jurisdiction, that shall constitute a resignation from the Planning Commission, effective upon the date a replacement is appointed.

(C) *Statutory powers.* The Planning Commission may exercise any and all powers prescribed by state law and shall perform duties directed by the City Council that are consistent with said law.

(D) *Staff services.* The Planning Director or their designee shall serve as Secretary to this body. (Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22; Am. Ord. 2023-44, passed 7-17-23)

§ 32.326 BOARD OF ADJUSTMENT.

(A) *Purpose and duties.* The Board of Adjustment shall have the following powers and duties:

(1) *Appeal of administrative decisions.* To hear and decide appeals where it is alleged there is an error in any order, requirement, decision or determination made by the Planning Director, any Enforcement Officer, or Watershed Administrator in the interpretation of the requirements of this code;

(2) *Special uses.* To hear and decide only such special uses as the Board is authorized to pass on by the terms of this code;

(3) *Variances.* To grant variances in accordance with state law and where assigned by this code;

(4) *Interpretation.* To interpret the location of lines on the official Zoning Map or Zoning Ordinance text requirements where the map or text appears to be unclear;

(5) *Conditions of approval.* In granting any special use permit or variance, the Board may prescribe additional requirements and safeguards to insure the purpose of this code; and

(6) To approve alternate landscaping plans when a strict application of the code requirements would result in an unreasonable or impractical solution or situation. Approval shall be consistent with the intent and purpose of the landscaping requirements of this code. This provision shall not apply to landscape plans that require City Council approval.

(B) *Membership.* A Board of Adjustment for the City of Goldsboro is hereby created. The Board shall consist of five regular members and two alternate members. Five members appointed by the City Council shall reside within the city and two members appointed by the County Commissioners shall reside within the extraterritorial planning area of the city. The Planning Commission shall serve as the Board of Adjustment. The Planning Commission shall follow the rules of procedure established by the Board of Adjustment when operating in this capacity.

(C) *City Council.* The Goldsboro City Council may be required to act as the Board of Adjustment, per the permitted uses section of the Goldsboro UDO.

(D) *Meetings.* The Board shall establish a regular meeting schedule. All meetings shall be conducted in accordance with quasi-judicial procedures. All meetings of the Board shall be open to the public and, whenever feasible, the agenda for each Board meeting shall be made available in advance of the meeting.

(E) *Voting.* The concurring vote of 4/5 of the regular Board membership shall be necessary to reverse any order, requirement, decision, or determination of the Administrator, to find in favor of the applicant on the issuance of special use permits, to interpret imprecise Ordinance text or zoning district boundaries and to grant a variance or any matter upon which the Board is required to pass under the code. However, the 4/5 majority vote means 4/5 of the entire Board, not just 4/5 of those present. For example, in the case of this seven member Board, if one member is absent and there are no alternate members to take the place of the absent member, a unanimous six votes would be required to obtain the necessary 4/5 majority. (Six being the first whole number to exceed four-fifths (0.80) of the entire Board). If alternate members are present, they may vote in place of any absent member. All other actions of the Board shall be taken by majority vote, a quorum being present.

(F) *Records.* The Board shall keep a public record of its resolutions, transactions, findings and determinations. Final disposition of all cases considered by the Board shall be by written order with the findings of fact stated and the reasons therefore, all of which shall be a matter of public record.

(G) *Staff services.* The Planning Director or their designee shall serve as Secretary to this body. (Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

§ 32.327 RESERVED.

§ 32.328 HISTORIC DISTRICT COMMISSION.

(A) *Purpose and duties.* The purpose and duties of the Commission include:

(1) *Project approvals.* To review and act upon the appropriateness of proposals for alterations, demolitions or new construction within historic districts or to historic landmarks;

(2) *Historic resources inventory.* To undertake an inventory of properties of historical, prehistorical, architectural, and/or cultural significance;

(3) *Historic district and landmark designation.* To recommend to the City Council areas to be designated by ordinance as "Historic Districts"; and individual structures, buildings, sites, areas or objects to be designated by ordinance as "Landmarks;"

(4) *Historic property acquisition.* To acquire by any lawful means the fee or any lesser included interest, including the option to purchase properties within an established district or any property designated as a landmark;

(5) *Negotiation.* To negotiate at any time with the owner of a building, site, area, or object for its acquisition or preservation;

(6) *Historic property protection.* To restore, preserve and operate historic properties;

(7) *Revocation of designation.* To recommend to the City Council that the designation of any area as a historic district or part thereof, or designation of any building, structure, site, area, or object as a landmark, be revoked or removed for cause;

(8) *Public outreach.* To conduct an educational program with respect to historic properties and districts within its jurisdiction;

(9) *Intergovernmental partnerships.* To cooperate with state, federal, and local governments in pursuance of purposes of this part. The City Council may authorize the Commission to contract with state and federal governments or any agency of either, or with any other organization, provided the terms are not inconsistent with state and federal law; and

(10) *Comprehensive planning.* To prepare and recommend the official adoption of a preservation element of the city's Comprehensive Plan.

(B) *Membership.*

(1) A Historic District Commission for the City of Goldsboro is hereby created. The Historic District Commission shall consist of seven regular members, two alternate members, and two ex-officio members. The members at the time of appointment shall reside within the planning and zoning jurisdiction of the city. The members of the Historic District Commission shall be qualified by special interest, knowledge, or training in such fields as architecture, construction, or historic preservation. Alternate members, when acting on the Historic District Commission, shall have all the same powers and duties as the member for which they substitute.

(2) Two ex-officio members shall serve as follows:

(a) The Mayor or one member of the City Council; and

(b) An at-large member appointed by the City Council.

(C) *Staff services.* The Planning Director or their designee shall serve as Secretary to this body. (Ord. 2018-8, passed 2-19-18; Am. Ord. 2021-39, passed 12-20-21; Am. Ord. 2022-52, passed 10-3-22)

§ 32.329 GOLDSBORO TOURISM COUNCIL.

(A) *Purpose and duties.* The Goldsboro Tourism Council shall promote the visitor industry of Goldsboro and Wayne County by working with area hotels, motels, attractions, and their visitor related organizations to create and implement programs to increase business travel, leisure travel, military-related travel, and visiting friends and relatives travel; thus increasing the economic impact of visitors to the area.

(B) *Membership; appointment.* The Goldsboro Tourism Council is hereby created in accordance with Session Law 1991-555, revised by Session Law 1997-447.The Goldsboro Tourism Council shall be composed of three owners or operators of hotels, motels, or other taxable accommodations in the City of Goldsboro; three individuals who have demonstrated an interest in conventions and tourism development in the Goldsboro area, and who do not own or operate hotels, motels, or other taxable tourism accommodations; and three ex officio members: the City Manager, the Executive Director/President of the Chamber of Commerce of Wayne County, and the Mayor of the City of Goldsboro.

(C) *Staff services.* The City Travel and Tourism Director or their designee shall serve as the staff liaison of this body.
(Ord. 2022-52, passed 10-3-22)

CHAPTER 33: POLICE AND FIRE DEPARTMENTS

Section

Police Department

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33.03 Divisions within Department
33.04 Administration
33.05 Police Chief
33.06 Auxiliary Police division; authority for establishment; supervision by Chief of Police

Fire Department

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33.16 Appointment of Fire Chief
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33.18 Fire Chief, Deputy Fire Chief authorized to arrest offenders
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Cross-reference:

Police Department created, see Charter Art. VIII, § 8.1
Fire Department created, see Charter Art. VIII, § 8.1

POLICE DEPARTMENT

§ 33.01 RESPONSIBILITIES.

The Police Department is responsible for the maintenance of law and order and the protection of lives and property. It is responsible for the enforcement of all state laws and city ordinances of a criminal and traffic nature, and for the prevention of the violation of these laws and ordinances.
('70 Code § 19-1) (Am. Ord. 2017-58, passed 12-4-17)

§ 33.02 POLICE SERVICES.

Services offered by the Police Department include:

(A) Enforcement of laws, ordinances and regulations.

(B) Control of traffic.

(C) Provides for public safety.

(D) Crime prevention.

(E) Criminal investigations.

(F) Accident prevention.

(G) Apprehension and, as necessary, extradition of fugitives.

(H) Juvenile control.

(I) Control and inspection of taxicab operation.

(J) The office of record for city police matters.

('70 Code § 19-2) (Ord. 1981-16, passed 4-21-81; Am. Ord. 2017-58, passed 12-4-17; Am. Ord. 2023-45, passed 7-17-23)

§ 33.03 DIVISIONS WITHIN DEPARTMENT.

The Police Department shall consist of the following divisions:

(A) Operations.

(B) Investigations.

(C) Support services.

(D) Professional Standards.

(E) Other divisions as may be deemed necessary.

('70 Code § 19-3) (Ord. 1973-95, passed 12-17-73; Am. Ord. 1981-16, passed 4-21-81; Am. Ord. 2017-58, passed 12-4-17; Am. Ord. 2023-45, passed 7-17-23)

§ 33.04 ADMINISTRATION.

The administration of the Police Department shall consist of the following:

(A) Police Chief.

(B) Major of operations.

(C) Major of investigations.

(D) Major of support services.

(E) Commander of Professional Standards.

(F) Such other ranks as from time to time may be deemed necessary.
('70 Code § 19-4) (Ord. 1973-95, passed 12-17-73; Am. Ord. 1981-16, passed 4-21-81; Am. Ord. 2017-58, passed 12-4-17; Am. Ord. 2023-45, passed 7-17-23)

§ 33.05 POLICE CHIEF.

The City Police Department shall be headed by a Police Chief who shall be appointed by the City Manager.
('70 Code § 19-5)
Cross-reference:
For current divisions of Police Department, see § 33.03

§ 33.06 AUXILIARY POLICE DIVISION; AUTHORITY FOR ESTABLISHMENT; SUPERVISION BY CHIEF OF POLICE.

(A) Pursuant to the authority of G.S. § 160A-282, there is hereby established within the City of Goldsboro Police Department, as a division thereof, an auxiliary police division. The auxiliary police division shall be a volunteer division, whose members shall serve with nominal compensation, composed of as many members as may from time to time be determined by the Chief of Police and approved by the City Manager. The term "auxiliary" shall refer to and mean the same as the term "reserve".

(B) The Chief of Police of the city is hereby authorized to recruit, appoint, train, equip, organize, and utilize the services of the auxiliary police officers who shall be subject to the same supervision and control by the Chief of Police and subordinate commanding officers as regularly employed police officers while undergoing official training and while performing official duties on behalf of the city.

(C) Auxiliary police officers who have been duly appointed and sworn shall, while undergoing official training and while performing official duties on behalf of the city pursuant to orders or instructions of the Chief of Police or subordinate commanding officers, be entitled to all powers, privileges and immunities afforded by law to regularly employed police officers, including benefits under the North Carolina Workers' Compensation Act, to the same extent that regular employees of the city are entitled to the benefits of the act. For the purposes of determining the basis for workers' compensation payments to auxiliary police, such payments shall be based upon the entrance salary of a regular police patrol officer of the city at the time of injury to an auxiliary police officer. Auxiliary police officers shall not be entitled to any of the benefits provided for regular employees of the city except workers' compensation; provided, that this subchapter shall not in any manner affect the rights of any person to benefits provided by the state or by any act of Congress for civilian defense workers or auxiliary police officers.

(D) The Chief of Police is authorized to determine and establish uniform qualifications and regulations for the appointment, removal, and discipline of auxiliary police officers.
(Ord. 2022-58, passed 11-21-22)

FIRE DEPARTMENT

§ 33.15 FIRE CHIEF, SCOPE OF AUTHORITY WITHIN FIRE DEPARTMENT.

Subject to the supervision of the City Manager, the Chief of the Fire Department shall have a general control of the Department, the personnel, apparatus and fire alarm system.
('70 Code, § 9-1) (Am. Ord. 2023-45, passed 7-17-23)
Cross-reference:
Appointment of Chief of Fire Department, see § 33.16
Powers and duties of the Chief of Fire Department, see Charter Art. VIII, § 8.2
Statutory reference:
Office of Chief of Fire Department created, see G.S. § 160A-291
Duties of Chief of Fire Department, see G.S. § 160A-292

§ 33.16 APPOINTMENT OF FIRE CHIEF.

The Fire Department shall be headed by a Fire Chief who is appointed by the City Manager.
('70 Code, § 9-2)

§ 33.17 DEPUTY FIRE CHIEF.

In the absence of the Fire Chief from the city, or in the event of his being prevented from attending to his duties by sickness or otherwise, the Deputy Fire Chief shall perform all duties required of the Fire Chief, and shall be clothed with the same authority as the Fire Chief.
('70 Code, § 9-3) (Am. Ord. 2019-59, passed 9-23-19)

§ 33.18 FIRE CHIEF, DEPUTY FIRE CHIEF AUTHORIZED TO ARREST OFFENDERS.

The Fire Chief and Deputy Fire Chief are hereby vested with all the powers of a police officer of the city insofar as to make arrest within the city during the existence of any fire for the violation of any of the provisions of this Code of Ordinances regulating the Fire Department.
('70 Code, § 9-4) (Am. Ord. 2019-59, passed 9-23-19)

§ 33.19 RIGHT OF ENTRY FOR INSPECTION.

The Fire Chief, or fire prevention inspector, shall have the right to enter any building or premises, at all reasonable hours, for the purpose of making any examination provided for by this chapter.
('70 Code § 9-5) (Am. Ord. 2023-45, passed 7-17-23)
Statutory reference:
Fire chief authorized to seek out and have corrected all places and conditions dangerous to the safety of the city from fire, see G.S. § 160A-292
Inspection of premises; dangerous material removed, see G.S. § 58-79-20

§ 33.20 LOCAL FIREFIGHTERS' RELIEF FUNDS.

(A) *Purpose.* The Local Firefighters' Relief Fund is established for the purpose of providing compensation to firefighters receiving accidents or injuries in the line of duty. ('70 Code § 9-8)

(B) *Membership of Board, compensation.* The Board of Trustees of the Local Firefighters' Relief Fund shall be composed of five members; two appointed by the City Council, two elected by the Fire Department and one appointed by the Insurance Commissioner of the state. Members shall receive no pay for their services. ('70 Code § 9-9)

(C) *Administration, financed.* The Local Firefighters' Relief Fund operates and is administered under the rules and regulations prescribed by state law and is financed solely by a percentage of insurance premiums collected within the city. ('70 Code § 9-10)
(Am. Ord. 2023-45, passed 7-17-23)
Statutory reference:
Local Firefighters' Relief Funds, see G.S. § 58-84

§ 33.21 INJURY TO FIRE DEPARTMENT'S PROPERTY.

(A) It shall be unlawful to wilfully break, deface or in any way injure any fire hydrants, or any other property belonging to the City Fire Department, or in any manner obstruct the free use of such property.

(B) It shall be unlawful for any vehicle to be wilfully driven over the hose belonging to the Fire department laid in the streets, lanes, or squares at any time.

(C) It shall be unlawful for the engineer of any locomotive or railroad train to willfully run over the hose of the Fire Department, laid across railroad tracks.
('70 Code § 9-6) (Amd. Ord. 2023-45, passed 7-17-23) Penalty, see § 10.99

§ 33.22 CONGREGATING NEAR FIRE.

It shall be unlawful to congregate in the streets, lanes, alleys or squares near a fire so as to interfere with the Fire Department.
('70 Code § 9-7) Penalty, see § 10.99

§ 33.23 FIRE SERVICE OUTSIDE THE CITY; CONTRACT, FEES.

(A) The Fire Department is hereby directed not to respond to any fire alarm involving property located outside the city limits except city-owned property, and the Fire Chief shall send available equipment where:

(1) The call originates from an organized Fire Department with which the city has a reciprocal or mutual aid agreement; or

(2) Fire protection can be furnished to industries, commercial and business establishments which have signed contracts approved and accepted on behalf of the city by the City Manager.

(a) The contracts are renewable 30 days prior to each fiscal year at a fee of $.10 per $100 evaluation up to a maximum annual fee of $1,500.

(b) An additional charge of $150 is assessed for the dispatch of personnel and equipment in response to each fire alarm plus $300 per hour of fire fighting.

(c) Contract fees for non-tax organizations shall be as in division (A)(2)(a) and (b) of this section excepting the evaluation base shall be the depreciated book value of the facility.

(B) The City Manager is hereby authorized to sign the contracts and upon proper signature by the company, the contract shall be in effect and service will be furnished by the city as described in the contract.
('70 Code § 9-12) (Ord. 1977-64, passed 11-7-77)

CHAPTER 53: WATER AND SEWER SYSTEMS

Section

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Cross-reference:

Local improvements and assessments, see Charter, Art. X
Engineering Division to survey sewer lines and storm drainage construction, see § 32.032
Public Utility Division responsible for operating water and sanitary sewer utility service, see § 32.032

GENERAL PROVISIONS

§ 53.01 DEFINITIONS.

For the purpose of this chapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

SEWER SYSTEMS. Sanitary sewer collection lines, pump lift stations and sewage treatment plant.

WATER SYSTEMS. Water plant, elevated tanks and water distribution lines.

WATER SERVICE LINE. That portion of water pipe, including the tapping saddle, corporation, curb stop and meter box, between the water main and the public right-of-way or public utility easement line.

SEWER SERVICE LINE. That portion of sewer pipe, including the tapping saddle and cleanout, between the sanitary sewer main and the public right-of-way or public utility easement line.
('70 Code, § 25-1) (Ord. 1982-47, passed 10-4-82; Am. Ord. 2010-22, passed 4-5-10)

§ 53.02 LAYING WATER AND SEWER LINES, SUPERVISION.

All water and sewer lines shall be laid under the overall supervision of the City Engineer.
('70 Code, § 25-2) (Ord. 1982-47, passed 10-4-82)

§ 53.03 CERTAIN TYPES OF PAPER PROHIBITED IN SEWER SYSTEM; EVIDENCE OF VIOLATION.

(A) In water closets connected with the sewer system, no newspaper or other kinds of paper shall be used for toilet purposes, except tissue water closet paper.

(B) The finding by the inspecting officer, in any water closets of any other kind of paper, shall be prima facie evidence of its use.
('70 Code, § 25-3) (Ord. 1982-47, passed 10-4-82) Penalty, see § 10.99

§ 53.04 UTILITY EASEMENTS ON CITY-OWNED PROPERTIES.

All utility easements maintained on city-owned properties, including both current and future easements, are authorized by this section to allow the construction of and ingress and egress to greenways, pedestrian trails, bicycle paths and other recreational activities as allowed by the City of Goldsboro.
(Ord. 2012-37, passed 5-7-12)

§ 53.23 NEW WATER SERVICE TO BE METERED; OBSTRUCTION METERS; SERVICE CHARGES.

(A) All new water connections shall be metered, and the Director of Finance reserves the right to place a meter on any service now in use, without application from the consumer where such action may be deemed necessary to prevent waste or to protect the interest of the revenue office. Where meters are located within the building, consumers or property owners must not cover the meters or place obstructions that may prevent convenient access to the meter at any time by the employees of the revenue office for the purpose of reading or making repairs. Separate water connections to consumers or property owners will be installed wherever possible. Split connections will not be allowed unless approved by the City Engineer.

(B) The service charge outlined in § 53.40 is intended to cover interest and depreciation on the service meter. The meter will be read and repaired by the revenue office as often as may be necessary, and no additional charge will be made for such service.
('70 Code, § 25-40) (Ord. 1982-47, passed 10-4-82)

§ 53.24 TAP RATES.

(A) *Sewer.* The rates for sewer taps installed inside and outside the city shall be as established by periodic resolution to reflect current costs.

(B) *Water.* The rates for water taps installed inside and outside the city shall be as established by periodic resolution to reflect current costs.
('70 Code, § 25-41) (Ord. 1982-47, passed 10-4-82)

§ 53.25 PAYMENT OF TAPPING COSTS.

No water or sewer connection shall be made until the tapping charge as set forth in § 53.24 has been paid in cash, personal checks or certified check acceptable to the Revenue Office.
('70 Code, § 25-42) (Ord. 1982-47, passed 10-4-82)

§ 53.26 SYSTEM DEVELOPMENT FEES.

(A) System development fees shall be charged with respect to new development to fund costs of capital improvements to recoup a combination of costs consisting of the cost of existing facilities which serve such new development and the incremental cost of capital assets required for preserving and/or providing additional system capacity. System development fees shall be charged consistent with the requirements of G.S. Ch. 162A, Art. 8 as such may be amended from time to time. Terms used in this section shall have the same meanings as set forth in G.S. Ch. 162A, Article 8.

(1) For purposes of this section, ***NEW DEVELOPMENT*** includes any of the following occurring after April 8, 2019 (the date the city began the written analysis process required by G.S. § 162A-205) that increases the water and/or sewer capacity necessary to serve that development:

(a) The subdivision of land;

(b) The construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure which increases the number of service units; or

(c) Any use or extension of the use of land which increases the number of service units.

(B) Beginning on the effective date of this section, system development fees shall apply to all new developments except for fire line connections.

(C) System development fees shall not include, and separate charges may be assessed for:

(1) A charge or fee to pay administrative, plan review, or inspection costs associated with permits required for development.

(2) Tap or hookup charges for the purpose of reimbursing the city for the actual costs of connecting the service unit to the system.

(3) Availability/capacity charges.

(4) Dedication of capital improvements onsite, adjacent, or ancillary to a development absent a written agreement providing credit or reimbursement to the developer pursuant to G.S. §§ 160A-320, 160A-499 or G.S. Ch. 160A, Art. 19, Part 3D as the same may be amended from time to time.

(5) Reimbursement to the city for its expenses in constructing or providing for water or sewer utility capital improvements adjacent or ancillary to the development if the owner or developer has agreed to be financially responsible for such expenses; however, such reimbursement shall be credited to any system development fee charged as required per G.S § 162-207(c).

(D) System development fees will not be charged on buildings or other improvements constructed to replace like buildings provided that the replacement will not result in any increased capacity requirements over that required to serve the replaced building. System development fees are transferable between locations on different parcels of property as long as the parcels are contiguous or separated only by a street or alley and part of a single or multi-phased project shown on an approved site plan at the time of issuance of a building permit.

(E) For new development involving the subdivision of land, the system development fee shall be collected at the later of the time of plat recordation, or when water or sewer service is committed by the city.

(1) For all other new developments, system development fees are due at the earlier of the time of application for connection of the individual unit of development to the service or facilities, or when water or sewer service is committed by the city.

(2) For purposes of this section, water service shall be deemed committed by the city at such time as the Public Works Department has approved the connection and building permit(s) for the development are issued. Fees shall be assessed based on the schedule of fees in effect at the time the fees are collected.

(F) Additions, alterations to or replacements or change in use of existing buildings shall be required to pay a system development fee based on the rates applicable at the time of connection or at the time such addition, alteration, replacement or change in use is placed into service. When a change in use occurs, the new use will pay the difference calculated between the existing use and the proposed use.

(G) Buildings that contain more than one use shall have the system development fee calculated from the sum of each use in the building.

(H) The system development fee shall be paid for connections to the city municipal water system based on the customer's calculated anticipated daily flow rate in gallons per day (GPD), in an amount not to exceed the calculated charge based on the cost per gallon development costs as defined herein multiplied by the daily flow rate set out in the North Carolina Administrative Code sections referenced herein. The system development fee shall be the same regardless of the customer's location inside or outside the municipal limits of the city.

(I) System development fees shall be based on the calculated (GPD) flow rate of the anticipated use or increase in use of the proposed structure. Flow rates shall be determined in accordance with the flow rates established in the North Carolina Administrative Code, 15A NCAC 2T.0114 and 15A NCAC 18C.0409 as such may be amended from time to time. A licensed professional engineer is required to calculate flow rates for other uses not included within the North Carolina Administrative Code, 15A NCAC 2T.0114 and 15A NCAC 18C.0409. The City Goldsboro shall not incur any expense associated with this requirement.

(J) In calculating system development fees with respect to new development, the city will credit the value of costs in excess of the development's proportionate share of connecting facilities required to be oversized for use of others outside of the development. No credit shall be applied, however, for water or sewer capital improvements on-site or to connect new development to water or sewer facilities.

(K) All system development fees collected by the city shall be deposited into the city's water and sewer system development capital reserve fund and expended as provided by G.S. § 162A-211, as such may be amended from time to time.

(L) The Water and Sewer System Development Fee Study prepared by Stantec, and published April 10, 2023, is adopted to assist in establishing the City of Goldsboro's Water and Sewer System Development Fee Charges, which are listed below. The system development fee calculation shall be updated at least every five years or as required by G.S. Ch. 162A, Art. 8.

(M) *Fee Summary.*

(1) *Water buy-in.*

Meter Size	Max Flow Rates (GPM)	AWWA Meter Equivalents	Calculated System Development Fee
3/4"	30	1.00	$1,926
1"	50	1.67	$3,210
1.5"	100	3.33	$6,420
2"	160	5.33	$10,272
3"	350	11.67	$22,470
4"	630	21.00	$40,446
6"	1,300	43.33	$83,460
8"	2,800	93.33	$179,760
10"	4,200	140.00	$269,640

(2) *Sewer buy-in.*

Meter Size	AWWA Meter Equivalents	Calculated System Development Fee
3/4"	1.00	$3,032
1"	1.67	$5,053
1.5"	3.33	$10.107
2"	5.33	$16,171
3"	11.67	$35,373
4"	21.00	$63,672
6"	43.33	$131,387
8"	93.33	$282,987
10"	140.00	$424,480

(3) *Combined buy-in.*

Meter Size	Calculated System Development Fee
3/4"	$4,958
1"	$8,263
1.5"	$16,527
2"	$26,443
3"	$57,843
4"	$104,118
6"	$214,847
8"	$462,747
10"	$694,120

(Ord. 2023-46, passed 7-17-23)

RATES AND CHARGES

§ 53.35 PAYMENT OF BILLS; PENALTIES.

Bills for water and sewer charges shall be rendered monthly and shall be payable without discount within 20 days after the postmark date of the bill or prior to the cut-off date stated on the bill. Failure to make payment by the designated cut-off date shall result in severance of service subject to the hearing requirements set forth in § 53.42. A penalty charge, established by City Council resolution, shall be assessed against all accounts unpaid as of the designated cut-off date. Failure to receive a bill does not entitle the consumer to exemption from penalty. A charge, established by board resolution, will be assessed against each check and sure-pay draft which is returned to the city due to insufficient funds.
('70 Code, § 25-98) (Ord. 1982-47, passed 10-4-82)

§ 53.36 ADVANCE PAYMENT OF METER DEPOSIT.

An advance payment of a water meter deposit shall be required upon opening a utility account. This payment shall be based upon meter size and service classification established by City Council resolution.
('70 Code, § 25-99) (Ord. 1982-47, passed 10-4-82)

§ 53.37 WHEN ADVANCE PAYMENTS TO BE APPLIED TO CURRENT BILL.

Upon severance of service for any reason, the advance payment shall be applied to the current bill and to any arrearages. Any balance after clearance of account shall be refunded to the customer.
('70 Code, § 25-100) (Ord. 1982-47, passed 10-4-82)

§ 53.38 WAIVER OF ADVANCE PAYMENT.

An advance payment is waived for water consumption by public utilities and organizations of the U.S. Government, the state and the county.
('70 Code, § 25-101) (Ord. 1982-47, passed 10-4-82)

§ 53.39 TRANSFER SERVICE FEES.

A fee, as established by City Council resolution, shall be assessed each utility customer transferring service within the city's systems.
('70 Code, § 25-102) (Ord. 1982-47, passed 10-4-82)

§ 53.40 WATER SERVICE CHARGE GENERALLY, INSIDE AND OUTSIDE CITY.

The water service for the city shall be as follows:

(A) *Availability:*

(1) This schedule is available to all domestic, commercial and industrial water service.

(2) Under no instances will water purchased from the city be resold by the customer to another purchaser.

(3) Two or more dwellings, apartments or stores or combination of dwellings, apartments or stores will not be permitted on the same meter unless account is opened by the property owner.

(4) (a) Water customers of the city shall be classified according to their average monthly water consumption. Utility user classifications and their corresponding monthly water consumption ranges are as follows:

Classification	*Consumption per 100 Cubic Feet*
Grade A	0 - 40
Grade B	41 - 166
Grade C	167 - 333
Grade D	334 - 667
Grade E	668 - 1,334
Grade F	1,335 - Over
Grade G (with sewer)	6,000 - Over

(b) Payment for water will be based upon a flat rate established for each grade. Customers assigned a grade will pay the corresponding rate for each 100 cubic feet of water consumed. If during the year a consumer's water usage varies from the grade assigned, this usage, nevertheless, will be billed at the rate established for the assigned grade. All residential customers will be assigned a Grade A classification. All new nonresidential customers will be assigned a classification based upon their projected bi-monthly water consumption. At the conclusion of six months this classification will be reexamined, taking into consideration the users actual water usage in order to determine its appropriateness. If the actual water consumption does not justify the grade assigned, a grade adjustment will be made. All classifications other than those assigned residential consumers will be reviewed annually in order to determine the accuracy based upon the volume of water used by the consumer for the previous year.

CHAPTER 72: STOPPING, STANDING AND PARKING

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PARKING GENERALLY

§ 72.01 WHEN STOPPING PERMITTED.

No vehicle shall stop in any street except for the purpose of parking as prescribed in this chapter, unless such stop is made necessary by the approach of fire apparatus, by the approach of a funeral or other procession which is given the right-of-way, by stopping of a public conveyance, by the lowering of railway gates, by the giving of traffic signals, the passing of some other vehicle, or a pedestrian, or by some emergency; and in any case covered by these exceptions such vehicles shall not stop so as to obstruct any footway, pedestrian aisle, safety zone, crossing or street intersection if the same can be avoided.
('70 Code, § 23-42) (Ord. 1972-18, passed 8-15-72) Penalty, see § 72.99

§ 72.02 OBSTRUCTING PASSAGE OF VEHICLES.

No vehicles shall so stand on any street as to interrupt or interfere with the passage of public conveyances or other vehicles.
('70 Code, § 23-43) (Ord. 1972-18, passed 8-15-72) Penalty, see § 72.99

§ 72.03 PARALLEL PARKING.

Where not otherwise indicated by this chapter, or other ordinances in effect and where the street is not marked to show how vehicles shall park, all vehicles shall park parallel to the curb and not more than 12 inches therefrom.
('70 Code, § 23-44) (Ord. 1972-18, passed 8-15-72) Penalty, see § 72.99

LOADING AND UNLOADING

§ 72.40 LOADING AND UNLOADING MERCHANDISE.

(A) No person shall stop or leave standing any motor vehicle, except upon the streets designated in Chapter 74, for the purpose of loading or unloading passengers, goods or merchandise.

(B) Loading and unloading shall be done with the vehicle parked parallel to the curb only, except as provided in this section, either in a zone specifically marked for loading and unloading or in a parallel parking space which may be available. If parking is prohibited, parking for loading and unloading is also prohibited. Where loading and unloading is done from space not specifically set aside for loading and unloading, parking time limits in force in those spaces shall apply also to the vehicles loading or unloading. Where loading and unloading is carried on from spaces set aside specifically for loading and unloading the operations must be continuous and the vehicle shall be in violation of overtime parking when the operations have been terminated for 15 minutes or more.

(C) Loading and unloading operations on streets with angle parking shall be done only from those vehicles which may park at the angle that is laid off on the streets without protruding into traffic lane or lanes except that loading and unloading operations may be carried on along these streets while parked parallel to the curb before 9:00 a.m. and after 5:00 p.m. Monday through Friday inclusive.
('70 Code, § 23-59.1) (Ord. 1972-18, passed 8-15-72; Am. Ord. 2016-52, passed 10-5-16) Penalty, see § 70.99

PARKING COMMITTEE

§ 72.55 PARKING COMMITTEE CREATED.

There is hereby created an advisory Committee in the city to be known as the "Goldsboro Parking Committee." The Committee shall consist of members of the Traffic Advisory Commission and city staff as needed.
(Ord. 2016-52, passed 10-5-16; Am. Ord. 2017-25, passed 6-5-17; Am. Ord. 2023-27, passed 6-5-23)

§ 72.56 APPOINTMENT OF MEMBERS; TERMS.

The Parking Committee shall include: the Assistant City Manager, the City Engineer, the Planning Director, the Downtown Development Director, and the Police Chief.
(Ord. 2016-52, passed 10-5-16; Am. Ord. 2017-25, passed 6-5-17; Am. Ord. 2023-27, passed 6-5-23)

§ 72.57 MEETINGS.

The Parking Committee shall meet as often as deemed appropriate.
(Ord. 2016-52, passed 10-5-16; Am. Ord. 2023-27, passed 6-5-23)

§ 72.58 RECOMMENDATIONS AND REPORTS TO CITY COUNCIL.

The Parking Committee shall study the parking needs of the city and shall make recommendations and give reports to City Council and the City Manager concerning parking needs, regulations and other matters in the city.
(Ord. 2016-52, passed 10-5-16; Am. Ord. 2023-27, passed 6-5-23)

§ 72.59 CONTINUATION OF FUNCTIONS.

The Parking Committee may continue to perform such functions as deemed appropriate.
(Ord. 2016-52, passed 10-5-16; Am. Ord. 2023-27, passed 6-5-23)

ENFORCEMENT

§ 72.90 MARKING VEHICLES.

(A) It shall be lawful for a police officer, code enforcement officer, parking lot attendant, or any other appropriate agent of the city to apply a visible mark using chalk, crayon or other nonpermanent material to any tire of any vehicle parked in a time-restricted or other parking space under control of the city for the purpose of recording the presence or duration of that vehicle in that space.

(B) No person may remove, attempt to remove or to obscure any markings applied pursuant to this section so as to interfere with the determination of the prior presence or duration of parking of a vehicle in a time-restricted or other parking space.
(Ord. 2016-52, passed 10-5-16) Penalty, see § 72.99

§ 72.91 REMOVAL OR ALTERATION OF A TRAFFIC TICKET.

(A) No person shall remove a traffic ticket from a vehicle or permit it to be removed from a vehicle, except for the purpose of answering the charge for which it was issued.

CHAPTER 74: TRAFFIC SCHEDULES

Section

74.01 Traffic schedules adopted by reference

§ 74.01 TRAFFIC SCHEDULES ADOPTED BY REFERENCE.

The city's traffic schedules and any amendments thereto, are hereby adopted by reference and incorporated as if set out at length herein. Copies of the schedules are on file in the office of the City Clerk for public inspection.
(Am. Ord. 2006-80, passed 10-23-06; Am. Ord. 2009-16, passed 2-16-09; Am. Ord. 2009-34, passed 5-4-09; Am. Ord. 2010-21, passed 4-5-10; Am. Ord. 2010-67, passed 10-18-10; Am. Ord. 2011-46, passed 7-5-11; Am. Ord. 2012-1, passed 1-9-12; Am. Ord. 2013-19, passed 3-18-13; Am. Ord. 2013-61, passed 11-18-13; Am. Ord. 2013-65, passed 12-16-13; Am. Ord. 2014-41, passed 9-2-14; Am. Ord. 2016-58, passed 11-21-16; Am. Ord. 2019-26, passed 6-3-19; Am. Ord. 2023-3, passed 1-9-23; Am. Ord. 2023-10, passed 3-20-23)

CHAPTER 75: PARKING SCHEDULES

Section

75.01 Parking schedules adopted by reference

§ 75.01 PARKING SCHEDULES ADOPTED BY REFERENCE.

The city's parking schedules and any amendments thereto, are hereby adopted by reference and incorporated as if set out at length herein. Copies of the schedules are on file in the office of the City Clerk for public inspection.
(Am. Ord. 2003-9, passed 2-17-03; Am. Ord. 2012-45, passed 5-21-12; Am. Ord. 2017-52, passed 10-16-17; Am. Ord. 2018-39, passed 8-20-18; Am. Ord. 2023-28, passed 6-5-23)

CHAPTER 96: NUISANCES

Section

General Provisions

96.01 Existence of certain conditions to constitute public nuisance
96.02 Investigation to determine existence of public nuisance
96.03 Public nuisances
96.04 Restriction of boats in residentially zoned areas
96.05 Order to abate public nuisance
96.06 Failure to abate public nuisance; abatement by city
96.07 Cost of abatement
96.08 Failure to pay charges; lien created
96.09 Procedure deemed additional to other remedies
96.10 Enforcement of ordinances; continuing violations
96.11 Second and subsequent violations
96.12 Panhandling; aggressive panhandling, prohibited areas and times

Open Burning

96.30 Definitions
96.31 Nonpermissible burning
96.32 Permissible burning without a permit
96.33 Burn permits
96.34 Permissible burning with a permit
96.35 Violations and enforcement

Cross-reference:

Garbage and trash, see Chapter 50
Unlawful to keep dogs resulting in unsanitary conditions, see § 92.20
Rabies, see § 92.22
Control of insects, rodents and infestations in housing, see § 152.03
Minimum standards of safety and sanitary maintenance in housing, see § 152.22

GENERAL PROVISIONS

§ 96.01 EXISTENCE OF CERTAIN CONDITIONS TO CONSTITUTE PUBLIC NUISANCE.

In order to protect the health, safety and general welfare of the public, preserve the enjoyment of property rights and other rights from obnoxious and undesirable infringement, promote the general public welfare of the community, and prevent social harm from the effects of unwanted and detrimental influences that cross property lines, it shall be unlawful for any person owning, occupying or having in his possession or under his control any lot or parcel of land, improved or vacant, in the city, to permit to exist on such lot or parcel of land, any condition which may be declared in this chapter to be noxious, detrimental or prejudicial to public health or public safety or to otherwise constitute a public nuisance. ('70 Code, § 11-1) (Ord. 1972-46, passed 8-21-72; Am. Ord. 2001-25, passed 2-19-01; Am. Ord. 2005-64, passed 7-5-05)

§ 96.02 INVESTIGATION TO DETERMINE EXISTENCE OF PUBLIC NUISANCE.

The Director of Planning or his employees, upon knowledge of a complaint from any person of the existence of any of the conditions described in § 96.03, shall make such investigation as may be necessary to determine whether in fact, such conditions exist as to constitute a public nuisance as declared in § 96.03.
('70 Code, § 11-2) (Ord. 1972-46, passed 8-21-72; Am. Ord. 2001-25, passed 2-19-01; Am. Ord. 2005-64, passed 7-5-05)

§ 96.03 PUBLIC NUISANCES.

The existence of any of the following conditions on any lot or parcel of land in the city, is hereby declared to be noxious, dangerous, detrimental and prejudicial to the public health, safety or general welfare and/or constitutes a public nuisance in violation of the provisions of this chapter:

(A) *Weeds and/or uncontrolled growth of vegetation.*

(1) Any uncontrolled growth of noxious weeds, grasses to a height in excess of ten inches and/or the uncontrolled growth of bushes causing or threatening to cause infestation by rats, mice, snakes or vermin of any kind or constituting a fire hazard or which in any other way is detrimental to the public health, morals, safety or general welfare; provided, however, that this subsection shall not apply to planted and cultivated flowers, shrubbery, vegetables or crops, properties not reasonably accessible to power mowing equipment, and undeveloped parcels greater than five acres in size, except as provided in § 96.03(A)(2).

(e) *Records.* Records of citations shall be maintained for a reasonable period of time.
(Ord. 2001-25, passed 2-19-01; Am. Ord. 2005-64, passed 7-5-05)

§ 96.11 SECOND AND SUBSEQUENT VIOLATIONS.

Upon second and subsequent violations of this chapter within 24 months of the previous violation being remedied, no notice of the second or subsequent violation, as required by this chapter, shall be given. The city, through its agents and employees, may enter such lots or premises and remove the violation and the costs and expense thereof shall be paid by the owner of the violation as provided for in this chapter. Second and subsequent violations are subject to the escalating fine structure as defined in this chapter.
(Ord. 2005-64, passed 7-5-05)

§ 96.12 PANHANDLING; AGGRESSIVE PANHANDLING, PROHIBITED AREAS AND TIMES.

(A) *Definitions.* For the purposes of this section, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

(1) The words "panhandling" or "begging" are used interchangeably, a purpose of which is to obtain a contribution of money or goods for the principal benefit of the person making the solicitation.

(2) The word "aggressive" refers to:

(a) Continuing to solicit near the individual addressed after the person to whom the solicitation is directed has made a negative response, either verbally, by physical sign, by attempting to leave the presence of the person soliciting, or by other negative indication; and/or

(b) Any physical contact with another person without consent; and/or

(c) By blocking the path of a person being solicited or blocking the entrance or exit to any building or vehicle; and/or

(d) By or with the use of any abusing language, word, gesture, or act intended to cause a reasonable person to be fearful of the solicitor or feel compelled to accede to the solicitation.

(3) "Public place" and "place open to the public" mean an area generally visible to public view and include streets, sidewalks, bridges, alleys, plazas, parks, driveways, parking lots, public transportation, buildings open to the general public including those which serve food or drink or provide entertainment, and the doorways or entrances in buildings and their grounds.

(B) *Purpose.* The purpose of this section is to ensure unimpeded pedestrian and vehicle traffic flow, to maintain and protect the well-being of pedestrians and to otherwise foster a harassment-free climate in public places.

(C) *Rules and regulations.*

(1) It shall be unlawful for any person to panhandle or beg as defined in § 96.12 within the city without first obtaining a "Panhandler's Permit" from the Chief of Police or designee. Such permit is valid for one year only and must be renewed annually.

(2) It shall be unlawful for any type of panhandling or begging within the following prohibited areas and/or times:

(a) Within 100 feet of any financial institution and/or automated teller machine;

(b) Within 20 feet of any bus stop, train station, or taxi stand;

(c) Within 20 feet of any commercial establishment which is open for business;

(d) Within 20 feet of any outdoor dining area during operation;

(e) Within DOT or city right-of-ways, excluding sidewalks; and

(f) Between the hours of 8:00 p.m. and 8:00 a.m.

(3) In accordance with G.S. § 160A-179, it shall be unlawful for any person to aggressively panhandle or beg for money or goods from another in a public place or in a place open to the public. The offering of items of nominal value, such as pencils, chewing gum, and the like for a donation shall not make the conduct lawful.

(D) *Exceptions.* The conduct prohibited does not include solicitations made by authorized representatives of not-for-profit corporations, organizations or groups in order to obtain funds designed principally to further the purpose of such not-for-profit corporations, organizations or groups provided proper identification such as signs, vests, badges and the like, are clearly visible to the general public naming the not-for-profit corporations, organizations or groups.

(E) *Opportunity to stop the prohibited activity.*

(1) No arrest shall be made for an initial violation of this section unless the arresting officer first affords a person an opportunity to stop the conduct that violates division (C). After being warned that aggressive panhandling or begging is illegal within the city limits of Goldsboro, a police officer will issue a panhandling warning ticket to the individual. A copy of this ticket will be maintained by the Goldsboro Police Department for documentation purposes. If after being warned the panhandler does not cease these activities or if an officer observes a person who has been duly warned conducting aggressive panhandling activities again within the city limits, that individual shall be immediately arrested.

(2) If a complaint is registered with the police department by a private citizen and the complainant formally identifies the person accused of aggressive panhandling or begging activities, a panhandling warning ticket will be issued to that individual. If the person accused of aggressive panhandling or begging by a private citizen has previously been duly warned of the illegality of this activity, that person will be arrested if the complaining citizen files appropriate charges or agrees to serve as a witness.

(F) *Severability*. If any portion of this section is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed severable, and such holding shall affect the validity of the remaining portions hereof.
(Ord. 2004-97, passed 12-6-04; Am. Ord. 2005-64, passed 7-5-05; Am. Ord. 2022-66, passed 12-5-22)

OPEN BURNING

§ 96.30 DEFINITIONS.

For the purpose of this subchapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

OPEN BURNING. The burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the atmosphere without passing through a chimney, or a permitted air pollution control device.

PILE. A quantity of objects or materials stacked or thrown together in a heap.

PUBLIC PICK UP. The removal of refuse, yard trimmings, limbs, or other plant material from a residence by a governmental agency, private company contracted by a governmental agency or municipal service.

STACK. A usually conical shaped pile of debris or material.
(Ord. 2010-51, passed 8-2-10)

§ 96.31 NONPERMISSIBLE BURNING.

No person shall ignite, cause to be ignited, permit to be ignited, allow or maintain, kindle or maintain within the corporate limits of the city any nonpermissible open burning fire. Since the city does provide public pick up of trash, leaves and other yard debris, the burning of such material is prohibited.
(Ord. 2010-51, passed 8-2-10)

§ 96.32 PERMISSIBLE BURNING WITHOUT A PERMIT.

Open fires for cooking and heating shall be allowed when such fire is not composed of leaves or yard waste, and the location of such fire, and the items necessary for its containment, comply with the North Carolina Fire Code, and provided that the emission of smoke and fumes do not irritate, annoy or constitute a nuisance to others. Open fires for cooking and heating shall comply with the following:

(A) Such fires shall be contained in a campfire pit, confined to a container no larger than a 55-gallon drum or other device approved by the Fire Code Official for such use. Fuels for such fires must be naturally cut wood and untreated lumber.

(B) Warming fires in approved containers shall be located not less than 15 feet from any structure.

(C) An appropriate means of controlling the fire (i.e. extinguishers) shall be available while the fire is burning.

(D) Burning of construction materials like insulation, asphaltic materials, tires, copper wire or treated lumber is prohibited. Warming fires shall not be used to dispose of paper, trash and excess construction materials or other synthetic salvageable materials.
(Ord. 2010-51, passed 8-2-10)

§ 96.33 BURN PERMITS.

When a burn permit is required, a site plan must be approved by the Fire Code Official prior to issuance of said permit. After site plan approval, the individual or organization requesting the permit shall submit a complete application and pay the required permit fee.
(Ord. 2010-51, passed 8-2-10)

§ 96.34 PERMISSIBLE BURNING WITH A PERMIT.

(A) *Pit burning.*

(1) *Definitions.* For the purpose of this subchapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

LAND CLEARING. The uprooting or clearing of vegetation in connection with construction for buildings; right-of-way; agricultural, residential, commercial, or industrial development; mining activities; or the initial clearing of vegetation to enhance property value; but does not include routine maintenance or property clean-up activities.

NUISANCE. Causing physical irritation exacerbating a documented medical condition, visibility impairment, or evidence of soot or ash on property or structure other than the property on which the burning is done.

PIT BURNING. Using a portable combustion device that directs a plane of high velocity forced draft air through a manifold head into a pit with vertical walls in such a manner as to maintain a curtain of air over the surface of the pit and a re-circulating motion of air under the curtain.

PUBLIC ROAD. Any road that is part of the state highway system; or any road, street, or right-of-way dedicated or maintained for public use by the city.

STRUCTURE. A building in which people may live or work or one intended for housing farm or other domestic animals.

(2) *Pit burning requirements*. The burning of waste materials, trees, brush and other vegetable matter in connection with land clearing activities is permissible with the following limitations and requirements:

(a) Pits must be located a minimum of 500 feet from any structure, and a minimum of 250 feet from any public road.

(b) The pits dug for burns shall be a minimum size of seven feet deep, nine feet wide, and 35 feet in length.

(c) A site plan must be submitted and approved by the Fire Code Official prior to burn permit being issued.

(d) The Goldsboro Fire Department will be responsible for issuing a burning permit. A burning permit application must be submitted and permit fee paid prior to the issuing of the permit.

(e) The location of the pit must be approved by the Goldsboro Fire Department prior to the issuing a permit. The pit must be located outside building pad areas, and pits must be cleaned out and backfilled with compacted select backfill at the completion of burning operations.

(f) Prevailing winds at the time of burning must not exceed ten miles per hour. Prevailing winds at the time of burning shall be away from any area, including public road within 250 feet of the burning as measured from the edge of the pavement or other roadway surface, which may be significantly affected by smoke, ash, or other air pollutants from the burning.

(g) Only collected land clearing may be burned (no construction or yard waste materials). Heavy oils, asphaltic materials, items containing natural or synthetic rubber, tires, grass clippings, collected leaves, paper products, plastics, general trash, garbage, or any materials containing painted or treated wood materials shall not be burned. Leaves still on trees or brush may be burned.

(h) Burning is only allowed Monday through Friday, and burning shall be conducted only between the hours of 8:00 a.m. and 6:00 p.m.

(i) The pit must be monitored 24 hours a day or covered at the end of the day with a minimum of 12 inches of soil such that the fire is extinguished and no smoke leaves the pit.

(j) The permitee must check with state forestry services to ensure there are no burning bans or additional burning restrictions in effect prior to burning.

(k) Burning is not allowed on "Code Red" ozone days.

(l) A path for four-wheel emergency vehicles shall be provided.

(m) The pit-burning permit may be revoked by the Fire Code Official if the pit burning is determined to be a nuisance.

(n) Burning must comply with applicable state air quality standards.

(o) Pit-burning portable combustion devices shall meet manufacturer's specifications for operation and upkeep to ensure complete burning of material charged into the pit. Manufacturer's specifications shall be kept on site and be available for inspection by Fire Code Official.

(p) The owner or operator of the pit-burning operation shall not allow ash to build up in the pit to a depth higher than one-third of the depth of the pit or to the point where the ash begins to impede combustion, whichever occurs first.

(q) The owner or operator of the pit-burning operation shall not load material into the pit such that it will protrude above portable combustion device or the top of the pit, whichever is lower.

(r) Possession of this permit shall in no way limit the liability of the owner or operator for any damage that might result from the burning.

(s) Only distillate oil, kerosene or diesel fuel may be used to start the fire.

(t) A bulldozer, and/or water truck, and an operator shall be on site at all times during burning.

(B) *Bonfires and other ceremonial fires.*

(1) *Location.* The location of a bonfire or other ceremonial fire shall not be conducted within 50 feet of a structure or other combustible material. Conditions which could cause the fire to spread shall be eliminated prior to ignition.

(2) *Attendance.* Bonfires or other ceremonial fires shall be constantly attended until the fire is extinguished. A minimum of a portable fire extinguisher with at least a 4 A rating or other approved fire extinguishing equipment, such as dirt, sand and/or supplied garden hose or water truck shall be available for immediate utilization.

(3) *Site plan.* An approved site plan with distances to combustible material and structures must be submitted to the Fire Code Official prior to issuance of a burn permit.

(4) *Authority to extinguish.* The Fire Code Official has the authority to extinguish any bonfire or ceremonial fire if weather conditions change, the fire is becoming a nuisance, or if he or she deems the fire to be a hazard to life or property.

(C) *Training fires.* Training fires set for the purpose of instruction and training of firefighters, public, and industrial employees in the methods of firefighting. Prior to commencement of open burning, the City Fire Code Official shall be notified. All open burning for this purpose shall meet the requirements of all state regulations. If this training involves the burning of a structure for training, care should be exercised to ensure a distance of a minimum of 50 feet to the nearest occupied structure, to prevent the spread of fire and minimize the hazard to adjacent exposures. In addition, adequate provisions shall be made to provide protection to any and all exposures.
(Ord. 2010-51, passed 8-2-10)

§ 96.35 VIOLATIONS AND ENFORCEMENT.

(A) The Fire Code Official shall have the authority to summarily abate any condition that is in violation of this subchapter and that presents an immediate fire hazard to life or property.

(B) Any open burning in violation of this subchapter shall be extinguished by the responsible party or the Goldsboro Fire Department.

(C) All costs incurred by the city for fire suppression and/or enforcement of this subchapter will be the responsibility of the party in violation of this subchapter and will be added to the fine.

(D) A civil fine may be issued to any person or company violating the provisions of this subchapter. The civil fine for residential violations shall be $250 and $500 for any repeat violation. The civil fine for commercial violations of this subchapter shall be $500 per stack or pile and $500 per stack or pile for any repeat violation by the same person or company.

(E) Violations of this subchapter shall be a misdemeanor as provided under G.S. §§ 160A-175 and 14-4. Each day's continuing violation shall constitute a separate offense as provided by G.S. § 160A-175(g).
(Ord. 2010-51, passed 8-2-10)

§ 98.71 AUTHORIZATION TO MAKE IMPROVEMENTS WITHOUT PETITION.

Nothing contained within this subchapter referencing the petition process shall preclude the City Council from undertaking storm sewer improvement without a petition and assessing the affected property owners.
('70 Code, § 20-44) (Ord. 1989-7, passed 1-23-89)

PARADES, DEMONSTRATIONS AND STREET EVENTS

§ 98.80 PARADES.

(A) *Definition.* For the purpose of this section the following definitions shall apply unless the context clearly indicates or requires a different meaning.

PARADE. Any parade, march, ceremony, show, exhibition, pageant, or procession of any kind, or any similar display, in or upon any street, park, or other public place in the city. A parade shall not include pickets, funeral processions or any governmental agency acting within the scope of its functions.

SPECIAL EVENTS. A special event is an event or gathering which occurs on city property (street, sidewalk, right-of-way, or public facility or place under the authority of the city).

(B) *Permit required.* No parade, special event or street closure shall be conducted on the public ways of this city and no person shall inaugurate, promote or participate in any such parade, special event or street closure unless the parade, special event or street closure is conducted in conformity with the requirements set out herein and unless a permit has been obtained.
('70 Code, § 15-47)

(C) *Procedures for obtaining a permit.*

(1) City Council approval is required for all street closures in excess of one hour.

(2) Application for a parade permit should be made in writing at least 30 days before the time at which the parade shall be scheduled to begin if the event requires a street closure and shall contain the following information:

(a) The name, if any, of the organization or group sponsoring or proposing the parade/special event;

(b) The location or locations in the city where the parade/special event is proposed to take place;

(c) The date and hours for which permit is sought;

(d) The name and contact information of the person applying for the permit;

(e) The person or persons to be in charge of the activity and who will accompany it and carry the permit at all times; and

(f) An estimated daily attendance, request to close the street, inclement weather date and other event details as described in the policy for special events.

(3) Upon receipt of an application properly completed and timely filed as hereinabove set out, the Goldsboro Police Department shall issue a permit, subject to City Council approval if required, consistent with the standards prescribed herein. The permit shall contain all information stated on the application and shall be signed by the issuing officer. ('70 Code, § 15-48)

(D) *Standards for conduct of parades/special events.* The following standards shall apply to all parades and special events conducted in the city:

(1) Parades/special events or parts thereof may be conducted on the streets of the city no earlier than 9:00 a.m., and end no later than 10:00 p.m., unless approved by Goldsboro City Council.

(2) No more than one parade may be conducted within the city at any one time.

(3) Every parade shall follow a route approved by the City Manager or his designated agent.

(4) No one participating in a parade or proceeding along the route of a parade shall distribute therefrom any candy, cigarettes, prizes or favors of any kind.

(5) No vicious animal whether leashed or unleashed shall participate in or proceed along the route of a parade. ('70 Code, § 15-49)

(6) Notification to those along a parade route may be made by city staff via mail, door-to-door, electronic, etc.
(Ord. 1982-42, passed 8-2-82; Am. Ord. 2017-57, passed 11-20-17; Am. Ord. 2023-26, passed 5-15-23) Penalty, see § 98.99

§ 98.81 PICKETS.

(A) *Definition.* For the purpose of this section the following definitions shall apply unless the context clearly indicates or requires a different meaning.

PICKET, PICKETS and ***PICKETING.*** Include "demonstrators," persons participating in vigils and any action primarily promoting or objecting to a policy upon those portions of the public ways not used primarily for vehicular parking and moving traffic and not constituting a parade.
('70 Code, § 15-50)

CHAPTER 113: PEDDLERS AND ITINERANT MERCHANTS

Section

General Provisions

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113.02 Person, firm or corporation not relieved from compliance merely by reason of temporary association
113.03 Exemption

Permit Provisions

113.15 Permit required
113.16 Application for permit
113.17 Issuance of permit
113.18 Permit fee
113.19 Reserved
113.20 Service of process
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Standards of Operation

113.35 Regulations for itinerant merchants and peddlers; compliance required

Administration and Enforcement

113.45 Inspections Division and Police Department to enforce provisions
113.46 Appeal from denial or revocation of permit

113.99 Penalty

GENERAL PROVISIONS

§ 113.01 DEFINITIONS.

For the purpose of this chapter the following definitions shall apply unless the context clearly indicates or requires a different meaning.

PEDDLER. Any person, firm or corporation whether as owner, agent, consignee or employee, whether a resident of the city or not, who engages in the business of carrying from place to place any goods, wares or merchandise and offering to sell or barter or actually selling or bartering such goods or merchandise.

TRANSIENT MERCHANT, ITINERANT MERCHANT or ***ITINERANT VENDOR (all three are herein referred to as "itinerant merchant".)*** Any person, firm or corporation, whether as owner, agent, consignee or employee, whether a resident of the city or not, who engages in a temporary business of selling and delivering goods, wares and merchandise within the city, and who, in furtherance of such purpose, hires, leases, uses or occupies any building, structure, motor vehicle, tent, railroad boxcar, or boat, public room in hotels, motels, lodging houses, apartments, shops, or any street, alley or other place within the city, for the exhibition and sale of such goods, wares and merchandise, either privately or at public auction provided that such definition hall not be constructed to include:

(1) Any person selling at a flea market taxed under G.S. § 105-53(d).

(2) Any person selling at a yard sale defined as an occasional sale (no more than two times within a 12-month period of personal property in a residential zone.

(3) Any person, firm or corporation who otherwise meets the definition above but who is part of a group of ten or more merchants selling at a shopping area or trade show, and is selling at the invitation of the shopping area or trade show, and where such sales activities do not last longer then seven days.
('70 Code, § 11-92(a), (b))

§ 113.02 PERSON, FIRM OR CORPORATION NOT RELIEVED FROM COMPLIANCE MERELY BY REASON OF TEMPORARY ASSOCIATION.

For the purpose of this chapter a person, firm or corporation so engaged shall not be relieved from complying with the provisions of this chapter merely by reasons of associating temporarily with any local dealer, trader, merchants or auctioneer or by conducting such transient business in connection with, as a part of, or in the name of any local dealer, trade, merchant or auctioneer.
('70 Code, § 11-92(c)) (Ord. 1984-45, passed 11-19-84)

§ 113.03 EXEMPTION.

Sections 113.18, and 113.35(A) shall not apply to any bona fide charitable, educational, cultural or governmental institution or organization when the proceeds from the sale are used directly for the institution or organization's charitable purposes and the goods and articles are not sold on a consignment basis. However, such institution or organization shall provide proof of its charitable, educational, cultural or governmental status and comply with all other provisions of this chapter.
('70 Code, § 11-100) (Ord. 1984-45, passed 11-19-84)

PERMIT PROVISIONS

§ 113.15 PERMIT REQUIRED.

It shall be unlawful for a transient merchant, itinerant merchant, itinerant vendor or peddler as defined in § 113.01 to engage in such business within the city without first obtaining a permit in compliance with the provisions of this chapter.
('70 Code, § 11-91) (Ord. 1984-45, passed 11-19-84) Penalty, see § 113.99

§ 113.16 APPLICATION FOR PERMIT.

Applicants for permit shall file a written application to the Inspections Division. The application shall contain the following information except that religious, charitable, governmental or nonprofit organizations shall only be required items set forth in divisions (A) through (F):

(A) Description and price of the goods, wares and merchandise for sale.

(B) The name or names of the person or persons (and any employees or agents) having the management or supervision of applicant's business during the time that it is proposed that it will be carried on in the city; the local address or addresses of such person or persons while engaged in such business; the permanent address or addresses of such persons; the capacity in which such person or persons will act (that is, whether as proprietor, agent or otherwise); the name and address of the person, firm or corporation for whose account the business will be carried on, if any; and if a corporation, under the laws of what state the corporation is incorporated.

(C) Proof of a North Carolina sales tax reporting number issued by the North Carolina Department of Revenue.

(D) Proof that the applicant has obtained or paid all applicable state and local taxes, permits and licenses.

(E) Place or places within the city where the applicant proposes to conduct business and the length of time during which it is purposed that the business shall be conducted and provisions applicant has for access, parking and measurement/location of sign.

(F) Proof of property owner's permission.

(G) If a vehicle is to be used, a description of the same, together with license number or other means of identification.

(H) A photograph of the applicant, taken within 60 days immediately prior to the date of the filing of the application, which picture shall be two inches by two inches showing the head and shoulders of the applicant in a clear and distinguishing manner.

(I) The fingerprints of the applicant and the names of at least two reliable personal references who will certify as to the applicant's good character and business responsibility, or, in lieu of the names of references, any other available evidence as to the good character and business responsibility of the applicant as will enable an investigator to properly evaluate such character and business responsibility.

(J) A statement as to whether or not the applicant has been convicted of any crime, misdemeanor, or violation of any municipal ordinance the nature of the offense and the punishment or penalty assessed therefor.
('70 Code, § 11-93) (Ord. 1984-45, passed 11-19-84; Am. Ord. 1986-16, passed 4-21-86)

§ 113.17 ISSUANCE OF PERMIT.

The Inspections Division shall investigate all applications within ten working days of receipt. If the applicant satisfies all requirements of this chapter the Building Inspector shall issue a permit. The Building Inspector shall maintain a copy of all permit applications and all permits issued. The permit shall be for a period of 90 days. For itinerant merchants all permits will be valid for the location indicated on the permit. If the location changes the itinerant merchant shall apply for a new permit. The permit is not transferable to other persons or locations.
('70 Code, § 11-94) (Ord. 1984-45, passed 11-19-84; Am. Ord. 1986-16, passed 4-21-86)

§ 113.18 PERMIT FEE.

Before issuing a permit under this chapter, the Building Inspector shall collect an administrative processing fee of $35 to cover the administrative cost of processing the application, providing that this fee shall not be assessed to any person selling fruit or farm produce raised upon their own property or to any organization exempt from state privilege license taxation. This fee shall not be considered a tax, nor shall it relieve the applicant of paying any other state or local taxes required by law.
('70 Code, § 11-95) (Ord. 1984-45, passed 11-19-84)

§ 113.19 RESERVED.

§ 113.20 SERVICE OF PROCESS.

Before any permit may be issued for engaging in business as an itinerant merchant, the applicant shall file with the Building Inspector an instrument appointing a person, firm or corporation located in the county to be the agent of the applicant for service of process with respect to any matters connected with or arising out of the business transacted under the permit given and the bond required by this chapter. The Building Inspector may be named as the agent for service of process by the applicant.
('70 Code, § 11-97) (Ord. 1984-45, passed 11-19-84)

§ 113.21 EXHIBITION OF PERMIT.

The permit issued under this chapter shall be posted conspicuously in the place of business named therein.
('70 Code, § 11-98) (Ord. 1984-45, passed 11-19-84)

§ 113.22 REVOCATION OF PERMIT.

(A) Permits issued under the provisions of this chapter may be revoked by the City Building Inspector after notice and hearing, for any of the following causes:

(1) Fraud, misrepresentation or false statement contained in the application for license.

(2) Fraud, misrepresentation or false statement made in the course of carrying on his business as peddler or itinerant merchant.

(3) Any violation of this chapter.

(4) Convictions of any crime or misdemeanor involving moral turpitude.

(5) Conducting the business of peddling/itinerant merchant in an unlawful manner or in such a manner as to constitute a breach of the peace or is a detriment to the health, safety or general welfare of the public.

(B) Notice of the hearing for revocation of a permit shall be given in writing, setting forth specifically the grounds of complaint and the time and place of hearing. Such notice shall be mailed, postage prepaid, to the permittee at his last known address at least five days prior to the date set for hearing.
('70 Code, § 11-102) (Ord. 1984-45, passed 11-19-84)
Cross-reference:
Appeal from denial or revocation of permit, see § 113.46

STANDARDS OF OPERATION

§ 113.35 REGULATIONS FOR ITINERANT MERCHANTS AND PEDDLERS; COMPLIANCE REQUIRED.

All itinerant merchants and peddlers as defined in § 113.01 must comply with the following regulations:

(A) No itinerant merchant shall set up and display goods, wares or merchandise for sale within the street right-of-way or residentially developed properties or on any properties for which retail/wholesale sales are not listed as a permitted use provided that itinerant merchants will be allowed to operate at motels within highway business zones.

(B) No peddler shall stop within the street right-of-way for more than 15 minutes.

CHAPTER 115: ALCOHOLIC BEVERAGE PERMITS

Section

115.01 Police authority regarding criminal history information for applicants for Alcoholic Beverage Control (ABC) permits
115.02 Downtown Goldsboro social districts

Cross-reference:

Alcoholic beverages served at sidewalk cafes, see § 118.05

§ 115.01 POLICE AUTHORITY REGARDING CRIMINAL HISTORY INFORMATION FOR APPLICANTS FOR ALCOHOLIC BEVERAGE CONTROL (ABC) PERMITS.

(A) Upon receipt of the name of a prospective ABC permit applicant, the Planning Department shall forward the application to the Police Department, including the applicant's name, address, race, age, sex, social security number, driver's license number, and proposed job title.

(B) *Authorization.*

(1) The Goldsboro Police Department shall be authorized to seek state access to the State Bureau of Investigation/Division of Criminal Investigation Criminal History Record Information to obtain criminal history information on all persons applying for ABC permits for proposed locations within the City of Goldsboro.

(2) The Police Department shall conduct such other investigations as are necessary to determine the prior criminal record, if any, of the applicant, and forward such information to the Planning Department. The city will not recommend the approval of any ABC permit to any person who has been convicted of a felony or a misdemeanor involving drugs. The information received by the Planning Department shall be subject to the confidentiality provisions of G.S. § 160A-168(c).
(Ord. 2001-144, passed 11-19-01; Am. Ord. 2018-13, passed 3-19-18)

§ 115.02 DOWNTOWN GOLDSBORO SOCIAL DISTRICTS.

(A) Pursuant to the provisions of G.S. § 160A-205.4, one or more social districts may be created within the city. The city hereby creates and designates the following social district: Downtown Goldsboro Social District which is designated as shown on a map originally dated July 17, 2023; the map is available in the office of the City Clerk, and signage and/or markings shall be posted clearly delineating the boundaries of the Social District.

(B) Staff are hereby directed to submit a detailed map of the Downtown Social District, including the days and hours during which the district is in operation to the North Carolina Alcoholic Beverage Commission.

(C) *General requirements.*

(1) *Management.* The Social District shall be created, designated, and managed in accordance with the requirements contained in G.S. §§ 160A-205.4 and 18B-300.1.

(2) *Applicable hours.* The Downtown Social District shall be in effect between the hours of 10:00 a.m. and 10:00 p.m., Monday through Sunday, except that these hours and days may be extended in conjunction with an approved Special Event Permit when otherwise permitted under the law.

(3) *Permit required.* Any business establishment located within or contiguous to the Social District that holds a valid ABC permit and desires to engage as a Social District participant must apply for and obtain a Social District permit from the Goldsboro Downtown Development Department. The establishment shall be responsible for operating its business in accordance with all city and state ordinances, laws, rules, and regulations governing Social District activities.

(4) *Unified signage required.* Businesses that do not have ABC permits but desire to participate in the Social District must display an official Participating Business sign in a visible location during the times when the social district is active. A customer may not bring an alcoholic beverage into a non-permittee business that does not display the uniform sign.

(5) *Violation; penalty.* Any person who violates any provision of this section, and any person who aids, abets, encourages, assists in, or contributes to such violation, is guilty of a Class 1 misdemeanor pursuant to G.S. § 18B-102(b) and may be subject to additional fines and administrative remedies including but not limited to suspension or revocation of the permittee's Social District Permit and/or state ABC permit.

(D) *Management and maintenance plan.* Staff are hereby directed to create a management and maintenance plan for the Downtown Social District that complies with the provisions of G.S. § 18B-300.1 and to post the plan and a rendering of the district boundaries on the city's website.
(Ord. 2023-50, passed 8-7-23)

State law reference:

G.S. § 18B-104.

CHAPTER 117: PUSHCART AND MOBILE FOOD UNIT VENDORS

Section

117.01 Area covered
117.02 Definitions
117.03 Application
117.04 Issuance of permits
117.05 Approval process
117.06 Permit duration
117.07 Permit denial
117.08 Permit revocation
117.09 Transfer prohibited
117.10 Exceptions to provisions
117.11 Violations
117.12 Severability

117.99 Penalty

§ 117.01 AREA COVERED.

The City Manager's designee may issue a permit for the serving of food and/or non-alcoholic beverages from a mobile pushcart or mobile food unit on government-owned sidewalks, public and private parking lots and publicly- or privately-owned property in the city limits and ETJ. Pushcarts and mobile food units requesting to set up in a park or other parks and recreation facilities will be subject to parks and recreation requirements and restrictions.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23)

§ 117.02 DEFINITIONS.

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

MOBILE FOOD UNIT. Any stationary cart; pushcart; trailer mounted on a chassis but without an engine; or vehicle mounted food establishment designed to be readily moved and vend food. ***MOBILE FOOD UNITS*** must meet any applicable Health Department requirements.

MOBILE FOOD VENDOR. Any person who operates a mobile food unit.

PARKING LOT. Any area, whether publicly or privately owned, approved to park automobiles on a temporary basis.

PEDESTRIAN WAY. An improved walk or passageway intended for use by pedestrians, but not adjacent to any city street.

PUSHCART. Any rubber-wheeled vehicle used for displaying, keeping or storing any article by a vendor or peddler (other than a motor vehicle, bicycle or trailer) which may be moved without the assistance of a motor and which does not require registration by the state Department of Motor Vehicles.

SIDEWALK. That portion of public street between the curb line, or the lateral lines of a roadway if there is no curb, and the adjacent property line, that is intended for the use of pedestrians.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23)

§ 117.03 APPLICATION.

Any pushcart or mobile food unit vendor desiring to operate shall prepare and file an application with the City Manager's designee which shall contain the following information:

(A) The name, permanent address and telephone number of the person desiring to operate a pushcart or mobile food unit.

(B) Proof of date of birth, address, and identification of the applicant, to be provided through a driver's license or other legally recognized form of photo identification.

(C) The name, permanent address, and phone number of the business.

(D) The type of food, beverage, or other products to be sold and served from the pushcart or mobile food unit.

(E) The proposed dates, hours, and location(s) of the pushcart or mobile food unit business.

(F) A site plan showing the section of sidewalk, pedestrian way, parking lot, private property, or other location of the property to be used for the pushcart or mobile food unit.

(G) A copy of current registration and insurance for any vehicle, pushcart, and/or trailer to be used in connection with the proposed mobile food unit, and a description of such to include the size, year, make, model, color, and license plate number.

(H) Written permission to use the proposed location signed by the property owner, including contact information for the property owner if the property is not owned by the city.

(I) Proof of possession of any license or permit which, under federal, state, or local laws or regulations, the applicant is required to have in order to conduct the proposed business, or which, under any such law or regulation, would exempt the applicant from the licensing requirements of this section.

(J) A copy of all other licenses or permits, including, but not limited to, a privilege license and health or environmental services permit, obtained by the applicant in connection with the proposed mobile food vending.

(K) Proof of an insurance policy issued by an insurance company licensed to do business in the State of North Carolina, showing a policy of the comprehensive general liability including coverage for products, completed operations, and contractual liability for the indemnification provision in the vendor's permit, in the amount of not less than $300,000 for bodily injury per occurrence and $100,000 for property damage per occurrence. Such policies shall not be canceled until 30 days' written notice of such cancellation shall be given to the City Manager's designee. Any termination or lapse of such insurance shall automatically revoke any permit issued by this chapter. Such insurance limits and requirements shall be subject to revision by the City Manager or their designee. Certificates of insurance shall be kept on file with the vendor's application.

(L) An indemnity statement, approved by the City Attorney, whereby the pushcart or mobile food unit operator agrees to indemnify and hold harmless the city and its officers, agents and employees from any claim arising from the operation of the pushcart or mobile food unit.

(M) Additional information as required by the Chief of Police to perform the necessary background investigation.

(N) The signature and a sworn statement, signed by the applicant, verifying the application's contents.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23)

§ 117.04 ISSUANCE OF PERMITS.

No permit for the operation of a pushcart or mobile food unit may be issued unless the application is complete and the following requirements are met:

(A) The pushcart's or mobile food unit's location as shown on the site plan or drawing submitted must be done in such a manner that at least four feet unobstructed space (as measured from the streetside edge of the sidewalk) remains on the sidewalk or pedestrian way for the passage of pedestrians.

(B) Pushcarts or mobile food units shall not be located within 100 feet of any competing restaurant.

(C) Pushcarts or mobile food units shall provide a refuse receptacle and shall dispose of waste generated through their operation at the end of each day in an approved landfill or drop-off container site. City receptacles may not be utilized for this purpose. No liquid waste or grease may be poured into any tree pit, storm drain, gutter pan, sidewalk, or any other public place. Grease cannot be released into the city's sanitary sewer system.

(D) Pushcarts or mobile food units shall comply with all Wayne County Health Department requirements.

(E) No pushcart or mobile food unit shall be located within 100 feet of any other legally established pushcart or mobile food unit. This shall not apply to special events approved by the city.

(F) Pushcarts or mobile food units shall be located in such a manner so as to not interfere with the commerce of existing businesses.

(G) Except as elsewhere permitted, the operation of a pushcart or mobile food unit shall involve no permanent alteration to or encroachment upon any street, sidewalk, pedestrian way, on-street parking, or parking lot.

(H) There shall be adequate lighting available in the area of the pushcart or mobile food unit for the safety of the patrons and public use of the sidewalk.

(I) A filing fee of $80, and a business registration fee, as noted in the Manual of Fees and Charges, is required to accompany all permit applications or renewals, and will be valid for one year from the date issued.

(J) Mobile food units shall be located in such a way as to not constitute a nuisance. Mobile food units shall meet all applicable setbacks throughout the city as determined by the City of Goldsboro.

(K) All mobile food units shall be removed at the end of the business day and may not be located overnight within the city limits.

(L) No pushcart or mobile food unit may utilize on-street parking spaces or the right-of-way to serve customers without obtaining a permit. This shall not apply to special events approved by the city.

(M) No pushcart or mobile food unit may be parked in a location that prohibits or restricts access to private property. A minimum five foot spacing is required from any driveway, measured from the driveway apron.

(N) No pushcart or mobile food unit may be located within five feet of any utility box, utility vault, handicap ramp, or emergency call box. No pushcart or mobile food unit may be located within 15 feet of a fire hydrant.

(O) Mobile food units must successfully pass a fire inspection, completed by the Goldsboro Fire Marshal, and conducted no more than 30 days prior to the permit application date.

(P) Pushcarts and mobile food units are not permitted to operate in the roundabouts or medians in the city.

(Q) No mobile food vendor shall erect an outdoor seating area for dining, including, but not limited to, tents, tables, chairs, booths, bar stools, benches, and stand-up counters.

(R) Any continuous amplified sound or music is prohibited. Any other amplified sound or music must comply with Chapter 95 of the City's Code of Ordinances.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23) Penalty, see § 117.99

§ 117.05 APPROVAL PROCESS.

Applicants interested in a pushcart or mobile food unit license shall apply to the City Manager's designee and provide the information as required under § 117.03. Upon approval, all permits must be kept publicly displayed in a conspicuous place in or about the pushcart or mobile food unit.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23) Penalty, see § 117.99

§ 117.06 PERMIT DURATION.

Permits issued for pushcart or mobile food unit operation are valid for a period of one year. It is the responsibility of the applicant to make timely application for permit renewal. Permit renewals shall follow the same process as a new permit.
(Ord. 2007-24, passed 3-19-07) Penalty, see § 117.99

§ 117.07 PERMIT DENIAL.

A permit may be denied if it is found that the granting of the permit would not be in the public interest. Any applicant denied a permit to operate a pushcart or mobile food unit shall receive a written statement outlining the grounds on which the denial is based. Appeals of the City Manager's denial shall be considered by the City Council.
(Ord. 2007-24, passed 3-19-07)

§ 117.08 PERMIT REVOCATION.

The City Manager or their designee may revoke a permit issued pursuant to this section if it is found that the pushcart or mobile food unit operator has:

(A) Deliberately misrepresented or provided false information in the permit application.

(B) Violated any provision of city or county Health Department regulations.

(C) Violated any law, regulation, or ordinance regarding the possession, sale, transportation or consumption of intoxicating beverages or controlled substances.

(D) Operated the pushcart or mobile food unit in such a manner as to create a public nuisance or to constitute a hazard to the public health, safety, or welfare; specifically including failure to keep the area around the pushcart or mobile food unit free of refuse.

(E) Failed to maintain any health, business or other permit or license required by law for the operation of a pushcart or mobile food unit. Before the revocation of a permit, the City Manager or their designee shall notify the permit holder of the intent to revoke the permit and the reasons therefore and shall afford the permit holder a reasonable opportunity to appear and be heard on the questions of such revocation. After the hearing, the City Manager, or their designee, shall notify the permit holder in writing of their decision regarding the revocation. Such revocation may be appealed to the Goldsboro City Council and the decision of the Council is final.
(Ord. 2007-22, passed 3-19-07; Am. Ord. 2023-42, passed 6-20-23)

§ 117.09 TRANSFER PROHIBITED.

It shall be unlawful for any person to transfer the use of a pushcart or mobile food vendor permit to another applicant or business name.
(Ord. 2023-42, passed 6-20-23)

§117.10 EXCEPTIONS TO PROVISIONS.

All mobile food unit vendors are required to adhere to Chapter 117, Pushcart and Mobile Food Unit Vendors. However, mobile food vendors are exempt from the $80 filling fee when applying for and obtaining a permit if they meet one of the following:

(A) Organizations which have been granted 501(c)(3) tax exemption by the Internal Revenue Service and not operating for profit.

(B) Actions undertaken at the prior request or invitation of the resident or occupant of the premises, with written permission of the property owner, with the sole purpose of providing services to the resident or occupant and not open to the public.

(C) Actions undertaken at the prior request or invitation of an appointed member of an incorporated homeowner's association (HOA) on the premises under the jurisdiction of the HOA with the sole purpose of providing services to the members of the HOA, and not open to the public.

(D) Mobile food unit vendors who have been approved to participate in a special event approved by the Goldsboro City Council.
(Ord. 2023-42, passed 6-20-23)

§117.11 VIOLATIONS.

(A) It shall be unlawful for any person to violate any provision of this chapter or to violate any term or condition of a permit issued pursuant to this chapter.

(B) In addition to any criminal enforcement, the city or any individual may pursue any available civil remedies deemed appropriate and necessary.
(Ord. 2023-42, passed 6-20-23)

§117.12 SEVERABILITY.

The provisions of this chapter are declared to be severable. If any section, sentence, clause, or phrase for any reason are held to be invalid or unconstitutional by a court of competent jurisdiction, such decisions shall not affect the validity of the remaining sections, sentences, clauses, or phrases of this chapter, and they shall remain in effect, it being the legislative intent that this chapter shall remain in effect notwithstanding the validity of any part.
(Ord. 2023-42, passed 6-20-23)

§ 117.99 PENALTY.

(A) Any violation of this chapter may be subject to a fine not exceeding $250. Each day's violation of this chapter shall constitute a separate and distinct offense.

(B) The provisions of this chapter may be enforced by any appropriate, equitable action.
(Ord. 2007-24, passed 3-19-07; Am. Ord. 2021-38, passed 12-6-21)

TITLE XV: LAND USAGE

Chapter

150. BUILDING AND CONSTRUCTION

151. FLOOD DAMAGE PREVENTION

152. MINIMUM HOUSING AND ABANDONED STRUCTURES

153. UNIFIED DEVELOPMENT CODE; ZONING

CHAPTER 152: MINIMUM HOUSING AND ABANDONED STRUCTURES

Section

152.01 General provisions
152.02 Definitions
152.03 Responsibilities, requirements and standards
152.04 Enforcement
152.05 Abandoned structures

§ 152.01 GENERAL PROVISIONS.

(A) *Purpose.*

(1) The purpose of this chapter is to protect the health, safety, and welfare of residents of the City of Goldsboro through establishing minimum standards and requirements for the initial and continued occupancy of places of human habitation and for abandoned structures.

(2) This chapter does not replace or modify requirements otherwise established by North Carolina Building Code, the City of Goldsboro Unified Development Ordinance, or any other ordinance or regulatory document officially adopted by the City of Goldsboro City Council, except as provided within this chapter.

(B) *Authority.* This chapter is adopted pursuant to the authority vested in the City of Goldsboro contained in G.S. Ch. 160D Art. 12 and G.S. Ch. 14, Art. 1.

(C) *Jurisdiction.* The provisions of this chapter are applicable to all places of human habitation as well as abandoned structures (see G.S. § 160D-1202(b)) within the jurisdiction of the City of Goldsboro without regard to when they were constructed, altered, repaired, or improved pursuant to G.S. § 160D-1201.

(D) *Amendment of Chapter 152: Housing Regulations.* Amendment to comply with G.S. Ch. 160D.

(E) *Conflict.* In the event any provision, standard, or requirement of this chapter is found to be in conflict with another provision of this or any other chapter or officially adopted regulatory document of the City of Goldsboro, the provision which establishes the highest standard or requirement to ensure the promotion and protection of the health and safety of the residents of the City of Goldsboro shall prevail and apply.

(F) *Enforcement officer(s).*

(1) The Planning Director of the City of Goldsboro or his/her designee is hereby designated as the Public Enforcement Officer(s) (hereinafter also referred to as "PEO") to exercise the powers herein prescribed. The PEO, hereinafter referred to as PEO, shall have such powers as may be necessary to effectuate the purpose and provisions of this chapter which shall include but are not limited to the following:

(a) Inspect and investigate the City of Goldsboro places of human habitation and abandoned structures to determine compliance with the standards of fitness prescribed herein and to determine which dwellings therein are unfit for human habitation;

(b) Administer oaths and affirmations, examine witnesses, and receive evidence during hearings;

(c) Keep a record of the results of the inspections made under this chapter and an inventory of those dwellings that do not meet the minimum standards of fitness as prescribed herein;

(d) Enter buildings and properties for the purpose of conducting inspections and investigations in a manner that is reasonable and that has the intent of doing the least possible inconvenience to the persons in possession;

(e) Appoint and fix duties of such officers, agents, and employees as he/she deems necessary to carry out the purposes of this chapter; and

(f) Delegate any of his/her functions and powers under this chapter to designated officers, agents, and/or employees.

(G) *Board of Adjustment to hear appeals.* An appeal from any decision or order of the PEO pursuant to this chapter may be made by the person aggrieved thereby or by any officer, board, or commission of the city. Any such appeal shall be made to the Board of Adjustment and governed by the procedures set forth in G.S. § 160D-1208. For the purposes of appeals in this nature, the City of Goldsboro Planning Commission shall act as the Board of Adjustment in these hearings.

(H) *Administrative liability.* To the extent allowed by applicable law, no officer, agent, or employee of the City of Goldsboro, who is responsible for the enforcement of this chapter shall be personally liable for any damage that may accrue to persons or property as a result of any act required or permitted in the discharge of his/her duties under this chapter.

(I) *Lis pendens.*

(1) After a PEO issues a complaint containing a notice of hearing or issues an order pursuant thereto, any PEO may file a notice of lis pendens with the Clerk of Superior Court for Wayne County. A copy of the complaint containing the notice of hearing, or a copy of the order shall be attached to the lis pendens. When the lis pendens is filed with the Clerk, it shall also be served on the owners and parties in interest in the building or dwelling, including any lienholders and tenants who may be determined by the exercise of reasonable diligence.

(2) Any PEO may cancel the lis pendens upon a determination by that PEO that the property fully complies with the City of Goldsboro Minimum Housing and Abandoned Structures Ordinance. Cancellation of the lis pendens must be made in writing signed by the PEO and filed with the Clerk of Court.
(Ord. 2023-9, passed 3-20-23)

§ 152.02 DEFINITIONS.

When used in this chapter, the following terms shall have the meaning ascribed to them in this section, except where context clearly indicates a different meaning, or when with reasonable explanation and cause, the PEO determines a different meaning. These definitions do not take any precedence over definitions located in the City of Goldsboro Unified Development Ordinance, nor are the definitions located in the City of Goldsboro Unified Development Ordinance to be used in place of the definitions located within this section.

ABANDONED BUILDING/STRUCTURE. Any non-residential structure found to be in violation of this chapter except an involuntary vacancy (see ***INVOLUNTARY VACANCY***).

AGENT. Any person, firm, or corporation, who is responsible for the management, maintenance, operation, renting, leasing, or sale of any property, who makes an application for or seeks a permit on behalf of the owner of any property, or who in any other way represents the owner of the property in any case.

ALTERATION. Any change or modification in construction.

APARTMENT. A room or suite of rooms occupied, or which is intended or designed to be occupied as the home or residence of one, individual, family, household, or group of unrelated roommates who share in living expense.

BASEMENT. A portion of a building which is located below finished first floor grade.

BUILDING. Any structure used or intended for supporting or sheltering any use or occupancy. The term "building" shall be construed as if followed by the words "or part thereof."

CERTIFIED. Certified or confirmed by the PEG.

CLOSE (VACATE). Secured in such a way that unauthorized persons or agents cannot gain entry into the building, except as necessary to effectuate the purposes of this chapter.

CONDOMINIUM. A form of legal ownership of real property where owners each having individual interest in one or more private units, as well as common interest in the underlying real property and other common areas.

DEMOLISH. The demolition and removal of the entire building leaving the property free and clear of any debris and without holes or pockets which may retain water.

DETERIORATED. A dwelling or non-residential structure that is unfit for human habitation and can be repaired, altered, or improved to comply with all of the minimum standards established by the City of Goldsboro Minimum Housing and Abandoned Structures Ordinance at a cost not in excess of 50% of its value as determined by the PEO or his/her designee.

DILAPIDATED. A dwelling or non-residential structure that is unfit for human habitation and cannot be repaired, altered, or improved to comply with all of the minimum standards established by the City of Goldsboro Minimum Housing and Abandoned Structures Ordinance at a cost in excess of 50% of its value as determined by the PEO or his/her designee.

DWELLING. Any building, structure, single-family dwelling, manufactured home, mobile home, or part thereof, used and occupied for human habitation or intended to be so used (includes unoccupied residences), and includes any outhouses and appurtenances belonging thereto or usually enjoyed therewith.

DWELLING UNIT. Any room or group of rooms located within a dwelling and forming a single habitable unit with facilities which are used or intended to be used for living, sleeping, cooking, and eating, whether such unit is occupied or vacant.

DWELLING MULTI-FAMILY. Shall be considered as apartments, condominiums, townhouses.

EXTERMINATION. The control and elimination of insects, rodents, or other pests by eliminating their harborage places; by removing or making inaccessible materials that may serve as their food; by poisoning, spraying fumigation, trapping or by any other recognized and legal pest elimination method.

GARBAGE. The byproduct of animal or vegetable foodstuffs, resulting from the preparation, cooking, and consumption of food or other matter which is subject to decomposition, decay, or the generation of noxious or offensive gases or odors, or which during or after decay may serve as breeding or feeding material for flies, insects, or animals, to also include any box, material, or packaging, that no longer houses the item it originally encased. To also include any household items or furniture as well as outdoor items and furniture that have deteriorated or dilapidated.

HABITABLE AREA. A room or enclosed space used or intended to be used for living, sleeping, cooking, or eating purposes but excluding bathrooms, water closet compartments, laundries, heater rooms, foyers or communication corridors, closets, and storage spaces.

INFESTATION. The presence within or around a place of habitation any insect, rodents, or other pests in such a number as to constitute a menace to health, safety, or welfare of the occupants or the public.

INGRESS/EGRESS. The clear unobstructed way by which a person may enter or leave a building.

INVOLUNTARY VACANCY. An unoccupied building structurally damaged as a result of fire, wind, or other perils, through no fault of the owner, for which an insurance claim has been filed; provided that said vacancy shall not exceed 180 days from the date that such damage occurred, after which said structure will be deemed an abandoned building. If an insurance claim has been filed and the owner is able to provide proof an extension is necessary, the 180-day period may be exceeded.

MANUFACTURED HOME. A manufactured building designed to be used as a single-family dwelling unit which has been constructed and labeled indicating compliance with the HUD administered National Manufactured Housing Construction and Safety Standards Act of 1974, as amended, also known as a mobile home.

MINOR VIOLATION. A defect that exists on a property or structure that in its present state of disrepair, deterioration, or absence, does not constitute an immediate hazard.

NONRESIDENTIAL STRUCTURE. Any structure occupied or intended to be occupied, in whole or in part, for a use other than a dwelling, home, residing place, living space, or sleeping space for one or more people, either permanently or transiently.

OCCUPANT. Any person living, sleeping, cooking, or eating in or having actual possession of a place of habitation.

OPERATOR. Any person who has charge, care, or control of a building or part thereof in which there are places of habitation.

OWNER. The holder of title in fee simple and every mortgagee of record, or their legal representatives.

PARTIES IN INTEREST. All individuals, associations, partnerships, corporations, and any others who have an interest of record in a place of habitation and any who are in possession or control thereof as an agent of the owner, operator, executor, executrix, administrator, administratrix, trustee, and/or guardian of the estate of the owner.

PERSON. Any individual, group of individuals, trustee, executor, receiver, assignee, other fiduciary, corporation, company, business, firm, club, proprietorship, partnership, association, organization, joint stock association, joint venture, governmental entity, legal entity, or other entity operating as a unit or a similar representative of any of these.

PLACE OF HABITATION. Includes all dwellings, dwelling units, habitable rooms, multi-family dwellings, and any other structure used for human habitation, which is occupied under a lease or holds a legal tenancy.

PLUMBING. Includes the water supply system, the sanitary and storm drainage system, the vent system, the fixtures and traps, and shall include their respective connections, devices, appliances, and appurtenances within the property lines of the premises.

PUBLIC ENFORCEMENT OFFICER. The authorized inspector of the City of Goldsboro who is authorized by this chapter to exercise the powers prescribed herein.

PREMISES. A lot, plot, or parcel of land including the buildings or structures thereon.

PUBLIC AUTHORITY. Any officer who is in charge of any department or branch of the City of Goldsboro Government or in the State of North Carolina who is in charge of enforcement of standards relating to health, human services, fire, building regulations, or other activities concerning dwellings in the City of Goldsboro.

REFUSE. All accumulations of solid waste consisting of, without limitation, garbage, household trash, or business trash and construction related debris.

SUBSTANDARD. Any condition existing in any place of habitation which does not meet the standards of fitness of this chapter.

TEMPORARY HOUSING. Any tent, trailer or other structure used for human shelter which is designed to be transportable, and which is not attached to the ground, to another structure, or to any utilities system on the same premises for more than 30 consecutive days.

TENANT. Any person who alone, jointly, or with a combination of individuals occupy a place of habitation under a lease or holds a legal tenancy in a building.

TOWNHOUSE (TOWNHOME). A residential dwelling unit built immediately adjacent to another dwelling with an intervening party wall, and with each dwelling having an individual exterior entrance. Such structures may be situated on their own lot or have shared ownership structure like that of a condominium.

UNFIT, HUMAN HABITATION. The conditions that exist in a place of habitation which violates or does not comply with one or more of the minimum standards of fitness, or with one or more of the responsibilities or owners and occupants established by this chapter.

VALUE. The assessed tax value of a structure determined by the Wayne County Tax Department, or the fair market value as determined by a North Carolina licensed real estate appraiser.
(Ord. 2023-9, passed 3-20-23)

§ 152.03 RESPONSIBILITIES, REQUIREMENTS AND STANDARDS.

(A) *Compliance.*

(1) Places utilized for human habitation or held out for such use shall comply with all of the minimum standards and requirements of this chapter.

(2) All owners, operators, and occupants shall comply with the requirements of this chapter to maintain these standards.

(3) The owner, operator, or occupant of every place used for human habitation shall give the PEO free access to places used for human habitation at all reasonable times for the purpose of inspection to ensure that compliance is being achieved.

(4) No person shall occupy or allow occupancy of a place of habitation that violates this chapter.

(B) *Owner and/or operator responsibilities.*

(1) Responsible for maintaining, in a clean and sanitary condition, the shared or public spaces of the place of habitation and premises. Shall be maintained and be free from any accumulation of rubbish and garbage, and shall ensure that rubbish, garbage, and other trash shall be properly kept inside closed and sealed trash receptacles, provided by the City of Goldsboro.

(2) Responsible for providing adequate and operable plumbing facilities, as required herein, including an adequate water heater for maintaining such facilities in efficient operating condition.

(3) Responsible for grading and maintain premises so as to prevent the accumulation of stagnant water thereon, or within any building or structure located thereon.

(4) Responsible for keeping property and premises free from species of weeds or plant growth which are noxious and detrimental to public health, and which are not a public nuisance.

(5) Responsible for providing adequate and operable heating facilities and appliances, as required herein, and for maintaining them in efficient operating condition.

(6) Responsible for the extermination of insects, vermin, rodents, or other pests in all exterior areas of the premises. Responsible for ensuring the place of habitation is reasonably impervious to pest.

(7) Responsible for interior extermination of insects, vermin, rodents, or other pests (multi-family only, when more than one unit is infested, infestation of one unit places responsibility upon the occupant).

(8) Responsible for all accessory structures to be maintained structurally sound and in good repair.

(9) Responsible that the place of habitation remains closed and secured when not occupied.

(10) Ultimately responsible for violations of this chapter irrespective of any agreements made between owner and occupant.

(C) *Occupant responsibilities.*

(1) Responsible for maintaining, in a clean and sanitary condition, the part of the place of habitation and premises in which he/she occupies and controls.

(2) Responsible for keeping the exterior property areas free from any accumulation of rubbish or garbage, and using trash receptacles provided by the City of Goldsboro and not maintain or allow a public nuisance.

(3) Responsible for exercising care in the use of plumbing facilities, water heater, heating facilities, and appliances.

(4) Responsible for giving owners, agents, and employees access to any part of the place of habitation for the purpose of making repairs or alterations to bring the place of habitation into compliance with this chapter or any other lawful order.

(5) Responsibility of interior extermination of insects, vermin, rodents, or other pests if the owner has satisfied their condition of providing exterior extermination and ensured the place of habitation is reasonably impervious to pest (single-family).

(D) *Standards for structures.* No person shall occupy as owner-occupant, or let to another for occupancy, any dwelling or dwelling unit for the purpose of habitation which does not comply with the following requirements:

(1) Walls, floors, and roofs shall not have any rotted, deteriorated, or damaged supporting members that compromise their structural integrity resulting in an unsafe condition.

(2) Foundations, foundation walls, piers, or other foundational supports shall not be deteriorated, damaged, or dilapidated to a point that compromises their supporting strength.

(3) Stairs, porches, and any appurtenances used for access into a dwelling or within a dwelling shall be safe to use and capable of supporting the designed structural load. They shall not be damaged, deteriorated, or dilapidated.

(4) Every place of habitation shall be provided with adequate means for egress in the case of fire, panic, or disaster.

(5) The roof, flashings, exterior walls, basement walls, floors, and all doors and windows exposed to weather shall be constructed and maintained so as to be reasonably weatherproof and watertight.

(6) There shall be no chimney or parts thereof which are defective, deteriorated, dilapidated, or in danger of falling, or in such condition or location as to constitute a fire hazard.

(7) There shall be no use of exposed ground as a floor. Wood floors shall not be placed directly upon the ground.

(8) There shall be no openings or exposed holes in floors.

(E) *Standards for equipment and facilities.*

(1) *Plumbing.*

(a) Each dwelling unit shall be connected to a potable water supply and public sewer, or an approved and permitted sewage disposal system.

(b) All plumbing fixtures and waste pipes shall be properly installed and maintained in good sanitary working order, and be kept free from obstructions, leaks, and defects, and be capable of performing the function for which such plumbing fixtures are designed.

(c) The water supply shall be maintained free from contamination.

(d) Fixtures, including water closets, shall not be cracked, broken, leaking or loose from the floor or wall, as applicable.

(e) Tub and shower stall floors and walls shall be watertight.

(f) The water supply system shall be maintained to provide a sufficient volume of water and at a pressure adequate to enable the fixtures to function properly and safely and free from leaks and defects.

(g) Water heating facilities shall be properly installed, maintained, and capable of providing an adequate amount of water to be drawn at every required sink, lavatory, bathtub, shower, and laundry facility at a temperature between 110- and 140-degrees Fahrenheit.

(h) Every plumbing component shall function safely and effectively, and shall be maintained in a satisfactory working condition. It shall be unlawful for any person to deposit any material willfully or maliciously into any plumbing fixture, toilet, or bathtub which may result in the obstruction of any sanitary sewer. Any liability on the part of the occupant shall not relieve the owner of the responsibility of cleaning any resulting blockage.

(2) *Heating.*

(a) Each dwelling unit shall have a central or electric heating system or sufficient chimneys, flues, or gas vents with a heating appliance connected, so as to heat all habitable rooms including bathrooms to a minimum temperature of 68 degrees Fahrenheit measured three feet above the floor, with an outside temperature of 20 degrees Fahrenheit.

(b) Portable heaters are not acceptable to satisfy the primary heating requirement.

(3) *Electrical.*

(a) Every dwelling unit shall be wired for electric lights and convenience receptacles.

(b) All fixtures, receptacles, equipment, and wiring shall be safe and maintained in a state of good repair. There shall be no exposed wiring. There shall be no circuit overloading.

(c) There shall be installed in every bathroom and laundry room at least one ceiling or wall type electrical light fixture.

(d) Every public hall and stairway in multi-family dwellings shall be adequately illuminated by electric lights at all times when natural daylight is not sufficient.

(e) Smoke alarms shall be provided which are operable and in good repair. The landlord is responsible to provide at least one carbon monoxide alarm when there exists an attached garage or fossil-fuel burning heater, fireplace, and/or appliance. Unless the landlord and tenant have a written agreement to the contrary, the landlord shall place new batteries in the alarms at the beginning of each tenancy and the tenant shall replace the batteries as needed during tenancy, except where the alarm is a tamper resistant ten year lithium battery smoke alarm. The landlord is responsible to repair or replace alarms within 15 days of receipt of written notification by the tenant of needed repair or replacement.

(f) Extension cords shall not be used to replace permanent wiring methods.

(4) *Room sizes.* Every dwelling unit shall contain at least the minimum room size in each habitable room as required by the North Carolina Building Code at the time the dwelling was constructed.

(5) *Ventilation.*

(a) Every habitable room and bathroom shall have a permanent means of providing air circulation or air exchange.

(b) Except where provided by mechanical ventilation, every habitable room shall have an operable window, the size of which shall be not less than 8% of the floor area of such room.

(c) Every bathroom shall comply with the light and ventilation requirements for habitable rooms, except that no window or skylight shall be required in adequately ventilated bathrooms and water closet rooms equipped with an approved ventilation system.

(6) *Window screens.* When air conditioning is not provided, every door opening directly from a dwelling unit to an outdoor space shall have a screen door with a self-closing device. Every window opening to an outdoor space shall likewise be supplied with screens.

(7) *Infestation.* See divisions (B) and (C) for owner and occupant responsibilities regarding infestation.

(8) *Rubbish, garbage, refuse storage facilities.* Every dwelling, to include all types of dwellings indicated in this chapter, shall be supplied with containers with lids to temporarily store rubbish, garbage, and refuse until it is transported to a legal garbage disposal facility.

(9) *Mold.* Mold nor mildew is not handled by the City of Goldsboro Minimum Housing and Abandoned Structures Ordinance.
(Ord. 2023-9, passed 3-20-23)

§ 152.04 ENFORCEMENT.

(A) *Initial investigation.*

(1) The PEO shall conduct an investigation of a place of habitation and associated property to include accessory structures located upon the property whenever:

(a) A petition is filed with the PEO by a public authority or by at least five residents of the City of Goldsboro who are at least 18 years of age in accordance with G.S. § 160D-1203(2); or

(b) Whenever it appears to the PEO upon observance of a premises that there is a probability that violations of this chapter exist.

(2) For the purpose of conducting this initial investigation or inspection, PEO, upon presentation of proper credential, is hereby authorized to enter, examine, and survey at all reasonable hours, all places of habitation and the premises associated therewith.

(a) When permission is denied to inspect a place of habitation or its premises and all associated structures is denied, the PEO may obtain an administrative warrant.

(B) *Complaint and notice of administrative hearing.*

(1) If the PEO preliminary investigation discloses violations of this chapter, he /she shall issue a complaint and cause it to be served upon the owner, operator, occupant, and parties of interest in the place of habitation.

(2) The complaint shall state the basis for the charges and contain a notice that an administrative hearing will be held before the PEO at a place stated in the notice, within ten to 30 days after service in accordance with G.S. § 160D-1203(2).

(3) The owner, operator, occupant, or party of interest shall have the right to the following:

(a) Either correct the violation;

(b) File an answer to the complaint; and

(c) To appear in person, or otherwise, and give testimony at the hearing.

(4) The rules of evidence prevailing in courts of law shall not be controlling in administrative hearings before the PEO.

(C) *Order issuance.*

(1) *General.* If, after notice and an administrative hearing, the PEO determines that the dwelling and all components of the premises under consideration are unfit for human habitation, the officer shall state in writing findings of fact in support of that determination and shall issue cause to be served upon the owner, operator, occupant, and parties of interest one of the following orders, as appropriate.

(2) *Deterioration.*

(a) If the PEO finds deterioration (see definition) he/she shall issue and cause to be served upon the owner, operator, occupant, and parties of interest an order to alter, improve, and/or restore the place of habitation to comply with the standards of fitness established by this chapter.

(b) The order shall include a specified time not to exceed 90 days.

(c) The order may require the owner, operator, occupant, and parties of interest to vacate and close such place of habitation while occupancy would present a significant threat of bodily harm.

(d) The PEO may grant a one-time 90-day extension if the owner, operator, occupant, and parties of interest is able to provide good cause for granting an extension.

(3) *Dilapidation.*

(a) If the PEO finds dilapidation, he/she shall issue and cause to be served upon the owner, operator, occupant, and parties of interest an order to vacate and close the place of habitation.

(b) The order shall require the place of habitation to be removed or demolished within a specified time not to exceed 90 days.

(c) The PEO may grant a one-time 90-day extension if the owner, operator, occupant, and parties of interest are able to provide good cause for granting an extension.

(4) *Affordable housing provision.*

(a) If the order notice is for dilapidation, the notice shall be given by first class mail to any organization involved in providing or restoring dwellings for affordable housing that has filed a written request for such notices, in accordance with G.S. § 160D-1203(9); and shall post notice of the same prominently on a place of ingress or egress of the structure.

(b) A minimum of 45 days from the mailing of such notices shall be given for the removal or demolition by action of the PEO, to allow the opportunity for any organization to negotiate with the owner to make repairs, lease, or purchase the property for the purpose of providing affordable housing.

(c) The PEO shall certify the mailing of the notices, posting of notice prominently on the place of ingress or egress of the structure, and the certification shall be conclusive in the absence of fraud.

(d) Only an organization that has filed a written request for such notices may raise the issue of failure to mail such notices, and the sole remedy shall be an order requiring the PEO to wait 45 days before causing removal or demolition.

(5) *Structures within the Historic Overlay District.*

(a) The exterior features of any building or structure (including walls, fences, light fixtures, steps, pavement, paths, or any other appurtenant feature), or any type of outdoor advertising sign either designated as a Historic Landmark or found to be within the boundary of the Historic Overlay District shall be preserved by the owner, operator, occupant, and parties of interest against decay, deterioration, and dilapidation.

(b) Structures within the Historic Overlay District are subject to enforcement outlined in divisions (C)(2) and (C)(3), depending on the condition of the structure.

(c) See § 152.05(H)(3) Demolition Approval.

(D) *Failure to comply.*

(1) *General.*

(a) The duties of the PEO established in divisions (D)(2), (D)(3) and (D)(4) shall not be exercised until the City of Goldsboro City Council shall have by ordinance ordered the PEO to proceed to effectuate the purpose of this chapter with respect to the particular property or properties that the PEO shall have found to be unfit for human habitation.

(b) The property or properties shall be described in the ordinance.

(c) The ordinance shall be recorded in the Wayne County Register of Deeds and shall be indexed in the name of the property owner in the grantor index.

(2) *Repair, closing, and posting.*

(a) If the owner fails to comply with an order to restore, alter, improve, or vacate and close the dwelling, then the PEO may cause the dwelling to be restored, altered, improved, or vacated and close the dwelling.

(b) The PEO may cause to be posted on the main entrance of any dwelling so closed with a placard with the following words: "This building is unfit for human habitation; the use or occupation of this building for human habitation is prohibited and unlawful."

(c) Occupation of a building so closed shall constitute a Class One misdemeanor.

(3) *Demolition.*

(a) If the owner fails to comply with an order to remove or demolish the dwelling, the PEO may cause such dwelling to be removed or demolished.

(b) No ordinance shall be adopted to require demolition of a dwelling until the owner has first been given a reasonable opportunity to bring it into conformity with the standards of this chapter.

(4) *Abandonment of intent to repair.*

(a) If the dwelling has been vacated and closed fo ra period of one year pursuant to an ordinance adopted pursuant to division (D)(2) (Repair, Closing, and Posting) or after the PEO issues an order or proceedings have commenced under the substandard housing regulations regarding a dwelling to be restored or vacated and closed as provided in this chapter, then the City of Goldsboro City Council pursuant to G.S. § 160D-1203(6) may find the following:

1. That the owner has abandoned the intent and purpose to restore, alter, or improve the dwelling in order to render it fit for human habitation;

2. That the continuation of the dwelling in its vacated and closed status would be inimical to the health, safety, and welfare of the City of Goldsboro in that the dwelling would:

a. Continue to deteriorate;

b. Would create a fire or safety hazard;

c. Would attract persons intent on criminal activities;

d. Would cause or contribute to blight or the deterioration of property values in the area; or

e. Would render unavailable property and a dwelling that might otherwise have been made available to ease the persistent shortage of decent and affordable housing in this state.

(b) Then in such circumstances, the City of Goldsboro City Council may, after the expiration of such one-year period, enact an ordinance and serve such ordinance on the owner, setting forth the following:

1. If it is determined that the dwelling is deteriorated, the ordinance shall require that the owner either restore or demolish and remove the dwelling within 90 days.

2. If it is determined that the dwelling is dilapidated, the ordinance shall require the owner to demolish and remove the dwelling within 90 days.

3. The ordinance shall be recorded in the Wayne County Register of Deeds and shall be indexed in the name of the property owner in the grantor index. If the owner fails to comply with this ordinance, the PEO shall effectuate the purpose of the ordinance.

(5) *Liens.*

(a) The amount of the cost of restorations, alterations, improvements, vacating and closing, or removal or demolition by the PEO shall be a lien against the real property upon which the cost was incurred.

1. The lien shall be filed, have the same priority, and be collected as the lien for special assessment provided in G.S. Ch. 160A, Art. 10 and in accordance with G.S. § 160D-1203(7).

(b) If the dwelling is removed or demolished by the PEO, the City of Goldsboro shall sell the materials of the dwelling, and any personal property, fixtures, or appurtenances, found in or attached to the dwelling.

1. The proceeds of the sale shall credit against the cost of the removal or demolition, and any balance remaining shall be deposited in the Superior Court by the PEO.

2. It shall be secured in a manner directed by the Court and shall be disbursed by the court to the persons found to be entitled thereto by final order or decree of the court.

3. If the City of Goldsboro enters into a contract for demolition, the contractor shall verify by affidavit that the proceeds from sales of any salvaged materials, including personal property, fixtures, or appurtenances, have been credited against the cost of demolition.

(c) Nothing in this subdivision shall be construed to impair or limit in any way the power of local government to define and declare nuisances and to cause their removal or abatement by summary proceedings or otherwise.

(6) *Civil action.* If any owner or occupant fails to comply with a lawful order to vacate a place of habitation, the City of Goldsboro may file a civil action in the nature of summary ejectment to remove the occupant as authorized by G.S. § 160D-1203(8).

(7) *Method of service.*

(a) Complaints or orders issued by the PEO shall be served to parties of interest personally, or by registered or certified mail.

1. When service is made by registered or certified mail, a copy of the complaint or order may also be sent by regular mail. Service shall be deemed sufficient if the registered or certified mail is unclaimed or refused, but the regular mail is not returned by the post office within ten days after mailing.

2. If regular mail is used, a notice of the pending proceedings shall also be posted in a conspicuous place on the affected premises per G.S. § 160D-1206(a).

(b) If the whereabouts of such persons are unknown and cannot be ascertained by the PEO in the exercise of reasonable diligence, the PEO shall generate an affidavit to that effect. The PEO shall then serve the complaint or order by singular publication in a newspaper of general circulation within the City of Goldsboro. A notice of the pending proceedings shall also be posted in a conspicuous place on the affected premises per G.S. § 160D-1206(b).

(c) Failure on the part of any owner or party in interest to receive or have served upon him/her any complaint, notice, or order herein provided for shall not affect or invalidate the proceedings with respect to any other owner or party of interest, or any other person.

(E) *Appeals.*

(1) *General.*

(a) Any owner or party of interest who has received an order under this chapter may appeal from the order to the Board of Adjustment according to the procedure authorized by G.S.§ 160D-1208(a).

(b) The appeal must be filed with the PEO and the Board of Adjustment within ten days following service of the order. The notice of appeal shall specify the grounds upon which the appeal is based.

(c) Upon the filing of a notice of appeal, the PEO shall provide the Board all documents constituting the record upon which the decision appealed from was made.

(2) *Appeal of a decision.*

(a) When an appeal is from a decision of the PEO refusing to allow the person aggrieved thereby to do any act, his/her decision shall remain in effect until modified or reversed.

(b) When an appeal is from a decision of the PEO requiring a person to do any act, the appeal shall have the effect of suspending the requirement until the hearing by the Board, unless the PEO certifies to the Board that a suspension of the requirement would cause imminent peril to life or property.

1. In that case the requirement shall not be suspended except by a restraining order, which may be granted for due cause shown upon not less than one days written notice to the PEO, by the Board, or by a court of record upon petition made pursuant to G.S. § 160D-1208(a).

(3) *Board of Adjustment.*

(a) The Board of Adjustment shall fix a reasonable time for hearing appeals, shall give due notice to the parties, and shall render its decision within a reasonable time. Any party may appear in person, by agent, or by attorney.

(b) The Board may reverse or affirm, wholly or partly, or may modify the decision or order appealed from, and may make any decision and order that in its opinion ought to be made in the matter.

(c) The Board shall have all the powers of the PEO, but the concurring vote of four members shall be necessary to reverse or modify any decision or order of the PEO, in accordance with G.S. § 160D-1208(b).

(d) Every appellate decision of the Board of Adjustment shall be subject to review by proceedings in the nature of certiorari instituted within 15 days of the decision of the Board, but not otherwise.

(e) Any person aggrieved by a decision rendered by the Board of Adjustment may also petition the Superior Court for a temporary injunction restraining the PEO from carrying out the decision, pending a final disposition of the cause. The petition shall be filed within 30 days of the issuance of the Board's decision or order in accordance with G.S. § 160D-1208(d).

(F) *Penalty.*

(1) It shall be unlawful for the owner, operator, occupant, or parties of interest to occupy or to permit the occupancy by others or for anyone to occupy a dwelling which has been posted with the notices authorized in division (D)(2), after the time prescribed in the notice for the vacation of said dwelling. Each day's occupancy after said date shall be a separate and distinct offense.

(2) If any person shall violate any provision of this chapter, he shall be guilty of a misdemeanor and shall be punished as provided by law.

(3) Any owner, operator, occupant, or parties of interest of a dwelling who fails to comply with an order to repair, vacate and close or demolish any dwelling determined to be unfit for human habitation, or who allows for an unfit dwelling to be occupied, shall be subject to a civil penalty of $500 for the first day following the expiration of an order to restore, vacate and close or demolish any dwelling, or following a determination that an unfit dwelling has been reoccupied, in each instance, a penalty of $100 per day shall be imposed for each subsequent day that the unfit dwelling remains in violation of an order issued. If a person fails to pay the civil penalty within 30 days after being notified of the amount due, the city may recover the penalty together with all costs by filing a civil action in the general court of justice in the nature of a suit to collect a debt.

(4) Any owner, operator, occupant, or parties of interest of a dwelling who fails to comply with an order to restore, vacate and close, or demolish said dwelling, or who permits the reoccupancy of a dwelling designated as such in division (F)(3) shall on the second offense occurring within one year be subject to an additional civil penalty of $1,000 for the first day following the expiration of the order to restore, vacate and close or demolish said dwelling, or the unlawful reoccupancy of the unfit dwelling. In each instance, a penalty of $250 per day shall be imposed for each subsequent day that the unfit dwelling remains in violation of the order or remains unlawfully occupied. If a person fails to pay the civil penalty within 30 days after being notified of the amount due, the city may recover the penalty together with all costs by filing a civil action in the general court of justice in the nature of a suit to collect a debt.
(Ord. 2023-9, passed 3-20-23)

§ 152.05 ABANDONED STRUCTURES.

(A) *General.* Pursuant to the authority granted by G.S. § 160D-1201(b), it is the intent of this section to provide for the restoration, closing or demolition of any abandoned structures in accordance with the same provisions and procedures set forth for the restoration, closing or demolition of dwellings unfit for human habitation. Section 152.01(F) applies to this section regarding the powers of the PEO.

(B) *North Carolina Building Code and City of Goldsboro inspections.* The North Carolina State Building Code, administered by the City of Goldsboro Inspections Department shall govern all restoration efforts for abandoned structures and valid permits are required for all work to be completed.

(C) *Hazardous structures.*

(1) Every abandoned structure within the City of Goldsboro shall be deemed in violation of this section whenever such structure constitutes a hazard to adjacent properties and to the health, safety, or welfare of the city's citizens as a result of:

(a) The attraction of insects, rodents, or other health hazards.

(b) Conditions conducive to creating a fire hazard.

(c) Dangerous conditions constituting a probable threat to adjacent properties, life, or limb.

(d) Presence of noticeable structural deterioration or dilapidation.

(e) Frequent use by persons, not residents, as living quarters in absence of sanitary facilities whether authorized or in trespass.

(D) *Reports filed by Fire or Police Department.* The employees of the Fire Department and/or the Police Department may make a report in writing to the PEO of each structure which they know or suspect to be an abandoned structure and dangerous within the scope of this chapter. Any such report, if made, shall be delivered to the PEO within 72 hours of the discovery of such structure by such employee. All identified violations of the Fire Prevention Code shall be certified to the Board of Adjustment by the Fire Chief or his designee.

(E) *Inspection.*

(1) The PEO is hereby authorized and directed to make inspections in compliance with this section approved by the City of Goldsboro City Council, to determine the condition of abandoned structures located within the city to perform the duty of safeguarding the health and safety of the general public and property. For the purposes of making such inspections, the PEO is authorized to enter, examine, and survey at all reasonable times all abandoned structures. The PEO shall make an inspection when a petition is filed with the PEO by a public authority or by at least five residents of the City of Goldsboro who are at least 18 years of age in accordance with G.S. § 160D-1203(2).

(2) When making the preliminary assessment of whether an abandoned structure is in violation of this chapter, the PEO may consider the presence or absence of the following conditions:

(a) Deterioration of the structure's foundation, floors, walls, ceilings, or roof which may be decayed or damaged to the extent that the structures strength or soundness are in question.

(b) Possible conditions constituting a fire hazard in such structure such as, by way of example and not limitation, the collection of garbage, rubbish, or other combustible material.

(c) Possible violations of the North Carolina State Building Code. (All determinations made by the PEO regarding this determination must be confirmed and certified by City of Goldsboro Inspections in writing.)

(d) The collection of unreasonable or excessive amounts of garbage or rubbish in or near the structure which may attract rodents and insects or become a breeding place for rodents or insects.

(e) The use of such abandoned structure or nearby grounds or facilities located upon the parcel in which the abandoned structure is located as grounds for persons to congregate or for any other use, such that the health or safety of such persons is endangered or if evidence of or criminal activity is taking place.

(f) The use of such abandoned structure by transients, vagrants, or other similar persons in the absence of sanitary facilities, which includes, but is not limited to, living, sleeping, cooking, or eating.

(F) *Complaint and notice of administrative hearing.*

(1) If the PEO preliminary investigation discloses violations of this chapter, he/she shall issue a complaint and cause it to be served upon the owner, operator, occupant, or parties of interest in the place of habitation.

(2) The complaint shall state the basis for the charges and contain a notice that an administrative hearing will be held before the PEO at a place stated in the notice, within ten to 30 days after service in accordance with G.S. § 160D-1203(2).

(3) The owner, operator, occupant, or parties of interest shall have the right to the following:

(a) Either correct the violation;

(b) File an answer to the complaint; and/or

(c) To appear in person, or otherwise, and give testimony at the hearing.

(4) The rules of evidence prevailing in courts of law shall not be controlling in administrative hearings before the PEO.

(G) *Order issuance.*

(1) *General.* If, after notice and an administrative hearing, the PEO determines that the structure under consideration is an abandoned structure, the officer shall state in writing findings of fact in support of that determination and shall issue cause to be served upon the owner one of the following orders, as appropriate.

(2) *Deterioration.*

(a) If the PEO finds deterioration (see definition) he/she shall issue and cause to be served upon the owner, operator, occupant, or parties of interest an order to alter, improve, and/or restore the non-residential structure to achieve compliance with this chapter, measures to achieve compliance shall be determined in the hearing.

(b) The order shall include a specified time not to exceed 90 days.

(c) The order may require the owner, operator, occupant, or parties of interest to vacate and close the non-residential structure until repairs have been made, the only access to the structure would be for making repairs to achieve compliance.

(d) The PEO may grant a one-time 90-day extension if the owner is able to provide good cause for granting an extension.

(3) *Dilapidation.*

(a) If the PEO finds dilapidation, he/she shall issue and cause to be served upon the owner, operator, occupant, or parties of interest an order to vacate and close the non-residential structure.

(b) The order shall require the non-residential structure to be removed or demolished within a specified time not to exceed 180 days.

(c) The PEO may grant a one-time 180-day extension if the owner is able to provide good cause for granting an extension.

(4) *Structures within the Historic Overlay District.*

(a) The exterior features of any building or structure (including walls, fences, light fixtures, steps, pavement, paths, or any other appurtenant feature), or any type of outdoor advertising sign either designated as a Historic Landmark or found to be within the boundary of the Historic Overlay District shall be preserved by the property owner against decay, deterioration, and dilapidation. For the purposes of this section, "property owner" shall include such other persons who may have interest, legal possession, custody, and/or control of the property.

(b) Structures within the Historic Overlay District are subject to enforcement outlined in divisions (G)(2) and (G)(3), depending on the condition of the structure.

(c) See § 152.05(H)(3) Demolition Approval.

(H) *Failure to comply.*

(1) *General.*

(a) The duties of the PEO established in divisions (H)(2), (H)(3) and (H)(4) shall not be exercised until the City of Goldsboro City Council shall have by ordinance ordered the PEO to proceed to effectuate the purpose of this chapter with respect to the particular property or properties that the PEO shall have found to be an abandoned structure.

(b) The property or properties shall be described in the ordinance.

(c) The ordinance shall be recorded in the Wayne County Register of Deeds and shall be indexed in the name of the property owner in the grantor index.

(2) *Repair, closing, and posting.*

(a) If the owner, operator, occupant, or parties of interest fails to comply with an order to restore, alter, improve, or vacate and close the abandoned structure, then the PEO may cause the abandoned structure to be restored, altered, improved, or vacated and close the structure.

(b) The PEO may cause to be posted on the main entrance of any abandoned structure so closed with a placard with the following words: "Notice is hereby given that this building is in an unsafe and dangerous condition; may constitute a fire hazard by reason of structural defects and general state of decay, deterioration or disrepair; may be hazardous or dangerous to persons who are members of the general public generally; and may be dangerously infested with rodents or insects."

(c) Use of a building so closed shall constitute a Class One misdemeanor.

(3) *Demolition.*

(a) If the owner, operator, occupant, or parties of interest fails to comply with an order to remove or demolish the abandoned structure, the PEO may cause such structure to be removed or demolished.

(b) No ordinance shall be adopted to require demolition of an abandoned structure until the owner has first been given a reasonable opportunity to bring it into conformity with the standards of this chapter and methods for compliance set forth by the PEO.

(4) *Abandonment of intent to repair.*

(a) If the abandoned structure has been vacated and closed for a period of one year pursuant to an ordinance adopted pursuant to division (H)(2) (Repair, Closing, and Posting), or after the PEO issues an order, or proceedings have commenced under the substandard housing regulations regarding an abandoned structure to be restored or vacated and closed as provided in this chapter, then the City of Goldsboro City Council pursuant to G.S. §160D-1203(6) may find the following:

1. That the owner has abandoned the intent and purpose to restore, alter, or improve the structure;

2. That the continuation of the structure in its vacated and closed status would be inimical to the health, safety, and welfare of the City of Goldsboro in that the structure would:

a. Continue to deteriorate;

b. Would create a fire or safety hazard;

c. Would attract persons intent on criminal activities;

d. Would cause or contribute to blight or the deterioration of property values in the area; or

e. Would render unavailable property and a structure that might otherwise have been made available to serve the citizens of the City of Goldsboro.

(b) Then in such circumstances, the City of Goldsboro City Council may, after the expiration of such one-year period, enact an ordinance and serve such ordinance on the owner, setting forth the following:

1. If it is determined that the structure is deteriorated, the ordinance shall require that the owner either restore or demolish and remove the structure within 90 days.

2. If it is determined that the dwelling is dilapidated, the ordinance shall require the owner to demolish and remove the structure within 90 days.

(c) The ordinance shall be recorded in the Wayne County Register of Deeds and shall be indexed in the name of the property owner in the grantor index. If the owner fails to comply with this ordinance, the PEO shall effectuate the purpose of the ordinance.

(5) *Liens.*

(a) The amount of the cost of restorations, alterations, improvements, vacating and closing, or removal or demolition by the PEO shall be a lien against the real property upon which the cost was incurred.

1. The lien shall be filed, have the same priority, and be collected as the lien for special assessment provided in G.S. Ch.160A, Art. 10 and in accordance with G.S. § 160D-1203(7).

(b) If the dwelling is removed or demolished by the PEO, the City of Goldsboro shall sell the materials of the abandoned structure, and any personal property, fixtures, or appurtenances, found in or attached to the structure.

1. The proceeds of the sale shall credit against the cost of the removal or demolition, and any balance remaining shall be deposited in the Superior Court by the PEO.

2. It shall be secured in a manner directed by the Court and shall be disbursed by the court to the persons found to be entitled thereto by final order or decree of the court.

3. If the City of Goldsboro enters into a contract for demolition, the contractor shall verify by affidavit that the proceeds from sales of any salvaged materials, including personal property, fixtures, or appurtenances, have been credited against the cost of demolition.

(c) Nothing in this division shall be construed to impair or limit in any way the power of local government to define and declare nuisances and to cause their removal or abatement by summary proceedings or otherwise.

(6) *Violations.* It shall be unlawful for the owner, operator, occupant, or parties of interest of any structure to fail, neglect, or refuse to repair or to vacate and close and/or demolish and remove the same, upon order of the PEO duly made and served as herein provided, within the time specified in such order.

(7) *Method of service.*

(a) Complaints or orders issued by the PEO shall be served and parties of interest personally, or by registered or certified mail.

1. When service is made by registered or certified mail, a copy of the complaint or order may also be sent by regular mail. Service shall be deemed sufficient if the registered or certified mail is unclaimed or refused, but the regular mail is not returned by the post office within ten days after mailing.

2. If regular mail is used, a notice of the pending proceedings shall also be posted in a conspicuous place on the affected premises per G.S. § 160D-1206(a).

(b) If the whereabouts of such persons are unknown and cannot be ascertained by the PEO in the exercise of reasonable diligence, the PEO shall generate an affidavit to that effect. The PEO shall then serve the complaint or order by singular publication in a newspaper of general circulation within the City of Goldsboro. A notice of the pending proceedings shall also be posted in a conspicuous place on the affected premises per G.S. § 160D-1206(b).

(c) Failure on the part of any owner or party in interest to receive or have served upon him/her any complaint, notice, or order herein provided for shall not affect or invalidate the proceedings with respect to any other owner or party of interest, or any other person.

(I) *Appeals.*

(1) *General.*

(a) Any owner or party of interest who has received an order under this chapter may appeal from the order to the Board of Adjustment according to the procedure authorized by G.S. § 160D-1208(a).

(b) The appeal must be filed with the PEO and the Board of Adjustment within ten days following service of the order. The notice of appeal shall specify the grounds upon which the appeal is based.

(c) Upon the filing of a notice of appeal, the PEO shall provide the Board all documents constituting the record upon which the decision appealed from was made.

(2) *Appeal of a decision.*

(a) When an appeal is from a decision of the PEO refusing to allow the person aggrieved thereby to do any act, his/her decision shall remain in effect until modified or reversed.

(b) When an appeal is from a decision of the PEO requiring a person to do any act, the appeal shall have the effect of suspending the requirement until the hearing by the Board, unless the PEO certifies to the Board that a suspension of the requirement would cause imminent peril to life or property.

1. In that case the requirement shall not be suspended except by a restraining order, which may be granted for due cause shown upon not less than one days written notice to the PEO, by the Board, or by a court of record upon petition made pursuant to G.S. § 160D-1208(a).

(3) *Board of Adjustment.*

(a) The Board of Adjustment shall fix a reasonable time for hearing appeals, shall give due notice to the parties, and shall render its decision within a reasonable time. Any party may appear in person, by agent, or by attorney.

(b) The Board may reverse or affirm, wholly or partly, or may modify the decision or order appealed from, and may make any decision and order that in its opinion ought to be made in the matter.

(c) The Board shall have all the powers of the PEO, but the concurring vote of four members shall be necessary to reverse or modify any decision or order of the PEO, in accordance with G.S. § 160D-1208(b).

(d) Every appellate decision of the Board of Adjustment shall be subject to review by proceedings in the nature of certiorari instituted within 15 days of the decision of the Board, but not otherwise.

(e) Any person aggrieved by a decision rendered by the Board of Adjustment may also petition the Superior Court for a temporary injunction restraining the PEO from carrying out the decision, pending a final disposition of the cause. The petition shall be filed within 30 days of the issuance of the Board's decision or order in accordance with G.S. § 160D-1208(d).

(J) *Penalty.*

(1) It shall be unlawful for the owner to use an abandoned structure which has been posted with the notices authorized in division (H)(2), after the time prescribed in the notice for the vacation of said structure. Each day's use after said date shall be a separate and distinct offense.

(2) If any person shall violate any provision of this chapter, he shall be guilty of a misdemeanor and shall be punished as provided by law.

(3) Any owner of an abandoned structure who fails to comply with an order to repair, vacate and close or demolish any abandoned structure determined to be unfit, or who allows for an abandoned structure to be occupied, shall be subject to a civil penalty of $500 for the first day following the expiration of an order to restore, vacate and close or demolish an abandoned structure or following a determination that an abandoned structure is being used, in each instance, a penalty of $100 per day shall be imposed for each subsequent day that the abandoned structure remains in violation of an order issued. If a person fails to pay the civil penalty within 30 days after being notified of the amount due, the city may recover the penalty together with all costs by filing a civil action in the general court of justice in the nature of a suit to collect a debt.

(4) Any owner of an abandoned structure who fails to comply with an order to restore, vacate and close, or demolish said abandoned structure or who permits the use of a structure designated as such in division (3) shall on the second offense occurring within one year be subject to an additional civil penalty of $1,000 for the first day following the expiration of the order to restore, vacate and close or demolish said structure or the unlawful use of the abandoned structure. In each instance, a penalty of $250 per day shall be imposed for each subsequent day that the abandoned structure remains in violation of the order or remains unlawfully used. If a person fails to pay the civil penalty within 30 days after being notified of the amount due, the city may recover the penalty together with all costs by filing a civil action in the general court of justice in the nature of a suit to collect a debt.

(5) Any owner of an abandoned structure who fails to comply with an order to restore, vacate and close or demolish any structure determined to be an abandoned structure shall be subject to an additional civil penalty of $1,000 for the first day following the effective date of a City Council ordinance declaring said structure to be unfit for use or ordering it to be restored or demolished. In each instance, a penalty of $250 per day shall be imposed for each subsequent day that the abandoned structure remains in violation of the ordinance or remains unlawfully used. If a person fails to pay the civil penalty within 30 days after being notified of the amount due, the city may recover the penalty together with all costs by filing a civil action in the general court of justice in the nature of a suit to collect a debt.

(Ord. 2023-9, passed 3-20-23)

CHAPTER 153: UNIFIED DEVELOPMENT CODE; ZONING

Section

153.01 Unified Development Code and Official Zoning Maps adopted by reference

§ 153.01 UNIFIED DEVELOPMENT CODE AND OFFICIAL ZONING MAPS ADOPTED BY REFERENCE.

The Unified Development Code and Official Zoning Maps for the City of Goldsboro, North Carolina, and its extraterritorial jurisdiction, and dated April 4, 2005, as on file in the office of the City Clerk, are hereby adopted by reference as if set out in full herein.
(Ord. 2005-37, passed 4-4-05; Am. Ord. 2006-95, passed 12-18-06; Am. Ord. 2007-17, passed 2-19-07; Am. Ord. 2007-23, passed 3-5-07; Am. Ord. 2007-48, passed 6-4-07; Am. Ord. 2007-59, passed 7-9-07; Am. Ord. 2007-62, passed 7-23-07; Am. Ord. 207-68, passed 8-6-07; Am. Ord. 2007-73, passed 9-4-07; Am. Ord. 2007-74, passed 9-4-07; Am. Ord. 2007-85, passed 10-1-07; Am. Ord. 2007-94, passed 11-5-07; Am. Ord. 2007-98, passed 12-3-07; Am. Ord. 2008-91, passed 10-6-08; Am. Ord. 2008-102, passed 11-3-08; Am. Ord. 2009-14, passed 2-16-09; Am. Ord. 2010-39, passed 6-7-10; Am. Ord. 2010-46, passed 6-21-10; Am. Ord. 2010-57, passed 8-16-10; Am. Ord. 2010-65, passed 10-4-10; Am. Ord. 2011-6, passed 1-3-11; Am. Ord. 2011-7, passed 1-3-11; Am. Ord. 2011-17, passed 4-4-11; Am. Ord. 2011-18, passed 4-4-11; Am. Ord. 2011-27, passed 5-2-11; Am. Ord. 2011-29, passed 5-2-11; Am. Ord. 2011-30, passed 5-2-11; Am. Ord. 2011-45, passed 7-5-11; Am. Ord. 2012-10, passed 2-6-12; Am. Ord. 2012-26, passed 4-2-12; Am. Ord. 2012-34, passed 5-7-12; Am. Ord. 2012-35, passed 5-7-12; Am. Ord. 2012-59, passed 7-23-12; Am. Ord. 2012-67, passed 10-1-12; Am. Ord. 2012-68, passed 10-1-12; Am. Ord. 2013-2, passed 1-7-13; Am. Ord. 2013-15, passed 3-4-13; Am. Ord. 2013-21, passed 4-1-13; Am. Ord. 2015-18, passed 5-4-15; Am. Ord. 2015-26, passed 7-6-15; Am. Ord. 2015-33, passed 9-8-15; Am. Ord. 2015-45, passed 11-2-15; Am. Ord. 2015-46, passed 11-2-15; Am. Ord. 2016-17, passed 4-4-16; Am. Ord. 2016-28, passed 5-2-16; Am. Ord. 2016-56, passed 11-21-16; Am. Ord. 2017-23, passed 5-8-17; Am. Ord. 2017-46, passed 9-5-17; Am. Ord. 2017-47, passed 10-2-17; Am. Ord. 2017-54, passed 11-6-17; Am. Ord. 2017-62, passed 12-4-17; Am. Ord. 2018-2, passed 1-8-18; Am. Ord. 2018-30, passed 6-4-18; Am. Ord. 2019-19, passed 4-1-19; Am. Ord. 2019-46, passed 7-15-2019; Am. Ord. 2019-47, passed 7-15-19; Am. Ord. 2021-9, passed 6-7-21; Am. Ord. 2021-34, passed 10-4-21; Am. Ord. 2022-57, passed 11-7-22)

Ord. No.	*Date Passed*	*Description*
2017-4	1-17-17	Annexing certain noncontiguous real property, being property of Ample Storage Goldsboro, LLC.
2017-20	4-17-17	Annexing certain contiguous real property, being the property of Mills Goldsboro Properties, LLC.
2017-31	6-26-17	Annexing certain contiguous real property, being the property of Cuyler Spring Housing Associates, LLC Property.
2017-32	6-26-17	Annexing certain contiguous real property, being the property of Redco Properties, LLC.
2017-49	10-16-17	Annexing certain contiguous real property, being the property of AAA Mini-Storage (Paul Williams Property).
2018-47	10-1-18	Annexing certain contiguous real property, being two tracts of The Three J's Property.
2019-3	1-22-19	Annexing certain noncontiguous real property, being J. Isaac Gurley Farms.
2019-68	12-16-19	Annexing certain noncontiguous real property labeled the Luis Jimenez annexation.
2020-9	4-20-20	Annexing certain noncontiguous real property labeled the Renu-Life Extended, Inc., annexation.
2021-37	11-15-21	Annexing certain contagious real property labeled the Tiffany Gardens, Phase I annexation.

Ord. No.	*Date Passed*	*Description*
2022-54	11-7-22	Annexing certain contiguous real property labeled Magnolia Grove.
2022-64	12-5-22	Annexing certain non-contiguous real property labeled Harry and Mollie, LLC (Lot 12).
2023-4	1-23-23	Annexing certain non-contiguous real property labeled J and J Daniels Farming Enterprises LLC.
2023-12	4-3-23	Annexing certain non-contiguous real property labeled Non-Contiguous (Satellite) Annexation Petition - Goldsboro (Hwy 70) WW, LLC Tax Parcel 2671815879.
2023-17	4-17-23	Annexing certain contiguous real property as described in Ord. 2023-17.
2023-18	4-17-23	Annexing certain contiguous real property as described in Ord. 2023-18.
2023-22	5-1-23	Annexing certain contiguous real property as described in Ord. 2023-22.
2023-25	5-1-23	Revising Ord. 2022-54.

Ord. No.	*Effective Date*	*Description*
2017-45 (Cont'd)		Beech Street, from the eastern right-of-way of North Claiborne Street and running easterly a distance of 167 feet to its terminus. Palm Street, from the eastern right-of-way of North Claiborne Street and running easterly a distance of 167 feet to its terminus. Easements shall be retained over the entire closed right-of-way for the Holly Street section described above.
2019-48	7-15-19	Closing a portion of Titleist Drive based on NCDOT realignment of Salem Church Road and US 70 Bypass that is located within city limits.
2023-5	1-23-23	Closing portions of Dakota Avenue (from East Fourth Street to East Fifth Street) and East Fifth Street (from Humphry Street to Dakota Avenue).

Ord. No.	*Date Passed*	*Description*
2022-45	9-6-22	Rezoning the of Z-15-22 Vasavi Developers USA property with tax identification numbers 267192834, 2681029713, and 2681225518 from Community Shopping/Wayne County to Planned Unit Development.
2022-46	9-6-22	Rezoning of the Z-18-22 Jeffrey Lewin; WW, LLC. property with tax identification number 2671815879 from CS-Wayne Co. to GBCD.
2022-47	9-6-22	Rezoning of the Z-19-22 Jeffrey Lewin; WW, LLC. property with tax identification numbers 3610125496 and 3610127533 from GBCD to GBCD.
2022-56	11-7-22	Rezoning of the Z-22-22 Oak Forest Holdings, LLC. property with tax identification number 3519849058 from Residential 16 to Residential 6 Conditional Zoning District.
2022-61	12-5-22	Rezoning of the Z-21-22 Lane Farms, Inc. property with tax identification number 3601041212 from Residential 20 Agriculture to General Business Zoning District.
2022-62	12-5-22	Rezoning of properties with tax identification numbers of 3600-41-8229, 3600-40-1194, 3600-40-4062, 3600-51-1256, 3509-49-5902, 3600-40-5015, 3600-40-7478, 3509-49-4788, and 3600-40-5058 from General Industry (I-2), Highway Business (HB), Office and Institutional (O&I-1), and Residential (R9) to Office and Institutional (O&I-II).

Ord. No.	*Date Passed*	*Description*
2022-63	12-5-22	Rezoning of the Z-24-22 Stephen L. Sutton property with tax identification numbers 3518-99-6457 and 3518-99-7274 from Shopping Center (SC) and Industrial Business Park (IBP-1) to General Business (GB).
2023-1	1-9-23	Rezoning of the Z-27-22 SREG Real Estate Development property with tax identification number 3519535312 from Office & Institutional I Conditional Zoning District to General Business.
2023-6	2-6-23	Rezoning of the Z-31-22 G. S. Langdon, Inc., property with tax identification number 3509207242 from Residential 9 to Residential 6.
2023-7	2-6-23	Rezoning of the Z-1-23 Harry & Mollie, LLC property with tax identification number 3519905459 from Industrial Business Park 1 to General Business.
2023-13	4-3-23	Rezoning of the Z-2-23 John E. Darden property with tax identification number 3509322453 from Neighborhood Business to General Business.
2023-14	4-3-23	Rezoning of the Z-3-23 Nelson Chavarria property with tax identification number 3519738942 from Residential 16 to Residential 9.
2023-15	4-3-23	Rezoning of the Z-4-23 SOS Management Inc. property with tax identification number 3518758167 from Residential 20A to Residential 12.

Ord. No.	*Date Passed*	*Description*
2023-23	5-1-23	Rezoning of the Z-5-23 Mallard Oil Company with tax identification number 3600398704 from Residential 16 to General Business.
2023-30	6-20-23	Rezoning of the Z-6-23 Goldsboro Masonic Lodge property with tax identification number 3519745404 from Residential 12/General Business to General Business.
2023-31	6-20-23	Rezoning of the Z-7-23 Jeffrey Rudolph property with tax identification number 3600258551 from General Industry to General Business.
2023-32	6-20-23	Rezoning of the Z-8-23 Performance East property with tax identification numbers 3611016091 (only the portion zoned Residential 16, other half of the parcel to remain O&I 1), 3601819447, 3601818362, and 3611002767 from Residential 16 and Residential 20 Agriculture to the Highway Business Conditional Zoning District.
2023-33	6-20-23	Rezoning of the Z-9-23 Hawthorne Trail property with tax identification numbers 3610616566, 3610723076, and 3610713058 from Office & Institutional I and Shopping Center to Residential 6 Conditional Zoning District.

REFERENCES TO NORTH CAROLINA GENERAL STATUTES

G.S. Cite	*Code Section*
1-597	52.17, 52.18
Ch. 7A	151.24
12-2	10.16
12-3	10.05
14-4	10.99, 72.99, 90.99, 96.09, 96.35
Ch. 14, Art. 1	152.01
Ch. 14, Art. 27A	131.01
14-177 - 14-202.1	112.15
14-203 - 14-208	112.15
14-204	112.15
14-205.1 - 14-206	112.15
14-208.18	131.03
14-208.18(a)(1)	131.03
14-208.18(a)(2)	131.03
14-208.18(a)(3)	131.03
14-269(a)	130.07
14-288.4	97.09
14-304 - 14-309	110.20
14-409.39	130.07
14-410 - 14-415	95.04
14-415.23	130.07
15A-1340.20 et seq.	131.99
18B-101	118.05, 130.03
18B-102(b)	115.02
18B-104	115.02
18B-300	130.03
18B-300.1	115.02
19-1(b)	116.01
20-4.01(12a)	76.01
20-4.01(27)d1	70.01
20-162	70.32
20-162.1	72.92
58-79-20	33.19
58-84	33.20
67-4.1 et seq.	91.17
Ch. 93B	110.20
105-33	110.01, 110.02
105-53	110.22, 113.01

G.S. Cite	*Code Section*
105-64 - 105-187	34.01
105-90	110.23
105-164.3(17)	34.01
105-187.1(3)	34.01
105-187.1(8)	34.01
105-228.90 - 105-269.15	34.01
105-349	34.01
105-463 - 105-549	34.01
106-65.22 et seq.	91.01
113-274	91.01
113-300.1 - 113-300.3	91.01
130A-184 et seq.	91.22
130A-290 et seq.	151.05
130A-290(a)(6)	151.05
130A-290(a)(35)	151.05
130A-290(a)(36)	151.05
136-103 - 136-121.1	Chtr., § 12.1
Ch. 143	51.051
Ch. 143, Art. 33C	32.220, 131.01
143-143.15	151.31(3)
143-213(18)	51.002
143-215.1	51.002, 51.051
143-215.1(b)	51.051
143-215.3	51.002
143-215.6B	51.102
143-215.6B(f)	51.102
143-215.6B(g)	51.102
143-215.6B(h)	51.102
143-215.6B(i)	51.102
143-215.51 et seq.	151.01
143-215.58	151.13, 151.23(5)
143-434 et seq.	91.01
157-5	32.220
160-175	10.99
160-272	10.01
Ch. 160A, Art. 16	54.01
Ch. 160A, Art. 19, Part 3D	53.26
160A-79	10.05
160A-146	31.01
160A-168(c)	31.05, 115.01
160A-174 et seq.	151.01
160A-175	72.99, 96.35
160A-175(g)	96.35

G.S. Cite	*Code Section*
160A-179	96.12
160A-187	91.17
160A-193	96.08
160A-205.4	115.02
160A-208.1	34.01
160A-211	34.01
160A-215.1	34.01
160A-215.1(b)	34.01
160A-215.1(d)	34.01
160A-215.1(e)(2)	34.01
160A-215.1(f)	34.01
160A-216 - 160A-239	150.77
160A-282	33.06
160A-291	33.15
160A-292	33.15, 33.19
160A-299	98.15
160A-303	90.05
160A-304	114.02
160A-320	53.26
160A-381 et seq.	151.01
160A-411 et seq.	151.01
160A-441	150.70
160A-443	150.74, 150.76
160A-446	150.74, 150.77
160A-456 et seq.	151.01
160A-499	53.26
Ch. 160D	152.01
Ch. 160D, Art. 10	152.04, 152.05
Ch. 160D, Art. 12	152.01
160D-1201	152.01
160D-1201(b)	152.05
160D-1202(b)	152.01
160D-1203(2)	152.04, 152.05
160D-1203(6)	152.04, 152.05
160D-1203(7)	152.04, 152.05
160D-1203(8)	152.04
160D-1203(9)	152.04
160D-1206(a)	152.04, 152.05
160D-1206(b)	152.04, 152.05
160D-1208	152.01
160D-1208(a)	152.04, 152.05
160D-1208(b)	152.04, 152.05
160D-1208(d)	152.04, 152.05

G.S. Cite	*Code Section*
162-207(c)	53.26
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City of Goldsboro
Departmental Monthly Reports
October 2023

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8. Inspections
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14. Public Works
15. Travel and Tourism

COMMUNITY RELATIONS & DEVELOPMENT DEPARTMENT
October 2023
Prepared by: Felecia Williams, Community Relations & Development Director
Date Prepared: November 2, 2023

- The Commission on Community Relations and Development (CCRD) met for a regular monthly meeting on Oct. 10th. The MLK Subcommittee met on Oct. 30th.
- The Mayor's Committee for Persons with Disabilities (MCPD) met for a regular monthly meeting on Oct. 19th.
- The Goldsboro Mayor's Youth Council (GYC) met for a regular monthly meeting on Oct. 4th.

- Community Relations Activities:
  1. Staff attended the annual United Way Campaign presentation on Oct. 9th.
  2. Staff attended the Statewide Human Rights/Civil Rights Conference in Wilmington on Oct. 18th – 20th.
  3. Staff attended the Poverty Simulation at the YMCA on Oct. 26th.
  4. Staff attended the Habitat for Humanity annual breakfast at Lane Tree on Oct. 27th.
  5. The department scheduled and held 5 staff meetings in October.

- Community Development Activities:
  1. Staff attended a Neighborly Software Implementation meeting on Oct. 5th.
  2. Staff completed HOME Rental Inspections at the Highlands Apartments on Oct. 9th.
  3. Staff completed CDBG Rehab. Home visits/Environmental Photos on Oct. 11th.
  4. Staff attended the monthly Region 10 Continuum of Care (CoC) meeting and Region 10 Coordinated Entry (CE) weekly case conference meeting on Oct. 11th.
  5. Staff met with United Way, Region 10 CoC Lead & Region 10 CE Lead, and new Salvation Army leadership at United Way on Oct. 13th.
  6. Staff facilitated a public HOME-ARP NCS & SS Information Session on Oct. 17th.
  7. Staff volunteered at a Choice Neighborhood Fall Festival at St. Mark Church on Oct. 25th.
  8. Staff attended a virtual Choice Neighborhood Peer Exchange on Oct. 26th.
  9. Staff engaged in 2 virtual consultations with HUD for the month of October.

- The Department received one (1) housing complaint and twenty (20) requests for assistance for the month of October. *Please refer to Community Relations & Development Addendum for a detailed summary.

2023 Complaints	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	AVG
Housing Complaints	1	1	1	1	4	0	2	1	1	1			2
Consumer/Other Requests	27	36	14	15	19	25	32	25	20	20			23

2022 Complaints	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	AVG
Housing Complaints	3	0	0	0	3	1	1	0	1	0	0	1	3
Consumer & Other Requests	24	36	25	141	69	43	27	32	27	19	20	20	40

COMMUNITY RELATIONS & DEVELOPMENT DEPARTMENT *Addendum*
October 2023
Prepared by: Felecia Williams, Community Relations & Development Director
Date Prepared: November 2, 2023

Complaints/Grievances

Nature of Complaint	Resolution
Housing – Mold, Repairs Needed, Electrical Issues	Referred to Legal Aid of NC

Assistance with Resources

Resource Requested	Number of Requests	Resolution
Home Repair	8	Application provided /Application follow-up provided/Referred County resident to Hope Restorations
First-Time Homebuyer	6	Provided program information and/or update on submitted application
Financial Resources (Food & Gas Money)	1	Provided Community Resources List & DSS Program Information
Section 8 Information	1	Referred to HACG
Housing	1	Worked with Water Dept. to resolve
Housing/Leaking Roof & Mold	1	Scheduled Intake
Home Demolition/Fire	1	Referred to Planning
Legal Advice for Wrongful Termination	1	Referred to Legal Aid of NC
Total Requests:	**20**	

Downtown Development Department
October 2023 Monthly Report
Prepared By: Erin Fonseca
Date Prepared: November 13, 2023

Current Downtown Development Office Projects Staff Worked On Over the Month Include:

- Met with (or conversed by email/phone) 15 potential new property acquisition projects/persons and/or business interest regarding downtown. Met with 14 existing business owners.
- Social District preparation – Approved in August. Info page has been designed and placed on website. Materials, including signs are being designed and quoted. Planned rollout - November
- South Center Street Development planning. RFQ was extended by one month. Submittals due November 17.
- Union Station discussions regarding stabilization, fair market value and potential reuse. Appraisal was delivered in March. Exploring grant opportunities to ease the cost of rehabilitation.
- State budget appropriation discussions - $300K to DGDC for downtown maintenance, $2M for City, of which Goldsboro Union Station should be a priority, among other City needs.
- NC Main Street conference prep and inventory of downtown maintenance needs.
- Cont'd Parking Commission discussions. Signage plan has been developed and 80 signs are in production.
- Merchant/Property Information Mgmt – Continuing to integrate into new website.
- Staff continuing to work with Choice Neighborhoods Team, attending bi-weekly calls. Also attending Economic Development and Urban Form subcommittee meetings.

Downtown Development Office Events or Activities that Staff Administered or Assisted During the Month:

- Staff is meeting with NC Main Street staff monthly re: 2024 NC Main Street Conference, March 12-14.
- Planning for Downtown holiday events, including Downtown Lights Up, Holiday Trolley Rides (Nov 28 – Dec 19, Tuesdays), Shop Small Saturday (Nov 25) and Holiday Drive-In Movie (Dec 15)
- Arts Council Grassroots Grant Application Preparation for 2023-2024 grant cycle.
- Staff hosted/supported the 2023 Downtown Goldsboro Awards Dinner on Oct 13.
- Staff hosted/supported the 2023 DGDC Annual Board Retreat on October 24-25.
- Staff assisted with 2 Downtown Arts District meetings/roundtable discussions with the Steering Committee.
- Other Meetings: Chamber of Commerce Board Meeting, Social District Discussions, NCFF Board and Planning Mtgs, Transformation Grant Discussion, TRC with Planning.

DGDC Events or Activities that Staff Administered or Assisted During the Month:

- DGDC Merchants on October 3. Board & Committees did not meet due to the Annual Dinner & Board Retreat.
- Wellness Wednesday – September 27 – November 1
- Fall Movies Nights – October 12, 26, November 9
- Downtown Fall Activities including Trick-Or-Treat, October 28
- Downtown Annual Awards Dinner & DGDC Annual Retreat

Upcoming Events/Activities:

- HUB Events: First Responders Lunch, Oct 5, Small Batch Craft Market, Oct 7, Fall Movie Nights, Dementia Alliance Walk, Oct 21, Ride the City, Oct 21, Harvest Fellowship Community Day, November 18, Downtown Lights Up, November 21

Businesses Opening/Properties Purchased & Other Updates

- New Businesses: Jay's 108 reopened – 108 N John St, Owl-amo Pool Hall – 122 S Center St
- Coming Soon, The Firm at 156 S. Center; WOLF Unlimited – 138 N Center; Brick's Woodfired Pizza – 146 S Center St
- Downtown Goldsboro's Facebook page followers: 15.6K; 113.3K reach

ENGINEERING DEPARTMENT
October 2023
Prepared by: Jonathan Perry
Date Prepared: 11-6-23

Stoney Creek Greenway

- The greenway extends from Royall Avenue to Quail Park along Stoney Creek, approximately 1,600 linear feet;
- Final payment has been made to the contractor;
- Staff is working on project closeout with NCDOT.

Phase IV Sewer Collection Rehabilitation

- Staff is working with DWI to close out this project.

Mount Olive Pickle Expansion

- Phase 1 has been completed and Mount Olive Pickle is in operation;
- Phase 2, River Bend Pump Station, is under construction and will take approximately a year to complete;
- Funding is in the State's Budget to complete Phase III of this project.

Stormwater Control Measure (SCMs) Inspections

- Approximately 308 SCMs have been approved and 258 SCMs have been constructed to date;
- Stormwater Control Measure Inspections are completed for October 2023.

Wayne County Utility Merger/Regionalization Feasibility

- Final scope of engineering services has been approved by DWI;
- CDM Smith continues to work on the final report and to facilitate meetings with all interested parties in Wayne County;
- The final report is anticipated for submittal in the Fall.

Stormwater Inventory Project

- Projected completion December 2023.

2" Galvanized Water Line Project

- NCDWI awarded the City a grant for the project in the amount of $5,999,395;
- Offer and acceptance documentation was submitted by staff in September 2022;
- Staff is working on the design phase of this project.

Lead and Copper Inventory

- Staff is coordinating the information required by EPA for lead and copper inventories;
- City Council awarded a contract for $2,037,500 to Duke's Root Control, Inc. of Elgin, Illinois on October 2, 2023;
- Preconstruction conference is scheduled for November 16, 2023.

SJAFB MAG Meter

- This project is in the design phase;
- The Wooten Company has completed 50% of the SCADA integration and electrical design.

NCSU Floodprint Project

- Letter of interest scored high with the BRIC Grant;
- Project has moved into full application submittal stage.

2023 Resurfacing Project

- The resurfacing project consists of resurfacing Carolina Street from Ash Street to the railroad approximately 200 ft. north of Vine Street and Vine Street from George Street to Carolina Street;
- City Council awarded a contract for $278,150.95 to Daniels, Inc. of Garner, NC on October 2, 2023.

WRF Plant Expansion

- CDM Smith and WithersRavenel are working on the feasibility study.

FINANCE
OCTOBER 2023
Prepared By: Andrea Lovelace
Date Prepared: November 8, 2023

Revenues	FY 22-23 Actual to Date September-22	FY 23-24 Adjusted Budget	FY 23-24 Actual to Date September-23	YTD % Collected
General Fund	$ 7,103,514	$ 51,984,973	$ 5,967,107	11.48%
Utility Fund	5,074,644	26,875,804	6,007,995	22.35%
Downtown District Fund	15,234	112,215	7,128	6.35%
Occupancy Tax Fund	260,234	1,465,450	272,661	18.61%
Stormwater Fund	759,965	2,070,655	412,330	19.91%
Total	$ 13,213,590	$ 82,509,097	$ 12,667,220	15.35%
Expenditures				
General Fund	$ 10,916,857	$ 51,984,973	$ 12,385,059	23.82%
Utility Fund	3,208,593	26,875,804	3,878,885	14.43%
Downtown District Fund	17,955	112,215	7,731	6.89%
Occupancy Tax Fund	97,009	1,465,450	83,582	5.70%
Stormwater Fund	362,997	2,070,655	785,536	37.94%
Total	$ 14,603,410	$ 82,509,097	$ 17,140,793	20.77%

MAJOR CATEGORIES

Revenues	FY 22-23 Actual to Date September-22	FY 23-24 Adjusted Budget	FY 23-24 Actual to Date September-23	YTD % Collected
Property/Occupancy Taxes	$ 3,468,200	$ 20,647,821	$ 2,939,391	14.24%
Charges for Services	6,570,994	30,835,722	7,553,923	24.50%
Revenue Other Agencies	685,399	16,395,317	508,457	3.10%
Other Revenues	1,607,748	3,676,985	742,846	20.20%
Fund Balance	-	7,262,838	-	0.00%
Shared Services	881,249	3,690,414	922,604	25.00%
Total	$ 13,213,590	$ 82,509,097	$ 12,667,220	15.35%
Expenditures				
Labor	$ 6,270,766	$ 36,762,960	$ 7,473,549	20.33%
Non-Labor	8,332,644	45,746,137	9,667,244	21.13%
Total	$ 14,603,410	$ 82,509,097	$ 17,140,793	20.77%

SELECTED OTHER INFORMATION

Collections	FY 22-23 Actual	Actual September-23	Total Collected F-YTD
Debt Setoff	$ 46,249	$ 937	$ 3,710
Surplus	$ 81,510	$ -	$ 305

Prepared Date:	11/3/23 8:15 AM
Prepared By:	Terrie Webber
Reviewed Date:	11/12/23 11:27 AM
Reviewed By:	Catherine F. Gwynn

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Monthly Cash & Investment Report

October 31, 2023

Financial Institution	Current Month 10/31/2023	Prior Month 9/30/2023	Prior Year 10/31/2022	Rate of Return
PNC - General Operating	$ 3,578,033.35	$ 2,828,595.91	$ 1,929,067.56	0.00%
PNC - Money Market	$ 5,143,699.30	$ 4,128,795.83	$ 7,455,580.96	3.25%
PNC - Debit Account	$ 1,804.58	$ 2,000.00	$ 656.02	0.00%
Southern Bank - CD	$ 627,760.48	$ 627,031.50	$ 4,112,104.06	1.52%
NCCMT - MM - 2010 Sewer Bond D#001	$ 43,580.79	$ 43,387.29	$ 252,015.64	n/a
NCCMT - MM - American Rescue Plan 2021	$ 9,304,854.98	$ 9,263,541.98	$ 8,880,001.68	n/a
NCCMT - MM - Regular	$ 4,619,303.99	$ 4,598,794.07	$ 4,408,555.08	n/a
Truist MMA	$ 25,208,258.64	$ 25,138,775.97	$ 11,018,627.86	3.25%
Truist (BB&T) - Escrow FY21 & FY22 Rolling Stock		$ -	$ 414,259.57	0.01%
Truist (BB&T) - Escrow FY23 Rolling Stock	$ 2,380,364.32	$ 2,380,344.10	$ 2,398,026.28	0.01%
Webster (Sterling National Bank) - Escrow	$ 342,053.78	$ 341,333.66	$ 1,869,975.43	2.51%
Totals	**$ 51,249,714.21**	**$ 49,352,600.31**	**$ 42,738,870.14**	

Report of Budget Funds Transfers - July, 2023 through June, 2024

Budget Transfers

As per the Adopted Annual Budget Ordinance the Budget Officer or his/her designee shall be authorized to reallocate departmental appropriations among the various objects of expenditures.

The Budget Officer or his/her designee shall be authorized to effect interdepartmental transfers in the same fund not to exceed ten percent (10%) of the appropriated monies for the department whose allocation is reduced. A report of all such transfers shall be made to the City Council in the month following such transfer.

Department	Department Head	Account Name	Transfers In	Transfers Out
City Council	Timothy Salmon	Insurance Deductible Claims	$ 4,800	$ -
City Council	Timothy Salmon	Title Search & Legal Fees	$ -	$ (4,800)
		Transfers - Oct 2023 - City Council	**$ 4,800**	**$ (4,800)**
City Manager	Timothy Salmon	Consultant Fees	$ -	$ (1,050)
City Manager	Timothy Salmon	Codify Ordinances	$ 1,050	$ -
		Transfers - Oct 2023 - City Manager	**$ 1,050**	**$ (1,050)**
Inspections	Allan Anderson	Salaries & Wages Regular	$ 3,936	$ -
Inspections	Allan Anderson	Software License Fees	$ -	$ (3,936)
		Transfers - Oct 2023 - Inspections	**$ 3,936**	**$ (3,936)**
PW Solid Waste	Rick Fletcher	Operational Supplies	$ -	$ (66)
PW Solid Waste	Rick Fletcher	Machine/Equipment Maintenance	$ 3,000	$ -
PW Solid Waste	Rick Fletcher	Insurance Deductible Claims	$ 66	$ -
PW Solid Waste	Rick Fletcher	Other Training	$ -	$ (3,000)
		Transfers - Oct 2023 - PW Solid Waste	**$ 3,066**	**$ (3,066)**
Fire	Ron Stempien	Salaries & Wages Regular	$ -	$ -
		Transfers - Oct 2023 - Fire	**$ -**	**$ -**
Parks & Recreation	Felicia Brown	Repairs (Insurance Claims)	$ 1,691	$ -
Parks & Recreation	Felicia Brown	Insurance Deductible Claims	$ 694	$ -
Parks & Recreation	Felicia Brown	Building Maintenance	$ -	$ (2,385)
		Transfers - Oct 2023 - Parks & Recreation	**$ 2,385**	**$ (2,385)**
Finance Fuel Inventory	Catherine Gwynn	Diesel Fuel	$ -	$ (9,500)
Finance Fuel Inventory	Catherine Gwynn	Fuel Island Refurbishing	$ 9,500	$ -
		Transfers - Oct 2023 - Finance Fuel Inventory	**$ 9,500**	**$ (9,500)**
Distribution & Collections	Rick Fletcher	Machine/Equipment Maintenance	$ -	$ (500)
Distribution & Collections	Rick Fletcher	Insurance Deductible Claims	$ 500	$ -
		Transfers - Oct 2023 - Distribution & Collections	**$ 500**	**$ (500)**
Water Treatment	Bert Sherman	Machine/Equipment Maintenance	$ -	$ (1,750)
Water Treatment	Bert Sherman	Uniforms	$ 350	$ -
Water Treatment	Bert Sherman	Equipment Expense	$ 1,400	$ -
		Transfers - Oct 2023 - Water Treatment	**$ 1,750**	**$ (1,750)**
Water Reclamation	Bert Sherman	Salaries & Wages Regular	$ 1,400	$ -
Water Reclamation	Bert Sherman	Machine/Equipment Maintenance	$ -	$ (1,450)
Water Reclamation	Bert Sherman	Vehicle Fuel	$ 50	$ -
		Transfers - Oct 2023 - Water Reclamation	**$ 1,450**	**$ (1,450)**
		Transfers - ALL FUNDS - Oct 2023	**$ 28,437**	**$ (28,437)**
		Transfers - ALL FUNDS - Jul 2023-Oct 2023	**$ 108,379**	**$ (108,379)**

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Red Font-Not formally accepted by Council at this time.

Grant Project Budgets Monthly Report -October 2023

Prepared: tlw : 11/7/2023 10:24 AM Reviewed: cfg 11/12/2023 11:15 AM

								INFLOWS		OUTFLOWS		
Granting Agency	Granting Agency (Full)	Grant Description	Source (Full)	S	Date Received	Grant Portion Budget Amount	Budget Total	Current Amount Rec'd	Amount Rec'd Project to Date	Current Amount Spent	Amount Spent to Project to Date	Positive (Negative) Cash Flow
NCHFA	NCHFA ESFRLP	ESFRLP Rehabilitation Loan Pool	State	S	1/24/2017	$ 150,000	$ 150,000	$ -	$ 117,975	$ -	$ 117,975	$ -
HUD	CDBG	FY16-17 Entitlement	Federal	F				$ -	$ 976	$ -	$ 976	$ -
HUD	CDBG	FY18-19 Entitlement	Federal	F		$ 19,523	$ 19,523	$ -	$ 19,523	$ -	$ 19,523	$ -
HUD	CDBG	FY19-20 Entitlement	Federal	F	8/27/2019	$ 353,346	$ 353,346	$ -	$ 216,456	$ -	$ 216,456	$ -
HUD	CDBG	FY20-21 Entitlement	Federal	F	10/7/2020	$ 351,643	$ 351,643	$ -	$ 170,649	$ -	$ 170,649	$ -
HUD	CDBG	FY21-22 Entitlement	Federal	F		$ 354,302	$ 354,302	$ -	$ 87,559	$ -	$ 87,559	$ (0)
HUD	CDBG	FY22-23 Entitlement	Federal	F		$ 358,697	$ 358,697	$ -	$ 25,149	$ -	$ 25,149	$ -
HUD	CDBG	FY23-24 Entitlement	Federal	F				$ -	$ -	$ 20,580	$ 24,903	$ (24,903)
NCHFA	NCHFA URP-19	Urgent Repair	State	S	4/18/2019	$ 100,000	$ 100,000	$ -	$ 96,570	$ -	$ 96,570	$ -
HUD	CDBG	FY20-21 Entitlement CV Funding (Round 2 & 3)	Federal	F	10/7/2020	$ 427,303	$ 427,303	$ -	$ 133,792	$ -	$ 133,792	$ -
HUD	HOME	FY16-17 Entitlement	Federal	F		$ 22,201	$ 22,201	$ -	$ 22,201	$ -	$ 22,201	$ -
HUD	HOME	FY17-18 Entitlement	Federal	F		$ 73,557	$ 73,557	$ -	$ 67,480	$ -	$ 67,995	$ (515)
HUD	HOME	FY18-19 Entitlement	Federal	F		$ 22,910	$ 22,910	$ -	$ 22,910	$ -	$ 22,910	$ -
HUD	HOME	FY19-20 Entitlement	Federal	F	8/27/2019	$ 214,732	$ 214,732	$ -	$ 49,554	$ -	$ 49,554	$ -
HUD	HOME	FY20-21 Entitlement	Federal	F	10/7/2020	$ 245,547	$ 245,547	$ -	$ 28,472	$ -	$ 28,472	$ -
HUD	HOME	FY21-22 Entitlement	Federal	F		$ 252,710	$ 252,710	$ -	$ 32,592	$ -	$ 52,142	$ (19,550)
HUD	HOME	FY22-23 Entitlement	Federal	F		$ 280,171	$ 280,171	$ -	$ 27,467	$ -	$ 27,467	$ (0)
HUD	HOME	FY23-24 Entitlement	Federal	F				$ -	$ -	$ 8,820	$ 15,948	$ (15,948)
HUD	HOME	ARP Funding (M21-MP370209)	Federal	F		$ 907,913	$ 907,913	$ -	$ 36,436	$ -	$ 37,691	$ (1,255)
Donation/Gr	Private Donations, Grants and City	Fire Other Restricted Special Revenue Fund	Private	P	Ongoing	$ 4,050	$ 4,050	$ -	$ 4,786	$ -	$ 826	$ 3,960
Debt	Debt Funded	Smeal Aerial Fire Truck	Debt	D	9/2022	$ 1,151,600	$ 1,151,600	$ -	$ 1,136,500	$ -	$ 8,537	$ 1,127,963
Debt	Debt Funded	Herman Park Center	Debt	D	Not Issued yet	$ 11,150,000	$ 11,150,000	$ -	$ 376,000	$ -	$ 376,000	$ -
Donation	Private Donations	1919 LaFrance Fire Truck Restoration	Private	P	Ongoing	$ 80,000	$ 80,000	$ -	$ 32,691	$ -	$ -	$ 32,691
Donation/Gr	Private Donations and Grants	Parks & Rec Capital Project Fund FY19-FY24	Private	P	Ongoing	$ 632,943	$ 632,943	$ -	$ 557,943	$ -	$ 251,072	$ 306,871
Debt	Debt Funded	2018 Street Bonds (Debt #026-G)	Debt	D	Ongoing	$ 5,048,522	$ 5,048,522	$ -	$ 5,046,649	$ -	$ 4,980,164	$ 66,485
Debt	Debt Funded	Police/Fire Renovation (Debt #025-G)	Debt	D	Ongoing	$ 6,417,326	$ 6,417,323	$ -	$ 6,417,323	$ 20,355	$ 6,307,696	$ 109,627
Donation/Gr	Private Donations and Grants	Parks & Rec Special Revenue Fund	Private	P	Ongoing	$ 45,636	$ 45,636	$ -	$ 46,386	$ 288	$ 43,122	$ 3,264
Donation/Gr	Private Donations, Grants and City	Community Relations Special Revenue Fund	Private	P	Ongoing	$ 18,252	$ 18,252	$ -	$ 18,252	$ 1,615	$ 16,092	$ 2,160
NC OSBM	NC Office State Mgmt & Budget	State Grants Misc-OSBM FY23 St Approp	State	S	2/2/2023	$ 50,000	$ 50,000	$ 100,000	$ 150,884	$ 633	$ 8,146	$ 142,738
DOJ	Dept. of Justice	Federal Forfeiture	Federal	F	Ongoing	$ 274,138	$ 274,138	$ -	$ 276,441	$ -	$ 127,666	$ 148,775
DOJ	NC Dept of Justice/US DOJ	2017 GPD Gang Equipment Grant	Federal	S	1/3/2019	$ 21,366	$ 21,366	$ -	$ 18,408	$ -	$ 18,408	$ -
DOJ	Dept. of Justice	2019 JAG Equipment Grant	Federal	F	9/25/2019	$ 47,003	$ 47,003	$ -	$ 42,435	$ -	$ 42,435	$ -
DOJ	Dept. of Justice	2020 JAG Equipment Grant	Federal	F	9/19/2020	$ 34,766	$ 34,766	$ -	$ 30,381	$ -	$ 30,381	$ -
DOJ	Dept. of Justice	2022 JAG Equipment Grant	Federal	F	12/19/2022	$ 23,574	$ 23,574	$ -	$ 21,266	$ -	$ 21,266	$ -
Donation/Gr	Private Donations, Grants and City	Police Other Restricted Special Revenue Fund	Private	P	Ongoing	$ 62,183	$ 62,182	$ -	$ 65,018	$ -	$ 19,487	$ 45,531
DOJ	Dept. of Justice	FY20 CRF Equipment Grant	Federal	F	6/8/2020	$ 87,179	$ 87,179	$ -	$ 87,179	$ -	$ 87,179	$ -
FEMA	FEMA	Hurricane Florence	Federal	F	6/1/2019	$ 2,340,773	$ 4,604,077	$ -	$ 4,982,838	$ -	$ 4,179,246	$ 803,592
FTA	Federal Transportation Admin.	FY2016 TIGER VIII Center Street & Streetscape	Federal	F	10/1/2018	$ 6,751,751	$ 7,189,383	$ -	$ 7,385,809	$ -	$ 6,527,315	$ 858,494
FEMA	FEMA GO	FEMA GO-Source Capture Exhaust Systems FS 1, 2, 3,	Federal	F	7/24/2020	$ 202,083	$ 202,083	$ -	$ 202,083	$ -	$ 202,083	$ -
UST/Wayne Co	US Treasury-Wayne Co.	CARES Act Funding	Federal	F	9/9/2020	$ 966,688	$ 966,688	$ -	$ 966,687	$ -	$ 966,687	$ -
NC Tourism	NC Tourism Recovery Grant	CARES Act Funding - Marketing Travel & Tourism	Federal	F	10/6/2020	$ 25,750	$ 25,750	$ -	$ 25,750	$ -	$ 25,750	$ -
Triangle YMCA	Triangle YMCA	Remote Learning Grant Parks & Recreation	Federal	F	11/18/2020	$ 19,681	$ 19,681	$ -	$ 19,681	$ -	$ 19,681	$ -
UST	US Treasury	ARP Funding	Federal	F	3/11/2021	$ 8,813,514	$ 8,813,514	$ 41,313	$ 9,304,855	$ -	$ 5,279,797	$ 4,025,058
SRF/DWI	EPA/NCDENR	CWSRF-Phase IV Sewer Rehab	Federal	F	11/26/2019	$ 8,905,676	$ 9,083,790	$ -	$ 4,851,571	$ -	$ 8,519,172	$ (3,667,601)
SRF/DWI	EPA/NCDENR	CWSRF-Sewer Rehab (Big Ditch & Carolina)	Federal	F	3/24/2021	$ 1,235,100	$ 1,259,802	$ -	$ 682,191	$ -	$ 730,989	$ (48,798)
Debt	Debt Funded	2010 Sewer GO Bonds D#001-E	Debt	D	2010	$ 8,605,000	$ 8,684,163	$ -	$ 489,923	$ -	$ 489,923	$ -
Goldenleaf	Goldenleaf Foundation	Hurr. Matthew Recovery Stormwater Drain. & Swr. R	Private	P	10/11/2017	$ 598,574	$ 598,574	$ -	$ 598,573	$ -	$ 598,573	$ -
SRF/DWI	EPA/NCDENR	Little Cherry Big Cherry Pump Station Relocation	Federal	F	Not Accepted Yet	$ 3,058,000	$ 30,000	$ -	$ 30,000	$ -	$ 30,000	$ -
DWI	NC Dept of Env. Quality DWI	VUR (AIA) Project AIA-D-VUR-0004 & AIA-W-VUR-000	State	S	1/24/2022	$ 300,000	$ 304,500	$ -	$ 4,500	$ -	$ 302,300	$ (297,800)
DWI	NC Dept of Env. Quality DWI	VUR MRF Project MRF-M-VUR-0001	State	S	1/24/2022	$ 100,000	$ 101,500	$ -	$ 1,500	$ 3,456	$ 46,356	$ (44,856)
City Fees	Stormwater Fees	Stormwater Drainage Projects	City Fees	C	Ongoing	$ 1,594,366	$ 1,594,366	$ -	$ 1,861,258	$ 22,088	$ 1,223,088	$ 638,170
SRF/DWI	EPA/NCDENR	CWSRF-Waterline Repl. & Booster Pump Station Insta	Federal	F	6/6/2019	$ 32,400	$ 265,513	$ -	$ 233,113	$ -	$ 265,513	$ (32,400)
SRF/DWI	EPA/NCDENR	CWSRF-Plate Settlers Project	Federal	F	3/7/2021	$ 1,484,909	$ 1,484,909	$ -	$ 1,519,536	$ -	$ 1,517,550	$ 1,986
SRF/DWI	EPA/NCDENR	CWSRF-2" Galvanized Water Line Replacement	Federal	F	Not Accepted Yet	$ 5,999,395	$ 6,029,395	$ -	$ 30,000	$ -	$ 25,000	$ 5,000
City Fees	None	Lead and Copper Rule Revisions (LCRR) (EPA)	Private	C	10/2/2003	$ 2,037,500	$ 2,037,500	$ 2,037,500	$ 2,037,500	$ -	$ -	$ 2,037,500
					Total	$ 82,354,253	$ 82,578,276	$ 2,178,813	$ 50,711,668	$ 77,835	$ 44,505,431	$ 6,206,237

Grant Source Legend:
F = Federal S= State D = Debt P = Private C = City Fees

Notes:
* DWI still reviewing 30+ Change Orders on Ph IV SRF. Will authorize reimbursements after DWI has concluded the review process.

Grants listed above represent awards that have been officially awarded by the Grantor, and officially accepted by the Grantee (City), unless noted in red font. Those items in red, the Finance Department has received some formal award letter from the Grantor but the City has not formally accepted the award. The list above does not take into account grants that may have been applied for and the City may have received tentative award. If I did not have an official award, I did not place it on this list.

FIRE DEPARTMENT
October 2023
Prepared By: Ron Stempien
Date Prepared: November 7, 2023

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

- The cause of fire incidents was determined 75% of the time. 25% of fire incidents were classified as undetermined or still under investigation.
- The average response time of the first arriving unit was 4:56.
- A full response within 8 minutes occurred 99% of all calls.
- There was 1 Civilian injury, 0 Civilian deaths, 0 Fire Service injuries and 0 Fire Service deaths.
- The American Red Cross assisted 3 families due to displacement because of fire damage.
- Fire prevention and community service activities included: Car Seat Safety Checks with Safe Kids of Wayne County, Station Tours, Fall Market, Lowe's Kids Workshop, Career Day at St. Mary's Catholic School, Trick-or-Treating Event, and Truck Displays. We reached 328 Adults and 1,149 Children with fire prevention materials.

2023	Jan.	Feb.	Mar.	Apr.	May	Jun.	July	Aug.	Sept.	**Oct.**	Nov.	Dec.	Avg.	Total
Total Incidents:	277	222	229	262	263	277	389	415	376	**420**			313	3130
Structure Fires:	2	3	7	4	4	4	4	4	7	**4**			5	48
EMS Calls:	117	94	93	86	103	116	203	195	192	**215**			141	1414
Vehicle Accidents:	31	26	28	36	42	27	31	39	42	**45**			35	347
Fire Alarms:	42	38	33	55	45	58	67	73	61	**68**			54	472
Other:	85	61	68	81	69	72	84	104	74	**92**			79	790
Training Hours:	3118	2873	3074	2218	2063	1777	1707	1680	1593	**1688**			2179	21791
Safety Car Seat Checks:	7	4	0	1	0	5	4	0	0	**4**			3	25
Inspections:	115	116	155	149	110	88	105	130	156	**93**			122	1217
2022	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Avg.	Total
Total Incidents:	216	195	226	231	236	264	246	264	280	231	255	296	245	2490
Structure Fires:	5	6	8	5	4	1	3	3	1	1	5	1	4	43
EMS Calls:	79	78	80	92	83	86	99	124	103	73	79	82	88	1058
Vehicle Accidents:	22	23	22	26	32	38	27	24	33	31	30	35	29	343
Fire Alarms:	44	35	48	53	63	56	57	53	73	59	67	78	57	686
Other:	66	53	68	54	54	83	60	60	70	68	74	100	67	811
Training Hours:	2757	2806	2884	2260	1704	1715	1452	1700	1647	1835	1742	1214	1976	23716
Safety Car Seat Checks:	0	0	4	3	5	2	5	3	2	5	1	2	3	32
Inspections:	132	123	153	136	143	187	112	142	145	135	134	80	135	1622

Note: Other Fire Calls includes Good Intent Calls, Bomb Scares, Vehicle Fires, Cooking Fires, False Alarms, Assist GPD, Service Calls, Haz-Mat Calls, Grass Fires and Unauthorized Burning.

Human Resources

- Finalized Benchmarking 2.0 report for Human Resources
- Legal Deposition Preparation
- Benchmarking positions for WTP, Finance, Fire, & Planning
- Ongoing Employee Relations
- Completed Employee Incentive List
- Meeting with Finance and Pierce to discuss benefit issues and how to move forward
- State of the Community discussion to discuss and finalize HR metrics
- Participated in Second Chance Notification Call-In Fair
- Finalized and approved media release for upcoming Career Fair
- Corrected & Finalized Benchmarking Data Audit Information
- NC League of Municipalities Annual Salary Survey
- Completed Pierce Supplemental Insurance 2024 Open Enrollment - October 16 – 27, 2023
- Completed BCBS State Health Plan 2024 Open Enrollment - October 9 – 27, 2023
- Completed United Way Campaign with 30 employees participating raising $7,900.26
- November 2023 Diversity Training Research
- Paramount Theatre meeting regarding Façade Construction
- Completed Holden Temporary updated contract agreement
- Scan, import, & rename information into Laserfische.
- New Hire Orientation – scheduled for 11/8 at GEC
- 2023 Wellness Holiday Challenge – Nov. 1 – 30
- Assisting FD with Breast Cancer t-shirt sales
- Reviewing Background Check companies with cost and data
- Preparing for City of Goldsboro Job Fair – November 1, 2023
- Currently Receiving Annual Evaluations to be completed by November 15, 2023
- Preparing for Seymour Johnson Airforce Base Job Fair – November 15, 2023

Safety

- October City Hall Fire and Defibrillator Inspections.
- Scheduled a confined space class for Public Works using the Department of Labor Trainer.
- October 5 – Accident and injury investigation on Center Street involving our bucket truck.
- Garage corrections were finalized from the OSHA consultation visit.
- October 9 – Accident investigation
- October 12 – Meeting with NCFF at DGDC
- Safety inspection of the TC Coley building.
- Inspected the Planning Department for possible allergies in the ventilation unit.

- Inspected Public Safety Building
- October 17 - NCLM meeting concerning cyber security.
- October 24 – Teleconference with OSHA concerning the corrections at the city garage.
- October 26 – Meeting with Fire Chief Stempien concerning the Public Safety Building.
- October 27 – Attended the Habitat for Humanity kick off breakfast at Lane Tree Golf Course.
- Field Safety for private contractors
- Field Safety with crews

Occupational Health

The Occupational Health Nurse continues to provide guidance regarding CDC guidelines and COVID protocols. There were 160 clinic visits this month.

DRUG SCREENS = 18 TOTAL	
New Hire CDL: 1 **New Hire non- CDL: 8** **Promotion CDL: 0** **Promotion non-CDL: 5**	**Post-Accident DOT:** 1 **Post-Accident Non- DOT:** 0
Instant Drug Screens: 8	
Random Safety Sensitive Drug Screen: 6 **Random Safety Sensitive Breath Alcohol Test: 2**	**Random DOT Drug Screens: 9** **Random DOT Breath Alcohol Test: 4**

Health Training Sessions:

- 24 routine BP checks
- 38 Drug Screens (15 were random)
- 6 random Breath Alcohol Tests
- 10/3 Hearing Reviews at Public Works
- 6 Fingerstick blood sugar checks
- Annual Blood Borne Pathogen training at WTP 10/25 and Compost 10/26

Meetings:

- After work walk with employees every Thursday at 5:15 (Locations: Center Street or Reedy Branch Greenway)
- Wellness Hike to the Mountain luncheon and drawing event 10/6/23 @ 11:00--City Hall large conference room
- Hearing Booth Calibration with Rob Griggs 10/23/23

Other health-related information pertinent to employees include:

- 3 reported cases of COVID positive employees
- 2 employees started FMLA.
- 2 Workplace Injuries, both were OSHA recordable.
- Weekly after work walks every Thursday at 5:15
- October Nurse Newsletter:"Breast Cancer Awareness" and importance of screening
- Flu Clinic by Goshen Mobile Medical: @ Public Safety Complex 10/9 and Public Works Complex 10/18
- 1 EAP referral

MONTHLY STATISTICS

2023	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
Employees – FT & PPT	428	430	428	426	427	431	432	425	423	420			428
Employees – Part Time	92	89	91	94	110	121	125	126	123	121			106
Total Employees	520	519	519	520	538	552	557	551	546	541			535
Male	402	402	400	399	412	419	422	421	416	411			410
Female	118	117	119	121	126	133	135	130	130	130			126
Ethnicity – White (Not Hisp or Latino)	317	318	318	318	325	331	332	340	337	328			325
Ethnicity – Black or African American	179	173	172	175	183	188	193	182	180	183			181
Ethnicity – Hispanic or Latino	15	16	16	16	19	21	20	18	18	18			18
Ethnicity – Asian	4	4	4	3	3	3	3	3	3	3			3
Ethnicity – Other	7	7	8	8	8	9	9	8	8	8			8
Vacancies	39	45	41	41	37	37	38	38	38	32			39
Applications	137	389	354	320	185	138	363	538	339	311			307
Applicant Notices	43	90	218	173	63	127	185	341	95	426			176
New Hires	10	4	8	1	12	4	12	3	7	1			6
Promotions	0	0	0	0	10	1	3	7	2	2			3
Resignations	3	8	4	4	5	6	6	8	7	1			5
Retirements	1	1	1	1	0	0	0	0	0	1			1
Terminations - Involuntary	1	0	0	0	0	2	1	2	1	1			1
Turnover Rate	1.2%	2.1%	1.2%	1.2%	1.2%	1.9%	1.4%	2.4%	2.4%	.05%			1.5%
Vehicle Accidents	3	3	2	2	4	1	3	2	0	6			3
Workers' Comp	0	2	3	2	5	2	8	2	4	2			3
Covid Related	13	3	3	0	0	0	1	2	3	3			3
Telework	13	14	14	14	14	14	14	14	14	14			14

MONTHLY STATISTICS

2022	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
Employees – FT & PPT	423	427	418	417	420	427	424	422	427	427	423	431	424
Employees – Part Time	116	111	113	117	137	143	143	144	137	125	106	100	124
Total Employees	539	536	531	534	557	570	567	566	564	552	529	531	548
Male	411	412	409	411	420	428	426	425	429	417	404	408	417
Female	128	124	122	123	137	142	141	141	135	135	125	123	131
Ethnicity – White (Not Hisp or Latino)	321	324	321	325	332	340	339	338	334	324	316	321	328
Ethnicity – Black or African American	195	190	188	187	200	204	203	202	206	207	189	188	197
Ethnicity – Hispanic or Latino	18	17	17	17	19	19	18	18	16	16	15	16	17
Ethnicity – Asian	1	1	1	1	1	2	2	2	2	2	2	2	2
Ethnicity – Other	4	4	4	4	5	5	5	5	6	6	7	7	5
Vacancies	24	25	30	31	31	33	26	36	34	35	35	27	31
Applications	308	179	386	215	251	392	121	317	146	309	123	94	237
Applicant Notices	141	147	90	90	230	173	92	97	476	126	69	43	148
New Hires	6	4	9	9	7	9	7	7	7	4	4	6	7
Promotions	3	0	4	4	3	3	0	2	6	8	6	2	3
Resignations	6	10	9	9	3	8	8	6	7	5	3	3	6
Retirements	2	2	2	2	1	2	2	1	1	0	2	5	2
Terminations - Involuntary	2	1	0	0	0	1	0	1	1	1	1	1	1
Turnover Rate	2.4%	3.0%	2.6%	2.1%	1.0%	2.6%	2.4%	1.9%	2.1%	1.4%	1.4%	2.1%	2.1%
Vehicle Accidents	5	1	4	1	4	2	3	4	0	0	2	3	3
Workers' Comp	0	0	0	0	0	0	0	0	1	0	1	0	0
FFCRA Leave/ Covid Related	76	7	1	1	9	14	23	3	9	7	1	8	13
Telework	11	11	11	11	11	12	13	13	13	13	13	13	12

Note: Hiring and separation statistics (resignations, retirements, and terminations) represent full-time and permanent part-time personnel.

Information Technology
October 2023
Prepared By: Angela Price
Date Prepared: November 7, 2023

- Migrated the City to new phone system.
- Replaced all City desk phones with new devices.
- Setup new auto attendant messages for City facilities.
- Upgraded Track-It! Server for IT Support Tickets.
- Installed ethernet cables for IT Mobile Unit.
- Completed setup of new GIS servers, migrated current data, and tested environment (not live yet).
- Migrated city staff to Exchange Online.
- Setup technology for the DGDC Annual Dinner.
- Setup Access Control for Public Works.
- Updated Zoning, Comprehensive Land Use, and Special Use for Planning.
- Four staff attended NCLGISA Fall Conference.
- Installed HVAC at IT Mobile Unit.
- Resolved IVR issues in Inspections.
- Resolved email archive issues.

2023	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG	TOTAL
Tickets Opened	825	719	842	692	730	689	710	722	694	847			747	7470
Tickets Closed	776	840	805	694	694	778	746	701	693	769			750	7498
Open Tickets	433	312	349	347	383	294	258	279	280	358			329	

2022	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG	TOTAL
Tickets Opened	379	353	430	362	451	503	562	523	624	749	663	656	521	6,255
Tickets Closed	310	304	466	398	392	540	464	548	590	686	689	795	515	6,182
Open Tickets	474	523	487	451	510	473	571	546	580	643	617	478	529	

INSPECTIONS
Oct 2023
Prepared By: Allen Anderson, Jr.
Date Prepared 11/07/23

The valuation of all permits issued (Residential, Commercial, & Miscellaneous) for October totaled $19,510,979. New Residential permits are included in this valuation. Significant projects this month: Villas at Adair Place Apts. At $7.8M, Express Car Wash at $2M, Food Lion remodels at $1M and 16 new single-family dwellings at $3.5M.

The valuation of all buildings (Residential & Commercial) permits totaled $16,089,052. Miscellaneous permits (plumbing, mechanical, electrical, fire, etc.) are not included.

All permit fees collected for the month totaled $97,938. Of the permit fees collected for the month, $5,160 was collected in technology fees. Plan review fees collected during the month totaled $5,305. Business Registration fees collected totaled $1,640.

The Inspectors did a total of 887 inspections for the month. During the month of October, four (4) business inspections were completed. A total of 364 permits were issued for the month. One hundred and ten (110) plan reviews were completed for October.

2023	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	**Avg**
All Permit Valu. $ (M)	$7.7	$43.8	$23.8	$9.2	$10.4	$7.6	$36.5	$59.7	$11.8	$19.5			$23.0
All Bldgs Valu. $ (M)	$3.5	$42.1	$6.3	$5.0	$6.7	$5.3	$25.8	$48.6	$7.7	$16.1			$16.7
New Residential $ (M)	$1.5	$652K	$2.8	$2.6	$4.1	$2.9	$4.3	$3.5	$1.4	$3.5			$2.7
Misc $ (M)	$4.2	$1.7	$17.5	$4.2	$3.7	$2.3	$10.7	$11.2	$4.2	$3.4			$6.3
Permit Fee $ (K)	$31	$40	$65	$39	$50	$35	$61	$81	$53	$98			$55
Inspections	511	517	626	542	717	781	709	747	827	887			686
Permits Issued	287	413	347	414	333	348	359	463	366	364			369
Plan Reviews	49	35	49	53	83	58	75	74	107	110			69
2022	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	**Avg**
All Permit Valu. $ (M)	$3.9	$11.1	$5.4	$6.7	$5.1	$9.6	$17.8	$6.5	$9.7	$10.7	$8.6	$5.6	$8.4
All Bldgs Valu. $ (M)	$2.1	$9.1	$3.9	$5.0	$2.4	$7.6	$15.4	$3.3	$6.5	$9.4	$6.4	$2.3	$6.1
New Residential $ (M)	$813K	$3	$472K	$4.4	$341K	$1.3	$0	$300K	$3.1	$1.1	$1.1	$1.1	$1.4
Misc $ (M)	$1.8	$2	$1.4	$1.7	$2.7	$2.0	$2.4	$3.2	$3.1	$1.3	$2.3	$3.3	$2.3
Permit Fee $ (K)	$39	$43	$43	$35	$43	$41	$36	$48	$43	$42	$33	$29	$40
Inspections	460	551	654	614	584	730	531	661	621	587	836	512	612
Permits Issued	258	281	288	281	336	344	253	306	488	306	288	208	303
Plan Reviews	38	66	79	39	45	48	58	56	74	57	33	23	51

PARAMOUNT
October 2023
Prepared by: Adam Twiss
Date Prepared 11/13/2023

----------PARAMOUNT THEATRE----------

- **October activity included 22 rental/use days, including 11 public performances.**
  - Notable Activity:
    - CST Little Shop of Horrors
    - PPAS Reluctant Dragon
    - Arts Council Steven Baddour Benefit Concert to support young musicians
    - Circus on Ice
    - Literacy Connection – Reading Between the Wines
    - The Rocky Horror Picture Show Event
    - Stage Struck Wizard of Oz
- **October cancelled/rescheduled programming includes 2 days, 0 public performances**
- **Repairs and Maintenance:**
    - Façade Elements removed, treated, and reattached by TA Loving
    - Essential HVAC mini-splits improved through relocation of units
    - Wheelchair lift – To be revisited in 2024.
    - Sound System repair and upgrade – Foundation to fund.
    - Roofing and HVAC system investigated for source of minor interior water damage.
    - Fire/sprinkler/alarm inspections complete, minor issues being followed-up

----------FINANCIAL----------

Expenses: $62,732: Labor: $31,762 / Operations: $7,227 /Artist and Renter box office Payout: $23,743
Revenues: $31,322: Tickets: $12,640 / Building Rentals: $15,665 / Concession: $3017

	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	FY 24 Total	Average
Exp	$25,165	$64,018	$37,664	$62,732									$189,579	$47,395
Rev	$15,366	$13,492	$19,419	$31,322									$79,599	$19,900
	Jul-22	**Aug-22**	**Sep-22**	**Oct-22**	**Nov-22**	**Dec-22**	**Jan-23**	**Feb-23**	**Mar-23**	**Apr-23**	**May-23**	**Jun-23**	**FY 23 Total**	**Average**
Exp	$47,039	$34,677	$52,943	$64,232	$38,325	$149,481	$63,274	$46,490	$66,591	$75,399	$100,423	$110,336	$849,210	$70,768
Rev	-$867	$9,685	$27,448	$27,531	$54,098	$99,030	$49,176	$12,457	$67,200	$47,572	$77,666	$71,398	$542,394	$45,200

Parks & Recreation/Golf Course/Goldsboro Event Center
October 2023
Prepared By: Felicia Brown
Date Prepared – 11/08/23

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- Our Bryan Multi-Sports Complex (MSCX) was used as a site for several high school cross country meets in October – **250 participants**
- Specialized Recreation reserved the Gym at WA Foster Center for basketball shooting – **18 participants**
- Goldsboro Event Center (GEC) hosted eleven (11) events during October – **960 guests** and six (6) City of Goldsboro events – **355 guests**
- The Ballroom at the GEC has been painted and the plumbing repairs at the GEC have been completed
- Specialized Recreation hosted a Karaoke Day at T.C. Coley Community Center on October 10th – **48 participants**
- Staff at the GEC had to turn away **27 patrons** due to dates already being booked
- Senior Card Group Play at T.C. Coley Community Center – **159 participants**
- Parks and Recreation Staff along with Travel and Tourism Staff hosted the NC USTA Singles League State Championship held October 5th – 8th; tennis courts in Wayne, Greene, and Lenior counties were utilized – **115+ teams**
- Youth Karate Program at WA Foster Center in October – **113 participants**
- Attendance in our Youth and Adult Game Rooms at WA Foster Center – **407 visitors**
- Gym Open Play at WA Foster Center for Adults and Youth during October – **689 participants**
- Specialized Recreation participants played Loteria (Mexican Bingo) on October 31st – **48 participants**
- Park Maintenance Staff continue to clean the park restrooms and the restrooms at the HUB daily
- Park Maintenance Staff continue to tend to the landscaping on Center Street
- As of July 2021, expenditures at all locations on the following report now reflect ALL STAFF associated with/assigned to that location – Full-time staff, Part-time staff, and Seasonal staff

2023	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
Goldsboro Event Center													
Rental Revenue	$21,154	$17,487	$22,241	$18,705	$11,441	$11,359	$12,152	$30,435	$9,465	$9,609			$16,405
Facility Usage	1250	1975	1802	3225	2065	2165	2016	2536	1921	1315			2027
Expenditures	$6,742	$8,122	$7,537	$6,475	$13,627	$17,384	$8,527	$9,749	$14,049	$22,354			$11,457
W. A. Foster Recreation Center													
Program Revenue	$2,860	$2,977	$2,195	$1,170	$1,165	$14,570	$825	$230	$1,210	$1,180			$2,838
Rental Revenue	$948	$1,827	$2,918	$1,088	$625	$308	$2,195	$603	$1,085	$1,695			$1,329
Facility Usage	2633	1632	2022	2651	2983	1546	2077	1942	2013	2935			2243
Expenditures	$6,989	$12,076	$12,603	$11,993	$8,585	$26,741	$19,668	$17,541	$10,287	$10,179			$13,666
T. C. Coley Community Center													
Program Revenue	$497	$1,130	$539	$280	$250	$167	$211	$237	$200	$164			$368
Rental Revenue	$1,890	$720	$450	$450	$450	$1,015	$1,015	$80	$490	$710			$727
Facility Usage	197	73	170	193	210	154	177	197	175	314			186
Expenditures	$1,874	$1,379	$2,203	$3,934	$6,644	$14,466	$6,706	$9,164	$6,005	$6,258			$5,863
Specialized Recreation													
Program Revenue	$0	$0	$0	$0	$0	$36	$18	$0	$0	$0			$5
Rental Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0			$0
Facility Usage	190	182	98	98	45	74	166	184	134	373			154
Expenditures	$7,618	$8,447	$6,350	$6,729	$7,462	$11,736	$8,627	$5,612	$4,477	$5,627			$7,269
Senior Programs & Pools													
Program Revenue	$0	$185	$0	$140	$11	$4,082	$8,749	$3,408	$930	$0			$1,751
Rental Revenue	$0	$0	$0	$0	$0	$400	$875	$700	$774	$0			$275
Facility Usage	166	251	295	210	212	2383	2720	2025	175	164			860
Expenditures	$3,749	$5,489	$4,688	$3,818	$5,927	$20,543	$21,611	$15,760	$5,088	$1,245			$8,792
Athletics, Field & Picnic Shelters, Bryan MSCX													
Program Revenue	$65	$32,120	$23,050	$1,142	$5,780	$2,565	$45	$25,540	$1,605	$5,000			$9,691
Rental Revenue	$6,136	$0	$85	$0	$900	$0	$0	$1,950	$450	$350			$987
Facility Usage	17550	19750	21900	22350	36285	21222	14380	15290	20025	25168			21392
Expenditures	$4,917	$9,557	$10,461	$10,886	$10,456	$33,132	$7,678	$14,900	$12,629	$64,318			$17,893
Golf Course													
Revenues	$37,930	$32,709	$55,850	$48,454	$56,560	$73,812	$61,821	$63,590	$57,788	$52,418			$54,092
Expenditures	$63,976	$35,563	$52,218	$36,482	$53,315	$60,208	$31,528	$83,528	$46,397	$56,788			$52,000
Rounds of Golf	1200	1592	2788	1941	2309	2120	2110	2076	2153	1825			2011
Net	-$26,046	-$2,854	$3,632	$11,972	$3,245	$13,603	$30,293	-$19,938	$11,391	-$4,370			$2,093
Special Events													
Revenues / Sponsorships	$0	$2,000	$0	$0	$1,600	$1,730	$1,659	$0	$0	$285			$727
Participation	0	200	70	152	160	101	101	0	0	42			83
Expenditures	$18	$911	$511	$94	$3,170	$2,194	$1,551	$0	$0	$1,443			$989
TOTAL REVENUE	$71,480	$91,155	$107,328	$71,429	$78,782	$110,044	$89,565	$126,773	$73,997	$71,411			$89,196
TOTAL EXPENSES	$95,883	$81,544	$96,571	$80,411	$109,186	$186,404	$105896	$156,254	$98,932	$168212			$117,929

TOTAL REVENUE FOR THE YEAR	$891,964
TOTAL EXPENSES FOR THE YEAR	$1,179,293

2022	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	AVG
Herman Park Recreation Center													
Program Revenue	$1,910	$520	$720	$978	$2,050	$27,880	$3,200	$1,190	$720	$1,710	$1,505	$990	$3,614
Rental Revenue	$735	$1,475	$1,530	$2,350	$520	$1,366	$1,013	$1,895	$0	$0	$450	$450	$982
Facility Usage	250	189	243	188	159	1475	470	224	286	468	390	292	386
Expenditures	$7,135	$5,287	$6,294	$6,126	$5,142	$8,344	$17,670	$8,333	$4,855	$5,048	$4,652	$4,485	$6,948
WA Foster Recreation Center													
Program Revenue	$895	$295	$505	$430	$2,453	$3,750	$1,475	$1,185	$1,108	$1,258	$563	$1,952	$1,322
Rental Revenue	$900	$2,820	$1,800	$3,058	$2,163	$1,653	$2,950	$1,025	998	$1,238	$513	$1,377	$1,625
Facility Usage	1595	1565	1565	2051	1814	2495	2268	2814	1825	1719	1579	2325	1779
Expenditures	$18,218	$18,684	$16,911	$16,186	$12,952	$13,819	$29,738	$15,471	$8,798	$11,022	$9,556	$10,764	$15,177
T.C. Coley Community Center													
Rental Revenue	$518	$450	$518	$518	$880	$948	$525	$698	$855	$585	$585	$585	$639
Expenses	$1,848	$0	$0	$0	$80	$0	$100	$0	$0	$42	$0	$357	$202
Specialized Recreation													
Program Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	0	$39	$0	$3
Rental Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Facility Usage	95	119	152	58	360	220	203	211	222	230	160	123	179
Expenditures	$5,865	$5,592	$5,921	$5,620	$4,039	$4,761	$6,253	$2,946	$2,064	$10,867	$11,985	$6,856	$6,064
Senior Programs & Pools													
Program Revenue	$105	$105	$105	$105	$1,807	$8,484	$4,936	$2,594	$190	$190	$462	$190	$1,606
Rental Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Facility Usage	232	376	375	1013	1243	3492	3287	1870	268	256	194	271	1073
Expenditures	$1,027	$2,257	$1,874	$1,722	$2,437	$11,092	$37,817	$30,044	$13,284	$5,555	$3,114	$5,234	$9,621
Athletics, Field & Picnic Shelters, Bryan MSCX													
Program Revenue	$5,555	$16,145	$10,338	$3,319	$19,384	$2,790	$3,155	$27,200	$27,200	$2,990	$7,460	$1,362	$10,575
Field / Shelter Rental $	$0	$0	$0	$150	$75	$0	$0	$0	$0	$0	$0	$300	$44
Facility Usage	10673	14935	23858	29346	44914	36785	11450	13125	13125	23100	23000	13425	21478
Expenditures	$22,418	$15,209	$16,761	$19,436	$34,794	$10,597	$16,635	$11,609	$9,099	$8,745	$13,479	$5,587	$15,364
Golf Course													
Revenues	$15,988	$33,437	$50,876	$63,756	$68,934	$61,883	$51,301	$56,058	$50,749	$58,366	$34,376	$26,979	$47,725
Expenditures	$31,667	$37,653	$43,486	$35,649	$38,279	$49,110	$57,300	$80,153	$43,513	$41,316	$34,791	$43,762	$44,723
Rounds of Golf	433	1296	1724	2502	1936	1976	1816	1401	1291	1699	1120	541	1478
Net	-$15,680	-$4,216	$7,390	$28,107	$30,655	$12,773	-$5,999	-$24,100	$7,236	$17,051	-$415	-$16,782	$3,002
Special Events													
Revenues / Sponsorships	$0	$0	$0	$0	$0	$1,975	$0	$0	$300	$370	$0	$0	$220
Participation	0	0	0	1600	0	110	0	0	75	766	0	5000	629
Expenditures	$2,013	$110	$110	$285	$0	$1,599	$0	$0	$472	$472	$0	$1,861	$577
TOTAL REVENUE	$26,606	$55,247	$66,392	$74,664	$98,266	$110,729	$68,555	$91,845	$81,122	$66,707	$45,952	$34,185	$820,269
TOTAL EXPENSES	$90,191	$84,792	$91,357	$85,024	$97,723	$99,322	$165,513	$148,556	$82,085	$83,067	$77,577	$78,905	$1,184,112
TOTAL REVENUE FOR THE YEAR				**$820,269**									
TOTAL EXPENSES FOR THE YEAR				**$1,184,112**									

**Expenditures include part-time labor cost, facility operational cost, and full-time labor cost. Not included in expenditures is loan/bond payments and electricity for the areas except for our Golf Course. All these costs are included in our Golf Course Expenditures.

PLANNING
October 2023
Prepared By: Nya Watson
Date Prepared: November 14, 2023

Planning staff reviewed and signed off on all commercial and residential building and sign permits. Staff continues to prepare for upcoming meetings and has overseen contracted projects for the ADA Transition Plan, a marketing contract for GWTA and landscaping maintenance for Welcome to Goldsboro signs and enhancement areas. Staff continues compliance with the NCGS Legislative 160D updates. On-going projects include tree and stump removal, preparation of transportation-related documents and preparation of case reports.

2023

2023	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total	Average
Planning Dept.														
Staff Level														
Site Plans	4	0	1	3	5		11			9				
Subdivison	3	2	1	3	0	0	2			1				
Planning/City Council														
Rezonings	3	2	1	2	3	4	1			2				
Special Use	1	3	1	0	2	2	1			0				
Annexation	1	0	0	0	0	0	0			0				
Home Occupation	1	0	0	0	0	1	0			2				
Historic District Commission														
Commission Review	0	3	2	2	3	3	2			0				
Staff Review	0	0	2	2	1	2	2			0				
UDO Violations														
Notice of Violations				4	10	0	0			2				
Violations with Payments				1	0	0	0			0				
Code Enforcement														
Notice of Violations (Require Lot Cut)	0	0	0	0	38					14				
Notice of Violations (Total NOV's Issued)				119	125					9				
Grass Cutting Payments to Contractor	$0.00	$0.00	$0.00	$0.00	$2,600					$2,295				
Unsightly Lot Payments to Contractor				$490.00	$4,600									
Tagged Vehicles	0	1	0	3	4					5				
Illegal Signs Removed	56	102	222	156	333					38				
Bags of Litter Picked Up	128	303	189	271	189					260				

2022

2022	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Total	Average
Planning Dept.														
Staff Level														
Site Plans	0	0	3	4	0	6	2	3	1	5	3	0	27	2
Subdivison	0	0	2	2	0	4	0	1	1	0	1	0	11	1
Planning/City Council														
Rezonings	0	2	4	3	5	2	1	3	2	2	3	1	28	2
Special Use	3	1	0	1	2	1	3	3	2	2	3	0	21	2
Annexation	-	-	-	-	-	-	-	-	-	-	1	1	2	0
Historic District Commission														
Commission Review	1	1	1	0	2	0	3	1	0	1	1	2	13	1
Staff Review	1	2	1	2	1	1	2	1	0	0	2	0	13	1
Code Enforcement														
Grass Cutting # Lots	0	0	0	0	0	85	79	47	64	55	28	4	362	45
Grass Cutting Payments	$0.00	$0.00	$0.00	$0.00	$0	$0	$4,565	$2,755	$3,675	$2,924	$1,435	$ 784.00	$16,138	$2,017
Tagged Vehicles	48	25	18	13	3	7	9	6	15	18	3	12	177	15
Illegal Signs Removed	56	92	102	202	88	127	266	79	96	45	29	36	1218	102
Bags of Litter Picked Up	202	165	222	286	198	400	326	422	332	247	114	208	3122	260

GOLDSBORO POLICE DEPARTMENT
October 2023
Prepared By: Michael D. West
Date Prepared: November 6, 2023

Total Part I Crimes (Homicide, Rape, Robbery, Aggravated Assault, Burglary, Larceny, Motor Vehicle Theft, and Arson) for October 2023 was 224, compared to 211 for October 2022.

Property with an estimated value of $344,803 was reported stolen, while property with an estimated value of $178,086 was recovered and property damaged was $28,256.

Officers arrested 68 people and issued 244 citations during the month. There were 5 drug-related charges.

There were 6 report(s) of assault(s) on officer(s).

Revenue collected for October 2023 included:

Police Reports	$ 500.00
Fingerprints	$ 50.00
Special Events	$ 300.00
Total	$ 850.00

PART I CRIME COMPARISON & TREND														
2023	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	**Total**	
OFFENSE														
Homicide	0	0	1	2	2	0	0	0	0	3			8	
Rape	0	2	1	2	0	0	0	0	0	0			5	
Robbery	2	1	4	1	5	4	2	6	4	4			33	
Aggravated Assault	15	17	26	16	20	17	23	23	22	22			201	
Breaking & Entering	22	16	12	18	29	24	30	28	27	25			231	
Larceny	112	88	110	114	160	148	135	162	131	153			1313	
Motor Vehicle Theft	10	10	16	12	9	9	23	22	16	16			143	
Arson	0	0	0	0	1	0	0	0	2	1			4	
TOTALS	161	134	170	165	226	202	213	241	202	224			1938	
2022	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	**Total**	
OFFENSE														
Homicide	0	1	2	0	0	2	0	0	1	0	0	1	7	
Rape	1	2	1	3	1	1	1	1	2	0	3	3	19	
Robbery	1	2	6	3	5	3	8	2	2	2	5	2	41	
Aggravated Assault	11	12	20	31	27	20	20	19	25	16	13	13	227	
Breaking & Entering	25	19	18	26	19	28	24	16	24	17	10	10	236	
Larceny	92	86	95	118	94	117	106	127	103	162	102	112	1314	
Motor Vehicle Theft	6	6	7	5	15	21	9	7	9	14	15	6	120	
Arson	0	1	0	1	0	0	0	0	0	0	0	0	2	
TOTALS	136	129	149	187	161	192	168	172	166	211	148	147	1966	

PUBLIC UTILITIES DEPARTMENT
October 2023
Prepared By: Robert Sherman
Date Prepared: November 13, 2023

Water Treatment Plant

- The Water Treatment Plant operations are proceeding smoothly.
  - Currently implementing Capital Projects for the replacements of the ATSs at the WTP and at the NRPS.
  - The Water Treatment Plant is fully staffed and certified

Water Reclamation Facility

- The Water Reclamation Facility (WRF) operations have been performing well. The average daily flow for October is 7.27-MGD. The yearly average flow for the WRF is 8.70-MGD. This puts the WRF at 61% capacity.
  - All the city's 26 pump stations are operating well. No major issues to report.
  - Capital projects**: Replacement of the underdrain system for Sand filter #2 is in progress,** Generator at Westbrook L/S**,** and Upgrade of the Public Utilities Telemetry System Replace Transfer Switches at the Neuse River Pump Station and WTP, Replace **Bulk Storage Tank at the WRF is in progress**, Construction of Bay 8 enclosure at the Compost Facility and Replace flow meters at the WTP.
  - WRF Is Currently fully staffed with 4 uncertified operators. All scheduled to test for certification in December.
  - Ash St. Lift Station upgrade with MOPCO is in service. River Bend Lift Station construction has started. The River Bend lift station will replace Big and Little Cherry lift stations.

Compost Facility

- One thousand four hundred and thirty-two cubic yards of compost and mulch were sold in October 2023.
- 1 Compost operator with no Class B driver's license, but the Compost Facility is fully staffed.

Historical data for water and sewer volumes are in million gallons per day (MGD) and are average daily flows for each month.

2023 MGD	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Yearly Average
Water*	5.82	5.80	6.32	5.35	5.58	6.76	6.29	6.30	6.04	6.10			6.04
Sewer**	7.23	9.94	7.81	9.94	8.64	7.87	9.69	8.82	9.76	7.27			8.70
Compost	163	358	835	1509	888	866	822	845	226	1432			794

*Water permit- 14.0 MGD; **Wastewater permit- 14.2 MGD

2022 MGD	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Yearly Average
Water*	5.608	5.487	5.60	5.53	5.91	6.15	6.304	6.330	6.254	5.97	5.80	6.086	5.92
Sewer**	9.15	9.32	8.63	7.86	7.57	6.56	7.85	7.34	7.05	6.99	6.48	6.67	7.62
Compost	165	972	663	1,287	995	278	419	204	491	619	830	262	599

*Water permit- 14.0 MGD; **Wastewater permit- 14.2 MGD

GOLDSBORO
BE MORE DO MORE SEYMOUR
North Carolina

Public Works Department
October 2023
Prepared by: Jamie Stanley
Date Prepared: 9 November 2023

Monthly Highlights

Buildings & Grounds: Buildings & Grounds: Christmas lights have consumed a majority of man hours, checking and changing GFCI outlets at trees, outlets on light poles for wreaths, outlets for overhead swags, trimming trees on Center, preparing lights, and hanging lights in Center Street trees. Also completed the replacement of Water Tower lights.

Distribution & Collections: Call duty responded to 14 after hour calls--total of 27 hours. Completed 99 work orders. Mowed all outfalls and now mowing walking trails.

Streets & Stormwater: Repaired 5 Utility cuts totaling 35.2SY and 153 potholes, 19 trees in roadway, 252 SY concrete sidewalk. 15,566 LF of small ditches cleaned, swept 300 curb miles, Jet Rod 1,950 LF storm pipe, cleaned 3 Manholes and 9 Catch Basins, 0 Hours of Call Duty and 5 dirt streets repaired.

Departments		2023 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	AVG
Distribution & Collections	Utility Line Maint (1000-ft)	10.7	17.6	11.3	9.8	19.0	20.0	24.5	20.7	16.4	19.2			16.9
	Lines Camera'd (1000-ft)	1.6	5.2	3	3.3	4.6	3.7	2.5	3.4	2.0	1.1			3.0
	Water Repairs	30	22	23	24	31	16	21	23	17	29			23.6
	Sewer Repairs	12	12	18	16	24	10	17	24	11	13			15.7
	Hydrants Replaced/Fixed	12	3	5	3	2	3	5	1	1	3			3.8
	Meter Install/Changed	3	5	8	5	4	8	6	4	7	6			5.6
Bldg & Grounds	Radio, Electrical, Bldg	49	61	63	33	44	39	39	28	42	27			42.5
	ROW Mowing (ac)	0	0	0	61	91	82	97	104	51	10			49.6
	City-Owned Lots Mowing (ac)	0	15	69	75	276	102	67	103	166	60			93.3
Garage	Total Work Orders	249	207	265	245	279	213	228	232	228	230			237.6
	Total Fuel Cost (x1000)	$ 79	$ 74	$ 76	$ 75	$ 86	$ 77	$ 87	$ 92	$ 79	$ 74			79.9
Solid Waste	Refuse (x1000 tons)	1.08	0.91	1.10	0.98	1.08	1.03	1.11	1.14	1.04	1.07			1.053
	Recyclables (tons)	0	38	0	37	71	56	39	13	23	0			27.8
	Leaf-n-Limbs (x1000 tons)	0.9	0.8	0.6	0.6	0.5	0.5	0.4	1.0	0.7	0.7			0.647
Cemetery Funerals		5	4	5	5	4	0	1	1	3	5			3.3
Street & Storm	Utility Cut Repairs	9	8	23	17	32	20	15	25	11	5			16.5
	Pot Hole Repairs	70	65	105	145	113	110	88	40	34	153			92.3
	Streets Swept (miles)	49.7	102	170.8	130.2	190	196.5	229.2	275.9	277	300			192.1
	Pipe&Open Ditch Maint(1000-ft)	4.05	2.07	2.16	2.43	0.00	0.40	0.38	1.95	1.29	4.1			1.9
	Ditch mowing (1000-ft)	0.00	2.85	0.00	0.00	50.48	7.91	3.68	11.80	18.41	15.56			11.1
	Storm Pipe Repairs	1	3	1	7	4	0	3	1	1	3			2.4
2022														
Distribution & Collections	Utility Line Maint (1000-ft)	9.1	4.7	9.0	14.8	12.9	15.3	37.1	31.0	4.5	5	11.9	6.4	13.5
	Lines Camera'd (1000-ft)	2.3	1.9	2.2	1.9	3.5	7.1	3.0	4.1	4.1	3.5	4	2.4	3.3
	Water Repairs	33	37	25	26	19	27	25	24	14	25	26	21	25.2
	Sewer Repairs	20	19	20	14	25	17	28	11	12	6	18	6	16.3
	Hydrants Replaced/Fixed	2	2	2	1	8	3	2	32	3	5	10	6	6.3
	Meter Install/Changed	12	27	16	6	12	15	4	8	5	5	8	6	10.3
Bldg & Grounds	Radio, Electrical, Bldg	41	53	42	35	38	48	46	41	29	29	38	34	39.5
	ROW Mowing (ac)	32	15	55.5	74.2	92.8	65.6	90.6	53.3	96.8	38.5	0	0	51.2
	City-Owned Lots Mowing (ac)	0	10	39.2	84	195.9	226.7	147.5	165.7	86.8	11	0	0	80.6
Garage	Total Work Orders	295	200	257	212	224	244	227	253	219	232	204	165	227.7
	Total Fuel Cost (x1000)	$ 49	$ 48	$ 57	$ 52	$ 117	$ 141	$ 112	$ 111	$ 98	$ 93	$ 89	$ 70	86.4
Solid Waste	Refuse (x1000 tons)	1.07	0.91	1.11	0.98	1.04	1.09	0.96	1.16	0.97	0.81	0.91	1.05	1.0
	Recyclables (tons)	20	38	0	0	0	0	0	41	68	87	51	55	30.0
	Leaf-n-Limbs (x1000 tons)	0.6	0.5	0.5	0.5	0.5	0.9	0.5	0.4	0.5	0.6	0.6	0.8	0.6
Cemetery Funerals		4	5	4	2	2	5	4	3	2	3	8	5	3.9
Street & Storm	Utility Cut Repairs	0	36	23	16	13	9	17	16	9	15	14	0	14.0
	Pot Hole Repairs	65	51	116	14	56	15	33	57	23	16	16	39	41.8
	Streets Swept (miles)	78.2	156.1	177.2	127.8	166.28	191	133.9	209.2	152.3	138.4	69.2	63.4	138.6
	Pipe&Open Ditch Maint(1000-ft)	0.14	0.00	3.00	0.00	0.20	0.31	0.13	0.02	0.44	0	0.2	0.2	0.4
	Ditch mowing (1000-ft)	0.00	0.40	0.00	0.00	19.28	44.50	9..43	31.60	17.38	20.04	3.08	0.00	12.4
	Storm Pipe Repairs	6	2	2	2	3	3	1	7	3	1	4	1	2.9

Travel and Tourism
October 2023
Prepared by: Amanda Justice, Candace Clarkson and Amber Herring
Date Prepared: 11/6/2023

- Total hotel revenue generated in September was $2,184,326 which is down 3.3% YOY. October revenue has not yet released.
- Sessions increased 82% and the average session duration increased 16%, compared to August. Compass Media compressed over 200 images on our site and updated our wordpress plugins in an effort to speed up loading times.
- Visitors Guide Photo Shoot with Lynn Advertising – 10/17-10/18
- Monthly GTC/TDA Meeting
- Zoom Call with Phenom Sports regarding the Football Tournament in November
- AJGA Meeting at Lane Tree-10/24
- Amanda attended Freedom Fest post meeting – 10/19

City Occupancy Tax Collections

September figures have not been released

	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	YTD	Average
2023-24	$90,771	96,122	$82,030											**$89,641**
2022-23	$77,698	$88,942	$92,884	$105,264	$98,050	$90,136	$70,276	$64,615	$81,123	$88,849	$86,324	**$100,063**	**$1,044,224**	**$87,018**

Downtown Lights Up! Memo

To: City of Goldsboro

From: Downtown Development

Due to the likelihood of rain on the original date for Downtown Lights Up, 21st, we are requesting that Downtown Lights Up street closure gets altered to reflect Tuesday November 28th. In the unfortunate event of bad weather on the rain date, we are requesting that the Downtown Lights Up street closure be moved to Wednesday November 29th. Upon receipt of this memo the Downtown Development Department requests approval by city council of both rain dates.

Item ~~K~~ L

CITY OF GOLDSBORO
AGENDA MEMORANDUM
NOVEMBER 20, 2023 COUNCIL MEETING

SUBJECT: 2023 NC State Appropriations Act Funding Allocation

BACKGROUND: The NC State Appropriations Act of 2023 appropriated to the City of Goldsboro: $5M for water and wastewater infrastructure from the Clean Water and Drinking Water Reserve; $2M for the Big Ditch restoration and stabilization from the State Emergency Response and Disaster Relief Fund; and $2M for a directed grant from the Regional Economic Development Reserve.

DISCUSSION: The NC Department of Commerce awarded $22M to the Wayne County Development Alliance (WCDA) for utility infrastructure that enables Mount Olive Pickle Company manufacturing in the City of Goldsboro. The $5M for water and wastewater infrastructure will complete the final phase of this project. All associated water and wastewater infrastructure will be accepted and owned by the City.

The $2M for the Big Ditch will pay for the City's 25% match of a $7.5M project that was presented to Council on November 6, 2023, by the NC State University Coastal Dynamic Design Lab.

Council decided at the November 6, 2023, Council meeting that $375K of the unspecified $2M directed grant would be appropriated to stabilize Goldsboro Union Station (GUS) if Wayne County made a similar commitment and a local non-profit organization matched the City and County commitment. It is requested that Council allocate the remaining $1.625M for a portion of the Public Safety Complex repairs estimated to cost between $2M to $3M.

RECOMMENDATION: It was recommended that Council adopt the attached resolution in support of allocating NC State Appropriations Act of 2023 funding for the City of Goldsboro.

Date: 11/13/23

Timothy M. Salmon, City Manager

RSOLUTION NO. 2023- 90

A RESOLUTION IN SUPPORT OF ALLOCATING NC STATE APPROPRIATIONS ACT OF 2023 FUNDING FOR THE CITY OF GOLDSBORO

WHEREAS, the NC State Appropriations Act of 2023 appropriated to the City of Goldsboro: $5M for water and wastewater infrastructure from the Clean Water and Drinking Water Reserve; $2M for the Big Ditch restoration and stabilization from the State Emergency Response and Disaster Relief Fund; and $2M for a directed grant from the Regional Economic Development Reserve; and

WHEREAS, the NC Department of Commerce awarded $22M to the Wayne County Development Alliance (WCDA) for utility infrastructure that enables Mount Olive Pickle Company manufacturing in the City of Goldsboro. The $5M for water and wastewater infrastructure will complete the final phase of this project. All associated water and wastewater infrastructure will be accepted and owned by the City; and

WHEREAS, the $2M for the Big Ditch will pay for the City's 25% match of a $7.5M project that was presented to Council on November 6, 2023, by the NC State University Coastal Dynamic Design Lab; and

WHEREAS, Council decided at the November 6, 2023, Council meeting that $375K of the unspecified $2M directed grant would be appropriated to stabilize Goldsboro Union Station (GUS) if Wayne County made a similar commitment and a local non-profit organization matched the City and County commitment. Council supports allocating the remaining $1.625M for a portion of the Public Safety Complex repairs estimated to cost between $2M to $3M.

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and City Council of the City of Goldsboro, North Carolina, that the Goldsboro City Council is in support of allocating the NC State Appropriations Act of 2023 funding for the City of Goldsboro as stated above.

This Resolution shall be in full force and effect from and after this 20th day of November, 2023.

David Ham, Mayor

Attested by:

Laura Getz, City Clerk