



**TOWN OF APEX TOWN COUNCIL
RESOLUTION TO SUPPORT DEVELOPMENT OF
THE S-LINE RAIL CORRIDOR AND TO PROVIDE
LOCAL FUNDING TO MATCH A FEDERAL GRANT
OPPORTUNITY FOR MOBILITY HUB DESIGN AND
PROJECT DEVELOPMENT ACTIVITIES.**

WHEREAS, the North Carolina Department of Transportation (NCDOT) has a long tradition of progressing successful passenger and freight rail projects and supporting the development of rail infrastructure; and

WHEREAS, NCDOT has worked with state, regional, and federal partners to develop plans for the federally-designated Southeast Corridor ("S-Line"), a passenger and freight rail network extending from Washington, D.C. through North Carolina to Jacksonville, Fla.; and

WHEREAS, a Record of Decision to develop the Raleigh to Richmond portion of the Southeast Corridor was approved by the Federal Rail Administration (FRA) on March 2017, in accordance with the National Environmental Policy Act; and

WHEREAS, the development of the S-Line corridor supports and promotes economic development in communities along the corridor, including those in rural areas; and

WHEREAS, the developed S-Line would provide greater access to jobs, health care, and education and provide new options for the movement of both goods and people; and

WHEREAS, the developed S-Line would provide efficient and reliable commuting options for communities and businesses along the corridor; and

WHEREAS, NCDOT is working with communities along the S-Line to plan stations, mobility hubs, infrastructure needs, and other land use considerations to prepare for rail service and maximize mobility options in each community; and

WHEREAS, NCDOT and communities along the S-Line corridor are pursuing a federal Reconnecting Communities and Neighborhoods (RCN) grant opportunity to design and construct mobility hubs and associated connections to improve access for residents and visitors; and

WHEREAS, communities participating in the RCN grant application must provide twenty percent for their portion of the grant application.

[RESOLUTION CONTINUED PAGE 1 of 2]




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RESOLUTION TO SUPPORT DEVELOPMENT OF
THE S-LINE RAIL CORRIDOR AND TO PROVIDE
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OPPORTUNITY FOR MOBILITY HUB DESIGN AND
PROJECT DEVELOPMENT ACTIVITIES.**

[RESOLUTION CONTINUED PAGE 2 of 2]

NOW, THEREFORE, BE IT RESOLVED by the Town of Apex:


That the Town Council supports providing \$460,000 in matching funding for the RCN grant and supports further design and construction efforts of the S-Line rail corridor, including mobility hubs and related infrastructure needs.

ADOPTED, this the 19th day of September 2023.

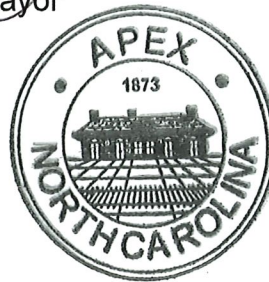


Jacques K. Gilbert
Mayor

Attest:



Allen Coleman, CMC, NCCCC
Town Clerk

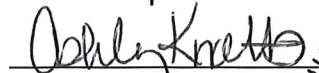


NOTARY PUBLIC

NORTH CAROLINA
Wake COUNTY

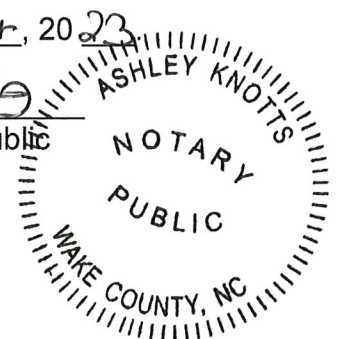
I, Ashley Knotts, a Notary Public, do hereby certify that Jacques K. Gilbert, Mayor of the Town of Apex and Allen L. Coleman Town Clerk for the Town of Apex, both personally appeared before me this day and acknowledged the due execution of the foregoing certification, for the purposes therein expressed.

WITNESS, my hand and notarial seal this 19 day of September, 2023



Notary Public

My Commission Expires: 3/8/2026





Town of Franklinton

101 North Main Street Franklinton, NC 27525
919-494-2520

Small Town, Home Town, Your Town

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

September 22, 2023

Dear Secretary Buttigieg:

I am writing to express my support for the North Carolina S-Line Mobility Hub Program (Mobility Hub Program) application for the Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Program for fiscal year 2023. This letter represents a commitment by the Town of Franklinton to provide \$30,000 in matching funds for this Mobility Hub Program subject to annual budget appropriations and funding availability.

The Mobility Hub Program will serve to advance regional multimodal transportation along the S-Line Rail Corridor in central North Carolina – adding opportunities for local connections to goods and services, improving social equity in historically disadvantaged communities, supporting sustainable transportation, and spurring economic growth. This Mobility Hub Program will build on the planning and preliminary design work for each mobility hub detailed in the North Carolina S-Line Mobility Hub Plan that was awarded RAISE funding for completion. This Mobility Hub Program will move each mobility hub forward to a shovel-ready phase or construction.

Each mobility hub will be a place of accessible, multimodal connectivity, offering an integrated suite of mobility services, amenities, and supporting technologies, which will allow passengers to transfer modes in a safe and convenient manner. The RCN Program would continue this impactful work for the creation of the mobility hubs, reactivating the communities along the S-line corridor and their neighboring jurisdictions. The Mobility Hub Program will allow communities to capitalize on the S-line corridor construction by optimizing first and last mile solutions and connect with each other. The Mobility Hub Program will be an essential piece in the reinvigoration, quality of life, growth, and overall vibrancy in our communities.



Town of Franklinton

101 North Main Street Franklinton, NC 27525
919-494-2520

Small Town, Home Town, Your Town

The Town of Franklinton, strategically positioned along the S-line rail corridor, is poised to capitalize on the transformative potential of a mobility hub. With substantial residential growth and economic investments in our area, the addition of a mobility hub promises to drive significant economic development and bolster community investments. This mobility hub is pivotal for the growth of our downtown district and crucial for connecting our most vulnerable residents to vital job opportunities and services. Moreover, it represents an opportunity to revive and honor the storied role of rail in our town's heritage, bringing together progress and a celebration of our town's historical legacy.

The Town of Franklinton has reviewed the RCN Program Notice of Funding Opportunity (NOFO) and understands the requirements for matching funds and obligation timeframes.

Sincerely,

Mayor Art Wright

RESOLUTION 23-33

CREATING A SYNTHETIC TAX INCREMENT FINANCE DISTRICT

WHEREAS, the Henderson City Council (Council) has identified Economic Redevelopment as a priority for the City in an effort to create new jobs, expand the tax base, and increase per capita income; *and*

WHEREAS, the Council on November 14, 2016, ratified a Memorandum of Agreement for the proposed Southeast High-Speed Rail (SEHSR) project, North Carolina Department of Transportation TIP project no. P-3819 which will utilize the existing railroad corridor through the City and its downtown, and anticipates a passenger rail station to be located in the downtown area; *and*

WHEREAS, the City of Henderson (City) has received the July 2023 S-Line Transit Oriented Development (TOD) Study from the North Carolina Department of Transportation which identified the City's First National Bank building, 213 S. Garnett Street as the station with a supporting mobility hub and other nearby infrastructure; *and*

WHEREAS, the Council has also previously adopted the West End Urban Redevelopment Plan and correspondingly created the West End Urban Redevelopment Area (URA) via Resolution 22-16; *and*

WHEREAS, these actions lend themselves to the creation of an area where private investment can be expected to occur, especially if blighted properties are assembled and there is investment in public infrastructure, thereby providing an increase in the available tax revenue from the corresponding real estate. This tax increment becomes a source of financing to assemble such properties and invest in such infrastructure.

NOW, THEREFORE BE IT RESOLVED by the Henderson City Council that it does hereby –

Recognize the potential of the TOD Study area and the West End URA to generate significant real estate tax increment and wish to capture this cash flow for reinvestment in the same general area for purposes consistent with the TOD Study and the West End URA Plan;


Adopt a Synthetic Tax Increment Finance (TIF) district, the boundary of which is on file in the City Clerk's office and contains 681 identified tax parcels and declares that should real property within the boundary be conjoined, subdivided, or discovered, it too shall be subject to this Resolution;

Set the base valuation for the district to be the real estate tax assessment existing on 15 September 2023 and that any future conjoined, subdivision or discovery of property shall be similarly valued for purposes of the base valuation;

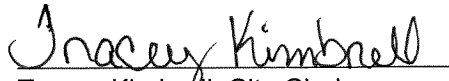
Direct the City's Finance Director to monitor future assessments for these properties and to allocate such incremental tax revenue received on assessment amounts greater than the base valuation to an appropriate investment account until such time as the Council shall appropriate the funds;

Recognizes that the Synthetic TIF boundary is less than 5% of the City's total land area and as such could be converted to a statutory TIF district after the requirements of the appropriate NC General Statutes have been met.

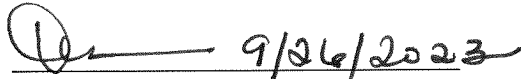
The foregoing Resolution 23-33 upon motion of Councilmember Rainey and second by Councilmember Coffey and having been submitted to a roll call vote was APPROVED unanimously on this the 25th day of September 2023. ABSENT: Spriggs.


Eddie Ellington, Mayor

ATTEST:


Tracey Kimbrell, City Clerk

Approved to Legal Form:


D. Rix Edwards, City Attorney

Reference: Minute Book 46; CAF 23-60

RESOLUTION 23-32

APPLICATION OF A US DEPARTMENT OF TRANSPORTATION RECONNECTING COMMUNITIES AND NEIGHBORHOODS GRANT BY THE NC DEPARTMENT OF TRANSPORTATION S-LINE MOBILITY HUB PROGRAM

WHEREAS, the North Carolina Department of Transportation (NCDOT) has a long tradition of progressing successful passenger and freight rail projects and supporting the development of rail infrastructure; *and*

WHEREAS, NCDOT has worked with state, regional, and federal partners to develop plans for the federally-designated Southeast Corridor (S-Line), a passenger and freight rail network extending from Washington, D.C. through North Carolina to Jacksonville, Florida; *and*

WHEREAS, a Record of Decision to develop the Raleigh to Richmond portion of the S-Line was approved by the Federal Rail Administration (FRA) on March 2017, in accordance with the National Environmental Policy Act; *and*

WHEREAS, the development of the S-Line corridor supports and promotes economic development in communities along the corridor, including those in rural areas; *and*

WHEREAS, the developed S-Line would provide greater access to jobs, health care, and education and provide new options for the movement of both goods and people; *and*

WHEREAS, the developed S-Line would provide efficient and reliable commuting options for communities and businesses along the corridor; *and*

WHEREAS, NCDOT is working with communities along the S-Line to plan stations, mobility hubs, infrastructure needs, and other land use considerations to prepare for rail service and maximize mobility options in each community; *and*

WHEREAS, NCDOT and communities along the S-Line corridor are pursuing a federal Reconnecting Communities and Neighborhoods (RCN) grant opportunity to design and construct mobility hubs and associated connections to improve access for residents and visitors; *and*

WHEREAS, disadvantaged communities participating in the RCN grant application are not required to provide a local match for their portion of the grant application. However, in an effort to demonstrate deep commitment to this project and enhance competitiveness for the overall grant application the City of Henderson intends to provide a match.

NOW, THEREFORE, BE IT RESOLVED by the Henderson City Council that it does hereby support –

Providing \$1.65 million in matching funds for the RCN grant towards further design and construction efforts of the S-Line rail corridor, including separated downtown grade crossings, mobility hub, and


related infrastructure needs as generally described as it pertains to the City of Henderson, NC in the NCDOT *S-Line Transit Oriented Development Study Final Report*, dated July 2023;

That matching funds are intended to be a 5% for this grant opportunity and will be sourced through a *Synthetic* Tax Increment Finance District that will include an appropriate combination of the S-Line TOD Study area and the nearby West End Urban Redevelopment Area, the latter previously created by City Council Resolution 22-16 on March 14th, 2022;

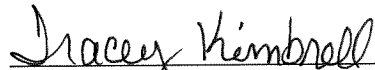
Pledging the district's revenue stream to the payment of the aforementioned matching funds until the revenue stream reaches \$100,000 per year at which point the City Manager may cap the revenue pledged for the 5% match at no less than \$100,000 plus half of any amounts received annually over \$100,000 until the 5% match has been fully paid;

Authorizing an official letter of support for the RCN grant application.


The foregoing Resolution 23-32 upon motion of Councilmember Elliott and second by Councilmember Williams and having been submitted to a roll call vote was APPROVED unanimously on this the 25th day of September 2023. ABSENT: Spriggs.


Eddie Ellington, Mayor

ATTEST:


Tracey Kimbrell, City Clerk

Approved to Legal Form:

 9/26/2023
D. Rix Edwards, City Attorney

Reference: *Minute Book 46; CAF 23-60*

RESOLUTION 2023-46

RESOLUTION TO SUPPORT DEVELOPMENT OF THE S-LINE RAIL CORRIDOR AND TO PROVIDE LOCAL FUNDING TO MATCH A FEDERAL GRANT OPPORTUNITY FOR MOBILITY HUB DESIGN AND PROJECT DEVELOPMENT ACTIVITIES

WHEREAS, the North Carolina Department of Transportation (NCDOT) has a long tradition of progressing successful passenger and freight rail projects and supporting the development of rail infrastructure; and

WHEREAS, NCDOT has worked with state, regional, and federal partners to develop plans for the federally-designated Southeast Corridor ("S-Line"), a passenger and freight rail network extending from Washington, D.C. through North Carolina to Jacksonville, Fla.; and

WHEREAS, a Record of Decision to develop the Raleigh to Richmond portion of the Southeast Corridor was approved by the Federal Rail Administration (FRA) on March 2017, in accordance with the National Environmental Policy Act; and

WHEREAS, the development of the S-Line corridor supports and promotes economic development in communities along the corridor, including those in rural areas; and

WHEREAS, the developed S-Line would provide greater access to jobs, health care, and education and provide new options for the movement of both goods and people; and

WHEREAS, the developed S-Line would provide efficient and reliable commuting options for communities and businesses along the corridor; and

WHEREAS, NCDOT is working with communities along the S-Line to plan stations, mobility hubs, infrastructure needs, and other land use considerations to prepare for rail service and maximize mobility options in each community; and

WHEREAS, NCDOT and communities along the S-Line corridor are pursuing a federal Reconnecting Communities and Neighborhoods (RCN) grant opportunity to design and construct mobility hubs and associated connections to improve access for residents and visitors; and

WHEREAS, communities participating in the RCN grant application must provide a local 20% match (\$3,300,000) for their portion of the grant application.

BE IT RESOLVED that the governing body of the Town of Wake Forest hereby authorizes the Town Manager to commit \$3,300,000 as the 20% match for the grant and supports further design and construction efforts of the S-Line rail corridor, including mobility hubs and related infrastructure needs.


Duly adopted this 19th day of September 2023.

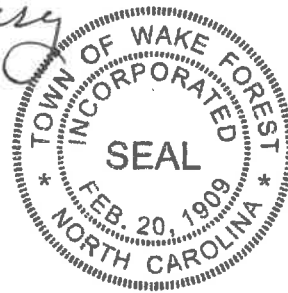


Vivian A. Jones

Mayor

(ATTEST)


Theresa Savary
Town Clerk





WARREN COUNTY BOARD OF COMMISSIONERS

602 WEST RIDGEWAY STREET
POST OFFICE BOX 619
WARRENTON, NORTH CAROLINA 27589

RESOLUTION TO SUPPORT DEVELOPMENT OF THE S-LINE RAIL CORRIDOR AND TO PROVIDE LOCAL FUNDING TO MATCH A FEDERAL GRANT OPPORTUNITY FOR MOBILITY HUB DESIGN AND PROJECT DEVELOPMENT ACTIVITIES.

Bertadean Baker, Chairman
Victor Hunt, Vice Chairman
Tare Davis
Jennifer Pierce
Walter Powell

Vincent Jones
County Manager

Paula Pulley
Clerk to the Board

WHEREAS, the North Carolina Department of Transportation (NCDOT) has a long tradition of progressing successful passenger and freight rail projects and supporting the development of rail infrastructure; and

WHEREAS, NCDOT has worked with state, regional, and federal partners to develop plans for the federally-designated Southeast Corridor ("S-Line"), a passenger and freight rail network extending from Washington, D.C. through North Carolina to Jacksonville, Fla.; and

WHEREAS, a Record of Decision to develop the Raleigh to Richmond portion of the Southeast Corridor was approved by the Federal Rail Administration (FRA) on March 2017, in accordance with the National Environmental Policy Act; and

WHEREAS, the development of the S-Line corridor supports and promotes economic development in communities along the corridor, including those in rural areas; and

WHEREAS, the developed S-Line would provide greater access to jobs, health care, and education and provide new options for the movement of both goods and people; and

WHEREAS, the developed S-Line would provide efficient and reliable commuting options for communities and businesses along the corridor; and

WHEREAS, NCDOT is working with communities along the S-Line to plan stations, mobility hubs, infrastructure needs, and other land use considerations to prepare for rail service and maximize mobility options in each community; and

WHEREAS, NCDOT and communities along the S-Line corridor are pursuing a federal Reconnecting Communities and Neighborhoods (RCN) grant opportunity to design and construct mobility hubs and associated connections to improve access for residents and visitors; and

"This institution is an equal opportunity provider and employer."

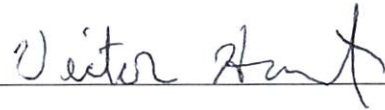
Phone: (252) 257-3115
Fax: (252) 257-5971
www.warrencountync.com

WHEREAS, communities participating in the RCN grant application must provide \$3,300,000 for their portion of the grant application.

NOW, THEREFORE, BE IT RESOLVED by the Warren County Board of Commissioners:

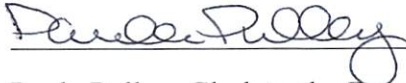
That the Board supports providing \$3,300,000 in matching funding for the RCN grant and supports further design and construction efforts of the S-Line rail corridor, including mobility hubs and related infrastructure needs.

This the 11th day of September, 2023.



Victor Hunt, Vice Chairman

ATTEST:



Paula Pulley, Clerk to the Board





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

September 27, 2023

Dear Secretary Buttigieg:

I am writing to express my support for the **North Carolina S-Line Mobility Hub Program (Mobility Hub Program)** application for the Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Program for fiscal year 2023. This letter represents a commitment by GoTriangle and its partners to provide \$3,000,000 in matching funds for a Research Triangle Park intercity rail station in the NCR owned NC-Line corridor. Funds may come from a variety of sources including the adopted FY 2024 Wake and Durham Transit Plans, as well as the Research Triangle Park's Special Tax District funding for public transportation.

The **Mobility Hub Program** will serve to advance regional multimodal transportation along the S-Line Rail Corridor in central North Carolina – adding opportunities for local connections to goods and services, improving social equity in historically disadvantaged communities, supporting sustainable transportation, and spurring economic growth. This **Mobility Hub Program** will build on the planning and preliminary design work for each mobility hub detailed in the North Carolina S-Line Mobility Hub Plan that was awarded RAISE funding for completion. This program will move each mobility hub forward to a shovel-ready phase or construction.

Each mobility hub will be a place of accessible, multimodal connectivity, offering an integrated suite of mobility services, amenities, and supporting technologies, which will allow passengers to transfer modes in a safe and convenient manner. The RCN Program would continue this impactful work for the creation of the mobility hubs, reactivating the communities along the S-line corridor and their neighboring jurisdictions. The **Mobility Hub Program** will allow communities to capitalize on the S-line corridor construction by optimizing first and last mile solutions and connect with each other. The **Mobility Hub Program** will be an essential piece in the reinvigoration, quality of life, growth, and overall vibrancy in our communities.

GoTriangle plans and operates regional bus and shuttle services, paratransit services, ride-matching and vanpool services, and other commuter services. GoTriangle is also the administrator of the Triangle Tax District, a special tax district, consisting of the area of Wake, Durham, and Orange Counties, which provides revenue dedicated to transit investments that benefit the district.

GoTriangle has reviewed the RCN Program Notice of Funding Opportunity (NOFO) and understands the requirements for matching funds and obligation timeframes.

Sincerely,

Charles E. Lattuca
President & CEO, GoTriangle

September 26, 2023

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

Dear Secretary Buttigieg:

I am writing to express my support for the **North Carolina S-Line Mobility Hub Program (Mobility Hub Program)** application for the Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Program for fiscal year 2023. Subject to an annual appropriation by the Durham-Wake Counties Research and Production Service District (DWSD), this letter represents the DWSD's intent to provide \$1,069,066 in matching funds for this **Mobility Hub Program**.

The Research Triangle Foundation of North Carolina serves as the agent for the DWSD under a contract with Durham and Wake counties. The DWSD is a special tax district created under North Carolina law and is coterminous with the boundaries of Research Triangle Park (RTP). A special public transportation tax reserve exists within the tax district and FY 2024 revenues from this fund, combined with reserved capital funds in the adopted FY 2024 Wake and Durham Transit Plans, exceed the required 20 percent non-federal match for the RTP station component of the **Mobility Hub Program** grant application.

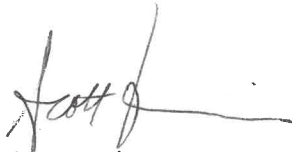
The **Mobility Hub Program** will serve to advance regional multimodal transportation along the S-Line Rail Corridor in central North Carolina – adding opportunities for local connections to goods and services, improving social equity in historically disadvantaged communities, supporting sustainable transportation, and spurring economic growth. This **Mobility Hub Program** will build on the planning and preliminary design work for each mobility hub detailed in the North Carolina S-Line Mobility Hub Plan that was awarded RAISE funding for completion. This **Mobility Hub Program** will move each mobility hub forward to a shovel-ready phase or construction.

Each mobility hub will be a place of accessible, multimodal connectivity, offering an integrated suite of mobility services, amenities, and supporting technologies, which will allow passengers to transfer modes in a safe and convenient manner. The RCN Program would continue this impactful work for the creation of the mobility hubs, reactivating the communities along the S-Line corridor and their neighboring jurisdictions. The **Mobility Hub Program** will allow communities to capitalize on the S-line corridor construction by optimizing first and last mile solutions and connect with each other.

This application includes the addition of a new rail station in RTP. Adding this RTP rail station would connect communities along the S-Line – as well as communities along North Carolina’s existing Amtrak Piedmont line – to RTP’s 375+ companies and 55,000 jobs. Creating this new rail connection to RTP has the potential to unlock new economic opportunities for North Carolinians across our state and set the stage for much-needed multimodal connectivity across the Triangle region. We are strongly supportive of NCDOT’s vision for the **Mobility Hub Program** and recognize the transformative impact it will have for our region and state if funded and implemented.

The Research Triangle Foundation of North Carolina, as agent for the Durham-Wake Counties Research and Production Service District, has reviewed the RCN Program Notice of Funding Opportunity (NOFO) and understands the requirements for matching funds and obligation timeframes.

Sincerely,



Scott Levitan

President & CEO

Research Triangle Foundation of North Carolina



P.O. Box 3729
Sanford, NC 27331-3729

(919) 777-1103

Email: rebecca.salmon@sanfordnc.net

City of Sanford

Rebecca Wyhof Salmon
Mayor

September 27, 2023

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

Dear Secretary Buttigieg:

I am writing to express my support for the **North Carolina S-Line Mobility Hub Program (Mobility Hub Program)** application for the Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Program for Fiscal Year 2023. This letter represents a commitment by the City of Sanford to provide \$1,000,000 in matching funds for this **Mobility Hub Program**.


The **Mobility Hub Program** will serve to advance regional multimodal transportation along the S-Line Rail Corridor in central North Carolina – adding opportunities for local connections to goods and services, improving social equity in historically disadvantaged communities, supporting sustainable transportation, and spurring economic growth. This **Mobility Hub Program** will build on the planning and preliminary design work for each mobility hub detailed in the North Carolina S-Line Mobility Hub Plan that was awarded RAISE funding for completion.

Each mobility hub will be a place of accessible, multimodal connectivity, offering an integrated suite of mobility services, amenities, and supporting technologies, which will allow passengers to transfer modes in a safe and convenient manner. The RCN Program would continue this impactful work for the creation of the mobility hubs, reactivating the communities along the S-line corridor and their neighboring jurisdictions. The **Mobility Hub Program** will allow communities to capitalize on the S-line corridor construction by optimizing first and last mile solutions and connect with each other. The **Mobility Hub Program** will be an essential piece in the reinvigoration, quality of life, growth, and overall vibrancy in our communities.

The City of Sanford has a long history of its relationship with rail, as its very existence is owed to the crossing of two rail lines in 1871. The passenger depot served as the transportation hub for the City for nearly a century, which eventually included a nearby taxi stand and bus stop for last mile service. Unfortunately, Amtrak pulled its operations from the depot in the mid-70s which in part led to a decline of the downtown and surrounding areas. A new station and mobility hub in Sanford would bring transportation efforts back together and make Sanford once again the epicenter for transportation for the area.

The City of Sanford has reviewed the RCN Program Notice of Funding Opportunity (NOFO) and understands the requirements for matching funds and obligation timeframes.

Sincerely,



Rebecca Wyhof Salmon
Mayor