Wayne County, North Carolina
Board of Commissioners

November 21, 2023
224 E. Walnut Street
Courthouse 4th Floor
Goldsboro, NC 27530

MINUTES

8:00 A.M. AGENDA BRIEFING

During the scheduled briefing and prior to the regularly scheduled meeting, the Board of Commissioners held an advertised briefing session to discuss the items of business on the agenda.

The briefing began at 8:03 a.m. with County Manager Chip Crumpler reviewing the agenda. Mr. Crumpler requested to add #10 under Consent Agenda - *Motion to award the Wayne County EMS Collection Agency Bid Award to Bull City Financial Solutions, Durham, NC.*

Finance Director Angie Boswell reviewed the budget amendments.

Procurement Specialist Mandy Trujillo reviewed the Janitorial and Chemical Contract.

EMS Director Dave Cuddeback reviewed the Collection Agency Bid.

Members Present: Barbara Aycock, Chairwoman; Chris Gurley, Vice-Chairman; George Wayne Aycock, Jr.; Joe C. Daughtery; Freeman Hardison, Jr.; and Antonio Williams.

CALL TO ORDER - Chairwoman Barbara Aycock

The Wayne County Board of Commissioners met on Tuesday, November 21, 2023, at 9:04 a.m. in the Commissioners Meeting Room in the Wayne County Courthouse Annex, Goldsboro, North Carolina, after due notice thereof had been given.

Members present: Barbara Aycock, Chairwoman; Chris Gurley, Vice-Chairwoman;George Wayne Aycock, Jr.; Joe C. Daughtery; Bevan Foster; Freeman Hardison, Jr.; and Antonio Williams.

Members absent: None

INVOCATION - Commissioner Bevan Foster

Upon invitation by Commissioner Bevan Foster, Pastor Elliott gave the invocation.

PLEDGE OF ALLEGIANCE - Commissioner Bevan Foster

Commissioner Bevan Foster led the Board of Commissioners in the Pledge of Allegiance to the Flag of the United States of America.

APPROVAL OF MINUTES

1. Motion to Approve the November 7, 2023 Minutes.

Upon motion of Commissioner Antonio Williams, the Board of Commissioners unanimously approved the November 7, 2023 minutes.

DISCUSSION/ADJUSTMENT OF AGENDA

2. Motion to Approve the (Adjusted) Agenda for November 21, 2023.

Upon motion of Commissioner George Wayne Aycock, Jr., the Board of Commissioners unanimously approved the Adjusted Agenda for November 21, 2023.

SPECIAL PRESENTATIONS

3. Employee Anniversary Pins

County Manager Chip Crumpler and Assistant County Manager Ginger Moore presented Employee Anniversary Pins and gifts to those employees in attendance.

4. Presentation by the Save Union Station Group.

Julie Metz gave a presentation on Saving Union Station in downtown Goldsboro, and handed out packets, attached hereto as Attachment A. Ms. Metz answered questions from the board and introduced members of the local advocacy committee present at the meeting. She asked the County to match the $375,000 pledged by the City of Goldsboro. The City's funding comes from an existing grant and the County's funds would have to be found in the budget. Additionally, the $750,000 would be matched by private investors to reach the $1.5 million needed to stabilize Union Station.

Vice-Chairman Chris Gurley asked questions about cost estimates and engineering reports. Ms. Metz stated multiple engineering reports had been completed since 2007, with the latest in 2020. She stated the funding for the roof replacement in 2019 did not fully replace the roof due to issues with existing clay tiles. Mr. Gurley asked if rail service existed fully from Wilmington to Goldsboro and she said a 21-mile stretch between Castle Haynes and Wallace was missing.

Commissioner Bevan Foster said he believed they were "putting the cart before the horse" by not having confirmation of the project being approved by the USDOT or the rail service. Ms. Metz said if the federal rail administration did not choose Goldsboro for the study or improvements, the property could be used for public or private use or turned over to the NCDOT for future passenger rail. Mr. Foster countered that if the federal government has $200 billion for the projects nationwide, they will choose to put the rail services here if deemed viable. He said he believes the money from the county could be used better elsewhere. Ms.Metz said without the improvements, the community was "not making good on their promises from years ago." She said this would not look favorable to the federal administration. She added, the funds available in 2007 "went away", not allowing the City of Goldsboro to follow through with their promises.

Commissioner Antonio Williams discussed his meetings with NCDOT regarding passenger rail to and from Goldsboro and said he wanted the County to support the project. He also discussed meetings with legislators and rail

representatives in Washington, D.C.

Commissioner Joe C. Daughtery asked Ms. Metz about past funding and grants, as well as past budgets for the repairs. He pointed out the City is using grant funding and said the board needs to review reports to see what the investment is for and needs time to discuss the matter. He asked about the next phase of the project and Ms. Metz said that would depend on the federal administration, though it is usually an 80/10/10 split for costs; 80% federal funding, 10% state funding, and 10% local funding. Mr. Daughtery thanked Ms. Metz and her committee.

Mr. Williams asked County Manager Chip Crumpler to reach out to the County's grant writer to possibly obtain funding. Chairwoman Barbara Aycock asked Mr. Crumpler if Golden Leaf funding would support this type of project. He stated he would look into it.

Ms. Metz told the board her committee would not be able to reach out for financial support from the private sector until the County agrees to support the project. She invited the commissioners to visit the site, possibly on November 28th, at 9:00 a.m.

Mr. Gurley asked for an engineering report and asked where the $6 to $8 million would come from to complete the project after stabilization. Ms. Metz said it depended on the federal report following the study, but was not certain where the funding would come from, and acknowledging the neighborhood surrounding Union Station was a problem.

Mr. Foster asked about the possibilities of private ownership and, after Ms. Metz said the NCDOT has sent the Asheville and Raleigh to Wilmington routes to the federal administrators as priorities, Mr. Foster asked what difference would it make for the County to promise funding today if the state has already sent in the priorities.

Commissioner Freeman Hardison, Jr. made a motion for the County to write a letter of support and have the County Manager determine if funding would be possible.

At the request of Mrs. Aycock, Doug McGrath, Allison Platt, and David Perry spoke in favor of the restoration.

Mr. Gurley asked for a new engineering report. City of Goldsboro Assistant Manager Matt Livingston stated the City has an engineer looking at the project for City purposes; a transportation hub, safety building, or fire station, or to lease to a private entrepreneur, and he would include Mr. Gurley's request in the report.

Upon motion of Commissioner Freeman Hardison, Jr., the Board of Commissioners unanimously approved to have County Manager Chip Crumpler write a letter of support for the Save Union Station Group and determine if funding is possible.

APPOINTMENT COMMITTEE

5. Motion to Appoint Mike Woodard to fill the unexpired term of Greg Ricker for the Wayne Executive Jetport Commissions, from 1/1/2024 to 7/16/2024.

Upon motion of Commissioner Freeman Hardison, Jr., the Board of Commissioners unanimously approved to Appoint Mike Woodard to fill the unexpired term of Greg Ricker on the Wayne Executive Jetport Commission, from 1/1/2024 to 7/16/2024.

Upon motion of Commissioner Freeman Hardison, Jr., the Board of Commissioners unanimously approved to Appoint Freeman Hardison, Jr., to fill the unexpired term of Steve Keen on the Wayne County Department of Health and Human Services Advisory Board.

CONSENT AGENDA

Upon motion of Commissioner Joe C. Daughtery, the Board of Commissioners unanimously approved the Consent Agenda. Included in the consent agenda were:

6. Budget Amendments

   Budget Amendments: #185-Sheriff's Office/#188-DSS/#192-OES.

7. Motion to Approve the Petition to add Artesa Drive, Mondavi Court, Chandon Drive, Bernier Court, Perignon Drive, Korbel Drive, Perrier Drive, Blackstone Drive, Salmon Lane, and Bollienger Drive in Gander Lake Subdivision to the State Maintenance System.

   Attached hereto as Attachment B.

8. Motion to Approve Indian Springs Volunteer Fire Department's Purchase and Financing of a new Commercial Pumper Fire Truck with a USDA Rural Development Loan, with County Attorneys' approval.

   Attached hereto as Attachment C.

9. Motion to Approve Janitorial and Chemical Contract.

   Attached hereto as Attachment D.

10. Motion to Award the Wayne County EMS Collection Agency Bid Award to Bull City Financial Solutions.

    Attached hereto as Attachment E.

COUNTY MANAGER'S REPORT

County Manager Chip Crumpler discussed the upcoming jail tour and wished everyone a Happy Thanksgiving.

BOARD OF COMMISSIONERS COMMITTEE REPORTS

Commissioner Antonio Williams wished everyone a Happy Thanksgiving and announced he was running again for the Wayne County Board of Commissioners.

Commissioner Joe C. Daughtery announced he was running for a fourth term for the Wayne County Board of Commissioners and discussed the continuing needs of the County. He wished everyone a Happy Thanksgiving.

Vice-Chairman Chris Gurley wished everyone a Happy Thanksgiving, announced he would run for reelection, and discussed the regional sewer needs.

Commissioner George Wayne Aycock, Jr., wished everyone a Happy Thanksgiving, discussed his health issues, and thanked everyone for their prayers, and announced filing for another term for the Wayne County Board of Commissioners.

Commissioner Freeman Hardison, Jr., discussed National Adoption Month and Awareness Day and shared statistics on adoption. He also announced his intentions to run for another term for the Wayne County Board of Commissioners.

Commissioner Bevan Foster discussed Men's Mental Health Awareness Month

and the issues not often talked about, wished everyone happy holidays, and announced his intentions to run for another term for the Wayne County Board of Commissioners.

Chairwoman Barbara Aycock announced she would run again for the Wayne County Board of Commissioners, thanked the board for supporting her as the only woman on the board, and thanked the staff for their support.

CLOSED SESSION

At 8:14 a.m., upon motion of Commissioner Joe C. Daughtery, the Board of Commissioners unanimously declared itself in closed session to discuss the location and/or expansion of business in Wayne County, consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged, and to consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee.

AT 8:49 A.M., COMMISSIONER BEVAN FOSTER JOINED THE CLOSED SESSION.

At 8:57 a.m., upon motion of Commissioner Freeman Hardison, Jr., the Board of Commissioners unanimously declared itself in regular session.

At 10:32 a.m., upon motion of Vice-Chairman Chris Gurley, the Board of Commissioners unanimously declared itself in closed session to discuss the location and/or expansion of business in Wayne County, consult with an attorney employed or retained by the public body in order to preserve the attorney-client privilege between the attorney and the public body, which privilege is hereby acknowledged, and to consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee.

At 10:47 a.m., upon motion of Commissioner Bevan Foster, the Board of Commissioners unanimously declared itself in regular session.

Members Present: Barbara Aycock, Chairwoman; Chris Gurley, Vice-Chairman; George Wayne Aycock, Jr.; Joe C. Daughtery; Bevan Foster (8:49 a.m.); Freeman Hardison, Jr.; and Antonio Williams.

Others Present: County Manager Chip Crumpler; Assistant County Manager Ginger Moore; County Attorney E. B. Borden Parker; Staff Attorney Andrew Neal; Finance Director Angie Boswell; Human Resources Director Sara Larson; Wayne County Development Alliance President Mark Pope; EDR Director of Business and Project Management Craig Foucht; Existing Industry Director Julie Graham; Deputy Clerk Kayla Whitley; and Clerk to the Board Carol Bowden.

RECESS BOARD OF COMMISSIONERS MEETING

At 10:48 a.m., Chairwoman Barbara Aycock recessed the meeting of the Wayne County Board of Commissioners.

RECONVENE WAYNE COUNTY BOARD OF COMMISSIONERS MEETING

At 11:04 a.m., Chairwoman Barbara Aycock reconvened the meeting of the Wayne County Board of Commissioners.

Chairwoman Barbara Aycock, Vice-Chairman Chris Gurley, Commissioner George Wayne Aycock, Jr., Commissioner Joe C. Daughtery, and Commissioner Freeman

Hardison, Jr., along with staff, toured the construction site of the new detention center and enjoyed a lunch provided by T.A. Loving Company.

ADJOURNMENT

At 12:14 p.m., Chairwoman Barbara Aycock adjourned the Meeting of the Wayne County Board of Commissioners.

Carol Bowden

Carol Bowden, Clerk to the Board



Image of GUS in 2016

Goldsboro Union Station Update 2023

GOLDSBORO
BE MORE DO MORE SEYMOUR



Colorized photo of GUS in early 1900s



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

Timeline

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

GOLDSBORO
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Select, non-historic ancillary buildings demolition, 2008



2009, Goldsboro celebrates GUS's 100th Birthday

GOLDSBORO
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Timeline

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

GOLDSBORO UNION STATION



PAST

Goldsboro's historic Union Station served passenger trains between 1909 and 1968. It was placed on the National Register of Historic Places in 1977.

PRESENT

The North Carolina Department of Transportation (NCDOT) purchased Union Station in 2007, to preserve it for rail service in the long-term as well as for local transit and community use. Stabilization of the building (preventing further deterioration and keeping the weather out) was completed in 2009, paving the way for restoration to begin. NCDOT has now passed ownership to the City of Goldsboro.

FUTURE

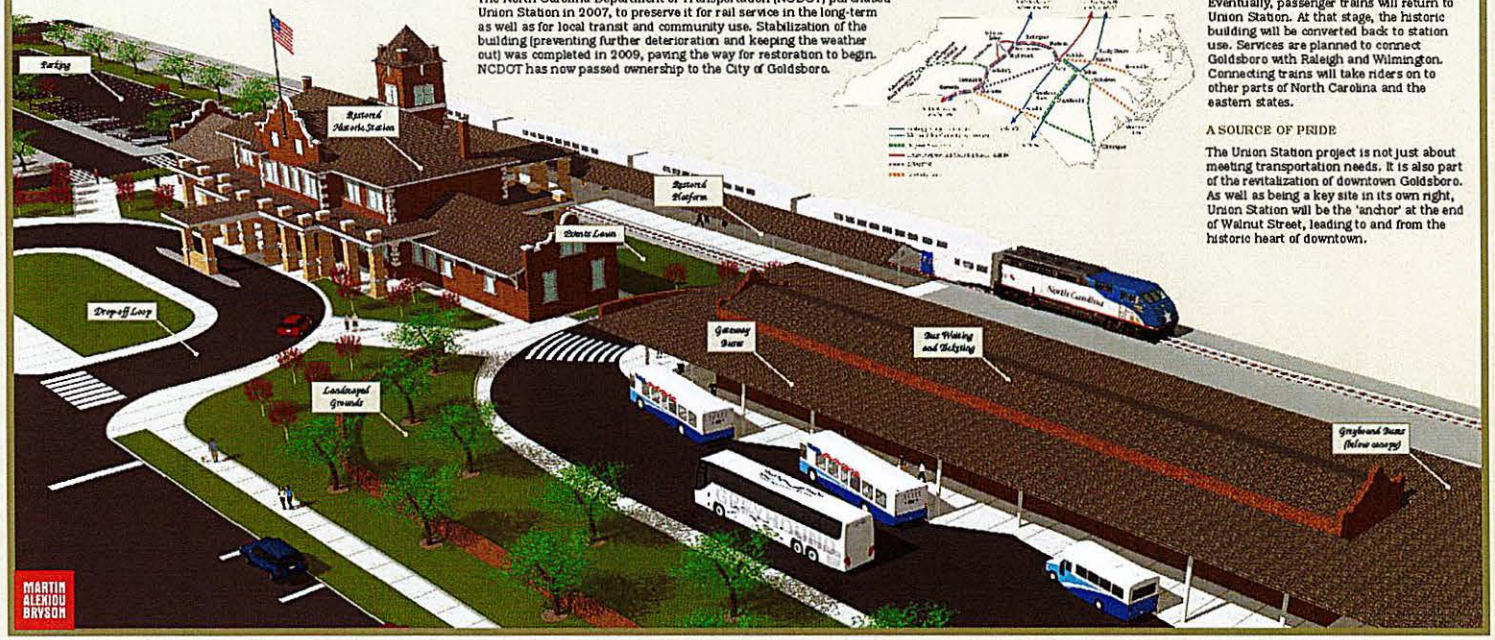
After restoration, the historic building will be available for community functions such as meetings and special events. Other parts of the building will house civic and police offices. Visitor parking will be provided at the south end of the site.

A new bus transfer center is planned for the north end of the site, serving Gateway Transit and Greyhound. This will include a new building with waiting and ticketing facilities. The transfer center will provide high-quality service to riders and will be a major step in the development of transit in Goldsboro.

Eventually, passenger trains will return to Union Station. At that stage, the historic building will be converted back to station use. Services are planned to connect Goldsboro with Raleigh and Wilmington. Connecting trains will take riders on to other parts of North Carolina and the eastern states.

A SOURCE OF PRIDE

The Union Station project is not just about meeting transportation needs. It is also part of the revitalization of downtown Goldsboro. As well as being a key site in its own right, Union Station will be the 'anchor' at the end of Walnut Street, leading to and from the historic heart of downtown.





WHO'S WHO?

The revitalization of Union Station has involved many people and organizations, and will continue to do so in the future. The lead agencies are the NCDOT Rail Division, NCDOT Public Transportation Division, the City of Goldsboro, and Gateway Transit. Other stakeholders include Wayne County, Greyhound Lines Inc., and the Downtown Goldsboro Development Corporation.

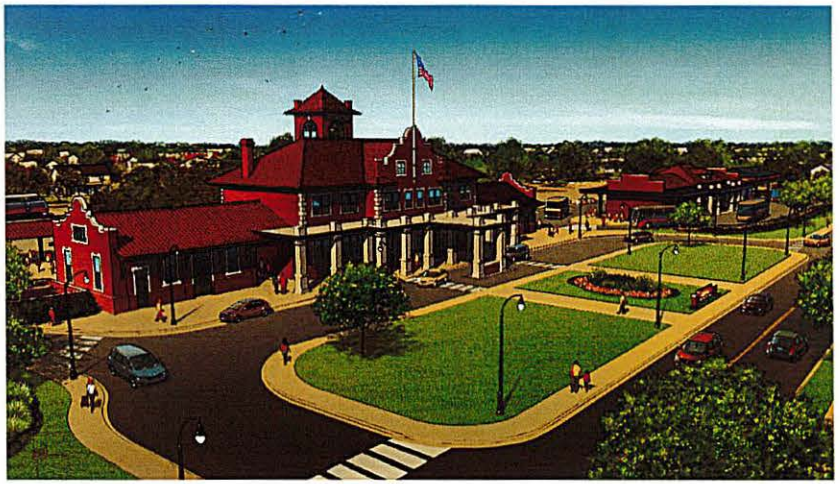
GATEWAY Goldsboro-Wayne Transportation Authority



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

GOLDSBORO
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GOLDSBORO
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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.

GOLDSBORO
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Timeline

2023: Eastern Carolina Rail, an 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

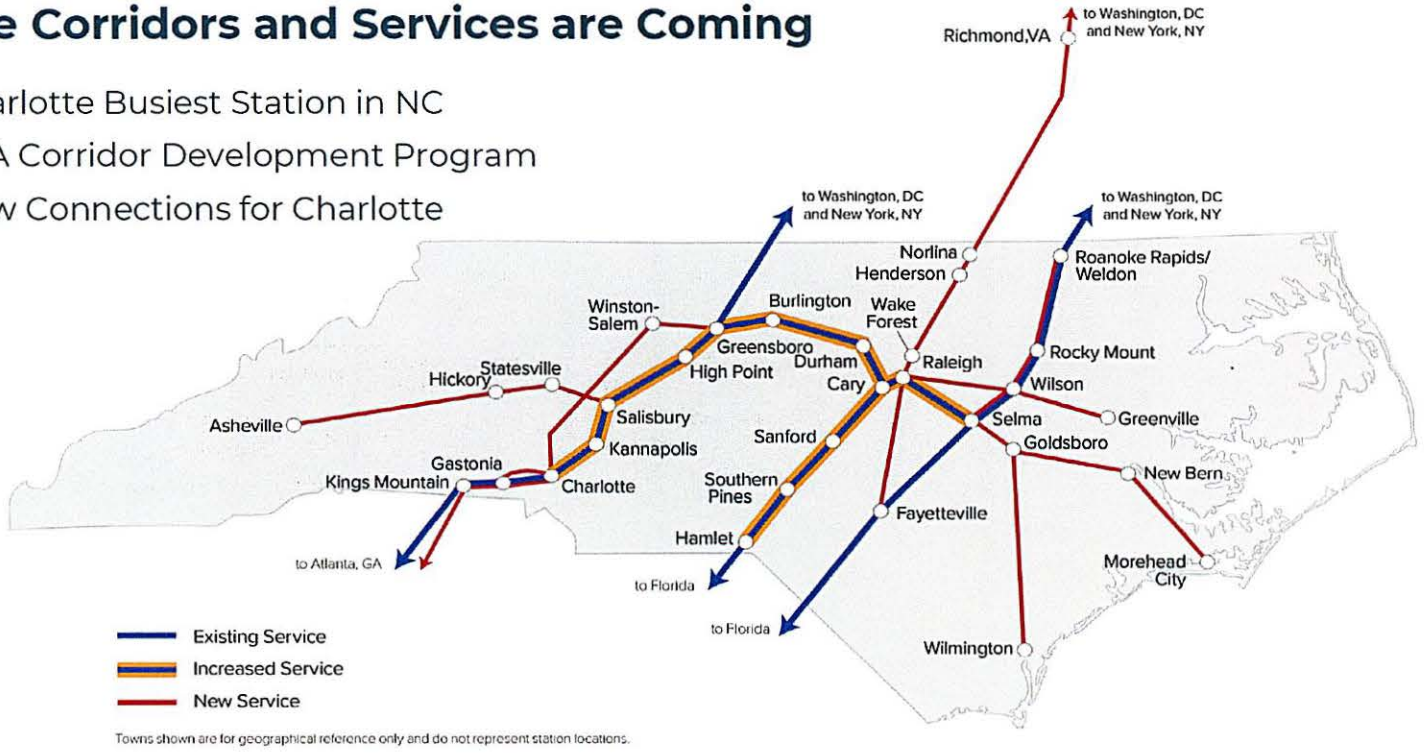
GOLDSBORO
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NCDOT Passenger Rail Routes Being Considered

ncdot.gov

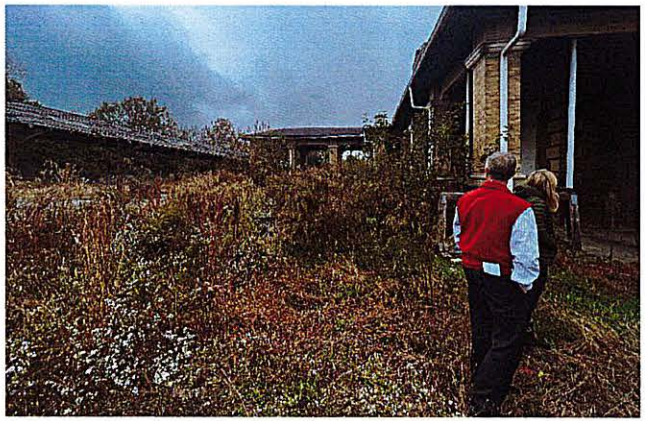
More Corridors and Services are Coming

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

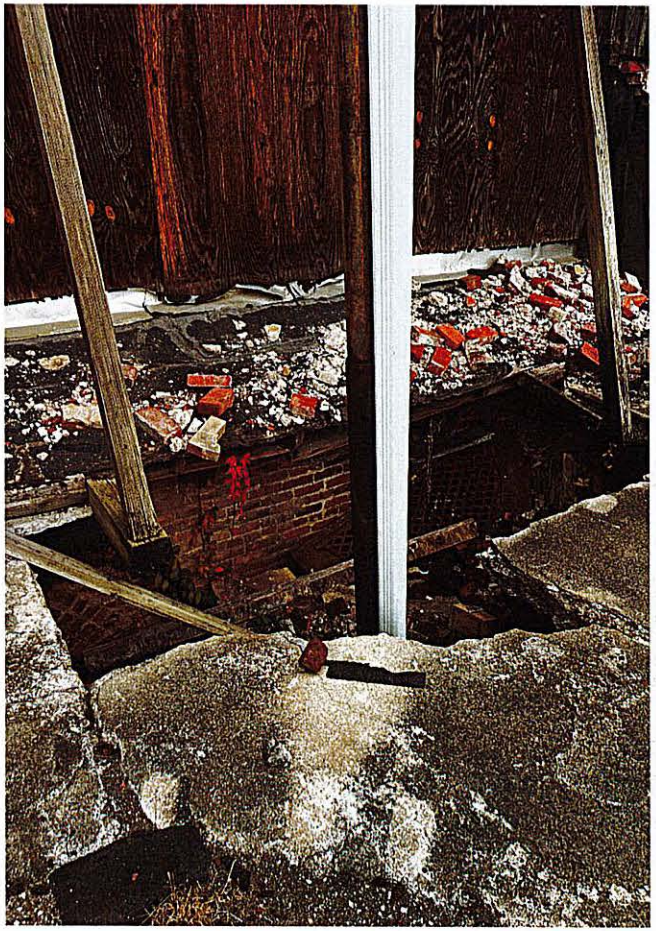


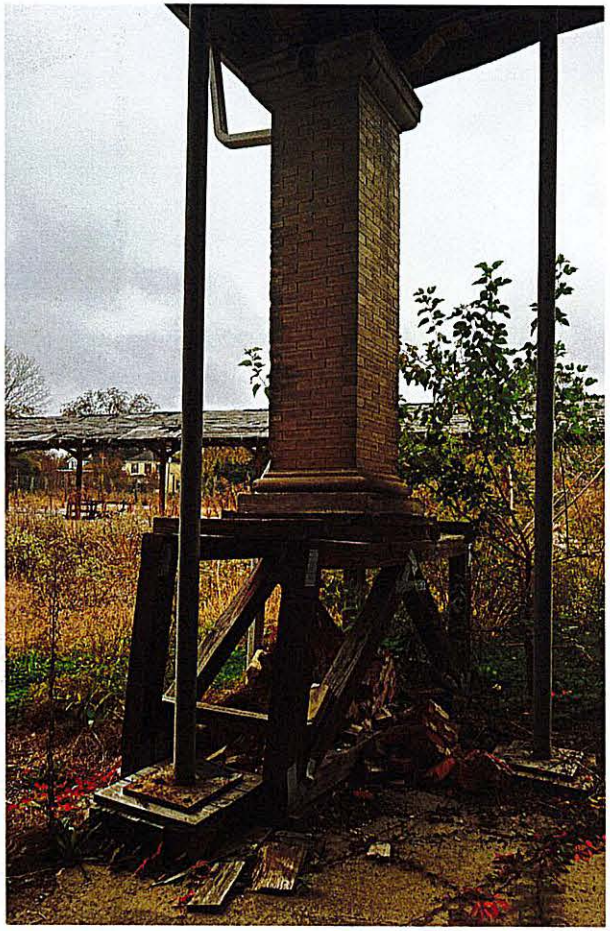
From NCDOT Presentation of 10/17/2023

Timeline









Pictures of Current State as of October 31, 2023

Funding Commitments to Date

GOLDSBORO
BE MORE DO MORE SEYMOUR

Summary

GUS Building:

USDOT/FHWA:	$800,000
NCDOT:	$1,438,293
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

Related Streetscape (Walnut St.)

USDOT/TIGER:	$2,700,000
COG:	$914,697



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

GOLDSBORO
BE MORE DO MORE SEYMOUR

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

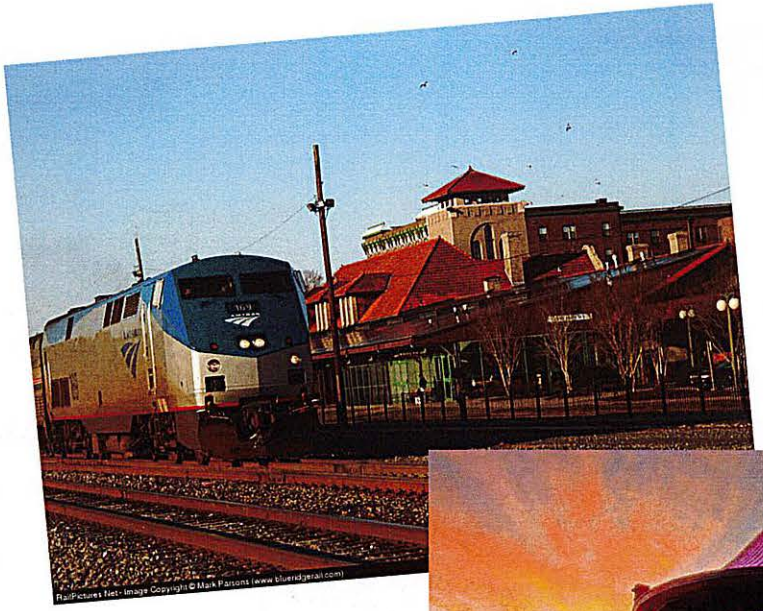
Loss of accessible, affordable mobility and connectivity for Wayne County citizens



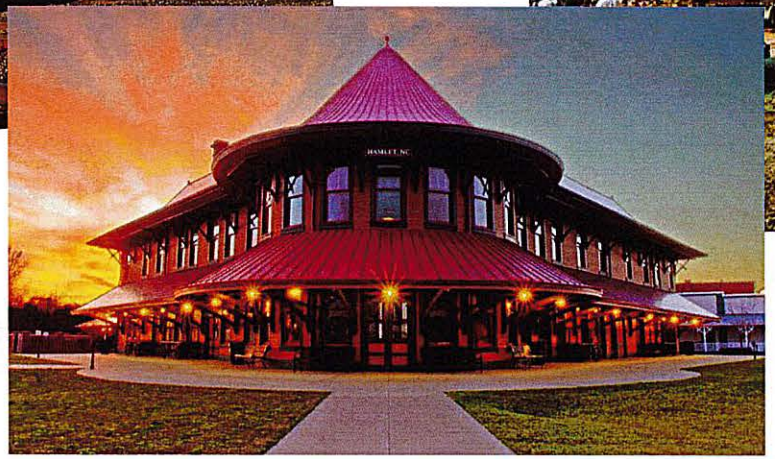
2010 Representative G.K. Butterfield Press Conference Announcing Funding & Support

Questions?

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

Funding Commitments to Date

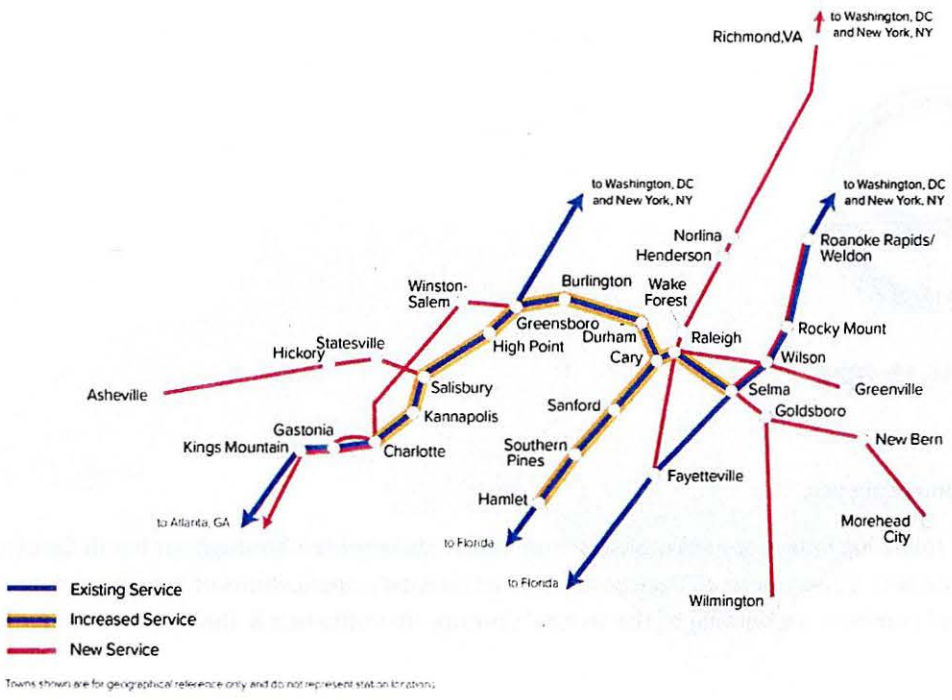
GOLDSBORO
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Source	Purpose	Amount	Year
Goldsboro Union Station Company	Construct GUS	$72,024	1906-09
NCDOT (State funds)	GUS Acquisition, Stabilization, Environmental	$1,080,000	2007
City of Goldsboro (COG)	GUS: Same/Match	$120,000	2008
Federal Highway 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

GOLDSBORO
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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



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

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

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.

BUNCOMBE COUNTY GOVERNMENT

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
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

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

Resolution

City Council
City of Wilmington
North Carolina

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

C5-3

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

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

COUNTY OF DURHAM
BOARD OF COMMISSIONERS



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

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

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

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

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

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

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.

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.

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

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

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

HICKORY
North Carolina
Life. Well Crafted.

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

Office of the Mayor

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

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

Dear Mr. Orthner:

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

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

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

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

Sincerely,

Hank Guess
City of Hickory
Mayor

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

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

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

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

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

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

Henry E. Miller III, Chair

Mike Kozlosky, Secretary

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

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

Office of Mayor Pam Hemminger
Town of Chapel Hlll
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

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.

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

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 Carolina
Gaston County
My Commission Expires
05/10/23

My Commission expires May 10, 2023.

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
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PHONE: (252) 999-7600

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

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

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.

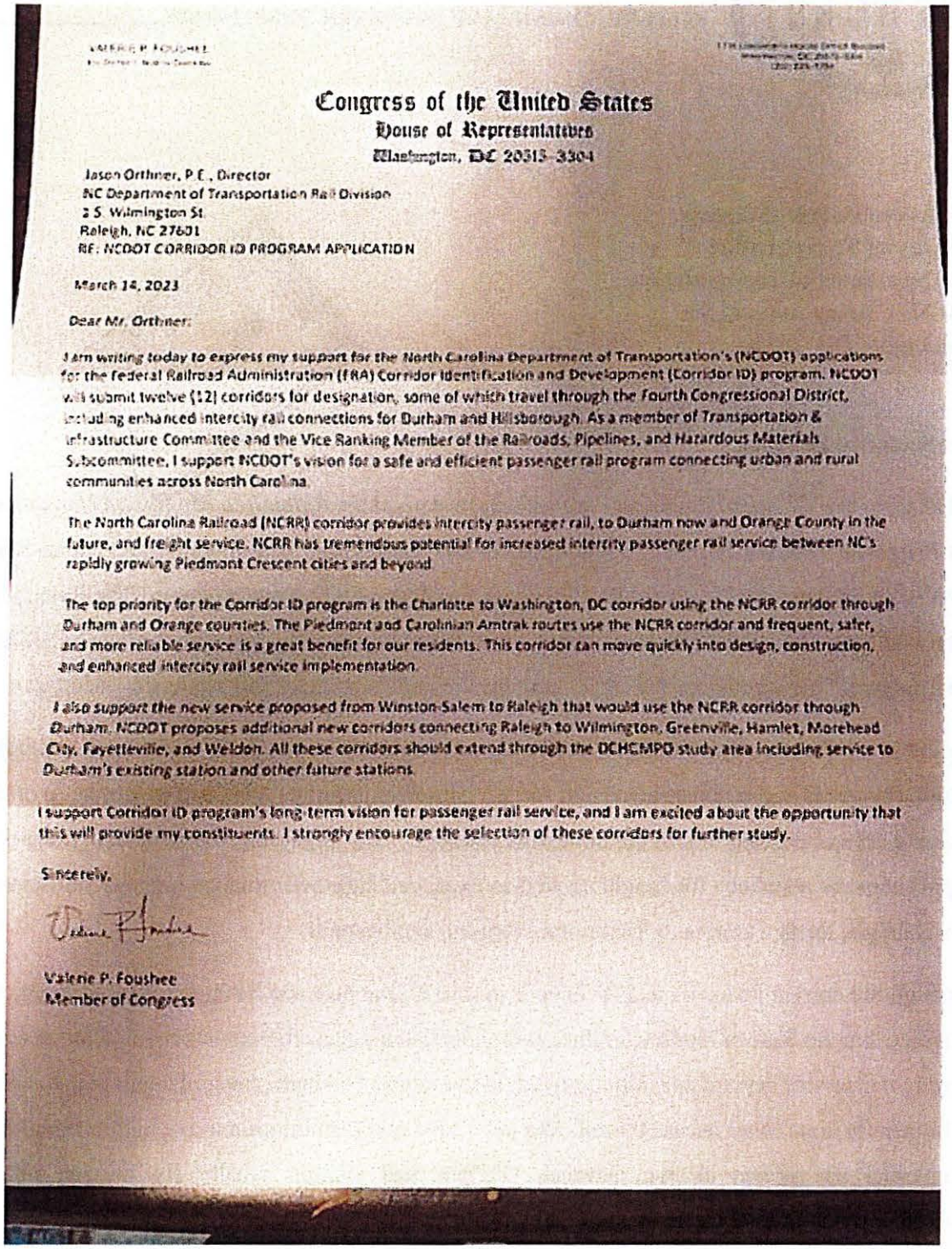
I'm the Mayor of the Town of Murphy which is 2 hours west of Asheville. We are closer to 5 state capitals than we are to Raleigh. There is currently not a great option for the residents in my community to enjoy transportation by rail, but with an expansion to Asheville, that could change how we travel 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



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

Jason Orthner, P.E., Director
NC Department of Transportation Rail Division
2 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

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

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.

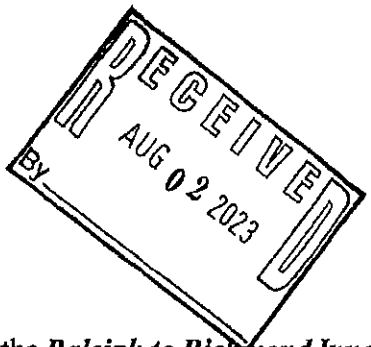
The North Carolina Railroad (NCRR) corridor crosses through Durham providing freight and intercity passenger rail service. The corridor has tremendous potential for even more intercity passenger rail service between North Carolina's rapidly growing Piedmont Crescent cities located along the NCRR corridor 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.

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



Goldsboro Community & Partners

Letters of Support 2003—2015

Goldsboro Union Station

Passenger Rail Via Goldsboro

Goldsboro's Multi-Modal Transportation HUB

GWTA Transit Center

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

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

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

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, 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

arts council of wayne county

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

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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

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

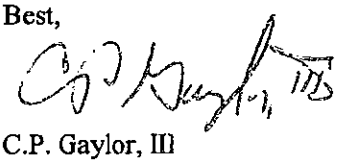
Secretary LaHood,

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 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, Secretary
Goldsboro Urban Area
Transportation Advisory Committee

G. K. BUTTERFIELD
1ST DISTRICT, NORTH CAROLINA

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Congress of the United States
House of Representatives

COMMITTEE ON
ENERGY AND COMMERCE

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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

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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

Downtown
Goldsboro Development Corporation

DGDC Board

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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

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
Assistant Vice Chancellor
Community and Regional Development

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

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

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201 Saint Andrew Street
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Tarboro, NC 27886
Telephone: (252) 823-0236
Fax (252) 823-8970

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.

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.

NORTH CAROLINA GENERAL ASSEMBLY
SENATE

SENATOR DON G. DAVIS
5th District

Office: 300 N. Salisbury Street
519 Legislative Office Building
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Phone: (919) 715-8363
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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

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

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

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

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

HOUSING AUTHORITY OF THE CITY OF GOLDSBORO, NC

P O BOX 1403 · GOLDSBORO, NORTH CAROLINA 27533-1403
(919) 735-4226 · FAX (919) 731-4402
TTY (919) 587-9507 EXT. 162

COMMISSIONERS:
I.K. WILLIAMSON, CHAIR
GOLDIE H. SMITH, VICE CHAIR
JANICE L. HAM
RICHARD DURHAM
WILLIAM TURNER
JEAN WHITFIELD
EARL MURPHY

MAYOR ALFONZO KING, EX-OFFICIO

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

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

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

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

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

WAYNE MEMORIAL HOSPITAL
Wayne Health Corporation
2700 Wayne Memorial Drive

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

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

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 Fryer

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

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

Sincerely,

Louis M. Pate, Jr.

LMP/ep

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

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

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

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.

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.

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

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

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

Downtown
Goldsboro Development Corporation DGDC

2011-12 Board of Directors

Geoff Hulse, President

Terry Yeh, Vice-President

Danny Davis, Treasurer

Stephanie Ross, Past President

Martha Bryan

Don Chatman

Glenn Barwick

Joanna Helms

Sarah Merritt

Michael Headen

Ven Faulk

Betsy Rosemann

Tasha Logan

Sarah Heekin

Ed Swindell

Gretchen Reed

Ernest Mansour

Sean Nielsen

Beverly Carroll

Robert Boyd, Jr.

Staff

Julie Thompson

Meg Gemaat

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.

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

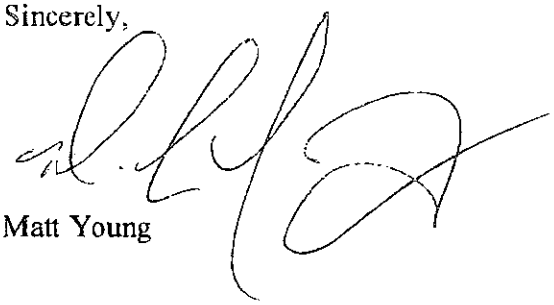
Dear Mr. Stevens,

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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

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

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

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, Colonel, USAF

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

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

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

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

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

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

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 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

Carol Bowden

From: Overman, Christopher B <cboverman@ncdot.gov>
Sent: Thursday, November 2, 2023 9:52 AM
To: Carol Bowden
Cc: Berry Gray
Subject: [External] - Gander Lake
Attachments: request SR2.pdf

Request SR2 for road addition for Gander Lake SD.

Chris Overman
Division 4 – District 3- Johnston and Wayne Counties
District Engineers Office
919-739-5300

67 JR Road , Suite 700
Selma, NC 27576

PLEASE NOTE OUR NEW ADDRESS

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

CAUTION
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

November 1, 2023

J.R. "JOEY" HOPKINS
SECRETARY

Board of Commissioners
Wayne County
PO Box 227
Goldsboro, NC 27533

SUBJECT: Gander Lake
Wayne County
Buck Swamp Township

Dear Commissioners:

We have been petitioned to add the following roads in the subject subdivision to the State Maintenance System:

Artesa Drive(SR 1487), Mondavi Court, Chandon Drive, Bernier Court, Perignon Drive, Korbel Drive(SR 1489), Perrier Drive, Blackstone Drive, Salmon Lane, and Bollienger Drive

The petition is attached along with a copy of our Investigation Report and a vicinity map showing the location of the roads. If you concur with the petitioners recommendation, please return the petition along with Form SR-2 for our further handling. This is ***not*** to be mistaken as final acceptance onto the State Maintenance System.

If you have any questions or need additional assistance, please contact Chris Overman or myself at 919-739-5300.

Sincerely,

DocuSigned by:
Jennifer Collins
F47E03DD04B84F2...

Jennifer K. Collins
District Engineer

JKC/cbo
Attachments
cc: Subdivision File
ec: Berry Gray – Wayne County Planning Director

NC DEPARTMENT OF TRANSPORTATION
DISTRICT ENGINEER
67 JR Rd., Suite 700
Selma, NC 27576

Telephone: (919) 739-5300
Fax: (919) 731-2017
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

RECEIVED 12/20/22

North Carolina Department of Transportation
Division of Highways
Petition for Road Addition

ROADWAY INFORMATION: (Please Print/Type)

County: Wayne Road Name: Artesa Dr (1487) (Please list additional street names and lengths on the back of this form.)

Subdivision Name: Gander Lake Length (miles): 0.23 mi

Number of occupied homes having street frontage: 11 Located (miles): 0.12 mi.

miles N ☒ S ☐ E ☐ W ☐ (Check one) of the intersection of Route 1002 (SR, NC, US) and Route 1487 (SR, NC, US).

We, the undersigned, being property owners and/or developers of Gander Lake in Wayne County, do hereby request the Division of Highways to add the above described road.

CONTACT PERSON: Name and Address of First Petitioner. (Please Print/Type)

Name: Gander Lake Development LLC Phone Number: 919-302-4906

Street Address: 5212 US70 Bus W. Clayton, NC 27520

Mailing Address: PO BOX 190 Clayton, NC 27528

PROPERTY OWNERS

Name	Mailing Address	Telephone

INSTRUCTIONS FOR COMPLETING PETITION:
1. Complete Information Section
2. Identify Contact Person (This person serves as spokesperson for petitioner(s)).
3. Attach two (2) copies of recorded subdivision plat or property deeds, which refer to candidate road.
4. Adjoining property owners and/or the developer may submit a petition. Subdivision roads with prior NCDOT review and approval only require the developer's signature.
5. If submitted by the developer, encroachment agreements from all utilities located within the right of way shall be submitted with the petition for Road addition. However, construction plans may not be required at this time.
6. Submit to District Engineer's Office.

FOR NCDOT USE ONLY: Please check the appropriate block
☐ Rural Road ☐ Subdivision platted prior to October 1, 1975 ☒ Subdivision platted after September 30, 1975

REQUIREMENTS FOR ADDITION

If this road meets the requirements necessary for addition, we agree to grant the Department of Transportation a right-of-way of the necessary width to construct the road to the minimum construction standards of the NCDOT. The right-of-way will extend the entire length of the road that is requested to be added to the state maintained system and will include the necessary areas outside of the right-or-way for cut and fill slopes and drainage. Also, we agree to dedicate additional right-of-way at intersections for sight distance and design purposes and execute said right-of-way agreement forms that will be submitted to us by representatives of the NCDOT. The right-of-way shall be cleared at no expense to the NCDOT, which includes the removal of utilities, fences, other obstructions, etc.

General Statute 136-102.6 states that any subdivision recorded on or after October 1, 1975, must be built in accordance with NCDOT standards in order to be eligible for addition to the State Road System.

ROAD NAME	HOMES	LENGTH	ROAD NAME	HOMES	LENGTH
Mondavi Ct.	6	0.04 mi			
Chandon Dr.	3	0.07 mi			
Bernier Ct.	7	0.05 mi			
Perignon Dr.	14	0.13 mi			
Korbel Dr. (1489)	16	0.25 mi			
Perrier Dr.	14	0.17 mi			
Blackstone Dr.	0	0.06 mi			
Salmon Ln.	10	0.07 mi			
Bollienger	12	0.10 mi			

NORTH CAROLINA STATE DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SECONDARY ROAD ADDITION INVESTIGATION REPORT

County *Wayne* Co. File No. _____ Date *November 1, 2023*

Township *Boon Hill* Div. File No. _____

Local Name *See Attachment 1* Subdivision Name *Gander Lake*

Length *See Attachment 1* Width *See Attachment 1* Surface Type *S9.5B* Pavement Condition *Good*

Surface Thickness *2 inches* Base Type *STBC* Base Thickness *9 inches*

* Bridges Yes ___ No *X* * Pipe > 48" Yes ___ No *X* * Retaining Walls Within Right of Way Yes ___ No *X*

* **If Yes - Include Bridge Maintenance Investigation Report**

Is this a subdivision street subject to the construction requirements for such streets? *Yes*
Recording Date *See Attachment 1* Book *See Attachment 1* Page *See Attachment 1*
Number of homes having entrances into road *See Attachment 1*
Other uses having entrances into road *0*
Right-of-Way Width *See Attachment 1* If right-of-way is below the desired width, give reasons under "Remarks and Recommendations."
Is petition (SR-1) attached? *Yes*
Is the County Commissioners Approval (SR-2) attached? *Yes*
If not, why? _____
Is a map attached indicating information for reference in locating road by the Planning Department? *Yes*
Cost to place in acceptable maintenance condition: Total Cost $ *0.00*
Grade, drain, stabilize $ *0.00*, Drainage $ *0.00*, Other $ *0.00*

Remarks and Recommendations *Add to State System*

Submitted By DocuSigned by: Jennifer Collins F47E03DD04884F2... DISTRICT ENGINEER

Reviewed and Approved _____ DIVISION ENGINEER

Reviewed and Approved
BOARD OF TRANSPORTATION MEMBER _____

(Do not write in this space -
For use by Secondary Roads Unit)

Petition No. _____

(Do not write in this space -
For use of Planning Dept.)

Form SR-4 (11/07)

Attachment 1

SECONDARY ROAD INVESTIGATION REPORT
Gander Lake
Subdivision Identification Number S-4309613001
Artesa Dr.(SR1487), Mondavi Ct., Chandon Dr., Bernier Ct. Perigon Dr., Korbel Dr.(SR1489), Perrier Dr., Blackstone Dr., Salmon Ln., and Bollienger Drive

Wayne County
Buck Swamp Township

NAME	NO. HOMES	LENGTH (miles)	WIDTH (feet)	R/W (feet)	Recording Date	Book	Page
Artesa Drive(SR1487)	*11*	*0.23*	*20*	*50*	*3/28/2017* *8/31/2021*	*O* *P*	*62A* *46E*
Mondavi Court	*6*	*0.04*	*20*	*50*	*3/28/2017*	*O*	*62A*
Chandon Drive	*3*	*0.07*	*20*	*50*	*3/28/2017* *8/20/2018*	*O* *O*	*62A* *84I*
Bernier Court	*7*	*0.05*	*20*	*50*	*8/20/2018*	*O*	*84I*
Perigon Drive	*14*	*0.13*	*20*	*50*	*8/20/2018*	*O*	*84I*
Korbel Drive(SR1489)	*16*	*0.25*	*20*	*50*	*3/28/2017* *2/4/2021*	*O* *P*	*62C* *32G*
Perrier Drive	*14*	*0.17*	*20*	*50*	*3/28/2017*	*O*	*62C* *62D*
Blackstone Drive	*0*	*0.06*	*20*	*50*	*7/22/2019*	*O*	*98B*
Salmon Lane	*10*	*0.07*	*20*	*50*	*7/22/2019*	*O*	*98B*
Bollienger Drive	*12*	*0.1*	*20*	*50*	*7/22/2019*	*O*	*98B*
TOTALS	**93**	**1.17**					

N

S

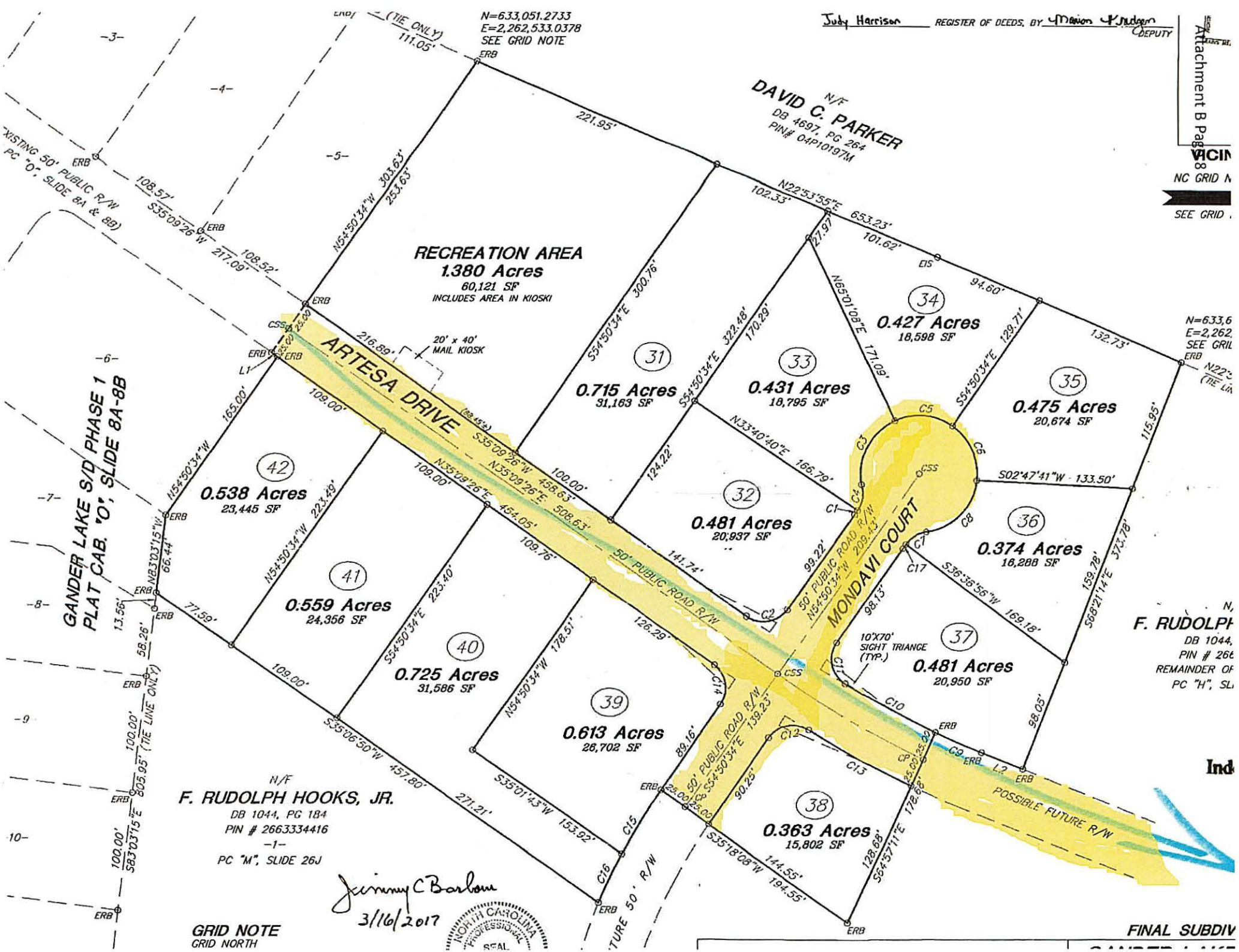
Wayne County – Vicinity Map
Petition for Road Addition

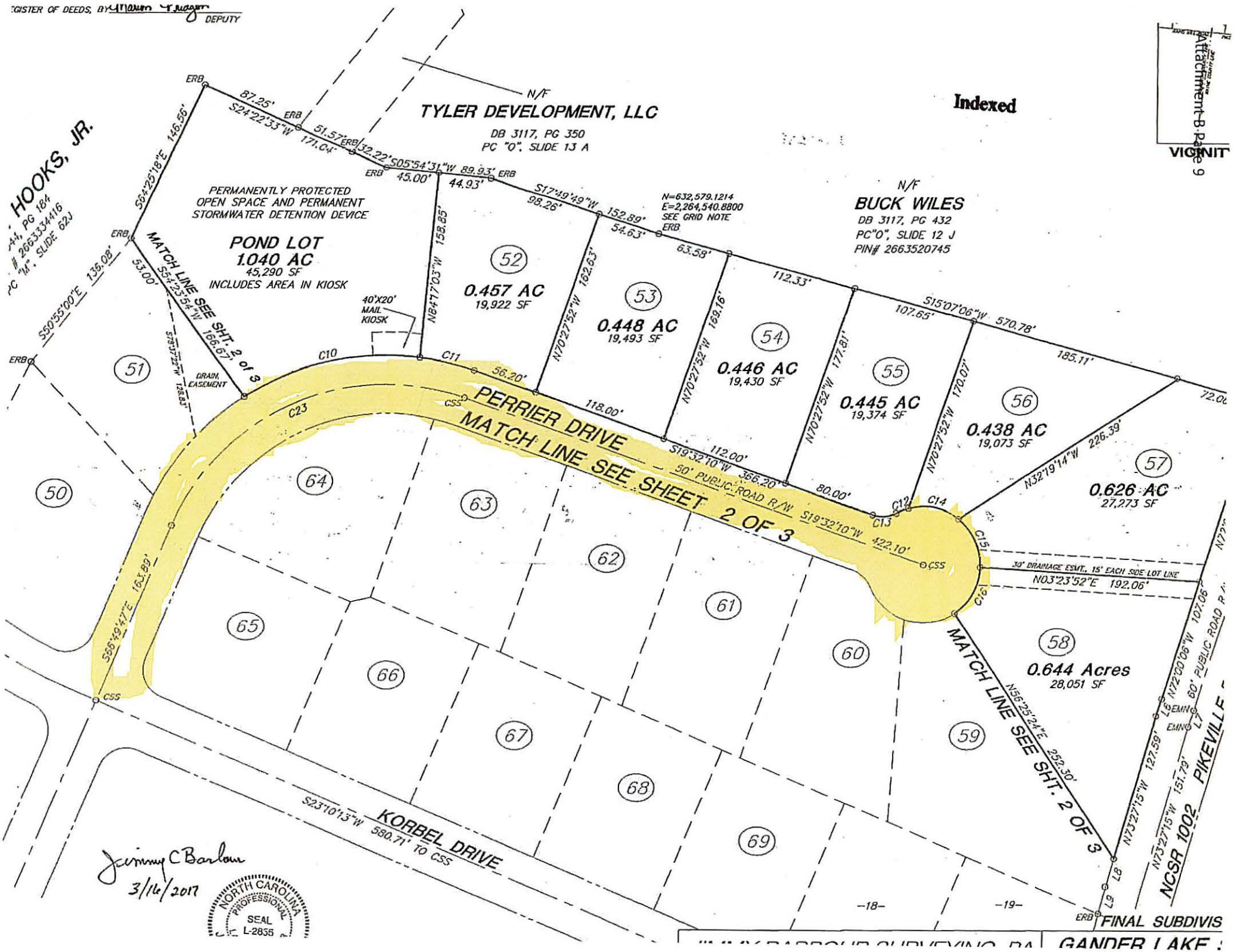
The main entrance at the intersection of SR 1002 and SR 1487 is 0.91 mile West of intersection of SR 1002 and SR 1330.

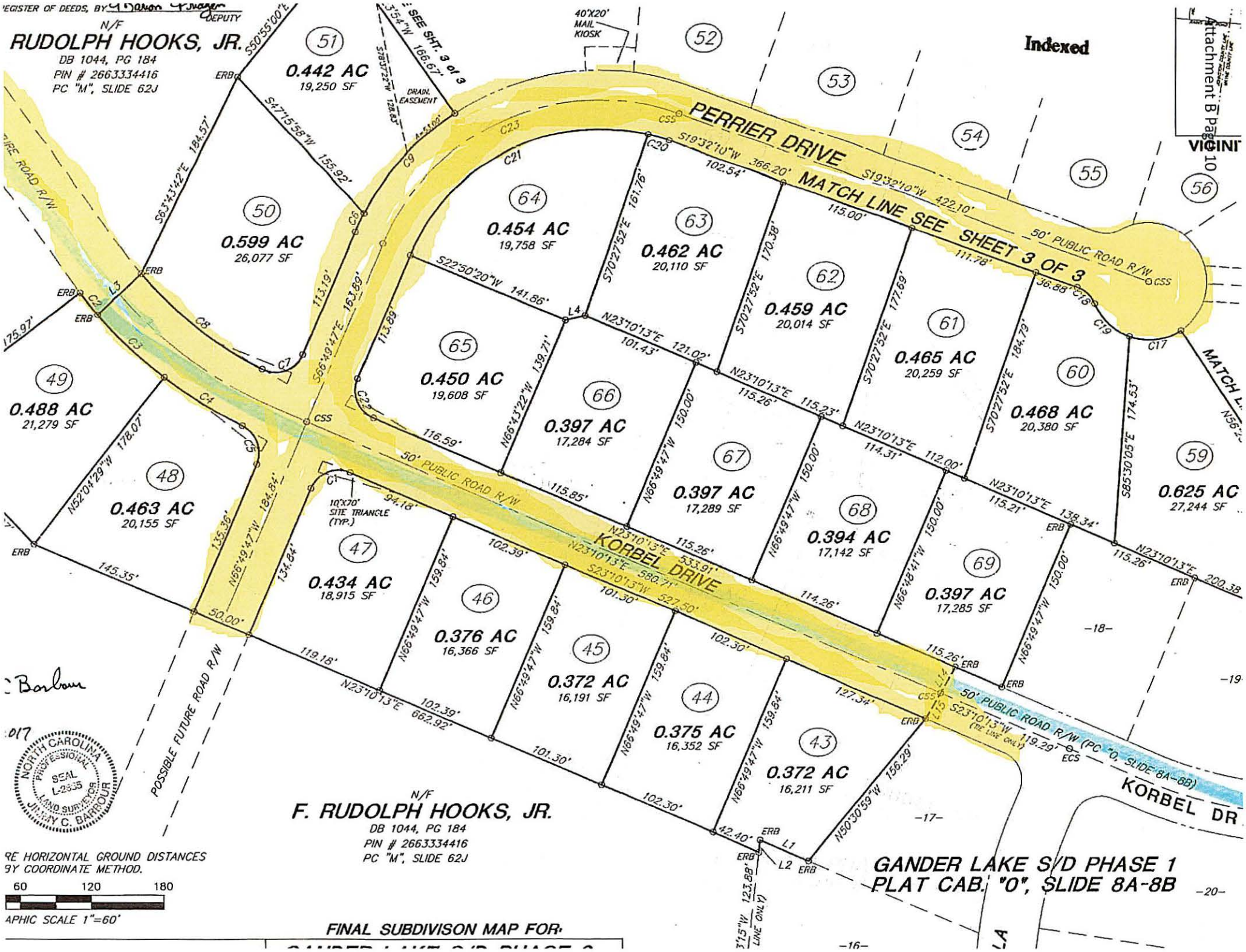
1. Artesa Drive(SR 1487)	0.23 mi	6. Korbel Drive(SR1489)	0.25 mi.
2. Mondavi Court	0.04 mi	7. Perrier Drive	0.17 mi.
3. Chandon Drive	0.07 mi	8. Blackstone Drive	0.06 mi.
4. Bernier Court	0.05 mi.	9. Salmon Lane	0.07 mi.
5. Perigon Drive	0.13 mi.	10. Bollienger Drive	0.10 mi.

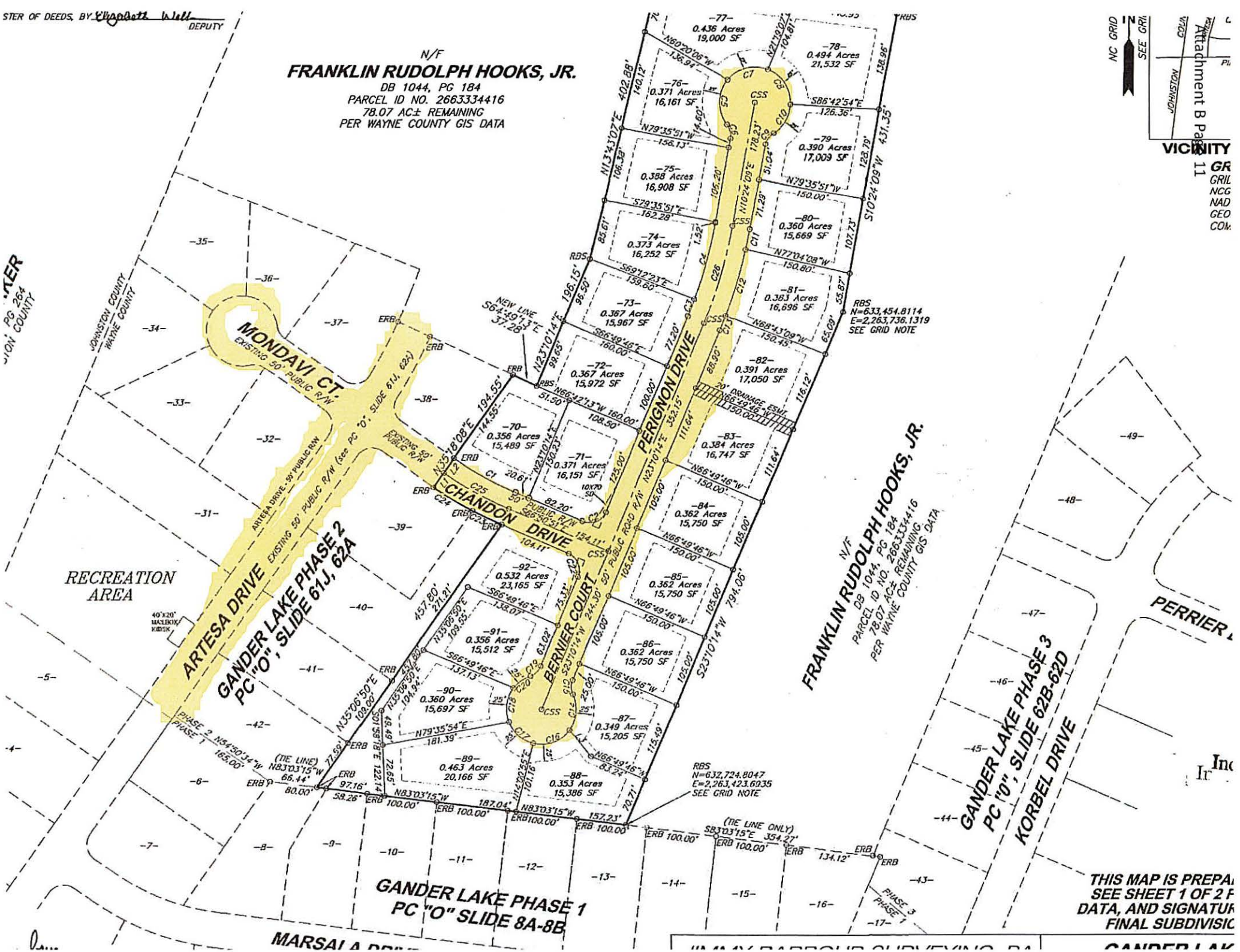
_____ - **Unpaved SR**
_____ - **Paved SR**
_____ - **Proposed SR Addition**




Judy Harrison REGISTER OF DEEDS, BY Marion Knudsen DEPUTY
Attachment B Page 8
N=633,051.2733
E=2,262,533.0378
SEE GRID NOTE
DAVID C. PARKER
N/F
DB 4697, PG 264
PIN# 04P10197M
RECREATION AREA
1.380 Acres
60,121 SF
INCLUDES AREA IN KIOSKI
20' x 40'
MAIL KIOSK
ARTESA DRIVE
50' PUBLIC ROAD R/W
MONDAVI COURT
10'X70'
SIGHT TRIANGE
(TYP.)
POSSIBLE FUTURE R/W
GANDER LAKE S/D PHASE 1
PLAT CAB. "O", SLIDE 8A-8B
F. RUDOLPH HOOKS, JR.
DB 1044, PG 184
PIN # 2663334416
-1-
PC "M", SLIDE 26J
31
0.715 Acres
31,163 SF
32
0.481 Acres
20,937 SF
33
0.431 Acres
18,795 SF
34
0.427 Acres
18,598 SF
35
0.475 Acres
20,674 SF
36
0.374 Acres
16,288 SF
37
0.481 Acres
20,950 SF
38
0.363 Acres
15,802 SF
39
0.613 Acres
26,702 SF
40
0.725 Acres
31,586 SF
41
0.559 Acres
24,356 SF
42
0.538 Acres
23,445 SF
GRID NOTE
GRID NORTH
Jimmy C Barlow
3/16/2017
NORTH CAROLINA
PROFESSIONAL
SEAL
FINAL SUBDIV


REGISTER OF DEEDS, BY ____ DEPUTY
Indexed
Attachment B Page 9
VICINIT
HOOKS, JR.
44, PG 184
2663334416
PC "H", SLIDE 62J
N/F
TYLER DEVELOPMENT, LLC
DB 3117, PG 350
PC "O", SLIDE 13 A
N=632,579.1214
E=2,264,540.8800
SEE GRID NOTE
N/F
BUCK WILES
DB 3117, PG 432
PC"O", SLIDE 12 J
PIN# 2663520745
PERMANENTLY PROTECTED
OPEN SPACE AND PERMANENT
STORMWATER DETENTION DEVICE
POND LOT
1.040 AC
45,290 SF
INCLUDES AREA IN KIOSK
40'X20'
MAIL
KIOSK
MATCH LINE SEE SHT. 2 of 3
DRAIN. EASEMENT
52
0.457 AC
19,922 SF
53
0.448 AC
19,493 SF
54
0.446 AC
19,430 SF
55
0.445 AC
19,374 SF
56
0.438 AC
19,073 SF
57
0.626 AC
27,273 SF
58
0.644 Acres
28,051 SF
59
60
61
62
63
64
65
66
67
68
69
50
51
PERRIER DRIVE
50' PUBLIC ROAD R/W
MATCH LINE SEE SHEET 2 OF 3
30' DRAINAGE ESMT. 15' EACH SIDE LOT LINE
KORBEL DRIVE
MATCH LINE SEE SHT. 2 OF 3
NCSR 1002 PIKEVILLE
FINAL SUBDIVIS
GANDER LAKE
-18-
-19-
Jimmy C Barlow
3/16/2017
NORTH CAROLINA
PROFESSIONAL
SEAL
L-2835


REGISTER OF DEEDS, BY DEPUTY
N/F
RUDOLPH HOOKS, JR.
DB 1044, PG 184
PIN # 2663334416
PC "M", SLIDE 62J
Indexed
Attachment B Page 10
VICINI
40'X20' MAIL KIOSK
SEE SHT. 3 of 3
DRAIN. EASEMENT
PERRIER DRIVE
MATCH LINE SEE SHEET 3 OF 3
50' PUBLIC ROAD R/W
KORBEL DRIVE
50' PUBLIC ROAD R/W (PC "0", SLIDE 8A-8B)
KORBEL DR
10'X70' SITE TRIANGLE (TYP.)
POSSIBLE FUTURE ROAD R/W
51 0.442 AC 19,250 SF
50 0.599 AC 26,077 SF
49 0.488 AC 21,279 SF
48 0.463 AC 20,155 SF
47 0.434 AC 18,915 SF
46 0.376 AC 16,366 SF
45 0.372 AC 16,191 SF
44 0.375 AC 16,352 SF
43 0.372 AC 16,211 SF
64 0.454 AC 19,758 SF
63 0.462 AC 20,110 SF
62 0.459 AC 20,014 SF
61 0.465 AC 20,259 SF
60 0.468 AC 20,380 SF
59 0.625 AC 27,244 SF
65 0.450 AC 19,608 SF
66 0.397 AC 17,284 SF
67 0.397 AC 17,289 SF
68 0.394 AC 17,142 SF
69 0.397 AC 17,285 SF
52
53
54
55
56
-16-
-17-
-18-
-19-
-20-
N/F
F. RUDOLPH HOOKS, JR.
DB 1044, PG 184
PIN # 2663334416
PC "M", SLIDE 62J
GANDER LAKE S/D PHASE 1
PLAT CAB. "0", SLIDE 8A-8B
NORTH CAROLINA PROFESSIONAL SEAL L-2835 LAND SURVEYOR JIMMY C. BARBOUR
RE HORIZONTAL GROUND DISTANCES
BY COORDINATE METHOD.
60 120 180
APHIC SCALE 1"=60'
FINAL SUBDIVISON MAP FOR


STER OF DEEDS, BY Elizabeth Wall DEPUTY
N/F
FRANKLIN RUDOLPH HOOKS, JR.
DB 1044, PG 184
PARCEL ID NO. 2663334416
78.07 AC± REMAINING
PER WAYNE COUNTY GIS DATA
-77- 0.436 Acres 19,000 SF
-78- 0.494 Acres 21,532 SF
-76- 0.371 Acres 16,161 SF
-79- 0.390 Acres 17,009 SF
-75- 0.388 Acres 16,908 SF
-80- 0.360 Acres 15,669 SF
-74- 0.373 Acres 16,252 SF
-81- 0.383 Acres 16,698 SF
-73- 0.367 Acres 15,967 SF
-82- 0.391 Acres 17,050 SF
-72- 0.367 Acres 15,972 SF
-70- 0.356 Acres 15,489 SF
-71- 0.371 Acres 16,151 SF
-83- 0.384 Acres 16,747 SF
-84- 0.362 Acres 15,750 SF
-92- 0.532 Acres 23,165 SF
-85- 0.362 Acres 15,750 SF
-91- 0.356 Acres 15,512 SF
-86- 0.362 Acres 15,750 SF
-90- 0.360 Acres 15,697 SF
-87- 0.349 Acres 15,205 SF
-89- 0.463 Acres 20,166 SF
-88- 0.353 Acres 15,386 SF
MONDAVI CT.
EXISTING 50' PUBLIC R/W
ARTESA DRIVE
EXISTING 50' PUBLIC R/W (see PC "O", SLIDE 61J, 62A)
CHANDON DRIVE
50' PUBLIC R/W
PERIGNON DRIVE
50' PUBLIC ROAD R/W
BERNIER COURT
50' PUBLIC R/W
GANDER LAKE PHASE 2
PC "O", SLIDE 61J, 62A
GANDER LAKE PHASE 1
PC "O" SLIDE 8A-8B
GANDER LAKE PHASE 3
PC "O", SLIDE 62B-62D
KORBEL DRIVE
PERRIER
RECREATION AREA
40'X20' MAILBOX KIOSK
RBS N=633,454.8114 E=2,263,736.1319 SEE GRID NOTE
RBS N=632,724.8047 E=2,263,423.6935 SEE GRID NOTE
(TIE LINE) N83°03'15"W 66.44'
(TIE LINE ONLY) S83°03'15"E 354.27'
NEW LINE S64°49'13"E 37.28'
20' DRAINAGE ESMT.
JOHNSTON COUNTY
WAYNE COUNTY
VICINITY
NC GRID
SEE GRID
JOHNSTON
WAYNE
Attachment B Page 11
THIS MAP IS PREPA
SEE SHEET 1 OF 2 F
DATA, AND SIGNATUR
FINAL SUBDIVISIC

SURVEYOR HAS NO KNOWLEDGE OF THE LOCATION OR MAINTENANCE RESPONSIBILITIES OF ANY FENCES ON OR NEAR THE BOUNDARY LINES. NO RESPONSIBILITY OF ANY NATURE IS ASSUMED BY THIS SURVEYOR FOR ANY CONDITIONS WHICH MAY PRESENTLY EXIST BUT ARE UNKNOWN, SUCH AS CEMETERIES, FAMILY BURIAL GROUNDS, TOXIC OR HAZARDOUS WASTE MATERIALS/SITES, WETLANDS, FLOOD HAZARD AREAS/SOILS, ETC., OR ANYTHING ELSE THAT MAY BE IN THE RESTRICTIVE COVENANTS. ALSO AS USED IN THE SURVEYOR'S CERTIFICATION HEREON, THE WORD "CERTIFY" MEANS TO STATE OR DECLARE A PROFESSIONAL OPINION OF CONDITIONS REGARDING THOSE FACTS OR FINDINGS WHICH ARE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESS OR IMPLIED. THE MAP OR PLAT SHOWN HEREON SHALL NOT BE USED WITH AN AFFIDAVIT OR LETTER OF ANY KIND FOR REUSE INCLUDING, BUT NOT LIMITED TO FUTURE LOAN CLOSINGS, PLOT PLANS, CONSTRUCTION, LANDSCAPING, PERMITTING, ETC., IT IS A VIOLATION OF THE FEDERAL COPYRIGHT ACT TO COPY OR MODIFY AND REUSE THIS SURVEY BEYOND THE DATE AND SCOPE NOTED ON THE MAP. JIMMY BARBOUR SURVEYING, PA., ITS ASSOCIATES, AND/OR AGENTS SHALL NOT BE LIABLE FOR USE OF THIS SURVEY BY ANY OTHER ENTITIES OR PERSONS FOR ANY PURPOSE BEYOND THE DATE AND SCOPE AS NOTED ON THIS MAP OR PLAT.

GRID NOTE

GRID NORTH
NCGS VRS
NAD 1983 (2011)
GEOID 12 A
COMBINED FACTOR–0.99987924

I, JIMMY C. BARBOUR, PROFESSIONAL LAND SURVEYOR No. L–2855, CERTIFY THAT THIS PLAT IS OF A SURVEY THAT CREATES A SUBDIVISION OF LAND WITHIN THE AREA OF A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND IN ACCORDANCE WITH G.S. –47-30.2 (5)(11).

JIMMY C. BARBOUR, PROFESSIONAL LAND SURVEYOR LICENSE No. L–2855

DATE

REVIEW OFFICER

NORTH CAROLINA PROFESSIONAL SEAL L-2855 LAND SURVEYOR JIMMY C. BARBOUR

STANDARDS FOR GEODETIC NETWORKS
ACCURACY CLASSIFICATION (95% CONFIDENCE)
THAT THIS PLAT WAS PREPARED IN
47-30 AS AMENDED.
SIGNATURE, LICENSE NUMBER AND SEAL THIS
June, A.D., 2019.

Barbour
PROFESSIONAL LAND SURVEYOR, LICENSE NO. L–2855

REFERENCES:
DEED BOOK 1044, PAGE 184
DEED BOOK 1751, PAGE 185
PLAT CABINET "O", SLIDE 84–G

PIN# 2663334416
PIN# 2663434468

ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES
AREA BY COORDINATE METHOD.

0 100 200 300
GRAPHIC SCALE 1"=100'

ERB N=633,454.6114 E=2,263,736.1319 SEE GRID NOTE

ERB N=632,724.8047 E=2,263,423.6935 SEE GRID NOTE

108 0.415 Acres 18,056 SF
109 0.469 Acres 20,412 SF
107 0.359 Acres 15,537 SF
110 0.384 Acres 16,718 SF
106 0.378 Acres 16,474 SF
111 0.399 Acres 17,384 SF
105 0.391 Acres 17,053 SF
112 0.515 Acres 22,453 SF
104 0.361 Acres 15,724 SF
113 0.452 Acres 19,695 SF
103 0.408 Acres 17,789 SF
114 0.441 Acres 19,228 SF
102 0.384 Acres 16,746 SF
101 0.362 Acres 15,750 SF
93 0.380 Acres 16,570 SF
100 0.362 Acres 15,750 SF
94 0.354 Acres 15,418 SF
99 0.362 Acres 15,771 SF
95 0.351 Acres 15,287 SF
98 0.371 Acres 16,166 SF
97 0.417 Acres 18,148 SF
96 0.348 Acres 15,187 SF

BOLLINGER DRIVE
BLACKSTONE DRIVE
SALMON LANE
GANDER LAKE PHASE FOUR PC "O", SLIDE 80-G
PC "O", SLIDE 62B-62D
GANDER LAKE PHASE THREE
GANDER LAKE PHASE ONE PC "O", SLIDE 8A-8B

Ex. 20' PUBLIC DRAINAGE ESMT. (PC "O", SLIDE 80-G)
New 20' PUBLIC DRAINAGE EASEMENT
50' PUBLIC R/W
10'x70' S.D. (TYP.)
OECS

Attachment B Page 12
VICINITY

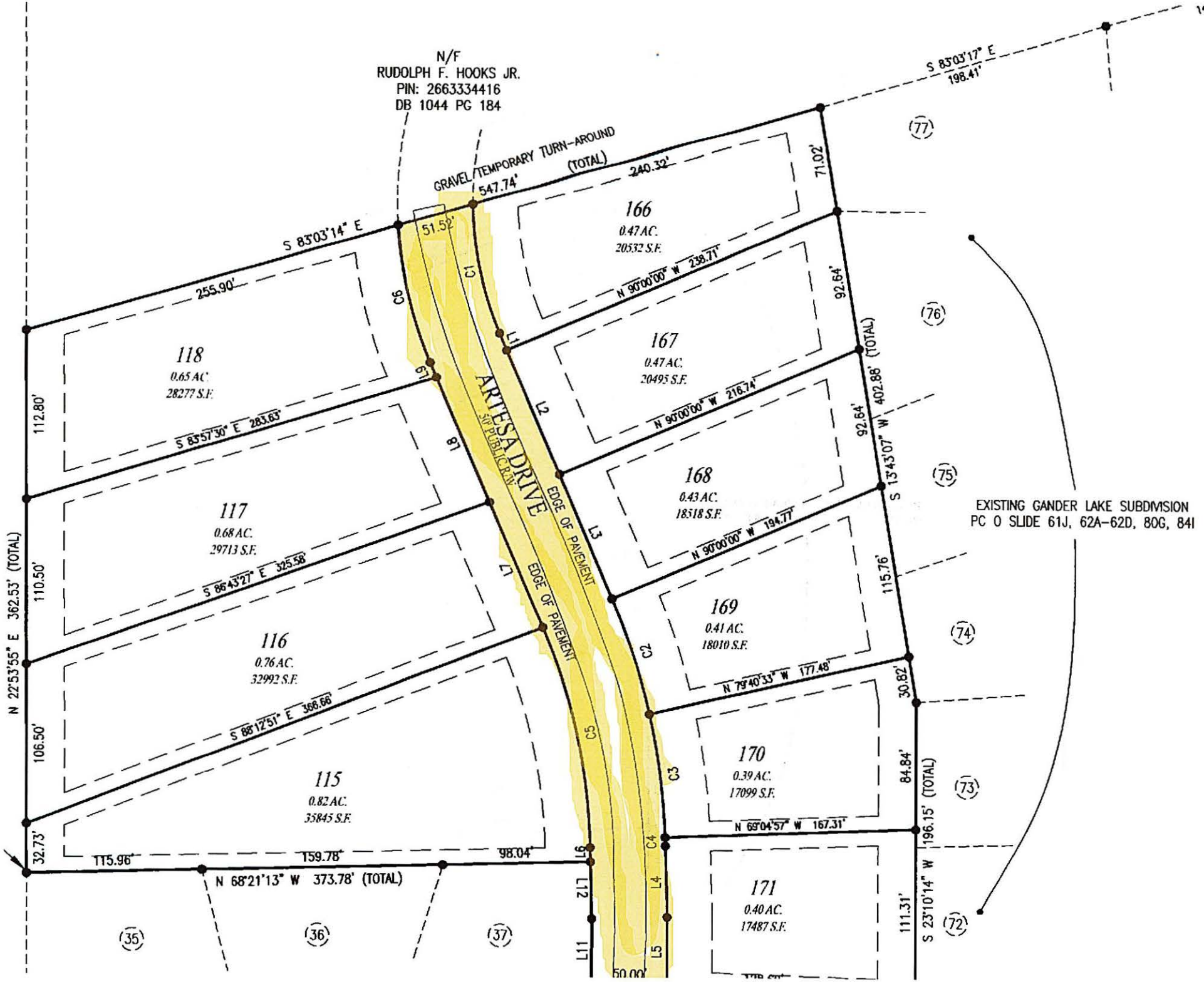
N/F
FRANKLIN RUDOLPH H
DB 1751, PG 185
PIN# 2663434468
30.1 AC± REMAINING P
WAYNE CO. GIS DATA

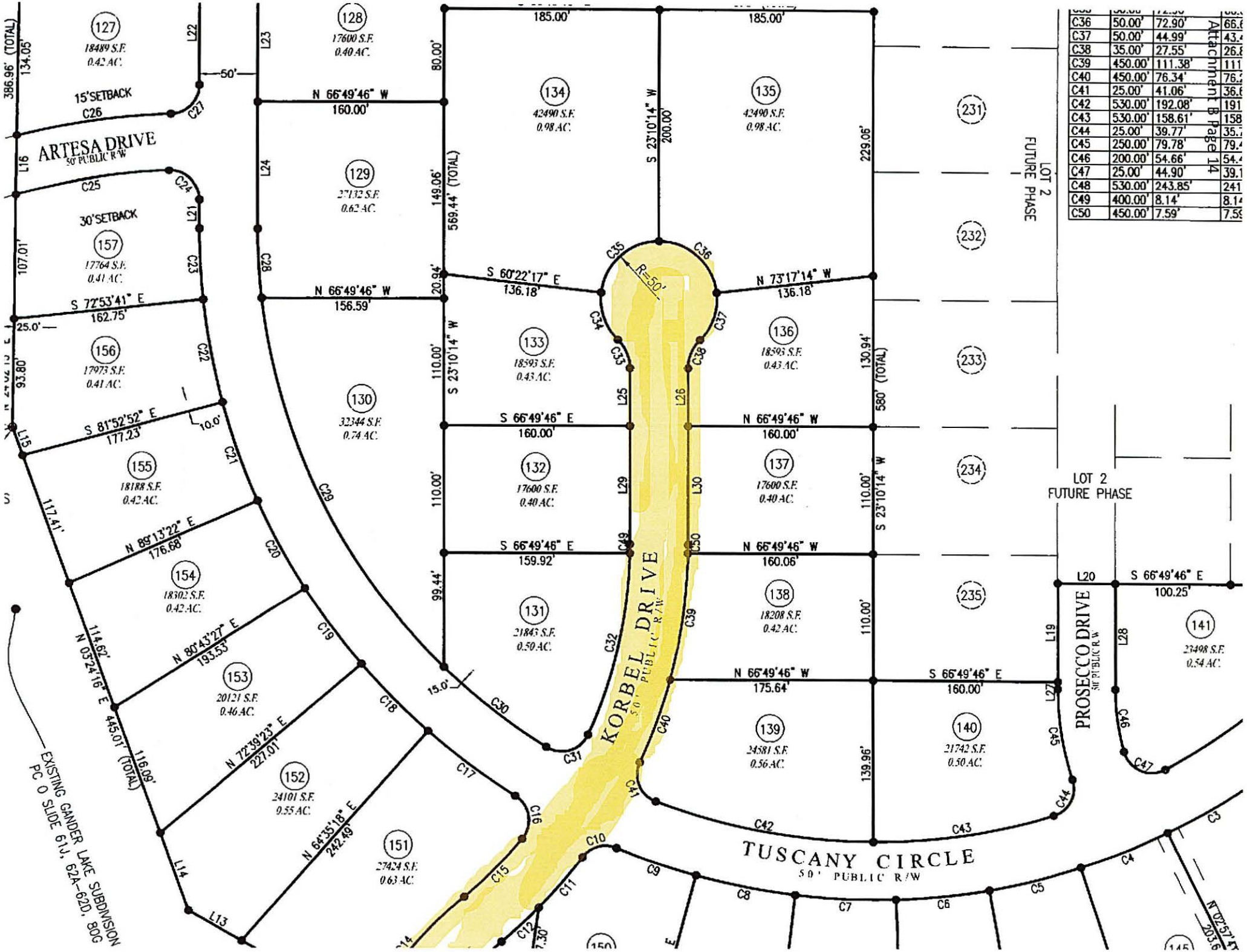
SETBACKS FRONT–30'
SIDE–10'
REAR–25'
CORNER SIDE–25'

Indexed

THIS MAP IS PREPARE
FINAL SUBDIVISI

FIRE HYDRANT MNS
MAGNETIC NAIL SET
JIMMY BARBOUR SURVEYING, PA
GANDER LAK


N/F
RUDOLPH F. HOOKS JR.
PIN: 2663334416
DB 1044 PG 184
GRAVEL/TEMPORARY TURN-AROUND
547.74'
(TOTAL)
S 83°03'17" E
198.41'
S 83°03'14" E
255.90'
51.52'
240.32'
71.02'
92.64'
402.88' (TOTAL)
362.53' (TOTAL)
N 22°53'55" E
112.80'
110.50'
106.50'
32.73'
115.96'
159.78'
98.04'
N 68°21'13" W 373.78' (TOTAL)
S 83°57'30" E 283.63'
S 86°43'27" E 325.58'
S 86°12'51" E 366.66'
N 90°00'00" W 238.71'
N 90°00'00" W 216.74'
N 90°00'00" W 194.77'
S 13°43'07" W
115.76'
N 79°40'33" W 177.48'
30.82'
84.84'
N 69°04'57" W 167.31'
196.15' (TOTAL)
S 23°10'14" W
111.31'
50.00'
ARTESA DRIVE
50' PUBLIC R/W
EDGE OF PAVEMENT
EDGE OF PAVEMENT
118
0.65 AC.
28277 S.F.
117
0.68 AC.
29713 S.F.
116
0.76 AC.
32992 S.F.
115
0.82 AC.
35845 S.F.
166
0.47 AC.
20532 S.F.
167
0.47 AC.
20495 S.F.
168
0.43 AC.
18518 S.F.
169
0.41 AC.
18010 S.F.
170
0.39 AC.
17099 S.F.
171
0.40 AC.
17487 S.F.
EXISTING GANDER LAKE SUBDIVISION
PC O SLIDE 61J, 62A-62D, 80G, 84I
(35)
(36)
(37)
(72)
(73)
(74)
(75)
(76)
(77)



C36	50.00'	72.90'	66.8
C37	50.00'	44.99'	43.4
C38	35.00'	27.55'	26.8
C39	450.00'	111.38'	111
C40	450.00'	76.34'	76.2
C41	25.00'	41.06'	36.8
C42	530.00'	192.08'	191
C43	530.00'	158.61'	158
C44	25.00'	39.77'	35.7
C45	250.00'	79.78'	79.4
C46	200.00'	54.66'	54.4
C47	25.00'	44.90'	39.1
C48	530.00'	243.85'	241
C49	400.00'	8.14'	8.14
C50	450.00'	7.59'	7.59

Attachment C

Indian Springs Volunteer Fire Department

3900 Arrington Bridge Road

Seven Springs, N.C. 28578

Bryan Taylor, Wayne County Fire Marshall

Wayne County Board of Commissioners

Indian Springs VFD is in the process of attempting to secure a loan through USDA Rural Development to purchase a new fire truck. Our current tanker is a 1997 model truck which is our oldest truck. We are looking to purchase a new 2 door commercial pumper. It will have a 1500 gpm pump, with a 1250-gallon water tank and could be used as a tanker in a water haul operation. The current estimate for this truck is $627,000.00. We think we will be able to put down approximately $100,000 and finance around $525,000.00. By financing through Rural Development, we will have a 20-year term loan with annual payments of approximately $37,000.00. A Rural Development loan will have about 3% less interest than a conventional bank loan, which will only allow a 15-year term.

We currently have 2 trucks that are over 20 years old. We will try to sell our current tanker, which will be approximately 28 years old upon delivery of the new truck. We will move our Engine 2 to be used as our tanker.

We have been asked by Rural Development to have County approval for this project. We would appreciate your support in this endeavor.

Thank you,

Phil Shivar

Phil Shivar

Fire Chief, Indian Springs VFD

WAYNECOUNTY
NORTH CAROLINA

TO: Wayne County Board of Commissioners

FROM: Mandy Trujillo, Wayne County Procurement Specialist

DATE: November 1, 2023

SUBJECT: Approval to award the Request for Bid & Contract of Cleaning & Janitorial Supplies

Request for Bids were sent out on September 25,2023 and six bids were opened on October 25, 2023, at 2:00 pm. A committee comprised of Kendall Lee, Facilities Department, John Taylor, Facilities Department, Lt. Edwards , Detention Center, Julia Herring, Sheriff's Office and Mandy Trujillo, Procurement Specialist reviewed and analyzed the bids.

The committee respectfully requests the Wayne County Board of Commissioners approve the bid from Seven Oaks Supply. We would like to enter into a one-year contract to supply our cleaning and janitorial supplies.

The cost analysis is attached for your review.

VENDOR AGREEMENT

COUNTY OF WAYNE AND SEVEN OAKS SUPPLY COMPANY

This Vendor Agreement ("Contract") made and entered into this the _____ day of _____, 2023 between County of Wayne ("County"), a body politic and corporate organized under the State of North Carolina having a mailing address of PO Box 227, Goldsboro, NC 27533 and Seven Oaks Supply Company ("Vendor"), a domestic corporation organized under the laws of the State of North Carolina having a mailing address of PO Box 677, Oakboro, NC 28129.

For and in consideration of the mutual promises set forth in this Contract, the parties do mutually agree as follows:

1. Obligations of Vendor – Vendor agrees to provide products identified in the document entitled "Product List and Compensation Schedule" which is attached hereto as Exhibit A and incorporated herein by reference.

2. This Contract shall commence on upon the execution of the Contract and remain in effect for one year unless otherwise terminated by either party consistent with the terms contained herein. Wayne County may extend this Contract for additional one year periods by providing 60 days notice of its intent to renew prior to the expiration of the then current term.

3. The Vendor agrees to provide products consistent with the terms contained in the document entitled "Performance Requirements" which is attached hereto as Exhibit B and incorporated herein by reference. Furthermore, the Vendor represents and warrants that (i) it is duly qualified and licensed to provide products covered under this Contract, (ii) that while this Contract remains in effect it will comply with all applicable Federal, State, and local laws, statutes, ordinances, codes, orders, rules and regulations, and (iii) its reports, if any, shall be complete, accurate, and unambiguous.

4. Payment Obligations. County agrees to pay Vendor pursuant to the terms contained in the Exhibit A.

5. County Representative. Kendall Lee shall be the representative in connection with the Vendor's performance under this Contract. Wayne County has complete discretion in replacing this representative with another person of its choosing.

6. Vendor Supervisor. _____ is designated as the Supervisor for the Vendor. The Vendor Supervisor is fully authorized to act on behalf of the Vendor in connection with this Contract.

7. Terms and Methods of Payment. Wayne County will make payment after invoices are approved on a net 30 days basis. Wayne County will not pay for services or materials in advance without the prior approval of the Finance Officer.

8. Additional Provisions. Vendor agrees to the terms and conditions as set forth in the document entitled "Standard Terms and Conditions" which is attached hereto as Exhibit C and incorporated herein by reference.

9. Counterpart Execution. This Contract may be executed and recorded in two or more counterparts, each of which shall be deemed and original and all of which, when taken together, shall constitute one and the same instrument. Each party shall be entitled to rely upon executed copies of this Contract transmitted by facsimile or electronic PDF to the same and full extent as the originals.

10. Notices. Any notice of demand which any provision in this Contract is required or allowed to be given by either party to the other shall be deemed to have been sufficiently given for all purposes when made in writing and sent in the United States mail as certified or registered mail, return receipt requested, postage prepared and addressed as follows:

VENDOR:	COUNTY:
Seven Oaks Supply Company	County of Wayne
PO Box 677	PO Box 224
Oakboro, NC 28129	Goldsboro, NC 27533

IN WITNESS WHEREOF, WAYNE COUNTY and the Vendor have executed this Contract on the day and year first written above.

COUNTY

BY: _____

This instrument has been preaudited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____

Finance Director

SEVEN OAKS SUPPLY COMPANY

BY: _____

PRODUCT LIST AND COMPENSATION SCHEDULE
EXHIBIT A

WAYNE COUNTY FACILITIES

Item	Unit of Measure (UOM)	Storage Amount	Cost
Aerosol Air Freshener for Auto Mister 7oz	1 case 6 each	10	$44.00
Ajax	12oz can - 24/Case	20	$36.18
Awesome All Purpose Cleaner	Gallon	3	$7.94
Can Liner 24x32 (Black .70mil)	500/case	6	$29.82
Can Liner 24x32 (Clear)	1000/case	2	$19.74
Can Liner 33x39 (Black .90mil)	150/case	36	$29.10
Can Liner 38x58 (Black 2.0mil)	100/case	12	$30.28
Can Liner 43x47 (Black 1.0mil)	100/case	6	$23.45
Can Liner 43x47 (Clear)	100/case	5	$22.79
Carpet Shampoo	1 gal	24	$10.12
Carpet Spot Remover (Aerosol Can)	1 each	4	$3.79
Chewing Gum Remover (Candle Wax)	1 each	24	$5.85
Cleaning Cloths	10lb case	1	$18.74
Clorox Wipes	1 each 75ct	20	$4.03
Cloth (Microfiber) 16x16	1 pkg	3	$0.57
Commode Mats 6/cs	6/case	2	$7.39
Disinfectant Neutral Cleaner	4 Gal/Case	12	$38.00
Dust Pan 24inch	1 each	2	$7.33
Duster Screw On (Lamb Skin)	1 each	12	$4.75
Empty Spray Bottle 32oz w/trigger	1 each	2	$1.75
Fabuloso Multi Purpose Cleaner	22oz 12/case	8	$31.73
Floor Mat 4x6 Scrapper	1 each	10	$89.81
Floor Cleaner (ZEP Neutral PH Floor Cleaner)	1 Gal	4	$7.70
Furniture Polish (Spray Can)	16.5oz	36	$48.85
Glass Cleaner	19oz Can	25	$36.80
Gloves (sm, med, lg & xl) Nitril Black powder free	100/box	36	$3.35
GoJo Hand Soap (1250ml) Luxury Foam	4/case	3	$73.90
Insectiside Spray (Flying & Crawl)	10oz can	8	$4.95
Insectiside Spray (Wasp & Hornet)	15oz can	36	$6.15
Janitors Cart w/bag	1 each	2	$89.95
Kitchen Roll Towel 2ply	30 rolls/case	4	$28.37
Liquid Hand Soap (Pink Antibacterial)	1 Gal	12	$5.41

Lysol All Purpose Cleaner 32oz	1 each	36	$4.59
Lysol Disinfectant Spray 19oz	12/case	20	$8.25
Mask, Blue ear loop	50/Box	2	$2.09
Mop Bucket 35qt Rubbermaid	1 each	2	$59.95
Mop Handle (Quick Release) 60 Inch	1 each	24	$9.75
Mop Head (Medium #16) blue looped washable	1 each	1	$68.49
Mr. Clean Magic Eraser 4each/bx	1 box	1	$0.50
Multifold Towels (White)	1 case (4000sht)	1	$24.97
Murphy Oil Soap 128oz	1 each	70	$7.95
Odor Removal Spray (Ridz)	B & L 32 oz	6	$2.47
Paper Tower-800ft roll-10in	1 case	3	$44.64
Paper Towel (Y-Notched White roll 800ft)	6/case	6	$38.42
Pine-Sol Cleaner (60oz btl)	6/case	10	$43.49
Plunger	1 each		$4.95
Safety Sign (Closed for Cleaning)	1 each	3	$11.75
Sanitary Napkin wax bag	250/case	12	$22.95
Stainless Steel Cleaner (Aerosol Can)	16oz 12/case	4	$42.44
SuperSorb spill absorbent	12oz can 6/case	6	$39.72
Swiffer Wet Jet Liquid Floor Cleaner (Two 42.2oz Bottles)	42.2oz /2 per pack	4	$6.95
Swiffer Wet Jet Multi Surface Floor Cleaner Pad (Refill 24 count)	1 each	4	$18.50
Swiffer Wet Jet Heavy Duty Mop Refills (20 Mop Pads)	20 pads per box	4	$9.45
Tissue Roll 2ply - individually wrapped	96/case	3	$49.62
Toilet Bowl Mop (Cotton)	1 each	12	$1.14
Toilet Seat Cover	1 Case (5000)	4	$39.00
Toilet Tissue Jumbo 1000ft 3.5"w 2.5" core	12/case	20	$33.49
Trash Can 55gal (Brute)	1 each	2	$38.82
Trash Can Office 7 gal	1 each	10	$6.65
Trash Can Skirt (55 Gal Can)	1 each	1	$17.44
Ultra Air Room Deodorizer Cone	1 box 6 each	4	$18.29
Urinal Mat (Black)	6/case	4	$6.99
Urinal Screen High Fragrance	10/case	4	$21.98
Vacuum Cleaner (Proteam) 15in upright	1 each	2	$489.00
Vacuum Cleaner Bag for Proteam Upright	100/case	2	$9.20
Wet Floor Sign (English & Spanish)	1 each	6	$7.24

WAYNE COUNTY DETENTION CENTER

Item	Unit of Measure (UOM)	Storage Amount	Cost
Bleach germicidal cleaner	1 gallon - 6 /case	3	$23.77
Instant mildew stain remover	1 quart - 12/case	12	$36.00
Can Liner 38 x 58 (Black 1.5 mil)	100/box	6	$24.65
Can Liner 24 x 32 (Black, 1.0 mil)	150/box	4	$29.82
Can Liner 33 x 40 (16 mil clear)	200/box	1	$22.17
Fabuloso multipurpose cleaner	1 gallon - 4/case	1	$31.73
Kitchen paper towel roll, 2 ply	30 rolls/case	1	$28.37
Foam cup (16 oz)	1000/case	1	$72.90
Foam cup lids w/straw slot	1000/case	1	$39.83
Foam 3 compartment food container with lid, 9 x 9	250/case	3	$29.37
Ajax cleanser	21oz – 24/case	1	$36.18
Gloves (sm, med, lg & xl) nitrile black	100/box -10 box/case	10	$3.35
Gloves (sm, med, lg & xl) - Fentanyl Protection	100/box -10 box/case	10	$5.65
Gloves, poly foodservice (large) clear	100/box -10 box/case	10	$5.49
Gloves, vinyl (sm, med, lg & xl) powder Free	100/box -10 box/case	10	$2.19
Paper bag (brown, 12x7x17)	500/box	2	$66.82
Paper towel, Tork natural, 700 ft roll - 8" wide	6 rolls/case	2	$39.90
Toilet tissue, 2 ply	96 rolls/case	18	$49.62
PH7 Ultra Neutral floor cleaner (cartdridge refill)	4 liters - 2/case	2	29.59
Antibacteral hand soap (cartridge refill)	6 pkgs/case	1	$39.50
Stainless steel cleaner/polish	18 oz can - 12/case	1	$42.44
Glass cleaner, aerosol	19 oz. can - 12/case	1	$36.80
Broom, angle, wood handle, plastic bristles	1 ea.	1	$5.98
Hair net, brown, lightweight, 22"	144/box	3	$33.94
Mop handle, 60 inches	1 ea.	1	$7.10
Mop head #24, cotton, cut end	12/case	2	$48.98

Dustpan, plastic	1 ea.	2	$4.24
Dust Mop & Dust Mop Handles	1 ea.	2	$7.33
Trash Can Dollies	1 ea.	3	$32.09
Toilet Brush (Cotton)	1 ea.	48	$1.14
Scrub Brush, short handle	1 ea.	6	$3.95
Plungers	1 ea.	12	$4.95
Disinfectant, ready-to-use, liquid	1 qt./12 case	1	$38.60
Flying/crawling insect spray	10 oz. can	2	$4.95
Spoons, plastic, medium weight	1000/case	1	$9.69
Maxi pad #4	250/box	2	$55.49
Tampons	500/box	6	$62.44
Disinfecting wipes, 10" x 12"	60/pack	3	$4.03
Disinfectant aerosol spray, 16.5 oz. can	16.5 oz. can - 12/case	16	$52.51
Face Masks, cloth, preferrably white, if not, black	10/pack	10	$1.99
Mask, blue ear loop	50/box	4	$2.09

PERFORMANCE REQUIREMENTS
EXHIBIT B

Storage Amount:	Vendor shall maintain a minimum quantity in storage for immediate delivery as needed. The minimum quantity required is identified as "Storage Amount" in Exhibit A. Immediate delivery is defined as delivery within 48 hours of request.
Delivery:	It is the responsibility of Vendor to deliver the products as needed to the Wayne County Facilities Department located at 804-C Corporate Drive, Goldsboro, NC 27530 and to the Wayne County Sheriff's Office located at 207 E. Chestnut Street, Goldsboro, NC 27530.
Defective Products:	Defective products shall be picked up and replaced within 72 hours of notification at no cost to Wayne County.
Packaging:	Vendor shall supply the products in the original Manufacturer's packaging and include the labeling for easy identification of product.
Unavailable Products:	In the event Vendor is unable to provide a requested product with supported documentation, County may be allowed to solicit another vendor for the sole purpose of securing the unavailable product.

STANDARD TERMS AND CONDITIONS
EXHIBIT C

1. Payment Terms. Payment terms are Net 30 days after receipt of applicable invoice.

2. Compliance with All Laws. Vendor warrants that all performance hereunder shall be in accordance with all applicable federal, state and local laws, regulations and orders. If the source of funds for this Contract is federal funds, the following federal provisions apply pursuant to 2 C.F.R. § 200.326 and 2 C.F.R. Part 200, Appendix II (as applicable): Equal Employment Opportunity (41 C.F.R. Part 60); Davis-Bacon Act (40 U.S.C. 3141-3148); Copeland "Anti-Kickback" Act (40 U.S.C. 3145); Contract Work Hours and Safety Standards Act (40 U.S.C. 3701-3708); Clean Air Act (42 U.S.C. 7401-7671q); the Federal Water Pollution Control Act (33 U.S.C. 1251-1387); Debarment and Suspension (Executive Orders 12549 and 12689); Byrd Anti-Lobbying Amendment (31 U.S.C. 1352); Procurement of Recovered Materials (2 C.F.R. § 200.322); and Record Retention Requirements (2 CFR § 200.324).

3. E-verification. Vendor and any of its sub-Vendors must comply with the requirements of the North Carolina General Statutes, if applicable, which requires certain employers to verify the work authorization of each newly hired employee through the federal E-Verify program operated by the United State Department of Homeland Security and other federal agencies.

4. Iran Divestment Act Certification. Vendor hereby certifies that Vendor, and all sub-Vendors, are not on the Final Iran Divestment List ("List") created by the North Carolina State Treasurer pursuant to NCGS 147, Article 6E. Vendor shall not utilize any sub-Vendor that is identified on the List.

5. Indemnification. Vendor shall indemnify and hold harmless Wayne County, its officers, agents, employees and assigns from and against all claims, losses, costs, damages, expenses, attorneys' fees and liability that any of them may sustain (a) arising out of Vendor's failure to comply with any applicable law, ordinance, or regulation or (b) arising directly or indirectly out of Vendor's performance or lack of performance of their terms and conditions of the Contract. In event Vendor, its employees, agents, sub-Vendors and or lower-tier sub-Vendors enter premises occupied by or under the control of Wayne County in the performance of the Contract Documents, Vendor agrees that it will indemnify and hold harmless Wayne County, its officers, agents, employees and assigns, from any loss, costs, damage, expense or liability by reason of property damage or personal injury of whatsoever nature or kind arising out of, as a result of, or caused by the negligence or willful misconduct of such entrant.

6. Termination for Convenience. In addition to all of the other rights that Wayne County may have to cancel this Contract, Wayne County shall have the further right, without assigning any reason therefore, to terminate any work under the Contract Documents, in whole or in part, at any time by providing thirty (30) days written notice to Vendor. If the Contract is terminated

by Wayne County in accordance with this Paragraph, Vendor will be paid for Services actually provided up through the date of termination at the rates provided herein.

7. Termination for Default. Wayne County may terminate this Contract, in whole or in part, for failure of the Vendor to perform any of the provisions hereof. In addition to any other remedies available to Wayne County in law or equity in connection with an uncured breach of the Contract by Vendor, Wayne County may procure upon such terms as Wayne County shall deem appropriate, services substantially similar to those so terminated, in which case Vendor shall be liable to Wayne County for any excess costs for such similar supplies or services and any expenses incurred in connection therewith.

8. Contract Funding. It is understood and agreed between Vendor and Wayne County that Wayne County's obligation under the Contract is contingent upon the availability of appropriated funds from which payment for Contract purposes can be made. No legal liability on the part of Wayne County for any payment may arise until funds are made available to Wayne County's Finance Officer and until Vendor receives notice of such availability. Should such funds not be appropriated or allocated, the Contract shall immediately be terminated. Wayne County shall not be liability to Vendor for damages of any kind (general, special, consequential or exemplary) as a result of such termination.

9. Contract Modifications. The contract may be amended only by written amendment duly executed by both Wayne County and Vendor. However, minor modifications may be made by Wayne County's Project Coordinator to take advantage of unforeseen opportunities that: (a) do not change the intent of the Contract or the scope of Vendor's performance; (b) do not increase Vendor's total compensation or method of payment; and (c) either improve the overall quality of the product or service to Wayne County without increasing the cost, or reduce the total cost of the product or service without reducing the quantity or quality. All such minor modifications to the Contract must be recorded in writing, signed by both the Project Coordinator and Vendor, and placed on file with the Contract. No price adjustments will be made unless the procedure has been included in the Contract and a maximum allowable amount stipulated.

10. Independent Contractor. Vendor is an independent Contractor and not an employee of Wayne County. The conduct and control of the work will lie solely with Vendor. The Contract shall not be construed as establishing a joint venture, partnership or any principal-agent relationship for any purpose between Vendor and Wayne County. Employees of Vendor shall remain subject to the exclusive control and supervision of Vendor, which is solely responsible for their compensation.

11. Permits and Licenses. Vendor will, at his own expense, obtain all necessary permits, give all notices, pay all license fees and comply with all laws, rules, ordinances, and regulations relating to the preservation of the public health or applicable to the services or business carried

on under this contract. The burden of determining applicability of licensing requirements, laws, ordinances, and regulations for the Vendor and its employees rests with the Vendor.

12. Nondiscrimination. Vendor shall not discriminate against or deny the Contract's benefits to any person on the basis of: race; religion; creed; color; sex; gender identity and expression; medical conditions related to pregnancy, childbirth, or breastfeeding; sexual orientation; marital status; age; national origin; ancestry; genetic information; disability; veteran status; or any class protected by local state or federal law.

13. Conflict of Interest. Vendor represents and warrants that no member of Wayne County or any of its employees or officers who may obtain a direct benefit, personal gain or advantage for themselves or a relative or associate as a result of the Contract, subcontract or other agreement related to the Contract is in a position to influence or has attempted to influence the making of the Contract, has been involved in making the Contract, or will be involved in administering the Contract. Vendor shall cause this paragraph to be included in all Contracts, subcontracts and other agreements related to the Contract.

14. Gratuities to Wayne County. The right of Vendor to proceed may be terminated by written notice of Wayne County determines that Vendor, its agent or another representative offered or gave a gratuity to an official or employee of Wayne County in violation of the policies of Wayne County.

15. Kickbacks to Vendor. Vendor shall not permit any kickbacks or gratuities to be provided, directly or indirectly, to itself, its employees, Sub-Vendors or Sub-Vendor employees for the purpose of improperly obtaining or rewarding favorable treatment in connection with a Wayne County contract or in connection with a subcontract relating to a Wayne County Contract. When Vendor has grounds to believe that a violation of this clause may have occurred, Vendor shall promptly report to Wayne County in writing the possible violation.

16. Monitoring and Evaluation. Vendor shall cooperate with Wayne County, or with any other person or agency as directed by Wayne County, in monitoring, inspecting, auditing or investigating activities related to the Contract. Vendor shall permit Wayne County to evaluate all activities conducted under the Contract. Wayne County has the right at its sole discretion to require that Vendor remove any employee of Vendor from Wayne County Property and from performing services under the Contract following a provision of notice to Vendor of the reasons for Wayne County's dissatisfaction with the services of Vendor's employee.

17. Financial Responsibility. Vendor is financially solvent and able to perform under the Contract. If requested by Wayne County, Vendor agrees to provide a copy of its latest audited annual financial statements or other financial statements as deemed acceptable by Wayne County's Finance Officer. In the event of any proceedings, voluntary or involuntary, in bankruptcy or insolvency by or against Vendor, the inability of Vendor to meet its debts as they become due or in the event of the appointment, with or without Vendor's consent, of an assignee for the

benefit of creditors or of a receiver, then Wayne County shall be entitled, at its sole option, to cancel any unfilled part of the Contract without any liability whatsoever.

18. Dispute Resolution and Contract Situs. This Contract shall be governed and will be construed in accordance with the laws of the State of North Carolina. Each party agrees that exclusive venue for all actions, relating in any manner to this Contract will be in the General Court of Justice in Wayne County, North Carolina.

19. No Third-Party Benefits. The Contract shall not be considered by Vendor to create any benefits on behalf of any third party. Vendor shall include in all contracts, subcontracts, or other agreements relating to the Contract an acknowledgment by the contracting parties that the Contract creates no third-party benefits.

20. Force Majeure. "Force Majeure" shall mean any delays caused by acts of God, riot, war, terrorism, inclement weather, labor strikes, material shortages and other causes beyond the reasonable control of the affected party. If either party is unable to perform its obligations or in the case of Wayne County, to accept the Services because of Force Majeure, the time for such performance by such party or in the case of Wayne County, acceptance of Services will be equitably adjusted by allowing additional time for performance or acceptance of services equal to any periods of Force Majeure.

21. General Provisions. Wayne County's remedies as set forth herein are not exclusive. Any delay or omission in exercising any right hereunder, or any waiver of any single breach or default hereunder, shall not be deemed to be a waiver of such right or of any other right, breach or default. If Wayne County should prevail in any action instituted by Vendor hereunder, Wayne County shall be entitled to recover costs and reasonable attorney's fees. Vendor may not assign, pledge, or in any manner encumber Vendor's rights under this Contract, or delegate the performance of any of its obligations hereunder, with Wayne County's prior, express, written consent.

22. Entire Contract. This Contract constitutes and expresses the entire agreement and understanding between the parties concerning the subject matter of this Contract. This document, including exhibits, if any, any purchase order used in connection with this Contract and any other document expressly incorporated in this Contract by reference supersede all prior and contemporaneous discussion, promises, representations, agreements, and understandings relative to the subject matter of this Contract.

Wayne County Detention Center

Item	Unit of Measure (UOM)	WC Will Keep On Hand	Approx. Qty Per Year	Unit of Measure	United	United Per Year	Seven Oaks	Seven Oaks Per Year
Bleach germicidal cleaner	1 gallon - 6 /case	3	110	cases	15.73	1730.3	23.77	2614.7
Instant mildew stain remover	1 quart - 12/case	12	42	cases	43.89	1843.38	36	1512
Can Liner 38 x 58 (Black 1.5 mil)	100/box	6	100	boxes	18.2	1820	24.65	2465
Can Liner 24 x 32 (Black, 1.0 mil)	150/box	4	60	boxes	13.9	834	29.82	1789.2
Can Liner 33 x 40 (16 mil clear)	200/box	1	5	boxes	15.25	76.25	22.17	110.85
Fabuloso multipurpose cleaner	1 gallon - 4/case	1	75	cases	42.16	3162	31.73	2379.75
Kitchen paper towel roll, 2 ply	30 rolls/case	1	30	cases	27.21	816.3	28.37	851.1
Foam cup (16 oz)	1000/case	1	10	cases	76.81	768.1	72.9	729
Foam cup lids w/straw slot	1000/case	1	3	cases	41.93	125.79	39.83	119.49
Foam 3 compartment food container with lid, 9 x 9	250/case	3	12	cases	48.3	579.6	29.37	352.44
Paper bag (brown, 12x7x17)	500/box	2	5	boxes	55.5	277.5	66.82	334.1
Gloves (sm, med, lg & xl) nitrile black	100/box -10 box/case	10	will vary based on inmate #	boxes	11	110	3.35	33.5
Gloves, poly foodservice (large) clear	100/box -10 box/case	10	will vary based on inmate #	boxes	5.49	54.9	5.49	54.9
Gloves, vinyl (sm, med, lg & xl) powder Free	100/box -10 box/case	10	will vary based on inmate #	boxes	4.95	49.5	2.19	21.9
Toilet tissue, 2 ply	96 rolls/case	18	425	cases	31.35	13323.75	49.62	21088.5
Stainless steel cleaner/polish	18 oz can - 12/case	1	33	cases	30.38	1002.54	42.44	1400.52
Glass cleaner, aerosol	19 oz. can - 12/case	1	33	cases	25.67	847.11	36.8	1214.4
Broom, angle, wood handle, plastic bristles	1 ea.	4	30	each	4.86	145.8	5.98	179.4
Hair net, brown, lightweight, 22"	144/box	3	12	boxes	12.6	151.2	33.94	407.28
Mop handle, 60 inch	1 ea.	1	30	each	4.45	133.5	7.1	213
Mop head #24, cotton, cut end	12/case	1	42	cases	49.25	2068.5	48.98	2057.16
Dust pan, plastic	1 ea.	1	4	each	2.64	10.56	4.24	16.96
Trash Can Dollies	1 ea.	1	3	each	26.46	79.38	32.09	96.27
Scrub Brush, short handle	1 ea.	2	6	each	1.26	7.56	3.95	23.7
Plungers	1 ea.	5	12	each	3.18	38.16	4.95	59.4
Disinfectant, ready-to-use, liquid	1 qt./12 case	1	12	cases	32.11	385.32	38.6	463.2
Flying/crawling insect spray	10 oz. can	3	12	cans	4.12	49.44	4.95	59.4
Spoons, plastic, medium weight	1000/case	1	3	cases	6.6	19.8	9.69	29.07
Mask, blue ear loop	50/box	2	4	boxes	4	16	2.09	8.36
Disinfectant aerosol spray, 16.5 oz. can	16.5 oz. can - 12/case	1	4	cases	27.72	110.88	52.51	210.04
					686.97	30637.12	794.39	40894.59

Wayne County Facilites

Item	Unit of Measure (UOM)	WC Will Keep On Hand	Approx. Qty Per Year	Unit of Measure	United	United Per Year	Seven Oaks	Seven Oaks Per Year
Can Liner 24x32 (Black .70mil)	500/case	16	150	case	15.85	2377.5	29.82	4473
Can Liner 33x39 (Black .90mil)	150/case	10	200	case	14.5	2900	29.1	5820
Can Liner 38x58 (Black 2.0mil)	100/case	20	80	case	19.5	1560	30.28	2422.4
Can Liner 43x47 (Black 1.0mil)	100/case	30	250	case	15.25	3812.5	23.45	5862.5
Can Liner 43x47 (Clear)	100/case	6	25	case	19.95	498.75	22.79	569.75
Carpet Shampoo	1 gal	2	5	gallon	11.93	59.65	10.12	50.6
Fabuloso Multi Purpose Cleaner	22oz 12/case	6	40	case	42.16	1686.4	31.73	1269.2
Floor Cleaner (ZEP Neutral PH Floor Cleaner)	1 Gal	4	25	gallon	15.13	378.25	7.7	192.5

Furniture Polish (Spray Can) Betco Lemon Furniture Polish	16.5oz	8	75	case	2.58	193.5	48.85	3663.75
Glass Cleaner (Windex Original)	19oz Can	10	80	case	2.14	171.2	36.8	2944
Gloves (sm, med, lg & xl) Nitril Black powder free	100/box	36	800	box	11	8800	3.35	2680
Hand Sanitizer (Betco Clario Alcohol Foaming Hand Sanitizer #75529)	33.8 fl.oz. 6/case	3	14	case	89.15	1248.1	66.53	931.42
Insectiside Spray (Flying & Crawl)	10oz can	24	72	cans	3.94	283.68	4.95	356.4
Insectiside Spray (Wasp & Hornet)	15oz can	36	120	cans	4.26	511.2	6.15	738
Janitors Cart w/bag	1 each	1	2	each	96.47	192.94	89.95	179.9
Kitchen Roll Towel 2ply	30 rolls/case	3	20	case	28.5	570	28.37	567.4
Liquid Hand Soap (Pink Antibacterial)	1 Gal	8	40	case	6.07	242.8	5.41	216.4
Lysol All Purpose Cleaner 32oz	1 each	36	150	each	5.17	775.5	4.59	688.5
Lysol Disinfectant Spray 19oz	12/case	12	250	case	110.34	27585	8.25	2062.5
Mask, Blue ear loop	50/Box	2	4	box	4	16	2.09	8.36
Mop Bucket 35qt Rubbermaid	1 each	2	10	each	42.17	421.7	59.95	599.5
Mop Head (Medium #16) blue looped washable	1 each	12	75	each	4.9	367.5	68.49	5136.75
Mr. Clean Magic Eraser 4each/bx	1 box	36	40	each	6.94	277.6	0.5	20
Multifold Towels (White)	1 case (4000sht)	20	250	case	18.52	4630	24.97	6242.5
Odor Remover (OdoBan Deodorizer, Disinfectant) 32oz bottles	1 each	6	45	each	6.96	313.2	2.47	111.15
Paper Tower-800ft roll-10in	1 case	70	780	case	21.47	16746.6	44.64	34819.2
Plunger	1 each	2	4	each	3.3	13.2	4.95	19.8
Safety Sign (Closed for Cleaning)	1 each	2	4	each	9.65	38.6	11.75	47
Stainless Steel Cleaner 3m Stainless Steel Cleaner & Polish (Aerosol Can)	21oz 12/case	4	35	case	29.12	1019.2	42.44	1485.4
SuperSorb spill absorbent	12oz can 6/case	6	8	case	44.46	355.68	39.72	317.76
Swiffer Wet Jet Liquid Floor Cleaner (Two 42.2oz Bottles)	42.2oz /2 per pack	4	35	each	12.83	449.05	6.95	243.25
Swiffer Wet Jet Multi Surface Floor Cleaner Pad (Refill 24 count)	1/each	4	35	each	17.28	604.8	18.5	647.5
Tissue Roll 2ply - individually wrapped	96/case	3	20	case	32.78	655.6	49.62	992.4
Toilet Seat Cover	1 Case (5000)	4	40	case	29.1	1164	39	1560
Toilet Tissue Jumbo 1000ft 3.5"w 2.5" core	12/case	20	720	case	32.64	23500.8	33.49	24112.8
Trash Can 55gal (Brute)	1 each	2	6	each	52.35	314.1	38.82	232.92
Trash Can Office 7 gal	1 each	10	20	each	5.01	100.2	6.65	133
Urinal Screen High Fragrance	10/case	4	75	case	10.69	801.75	21.98	1648.5
Wet Floor Sign (English & Spanish)	1 each	6	25	each	7.98	199.5	7.24	181
					906.04	105836.05	1012.41	114247.01

Not listed are the 36 items that Seven Oaks is able to supply us that United is unable to provide. Many of which items Seven Oaks is the lowest bidder*

*** Of the original 115 items - Seven Oaks is the lowest on 32 of those items. United is the lowest on 27***

*** Per the RFB the most adventagous vendor is Seven Oaks based on overall ability to meet the Counties needs.***

Attachment E

WAYNE COUNTY

Wayne County Emergency Medical Services

Phone: (919) 731-1518 Fax: (919) 735-1175

November 20, 2023

To: Wayne County Board of Commissioners

Re: Wayne County EMS Collection Agency Bid Award

Wayne County EMS received three bids for the past due debt collections.

We would like to award the bid to Bull City Financial Solutions located in Durham, NC for the following reasons:

1. Years this company has been in business
2. Collection percentage rate
3. EMS clientele

Thank you for your consideration of this bid.

Journal Proof Report

Journal Number: 337 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315110-512100	Salaries and Wages				$715.70
BUA	1315110-512700	Longevity Pay			$715.70	
			Journal 2024/5/337	Total	$715.70	$715.70

Journal Proof Report

Journal Number: 338 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1109100-575100	Service Charges			$500.00	
BUA	1104130-526000	Office Supplies				$500.00
			Journal 2024/5/338	Total	$500.00	$500.00

Journal Proof Report

Journal Number: 339 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1104330-524000	Construction & Repair Supplies			$2500.00	
BUA	1104330-524200	Safety Supplies				$2500.00
			Journal 2024/5/339	Total	$2500.00	$2500.00

Journal Proof Report

Journal Number: 340 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1104330-535300	Repairs & Maint-Vehicles			$377.00	
BUA	1104330-531100	Travel-Meals & Lodging				$377.00
			Journal 2024/5/340	Total	$377.00	$377.00

Journal Proof Report

Journal Number: 341 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315180-523100	Program Supplies			$2000.00	
BUA	1315180-532900	Other Communications				$400.00
BUA	1315180-532900	Other Communications				$300.00
BUA	1315180-539500	Training				$1300.00
			Journal 2024/5/341	Total	$2000.00	$2000.00

Journal Proof Report

Journal Number: 579 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1104260-535100	Repairs & Maint-Buildings				$160.00
BUA	1104260-535300	Repairs & Maint-Vehicles			$160.00	
			Journal 2024/5/579	Total	$160.00	$160.00

Journal Proof Report

Journal Number: 580 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315153-522000	Food & Provisions			$700.00	
BUA	1315153-523900	Other Medical Supplies				$700.00
BUA	1315153-526100	Office Supplies-NonCaptl FF&E			$160.00	
BUA	1315153-537000	Advertising				$160.00
			Journal 2024/5/580	Total	$860.00	$860.00

Journal Proof Report

Journal Number: 581 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1104260-535100	Repairs & Maint-Buildings				$2.00
BUA	1104260-557000	Capital Outlay-Land			$2.00	
			Journal 2024/5/581	Total	$2.00	$2.00

Journal Proof Report

Journal Number: 582 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315124-523900	Other Medical Supplies			$1242.00	
BUA	1315124-532900	Other Communications			$208.00	
BUA	1315124-535200	Repairs & Maint-Equipment				$500.00
BUA	1315124-539500	Training				$500.00
BUA	1315124-549100	Dues & Subscriptions				$200.00
BUA	1315124-549750	Incentive Payments				$250.00
			Journal 2024/5/582	Total	$1450.00	$1450.00

Journal Proof Report

Journal Number: 583 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315153-526100	Office Supplies-NonCaptl FF&E			$500.00	
BUA	1315153-549100	Dues & Subscriptions				$500.00
			Journal 2024/5/583	Total	$500.00	$500.00

Journal Proof Report

Journal Number: 588 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1104131-512100	Salaries and Wages				$4094.00
BUA	1104131-512800	Bonus Pay			$4094.00	
			Journal 2024/5/588	Total	$4094.00	$4094.00

Journal Proof Report

Journal Number: 589 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315153-519000	Professional Services			$600.00	
BUA	1315153-532110	Telephone-IT				$600.00
			Journal 2024/5/589	Total	$600.00	$600.00

Journal Proof Report

Journal Number: 591 Year: 2024 Period: 5 Description: SOA Reference 1: 207 Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1165612-523100-SRTRS	Program Supplies			$13896.00	
BUA	1165600-399100	Fund Balance Appropriated				$13896.00
			Journal 2024/5/591	Total	$13896.00	$13896.00

Journal Proof Report

Journal Number: 592 Year: 2024 Period: 5 Description: Reference 1: Reference 2: Reference 3:

Source	Account	Account Description	Line Description	OB	Debit	Credit
BUA	1315110-512100	Salaries and Wages				$398.85
BUA	1315116-512100	Salaries and Wages			$398.85	
BUA	1315110-518000	Social Security-FICA				$24.55
BUA	1315116-518000	Social Security-FICA			$24.55	
BUA	1315110-518100	Social Security-Medicare				$5.74
BUA	1315116-518100	Social Security-Medicare			$5.74	
BUA	1315110-518200	Retirement Contribution				$51.49
BUA	1315116-518200	Retirement Contribution			$51.49	
BUA	1315110-518210	401K Retirement Contribution				$7.98
BUA	1315116-518210	401K Retirement Contribution			$7.98	
BUA	1315110-518300	Hospitalization Contribution				$91.89
BUA	1315116-518300	Hospitalization Contribution			$91.89	
BUA	1315110-518600	Workers Compensation				$5.67
BUA	1315116-518600	Workers Compensation			$5.67	
			Journal 2024/5/592	Total	$586.17	$586.17