

2004-2005

**HOUSE INTERIM
COMMITTEE ON
EXPANDING RAIL
SERVICE**

MINUTES

HOUSE INTERIM COMMISSION ON EXPANDING RAIL SERVICE
MEMBERSHIP LIST

Representative Ray Rapp 133 Quail Ridge Rd. Mars Hill, NC 28754 raymondr@ncleg.net 828-689-2214	Representative Louis M. Pate, Jr. P. O. Box 945 Mount Olive, NC 28365 louis@ncleg.net 919-658-6170 919-658-5257 (F)
Representative Cary D. Allred 4307 Sartin Rd., Union Ridge Community Burlington, NC 27217 carya@ncleg.net 336-229-1980	Representative Margaret H. Dickson 115 Dobbin Ave. Fayetteville, NC 28305 margaretd@ncleg.net 910-485-3870
Representative Beverly M. Earle 312 S. Clarkson Street Charlotte, NC 28202 beverlye@ncleg.net 704-333-7180 704-372-1994 (F)	Representative Rick L. Eddins 1504 Stratlen Ct. Raleigh, NC 27615 ricke@ncleg.net 919-847-1372 919-847-8122 (F)
Representative Mitch Gillespie 753 Lake Tahoma Rd. Marion, NC 28752 mitchg@ncleg.net 828-724-9995 828-724-9185 (F)	Representative D. Bruce Goforth 137 Stonecrest Dr. Asheville, NC 28803 bruceg@ncleg.net 828-298-8093
Representative Mark K. Hilton 1351 Northern Dr. Conover, NC 28613 markh@ncleg.net 828-464-9006 828-464-4262 (F)	Representative Deborah K. Ross 425 S. Boylan Ave. Raleigh, NC 27603 deborahr@ncleg.net 919-832-6508
Representative Fred Steen, II 317 Daybrook Drive Landis, NC 28088 freds@ncleg.net 704-857-0857	Representative Bonner L. Stiller 4908 E. Yacht Drive Oak Island, NC 28465 bonners@ncleg.net 910-278-5379
Representative Ronnie N. Sutton 2940 Philadelphus Rd. Pembroke, NC 28372 rons@ncleg.net 910-843-2353	Representative Thomas E. Wright P. O. Box 1654 Wilmington, NC 28402 tomw@ncleg.net 877-364-6585 910-343-3339 (F)
Giles Perry, Research Suite 545 LOB gilesp@ncleg.net 919-733-2578 919-715-5460 (F)	Evan Rodewald, Fiscal Suite 619 LOB evanr@ncleg.net 919-733-4910 919-715-3589 (F)
Bob Weiss, Fiscal Suite 619 LOB bobw@ncleg.net 919-733-4910 919-715-3589 (F)	Kelly Huffstetler, Fiscal Suite 619 LOB kellyh@ncleg.net 919-733-4910 919-715-3589 (F)
Chris Floyd Committee Assistant Rm. 503, LOB railserviceca@ncleg.net 919-733-5849 733-5815	

2004 SESSION



House Interim Committee on
Expanding Rail Service

BUDGET

1.	Legislative Members Subsistence \$104 x number of legislative members (14) x 1 ½ (Half of members using two days subsistence) x number of meetings (3)	<u>\$6,552</u>
2.	Travel Expenses \$58.00 x number of members (14) x number of meetings (3) (Average 200 miles round trip x \$.29 = \$58.00)	<u>2,436</u>
3.	Clerical Staff Average of \$637 x number of meetings (3) (\$637 = average salary with benefits for 5 day work week)	<u>1,911</u>
4.	Postage and Telephone	<u>250</u>
5.	Supplies	<u>250</u>
6.	Copying and Printing	<u>1,000</u>
7.	Reserve	<u>2,601</u>
	TOTAL	<u>\$15,000</u>

James B. Black
Speaker



Richard T. Morgan
Speaker

Office of the Speaker
North Carolina House of Representatives
Raleigh, North Carolina 27601-1096

**TO THE HONORABLE MEMBERS OF THE
NORTH CAROLINA HOUSE OF REPRESENTATIVES**

Section 1. The House Interim Committee on Expanding Rail Service is established by the Speakers, effective October 8, 2004, as an interim committee of the House pursuant to G.S. 120-19.6(a1).

Section 2. The Committee consists of 14 members. The individuals listed below are appointed as members of the Committee. Members serve at the pleasure of the Speakers of the House of Representatives.

Rep. Louis M. Pate, Co-Chair
Rep. Ray Rapp, Co-Chair
Rep. Cary Allred
Rep. Margaret Dickson
Rep. Beverly Earle
Rep. Rick Eddins
Rep. Mitchell Gillespie
Rep. Bruce Goforth
Rep. Mark Hilton
Rep. Deborah Ross
Rep. Fred Steen
Rep. Bonner Stiller
Rep. Ronnie Sutton
Rep. Thomas Wright

Section 3. The Committee shall study the following:

- (1) The cost and benefits of expanding and upgrading rail freight service in the State, including the effect the expanded service would have on economic development.
- (2) The feasibility, cost, and benefits of establishing commuter rail service in the State to transport workers to cities from outlying areas, including the effect the commuter service would have on

increasing the economic opportunities of those who live in the outlying areas.

- (3) The cost and benefits of expanding passenger rail service to the western and eastern areas of the State, including the effect the expanded service would have on tourism.
- (4) Ways to preserve unused or abandoned rail corridors for future rail needs.

Section 4. The Committee may meet during the interim period between regular sessions upon the call of its cochairs.

Section 5. The Committee shall report on the results of its study, including any proposed legislation, to the members of the House of Representatives on or before the convening of the 2005 General Assembly by filing a copy of the report with the Speakers' offices and the Legislative Library. The Committee terminates upon the convening of the 2005 General Assembly, or upon the filing of its final report, whichever occurs first.

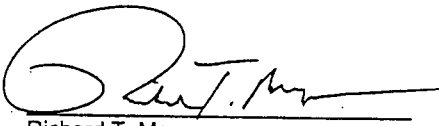
Section 6. The Committee is vested with the authority contained in Article 5A of Chapter 120 of the General Statutes.

Section 7. Members of the Committee shall receive per diem, subsistence, and travel allowance at the rate established in G.S. 120-3.1, G.S. 138-5, or G.S. 138-6, as appropriate.

Section 8. The expenses of the Committee are considered expenses incurred for the operation of the House of Representatives and shall be paid pursuant to G.S. 120-35 from funds available to the House for its operations. Individual expenses of \$5,000 or less, including per diem, travel, and subsistence, expenses of members of the Committee, and clerical expenses shall be paid upon the authorization of a co-chair of the Committee. Individual expenses in excess of \$5,000 shall be paid upon the written approval of the Speakers of the House of Representatives.

Effective this 8th day of October, 2004.


James B. Black
Speaker


Richard T. Morgan
Speaker

MINUTES

HOUSE INTERIM COMMITTEE ON EXPANDING RAIL SERVICE

November 10, 2004

1:30 PM

Room 1124 Legislative Building

The House Interim Committee on Expanding Rail Service met on Wednesday, November 10, 2004 at 1:30 PM in Room 1124 of the Legislative Building. Committee Members in attendance were: Representatives L. Pate, R. Rapp, C. Allred, M. Dickson, B. Earle, R. Eddins, M. Gillespie, M. Hilton, D. Ross, F. Steen, R. Sutton, T. Wright and Staff Evan Rodewald and Bob Weiss.

Representative Rapp and Representative Pate presided and Representative Pate called the meeting to order at 1:30 PM. He welcomed everyone and thanked the committee for serving, recognized the staff and visitors. He read the charge to the committee, which will be reported back to the General Assembly. He introduced Representative Rapp to give his views of what the committee hopes to accomplish. His interest is in the cost benefit of passenger and rail service to western and eastern NC and the effect it will have on tourism. He stated that there is a need for looking for ways to use abandoned rails for future service, and that he was concerned about how the East and West fit into an overall integrated rail plan for the state. Of interest is how we can improve safety, increase the speed and efficiency of, and the access to rail and freight service. He said economic development for our state is critical and is related to our passenger and rail service.

Presentations:

Patrick Simmons, Director NCDOT Rail Division. Mr. Simmons spoke on the history of rail and presented an overview of North Carolina's Intercity Passenger Rail Programs. We have a full staff working with rail issues and now have intercity rail service between Charlotte and Raleigh. He stated that infrastructure needed improvement and introduction of technology in 1989 created the sealed corridor program. Sealed corridor is a designation between Charlotte and Raleigh and we have been able to receive \$12 million in additional Federal funds for it. Station improvements have been made in Wilmington and there have been track and signal improvements. DOT is encouraging high-speed rail development, and hopes to increase rider-ship on state-sponsored trains. Passenger rail needs include both capital costs (e.g., acquisition of train sets) and operating costs (recurring costs such as labor and utility bills). Estimates for needed intercity passenger rail improvements and added services total \$3.5 billion and are based on information contained in the North Carolina Rail Plan 2000. See Attachment #1.

Laura Cove, PE, NCDOT Transportation Planning Branch. Ms. Cove presented an overview of rail service needs from DOT Statewide Multi-Model 25-Year plan. The long-range plan is federally mandated. She spoke on the needs over the next 25

years. Key issues are quality of life including air quality, environmental and community enhancement. Part of the long-range plan for transportation is major investment in commuter rail in Raleigh/Durham, five rail or bus rapid transit corridors in Charlotte and rail or bus rapid transit in the Triad. See attachment #2.

Pat Simmons, Director NCDOT Rail Division. Mr. Simmons gave an overview of the AASHTO Rail Freight Report. The report evaluates the capacity of the freight-rail system to keep pace with growth over the next 20 years. It also examines how these capacity problems relate to highway costs, environment and safety, rail infrastructure needs and the need to balance public demands for economic development, community and environmental benefits. See Attachment #3.

Durwood Laughinghouse, Norfolk Southern Corporation. Mr. Laughinghouse addressed the State rail needs from the perspective of the railroad industry. He stated that Norfolk Southern welcomed the opportunity to work with state departments of transportation, high-speed rail advocates and transit and commuter authorities to develop new or additional passenger rail services over their tracks. Studies intended to estimate how much additional capacity is needed for passenger trains (and how much it will cost) will be conducted by consultants approved by Norfolk Southern, and will be paid for by the sponsoring public agency. All studies and surveys must acknowledge that Norfolk Southern owns its corridors and is entitled to fair compensation for their use. The delay to freight trains by passenger trains, however minimal, is unacceptable. Norfolk Southern will require new passenger train services to pay higher usage fees than Amtrak pays today. Liability will be a major issue and Norfolk Southern will accept no new or expanded passenger operations without adequate liability protection. Cab signals for freight locomotives will be required if the top speed for passenger trains is above 79 mile an hour and dispatching will remain with Norfolk Southern. He further stated that high-speed corridors require careful planning and Norfolk Southern will require separate tracks for passenger trains operating in excess of 90 mph. Railroading is expensive and 110 mph railroading is very expensive. Economic activity is Norfolk Southern's number one project in North Carolina. Norfolk Southern's four basic principles are no reduction in freight capacity, fair value for use of our assets, full liability protection and no subsidy of passenger operations. Mr. Laughinghouse stated that Norfolk Southern is willing to work with the Committee and somebody just needs to come up with the money. See Attachment # 4.

Chuck Neely, CSX. Mr. Neely stated that CSX is a result of consolidation of two eastern railroad and two western railroads. There is a need to carry more freight on rails rather than by truck. Rail cannot efficiently compete on short stops.

Judy Ray, Chair, Western North Carolina Rail Corridor Committee. Ms. Ray commented on the history of the formation of the Western North Carolina Rail Corridor Committee and its work to bring this service back to Western North Carolina. See Attachment # 5

Susan Kluttz, Mayor of Salisbury. She encouraged the committee to consider Rail Service as an answer to many issues and to consider the benefits to all of our cities and to the State of North Carolina that this rail service could bring. See Attachment # 6

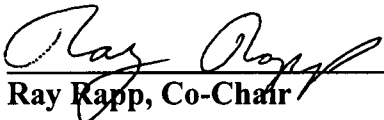
Charles Worley, Mayor of Asheville. He asked the Committee to consider that rail service would benefit all stops from Salisbury to Asheville. Passenger rail service would help tourism for all of North Carolina and would benefit economic development.

Judy Ray, Chair, Western North Carolina Rail Corridor Committee. Ms. Ray asked for support of a State initiative to enhance rail service. She delivered to us a notebook containing resolutions of support from 120 entities (including municipal, county and regional governments, chambers of commerce, metropolitan and rural planning organizations and councils of government) from across our state. Their resolution reads – “In support of a Statewide Initiative for Legislative and funding support for Enhanced and Improved Passenger Rail Service for the State of North Carolina.” Passenger rail service can help enhance mobility and have positive impacts on economic development, congestion and environment. Investments in rail infrastructure that enable passenger services can help add capacity to railroads serving our state and enhance freight services to industry. See Attachments #7 and #10

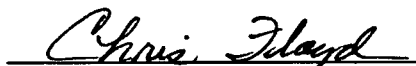
Sanford Korschun, President of Eastern North Carolina Railroad Alliance. In asking for community support, Mr. Korschun stated that logistics is a major economic force and can tie us to a rapidly growing global economy. Rail and port logistics affect the security of our fuel supply, now a heavy burden on our highway system. See Attachment # 8.

Don Stewart, Fayetteville and the University Route. In asking for community support, Mr. Stewart cited the benefits of rail service, its impact on society, its importance for military mobilization, its affect on tourism and commerce among others. See attachment #9.

The floor was opened for questions. After discussion, Chairman Rapp thanked everyone for being there and the meeting was adjourned at 3:45 PM.


Ray Rapp, Co-Chair


Louis Pate, Co-Chair


Chris Floyd, Committee Assistant

Chris Floyd (Rail Service CA)

From: Chris Floyd (Rail Service CA)
Sent: Thursday, October 28, 2004 7:38 AM
To: 'jray@TycoValves.com'
Cc: 'slkorschun@korschun.net'; 'scoward@dot.state.nc.us'; 'dmstewart2@aol.com';
'Pbsimmons@dot.state.nc.us'
Subject: Meeting Notice - Expanding Rail Service

October 26, 2004

MEMORANDUM

TO: Members, Expanding Rail Service Committee
FROM: Representative Louis Pate, Co-chair
Representative Ray Rapp, Co-chair
SUBJECT: Meeting Notice

There will be a meeting of the Expanding Rail Service Committee:

DAY: Wednesday **TIME:** 1:30
DATE: November 10, 2004
LOCATION: 421 LOB

Please advise Chris Floyd, Committee Assistant, at (919) 733-5849, or e-mail
Railserviceca@ncleg.net if you will be unable to attend.

Posted: October 26, 2004

cc: Committee Record X
Interested Parties X

House Interim Committee on Expanding Rail Service

November 10, 2004

1:30 p.m.

Room 421 LOB

AGENDA

Chairs: Representatives Pate and Rapp

Introductions and Comments from Co-chairs

History and Overview of North Carolina's Intercity Passenger Rail Programs
Pat Simmons, Director NCDOT Rail Division

Overview of Rail Service Needs from DOT Statewide Multi-Modal 25-Year Plan

Laura Cove, PE, NCDOT Transportation Planning Branch

Overview of AASHTO Rail Freight Report
Pat Simmons, Director NCDOT Rail Division

State Rail Needs from the Perspective of the Railroad Industry
Durwood Laughinghouse, Norfolk Southern Corporation

Community Support for Expanded Rail Service
Judy Ray, Chair, Western North Carolina Rail Corridor Committee
Sanford Korschun, Eastern North Carolina Railroad Alliance
Don Stewart, Fayetteville and the University Route

VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

11-10-04

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Atlas Price	Wayne Co. Commissioner P.O. Box 74 Sewer Springs, NC 28578
B.R. Huggins	Town of Mt. Olive, P.O. Box 939, Mt. Olive, NC 28365
Charles P. Hauf, III	P.O. Box 787, Salisbury, NC 27533 Wayne Co. RR Task Force
Samuel S. Taylor	P.O. Box 1111, Goldsboro, N.C. 27533 Wayne Co. RR Task Force
SANFORD L. KORSCHUN	P.O. Drawer 10669, Goldsboro, NC 27534 ENLERA, IN LI + WAYNE CO TASK FORCE
Matt Shaw	Goldsboro News-Angus, Goldsboro, NC 919-778-2211
Kat Christian	NC Railroad Co. 2809 Highwoods Blvd, Ste 100 Raleigh NC 919-954-7601
Ethel T. Clark	Town of Spring Lake PO Box 617 Spring Lake, NC 28390
Edwin S. DEEVER	Town of Hope Mills 5770 Rock Fish Rd Hope Mills, NC 910-424-4755
Sandy Troup	Cumberland County (Fayetteville MPD) 130 GILLESPIE ST. FAY, NC 28301 910-678-7614
Angie Harris	Maupin Taylor
Jack Best	Wayne County Commissioner

VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

11-10-04

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

Lee Smith	Wayne County ^{PO Box 227} Goldston NC 27533 WAYNE COUNTY CHAMBER OF COMMERCE
MALCOLM D. QUICK	PO Box 2023 GOLDSBORO, NC 27533
Katherine Miller	Moore & Van Allen
DON STEWART	FAYETTEVILLE CHAMBER OF COMMERCE SECRETARY'S TRAIL ADVISORY COUNCIL
Susan Kluetz	Mayor - City of Salisbury
Judith Ray	WNC Rail Corridor Committee - Asheville Mayor, City of Asheville
Charles Warner	P.O. Box 7148, Asheville, NC 28801
DJ Haire Fayetteville City Council	709-17-Fisher Plant Drive Fayetteville, NC 28301
Jason Selham	Office of Congressman Etheridge 225 Hillsborough St, Raleigh, NC 27603
Larry Johnson	Town of Valdese PO Box 339, Valdese 28690
Vickie Oxentine	Town of Valdese PO Box 339 Valdese
Chris Padgett	Eastern Carolina Council 233 Middle St, New Bern 28560

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VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

11-10-04

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

ADAM COOPER	ASHEVILLE AREA CHAMBER OF COMMERCE P.O. Box 1010 Asheville, NC 28800
Stacey Holzinger	Fayetteville Area Chamber of Commerce PO Box 9 Fayetteville NC 28302
CRIS MOWREY	NC STATE PORTS
Conner Kuzum	NC Ports
Tim HOLVERSON	Fayetteville Area Chamber of Commerce P.O. Box 9, Fayetteville, 28301
James E. Martin	County of Cumberland, Fay. NC 28301
WIN BATTEN	MAYOR - TOWN OF WARSAW WARSAW NC 28398
Russell Tucker	Duplin County - Kenansville NC 1 Wilmington St, Raleigh
Tammye A. Rey	NC DOT / Transp. Plng Branch / SE Unit
Beth Carmical	UNC Pembroke, Robeson County Rail Committee
Craig Newton	NC DOT Rail Division

VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

11-10-04

Name of Committee

Date

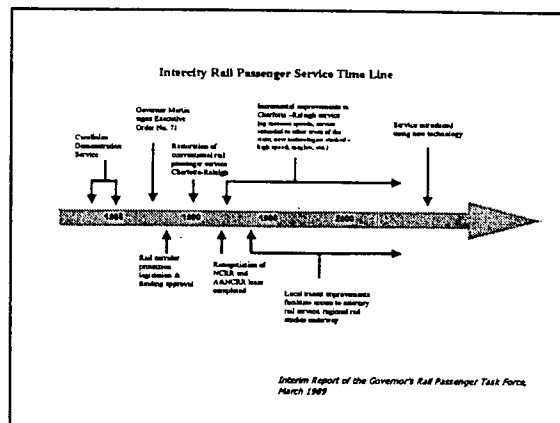
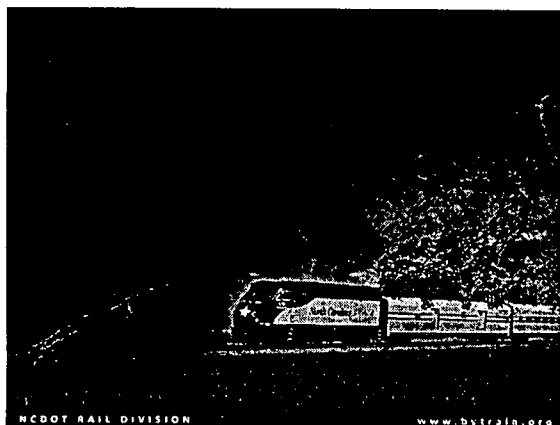
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NAME

FIRM OR AGENCY AND ADDRESS

BRANDON JOHNSON	NCDOT
Shirley Williams	NCDOT Rail Division 15. Wilmington St
Janet Robertson	Lumbert River RPO 4721 Fay. Rd., Lumberton, NC 28358
Jerome S. Brown	City of Fayetteville 455 Grove St. Fayetteville, NC 28301
MIKE BRATLETT	325 BORTLETT RD WARSAW, NC 28398
Jim Harris	208 Charlie Frederick Rd Warsaw NC 28398
Frankie Maness	Town of Warsaw PO Box 464 Warsaw NC 28398
Pam Davis	NCDOT / Rail Division
TABITHA DEMARIST	" "
Suzanne Kozarzewski	CAP
DAVID KING	NCDOT

Pat Simmons



Investments in Infrastructure

- Sealed Corridor Program
- Private Crossing Safety Initiative
- Traffic Separation Studies
- Purchase North Carolina Railroad
- Renovate Historic Stations
- Develop New Multi-Modal Centers
- Improve track and signals



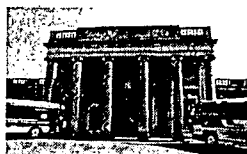
Sealed Corridor Safety Improvements

- NCDOT - NS partnership
- Treat 216 public crossings + 47 private crossings
- Use existing technology
- FRA national model



Station Improvements

- Renovating historic stations
- Developing new multi-modal centers
- Building new stations

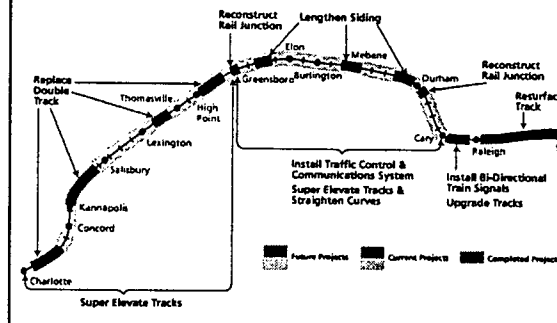


Track & Signal Improvements

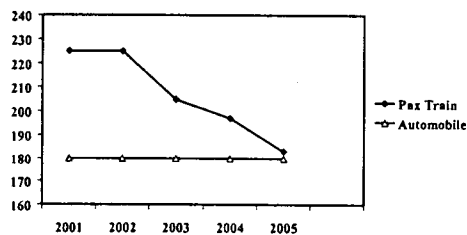
- Partnered with NS and NCRR
- Invested \$27 million RGH – GRO
- NCDOT- preliminary engineering & design
- Norfolk Southern – final design & construction
- Phase II \$30 million



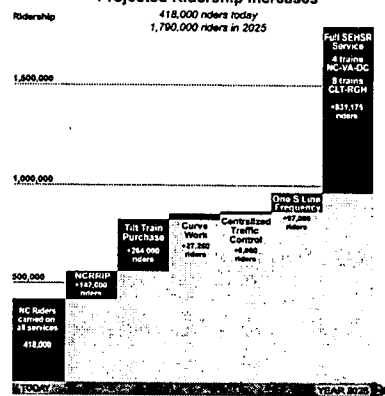
NCRR Improvements



Raleigh-Charlotte Travel Time in Minutes

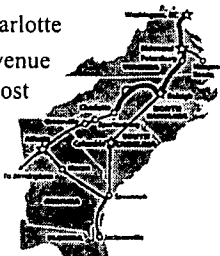


Projected Ridership Increases



High Speed Rail Development

- ROD Washington – Charlotte
- Forecast to generate revenue in excess of operating cost
- VA/NC HSR Compact
- 30% PE 2005



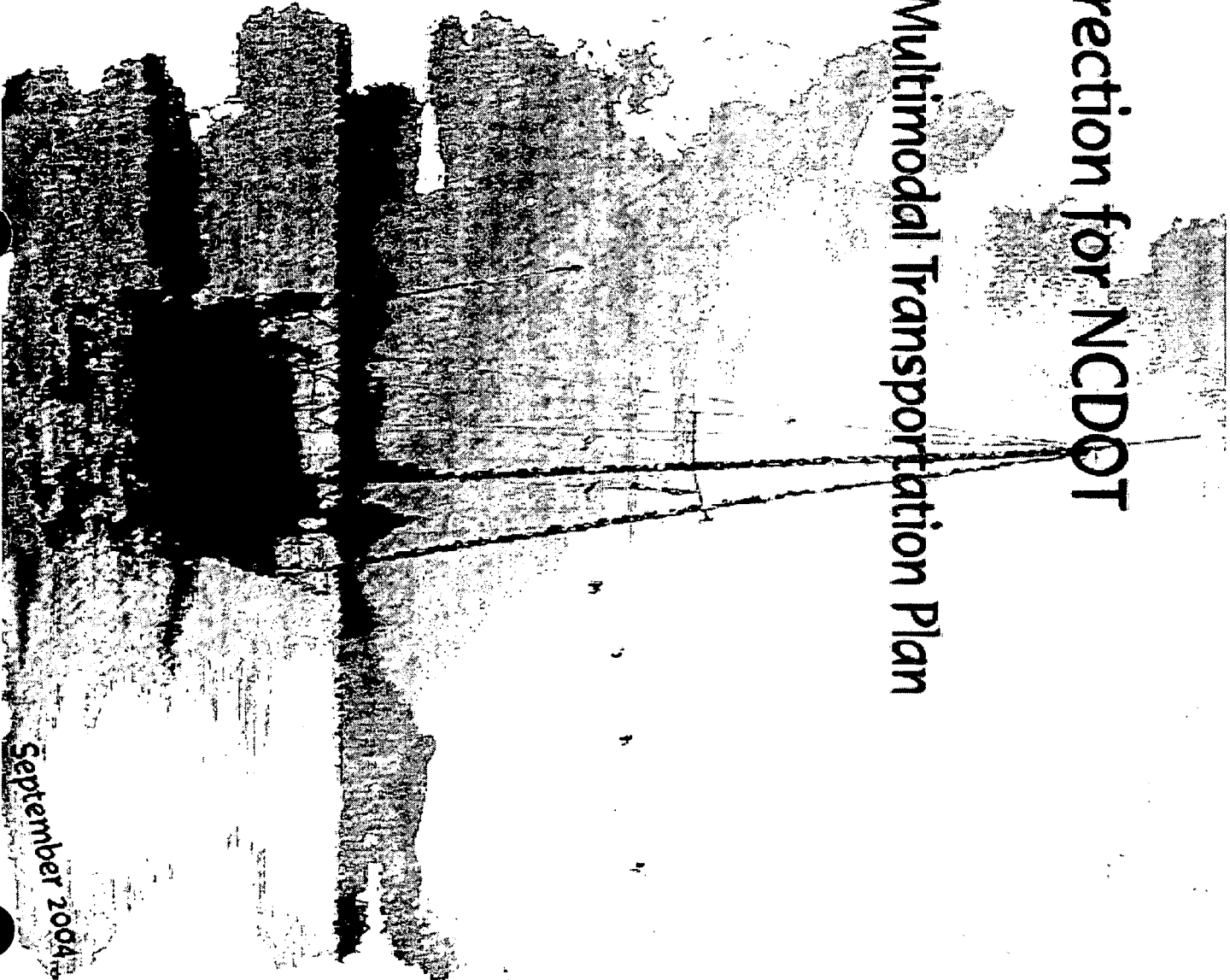
3 year Program Objectives

- Improved reliability and OTP
- Standardized fleet and inventory
- Add a third frequency RGH-CLT
- Enhanced passenger amenities & stations
- Increase ridership on state-sponsored trains by 30%
- Obtain a federal partner

Charting a New Direction for NCDOT

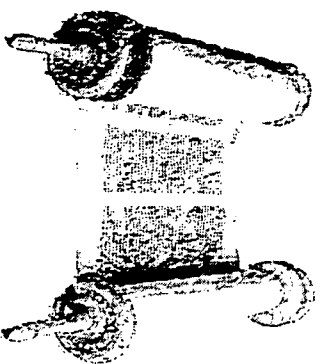
North Carolina's

Long-Range Statewide Multimodal Transportation Plan



September 2004

Executive Summary



North Carolina's new Long-Range Statewide Multimodal Transportation Plan (hereafter referred to as the Statewide Transportation Plan) stakes out a bold, ambitious course of action for NCDOT. It also reflects a greatly enhanced focus on providing and supporting a truly modern, well-maintained, and multimodal transportation system. The updated Statewide Transportation Plan is an important first step in charting a new direction for NCDOT and the State. It not only recommends a new, 25-year investment strategy that embraces all modes, it also introduces a new planning framework that is inclusive, technically sound, and reflects financial realities.

The new Statewide Transportation Plan is the product of an intensive, three-year planning process that included technical analysis, public outreach, and strategic planning. The centerpiece of the Statewide Transportation Plan is the *Recommended Investment Scenario* – a strategy that proposes targeted levels of funding within major transportation categories. This strategy will serve as a policy guideline to support future investment decision-making. A few important caveats should be noted about the *Recommended Investment Scenario*:

- It is not a remedy to fix all of the State's transportation challenges; it identifies a funding gap that leaves nearly *one-third* of all needs unmet if no additional revenues are obtained.
- It is not rigid; it maintains NCDOT's short-term commitments and recognizes differing regional needs within the context of a statewide vision.
- Implementation of the *Scenario* will face hurdles; full Statewide Transportation Plan execution will require fundamental changes to existing State statutes and programming structures.

Transportation Trends and Challenges

Several considerations contribute to North Carolina's current and future transportation challenges. These include:

- **North Carolina's Economy** – The State's diverse regional economies, fueled by both traditional and emerging industries, are placing significant pressure on the State's existing transportation system and creating new infrastructure needs.

- **Domestic and International Trade** – Free trade initiatives and greater use of technology in production and delivery systems are increasing demand for efficient, multimodal freight facilities.

- **Population Trends** – The State's population expanded by over 35 percent from 1980 to 2000; it is expected to grow at a similar rate over the next two decades.
- **Travel Trends** – Suburbanization is increasing; the typical commuter in North Carolina now spends 35 more hours per year in traffic than they did 10 years ago.
- **Historic Investment Pattern** – Legislative mandates and past Department policies have required NCDOT to emphasize new highway construction, resulting in growing backlogs of deferred system preservation and non-highway investment needs.

Available Resources

Estimating the revenues that will be available for transportation over the 25-year Statewide Transportation Plan horizon is an important aspect of the planning process; it establishes a baseline financial forecast to ensure that the vision and breadth of the Statewide Transportation Plan is tempered by financial realities.

North Carolina currently raises more than \$3 billion annually through transportation-related fees, taxes and federal transfers, three-quarters of which is available for transportation investment. Based on conservative assumptions about revenue growth and adjusting for inflation, NCDOT estimates that a total of \$55 billion (constant 2001 dollars) will be available for transportation investment in North Carolina over the next 25 years.

System Needs

A state's transportation system consists of all transportation modes and the facilities that link them together. Thus, a true "multimodal" statewide transportation plan must identify and evaluate a full spectrum of future transportation needs and potential solutions by mode and by function. To support this broad analysis, NCDOT introduced a new planning framework referred to as the North Carolina Multimodal Investment Network (NCMIN). The NCMIN organizes all transportation facilities by interest, travel function, role, and use, as well as by one of three "tiers" (Statewide, Regional, and Subregional).

In total, the Statewide Transportation Plan identifies that North Carolina will need to spend more than **\$84 Billion** (constant 2001 dollars) over the next 25 years to meet all anticipated transportation investment needs. Total needs figures, by mode, are provided in the table below (figures reflect the combined backlog and accruing needs for maintenance, preservation, modernization, and expansion).

25-Year Needs (billions of constant 2001 dollars)				
Mode	Statewide	Regional	Subregional	Total
Highways	\$31,090	\$9,087	\$26,407	\$66,584
ITS	\$1,092	—	—	\$1,092
Transit	—	\$6,500	\$4,100	\$10,600
Passenger Rail	\$2,923	\$,572	—	\$3,495
Freight Rail	\$,282	—	\$,263	\$,545
Ferries	\$,749	\$,310	—	\$1,059
Bike/Ped	\$,030	\$,030	\$,240	\$,300
Aviation	N/A	N/A	N/A	\$1,017
Total	\$36,166	\$16,499	\$31,010	\$84,692

Recommended Investment Scenario

Faced with a \$30 billion gap between long-term needs and revenues, NCDOT must craft a direction that optimizes the use of scarce resources. The Department's response to this challenge, and the culmination of the statewide planning initiative, is a proposed 25-year *Recommended Investment Scenario* that establishes transportation investment priorities and suggests targeted expenditure levels for specific programs and improvement categories. Highlights of the *Recommended Investment Scenario* include:

- It underscores the importance of *safety* in all investments.
- It emphasizes greater investment in the State's highest-use facilities — elements that support high levels of demand and play a critical role in enhancing statewide mobility.
- It supports increased investment in non-highway modes; areas that historically have received a disproportionately low percentage of State transportation funding.

The Recommended Investment Scenario places a focus on upgrading and preserving the existing transportation system by increasing investment in highway modernization, as well as maintenance/preservation activities for all modes.

Implementation

The adoption of this Statewide Transportation Plan is an important accomplishment, but it is only a first step. Full implementation of the *Recommended Investment Scenario* will occur incrementally, over an extended timeframe. Consequently, Statewide Transportation Plan implementation progress should be monitored, and the Statewide Transportation Plan should be routinely updated (on 2- and 4-year cycles) to reflect both changing needs/resources (data) and evolving staff and stakeholder interests (direction). A concerted and consistent effort by NCDOT will be needed to enact change through the following key action steps:

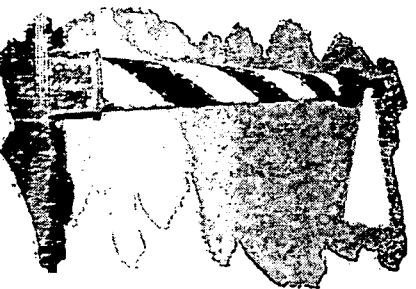
- Create an Implementation Team
- Create a Board of Transportation (BOT) Statewide Transportation Plan Committee
- Pursue Legislative Opportunities for Greater Flexibility
- Improve Planning Integration
- Improve Project Selection Process
- Invest in Department-wide Tools
- Monitor and Report Progress
- Establish Statewide Transportation Plan Revision Cycles
- Advance the Strategic Highway Corridors Concept

Final Considerations

Clearly, NCDOT will need additional resources to meet all of the State's transportation investment needs over the next 25 years. Similar to other states, North Carolina faces a financing challenge characterized by a funding "pie" that is simply not big enough to address expected needs. The \$30 billion shortfall, and the implications of not addressing it, set the stage for discussions about potential ways to increase transportation revenues. This dialogue should include a review of existing fee structures and funding mechanisms and must also include alternative financing packages, such as (but not limited to) local tax options, local cost sharing, user based fees, and debt issuance. Additionally, decision-makers must consider which currently unmet needs would be addressed if additional revenues were available.

Introduction

When NCDOT embarked on its mission to update the Statewide Transportation Plan, it staked out a bold, ambitious course of action. The Department's leadership also decided that the time was right to take a hard look at its current investment strategy and to take the remaining steps to transform the agency's focus to providing and supporting a truly multimodal transportation system.



The need for safe, efficient, and effective transportation choices is undisputed, but prioritizing transportation investment options is an enormous challenge. Travel growth across all modes has created additional infrastructure needs and is increasing the burden of maintaining existing facilities. At the same time, planning and implementing transportation improvements has become more complex and costly due to the increased importance placed on environmental, land use, and social equity concerns. The bottom line is that NCDOT's currently available resources simply cannot address all of the State's transportation investment needs.

In light of the hard choices it faces, NCDOT recognized the need to reconsider the way it makes transportation investment decisions. This Statewide Transportation Plan is an important first step in charting a new direction for NCDOT and the State. The Statewide Transportation Plan not only recommends a new long-term investment strategy that embraces all modes, it also introduces a new planning framework that is inclusive, technically sound, and reflects financial realities.

Statewide Transportation Plan Purpose

The overriding purpose of this Statewide Transportation Plan is to establish a long-range blueprint for transportation investment in North Carolina. The Statewide Transportation Plan also provides a balanced picture of the State's transportation challenges and opportunities based on anticipated resources, projected passenger and freight movement needs, and estimated improvement costs. The end result is a preferred North Carolina transportation investment strategy for the next 25 years.

The preferred strategy, formally known as the *Recommended Investment Scenario*, is not intended to be prescriptive. Instead, it is meant to serve as a flexible policy guideline, and should be considered in light of the following caveats and considerations:

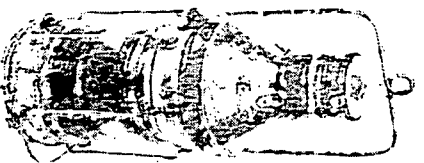
- The *Recommended Investment Scenario* was developed independently of legislative mandates and existing policy considerations. Full implementation will require fundamental changes to existing State statutes and programming structures.
- The *Recommended Investment Scenario* is not a remedy to fix all of the State's transportation issues, nor is it a project-specific list; rather, it proposes targeted investment levels within major improvement categories that will guide project selection.
- The *Recommended Investment Scenario* maintains NCDOT's short-term commitments, yet also charts a new long-term direction that proposes incremental changes over time.
- The *Recommended Investment Scenario* was not developed in isolation - it reflects extensive stakeholder and public input.
- The *Recommended Investment Scenario* requires year-to-year financial balance and allocation to address differing regional needs and priorities.
- The *Recommended Investment Scenario* will not be implemented overnight. It will require continued active involvement and a sustained commitment from NCDOT staff, management, and the BOT.
- The *Recommended Investment Scenario* identifies a funding gap that leaves nearly one-third of all needs unmet; without additional revenues, NCDOT cannot meet the State's transportation investment needs for the 21st Century.

The overriding purpose of North Carolina's Statewide Transportation Plan is to establish a long-range blueprint for transportation investment in the State.

North Carolina's Statewide Transportation Plan is an important first step in charting a new direction for NCDOT and North Carolina.

North Carolina's Transportation Challenges

A successful statewide transportation plan must build from a firm understanding of a state's critical transportation challenges and issues. For North Carolina, this includes demographic and economic trends, institutional considerations that influence investment needs, and historical investment patterns.



Demographic and Travel Trends

North Carolina is experiencing rapid growth. The State's population expanded by over 35 percent from 1980 to 2000, led by strong growth in the Charlotte, Raleigh/Durham, and Wilmington areas. By 2020 North Carolina's population is expected to expand an additional 25 to 30 percent. This growth, along with other demographic trends and shifts in the economy add to the State's transportation capacity challenges.

- Household income in the State has risen dramatically, further fueling recreational and tourism travel, and adding to overall vehicle trips per household.
- Due in part to suburbanization, the typical North Carolina commuter now spends an additional 35 hours per year in traffic versus 10 years ago.
- Vehicle miles traveled (VMT) has increased by nearly 40 percent from 1990 to 2000 (VMT is a common industry measure for travel demand).

The North Carolina Economy

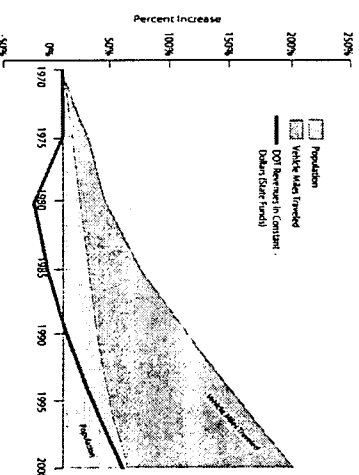
North Carolina is characterized by diverse regional economies defined by traditional and emerging industries. The Charlotte area has a strong concentration of high value services such as banking, the Southeast region is centered on the US military presence, the Mountains, Northeast region and the Outer Banks drive a burgeoning tourism economy, the Triad is home to numerous manufacturing and logistics industries, and the Research Triangle region is touted for its technology-related businesses and higher education facilities. North Carolina is a national leader in turkey and pork production, and the State is home to many prominent agri-business industries. Additionally, an influx of retirees moving into coastal and mountain communities is changing the health and service sectors in concentrated areas of the state. Accurately predicting the future of North Carolina's economy over the next 25 years is difficult, however promising new sectors are on the horizon. Biotechnology has the potential

to transform both rural and urban areas of the state. Automotive and vehicle parts manufacturing is steadily growing in the southeastern United States, with North Carolina poised to capture a share. Advanced medical care, homeland security, and logistics are potential economic catalysts. Other, less predictable technologies, such as nanotechnology, and informatics may act as transforming agents and cause ripple effects in the state's economy. Regardless of the industry, the trends point to the need for a more reliable, cost-effective, efficient transportation system. The ability to sustain economic prosperity will increasingly rely on transportation as the core component of a broader, global economic supply chain.

Domestic and International Trade

Recent national and global economic policies, such as North American Free Trade Agreement and other free trade initiatives, along with new alliances in international markets will accelerate North Carolina's import/export commerce in the future. Domestic tonnage carried along U.S. freight systems is expected to increase by 67 percent, while international trade will nearly double by 2020. This drastic level of demand on the system will increase pressure on major transportation corridors that pass through the state, further stressing aging port (air and sea), rail, and highway infrastructure. Delivery time and service reliability will increase the need for integrated transportation, e.g., coordinated intermodal and multimodal transportation networks and distribution hubs. To stay competitive in this changing global environment and to capitalize on promising economic opportunities, NCDOT must support the efficient movement of freight along and between modes of transportation. In particular NCDOT must:

- Provide efficient trucking/rail transport services between gateways, intermodal terminals, and manufacturing and agricultural centers.
- Capitalize on multimodal opportunities and create flexible transportation services that support the shift to a service-based, just-in-time economy.
- Improve mobility in strategic corridors; modernize connections to these corridors (i.e., primarily, National Highway System Connectors that link activity/distribution centers in urban and rural areas).



Economic Trend: The U.S. maritime industry forecasts container traffic doubling along every East Coast port by 2020.

10/1/01

Observations

Nearly \$6.5 billion (62 percent) of transit needs are related to the provision of regional transportation functions. The remaining \$4.1 billion in needs (39 percent) will go to providing subregional transit functions.

- Preservation needs for existing services, which include cost for maintenance (e.g., engine overhauls and bus depot repairs) and operating (e.g., driver salaries and fuel), total \$4.3 billion and represent 41 percent of total public transportation needs. Expansion plans total \$6.3 billion, representing the remaining 59 percent of transit needs.
- The conceptual development of additional commuter rail systems serving municipalities surrounding major urban areas is gaining momentum in parts of North Carolina. As these initiatives advance, future Statewide Transportation Plan updates should attempt to quantify expected capital and operating needs of these initiatives.

Transit

Public transportation in North Carolina is currently provided through 102 transit systems that serve either regional or subregional transportation functions. This includes local bus services in 17 cities, three regional transit systems (Triangle Transit Authority, Piedmont Authority for Regional Transportation, and Charlotte Area Transit System), 70 rural transportation systems, and 12 human service transportation systems that provide service to clients of social service organizations. The State's transit systems carry over 40 million passengers per year and averaged annual ridership growth of 5 percent from 1997-2001.

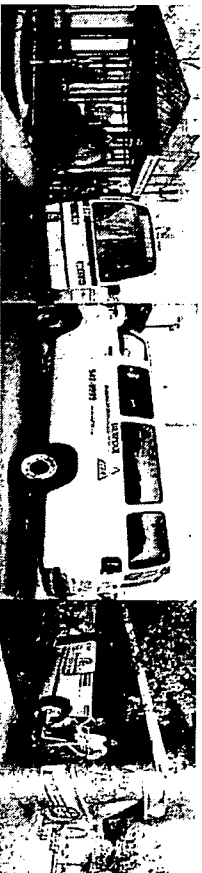
Transit Needs - \$10.6 Billion

In 1997, NCDOT established a vision for public transportation in North Carolina as part of its *Transit 2001* study. The vision called for connecting the State with a seamless transportation network by expanding the types and variety of transit services available to meet both urban and rural public transportation needs. It also emphasized the need to introduce new technologies that will reduce costs and improve rider comfort and convenience.

The *Transit 2001* study provided a foundation for determining North Carolina's long-term transit investment needs. Based on the study's findings and subsequent NCDOT staff input, total transit needs (capital plus operating costs) over the 25-year planning horizon amount to \$10.6 billion. The needs include:

- The continuation and expansion of existing bus systems, plus three new services in Goldsboro, Kannapolis, and Jacksonville (\$3.3 billion over the 25-year period).⁵
- Continuation of current funding levels for the rural transit program (\$1 billion over the 25-year period).
- Major investments in New Starts projects in three metropolitan areas (\$6.3 billion over the 25-year period). Anticipated New Starts projects include: Commuter rail in the Triangle region, five rail or bus rapid transit corridors in Charlotte, and rail or bus rapid transit in the Triad region.

25-Year Transit Needs (billions of constant 2001 dollars)			
Need Category	Regional	Subregional	Total
Existing Urban Capital	—	\$1.6	\$1.6
Operating	—	\$1.7	\$1.7
Subtotal	—	\$3.3	\$3.3
Existing Rural	\$2.2	\$8	\$10
Total Existing	\$2.2	\$4.1	\$4.3
New Starts Services Capital	\$5.4	—	\$5.4
Operating	\$9	—	\$9
Total New	\$6.3	—	\$6.3
Total	\$6.5	\$4.1	\$10.6



⁵ Note - Operation of the Goldsboro system began in 2002.

Passenger Rail

needed for operations

Passenger Rail

North Carolina's passenger rail facilities primarily serve a statewide transportation function. In FY 2001, State intercity train services (operated by Amtrak) carried 292,977 passengers through the following state-subsidized operations:

- **Carolinian** - Service between Charlotte and Rocky Mount, continuing north to New York.
- **Piedmont** - Service between Raleigh and Charlotte with stops at cities such as Cary, Durham, Burlington, and Greensboro.

Amtrak also operates four long-distance trains in the State:

- **Crescent** - Service between New York and New Orleans with stops in Greensboro, High Point, Salisbury, Charlotte, and Gastonia.
- **Silver Star** - Service between New York and Miami with stops in Rocky Mount, Raleigh, Southern Pines, and Hamlet.
- **Silver Meteor** - Service between New York and Miami with stops in Rocky Mount and Fayetteville.
- **Palmetto** - Service between New York and Miami with stops in Rocky Mount, Wilson, and Fayetteville.

Passenger Rail Needs - \$3.5 Billion

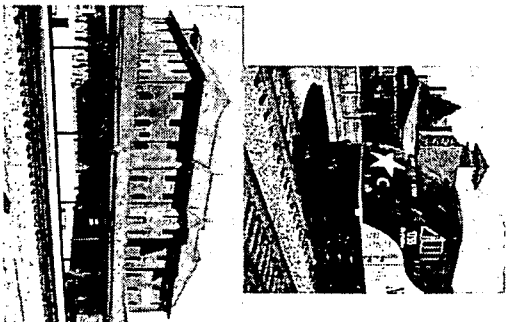
Passenger rail needs include both capital costs (e.g., acquisition of train sets) and operating costs (recurring costs such as labor and utility bills). The following estimates for needed intercity passenger rail improvements and added services total \$3.5 billion and are based on information contained in the *North Carolinian Rail Plan 2000*:

- **Raleigh to Charlotte Corridor** - Track upgrade to accommodate higher-speed service (nearly one hour faster), increase frequency from two to three round-trips per day, and improve track to allow a station in Winston-Salem.*
- **Western North Carolina** - Establish a new rail corridor to provide two daily round-trips between Salisbury and Asheville.
- **Southeastern North Carolina** - Establish a new rail corridor to provide one daily round-trip between Wilmington and Raleigh.

* Track improvements are part of the proposed Southeast High-Speed Rail efforts, which will enable speeds of 79 mph; additional investment will be needed to enable targeted speeds of 85-90 mph.

Observations

- \$2.9 billion (83 percent) of passenger rail needs are related to modernization; the remaining \$572 million in needs (17 percent) is for expansion.
- In the 1990s, population in the Piedmont and Carolinian corridors grew by 30 percent and passenger rail ridership grew by 40 percent; however, services have not increased since the Piedmont service was added in 1995.
- Some of the state's fastest growing areas - Wilmington, Hickory, and Asheville - lack adequate passenger rail service.



25-Year Passenger Rail Needs (millions of constant 2001 dollars)			
Need Category	Statewide	Regional	Total
Existing Corridor			
Capital	\$2,816	-	\$2,816
Operating	\$107	-	\$107
Subtotal Existing	\$2,923		\$2,923
New - Western NC			
Capital	-	\$234	\$234
Operating	-	\$76	\$76
Subtotal Western	-	\$310	\$310
New - Southeastern NC			
Capital	-	\$234	\$234
Operating	-	\$28	\$28
Subtotal Southeastern	-	\$262	\$262
Subtotal New	-	\$572	\$572
Total	\$2,923	\$572	\$3,495

10/25/2001

Observations

- \$507 million (93 percent) of freight rail needs are related to modernization (primarily track/terminal upgrades); the remaining \$38 million in needs (7 percent) are for expansion (i.e., construction or reactivation of tracks).
- One in four of the State's top 200 manufacturers ship materials by rail. Commodities, such as coal, chemicals, farm products, pulp, paper, lumber, wood products, stone, clay, glass, and food accounted for 84 percent of commodities shipped by rail in the state in 1998.
- Significant upgrades to short line rail lines are needed to sustain prosperity in rural and small urban areas; increased funding of the historically successful Rail Industrial Access Program is required to sustain North Carolina's economic prosperity.

Freight Rail

Freight rail service in North Carolina provides a combination of statewide and subregional transportation functions. The majority of the State's freight rail system is owned, operated, and maintained by the private sector. The Department's role in freight is mostly limited to the Rail Industrial Access Program, which funds rail investment required by a new or expanded business to encourage economic development. Private facilities are operated by two Class I railroads, CSX Transportation and Norfolk Southern, and 23 short line railroad operations. Class I railroads operate 2,597 miles of track and short lines operate 782 miles, for a total of 3,379 State freight rail miles.

The abandonment of rail lines in North Carolina continues to be a primary challenge for the freight rail industry, rural communities, and shippers. In the past decade, the rate of abandonment in North Carolina slowed, but the fact that the State has lost 700 miles of track since 1971 cannot be overlooked. In addition, only 30 percent of the State's short lines can accommodate heavier (286,000-pound) rail cars. At the same time, greater investment in short lines is key to spurring economic prosperity in the State's rural and small urban areas.⁷ A potential solution is to create additional short line railroads and upgrade older tracks to handle heavier rail cars.

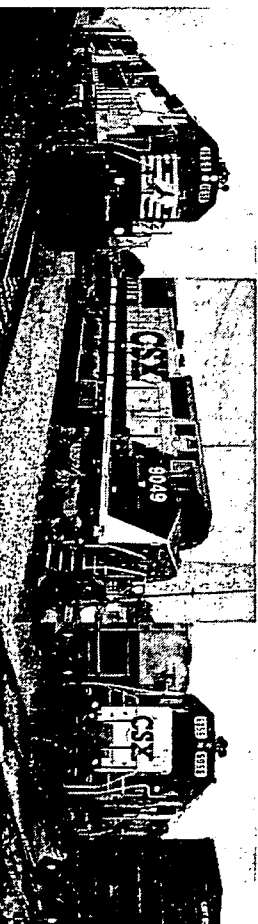
Freight Rail Needs - \$545 Million

Using information contained in the *North Carolina Rail Plan 2000*, the State's 25-year freight rail investment needs total \$545 million. These needs include:

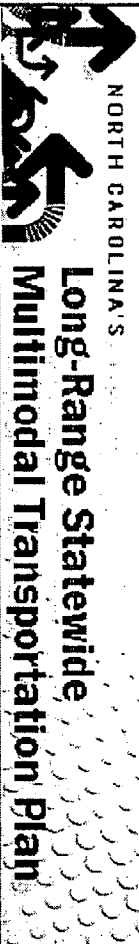
- Track and terminal improvements to both Class I railroads (\$282 million).
- Upgrades to short line railroads (\$225 million).
- Increasing the yearly allocation to the Rail Industrial Access Program (\$38 million).

25-Year Freight Rail Needs
(millions of constant 2001 dollars)

Need Category	Statewide	Subregional	Total
Class I Track Improvements	\$282	—	\$282
Short Line Rail Improvements	—	\$225	\$225
Rail Industrial Access Program	—	\$38	\$38
Total	\$282	\$263	\$545



⁷ Based on findings from the 1999 Rural Property Task Force Report.



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Statewide Transportation Plan



Download "Charting a New Direction for NCDOT" (4.5MB)
North Carolina's Long-Range Statewide Multimodal Transportation Plan

Need Acrobat?
Download It Here



Download "Frequently Asked Questions" (1.6KB)
What is the purpose of the Plan? How was the Plan developed?



Download the press release "Board of Transportation Approves 25-year Plan" (1.6KB)
Emphasizing greater investment in highway maintenance, modernization and other transportation modes

North Carolina's new **Long-Range Statewide Multimodal Transportation Plan** (hereafter referred to as the Statewide Transportation Plan) stakes out a bold, ambitious course of action for NCDOT. It also reflects a greatly enhanced focus on providing and supporting a truly modern, well-maintained, and multimodal transportation system. The updated Statewide Transportation Plan is an important first step in charting a new direction for NCDOT and the State. It not only recommends a new, 25-year investment strategy that embraces all modes, it also introduces a new planning framework that is inclusive, technically sound, and reflects financial realities.

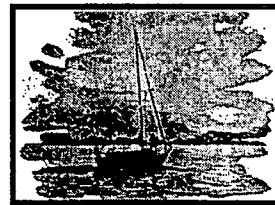
The new Statewide Transportation Plan is the product of an intensive, three-year planning process that included technical analysis, public outreach, and strategic planning. The centerpiece of the Statewide Transportation Plan is the Recommended Investment Scenario - a strategy that proposes targeted levels of funding within major transportation categories. This strategy will serve as a policy guideline to support future investment decision-making. A few important caveats should be noted about the Recommended Investment Scenario:

- It is not a remedy to fix all of the State's transportation challenges; it identifies a funding gap that leaves nearly one-third of all needs unmet if no additional revenues are obtained.

<http://www.ncdot.org/planning/statewideplan>

Charting a New Direction for North Carolina

NCDOT
Statewide Transportation Plan



House Interim Committee on Expanding
Rail Service - November 2004

Statewide Transportation Plan - Background & Purpose -

- Develop Policy Guidance & Strategic Direction for NCDOT
- Federally Mandated (ISTEA & TEA-21)
- 2000 Transportation Finance Commission recommendation -- Efficiency Study # 8
- Inventory 25-year Needs
- Forecast Available Revenues
- Solicit Public & Stakeholder Interest
- Determine long-term Investment Priorities



Statewide Transportation Plan - Key Issues -

- \$84 Billion in Needs vs. \$55 Billion in Revenue
- Limited ability to address *pressing* needs
 - spending restrictions on state/federal dollars
 - flexibility is essential
- Maintenance Backlog
 - 4K miles of state highways & 260 bridges added each yr
- Demographic/Travel Trends
 - 1990-2000 - population increased 21%; VMT increased nearly 40%
 - By 2020 population increases additional 25%

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Charting a New Direction for NC



Statewide Transportation Plan - Key Issues con't-

- Regional Differences and Needs
- Quality of life goals
 - air quality, environmental & community enhancement
- Lack of Performance Measuring
 - need goals, tracking systems, reporting mechanisms
- Department must Prioritize w/ Limited Resources

House Rail Committee 11.10.04

Charting a New Direction for NC

Statewide Transportation Plan - Needs estimate by mode -

\$84 Billion (all modes; \$2001)

- 25-year "snapshot" *in time*

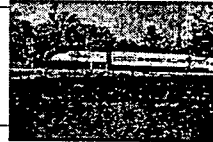
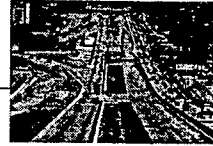
- Highways & Bridges - \$66.6 billion
- ITS (Intelligent Transportation Systems) - \$1.1 billion

Rail (Passenger & Freight) - \$4 billion

Public Transportation - \$10.6 billion

- Ferry - \$1.1 billion
- Bicycle / Pedestrian - \$300 million
- Aviation - \$1 billion*

* funding is self-contained; not in final scenario



Statewide Transportation Plan

- Public Transportation Needs = \$10.6 Billion -

Dep. Cost

- Continuation & expansion of existing bus systems, plus three new services in Goldsboro, Kannapolis, & Jacksonville



- Continuation of funding levels for rural transit

65. C. Cabot

- Major investment in New Starts projects:

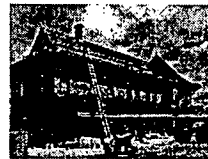
- Commuter rail in Raleigh/Durham
- Five rail or bus rapid transit corridors in Charlotte
- Rail or bus rapid transit in the Triad

Statewide Transportation Plan

- Passenger Rail Needs = \$3.5 Billion -

- Raleigh to Charlotte Corridor

- track upgrade to accommodate higher speeds
- increase frequency from 2 to 3 round trips/day
- improve track for station in Winston-Salem



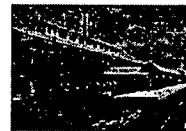
- Service to Western NC

- New route b/w Salisbury & Asheville
(provide 2 daily round trips)



- Service to Southeastern NC

- New rail corridor b/w Wilmington & Raleigh
(provide 1 daily round trip)



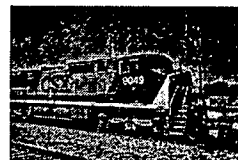
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Charting a New Direction for NC

Statewide Transportation Plan

- Freight Rail Needs = \$545 Million -

- Track & terminal improvements to both Class I railroads
- Upgrades to short line railroads
- Increasing yearly allocation to the Rail Industrial Access Program



Observations

- 1 in 4 of the state's top 200 manufacturers ship materials by rail
- Freight Rail is a requirement for large Industries
- Only 30% of short lines can accommodate 286,000 lb. cars



Statewide Transportation Plan - How were the needs illustrated? -

Improvement/Investment Categories

- **Maintenance / Preservation** - routine treatments that *restore* to adequate level or *sustain* the condition of an asset & activities / treatments that *protect* the infrastructure and *extend* service life
- **Modernization** - *upgrades* to system safety, functionality, & operational efficiency w/o adding physical capacity
- **Expansion** - *new* construction/*new* services (beyond existing) and/or physically expanding capacity to an existing facility

Statewide Transportation Plan - Determining a Direction -

Revenue = \$55 Billion

next
25
yr

Needs = \$84 Billion



Statewide Transportation Plan - Recommended Scenario -

A new Investment Direction:

- Underscores importance of **Safety** in all investments
- Creates a focus on preserving/upgrading the existing transportation system
 - Extends intent & emphases of *Moving Ahead!*
- Targets investment in statewide mobility
- Only addresses 2/3 of all projected needs



House Rail Committee 11.10.04

Chart

Statewide Transportation Plan - Summary -

- Plan is a long-term Investment Blueprint for all transportation modes in NC
 - visionary; overarching policy for capital investment
- Only meets 2/3 of all projected needs
- Underscores the need for investment flexibility & maximizing the use of existing resources
- Plan is a “living document” -- updated every 4 years
- Implementation is the KEY!
 - Series of Action items must be sustained to achieve goals

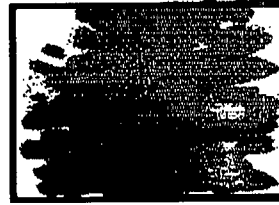
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Charting a New Direction for NC

Laura Cove

Charting a New Direction for North Carolina

NCDOT Statewide Transportation Plan



**House Interim Committee on Expanding
Rail Service - November 2004**

- Good Afternoon, thank you Mr. Chairman, it's a pleasure to be here and discuss with you and this Committee NCDOT's recently adopted Statewide Transportation Plan
- As some of you may be aware, we've been working on this Planning effort for 4 years and it has been quite an undertaking.
- But the process has been valuable...we've been able to meet with citizens around the state, engage our local planning partners such as MPOs and RPOs, engage our top management and all the Board Members..and the end result has lead to a Plan which is technically sound, built on broad public input, supported by staff and management and truly charts a new long term investment direction for NCDOT.
- The culmination of this work has led to the document (the Plan) of which a few select pages are included in your handout.
- I'd like to talk with you about some of the details in the Plan but first I want to share with you why this Plan is so important to the Department

Statewide Transportation Plan - Background & Purpose -

- Develop Policy Guidance & Strategic Direction for NCDOT
- Federally Mandated (ISTEA & TEA-21)
- 2000 Transportation Finance Commission recommendation -- Efficiency Study # 8
- Inventory 25-year Needs
- Forecast Available Revenues
- Solicit Public & Stakeholder Interest
- Determine long-term Investment Priorities

Why produce a Statewide Transportation Plan?

- First and foremost, a Plan of this level offers **overarching Policy guidance and strategic direction** for NCDOT -- it is truly a **business plan** for DOT
 - Opportunity to assess where we are as a Dept and where we would like to go--a strategic direction, gives us the ability to **proactively plan** for the future.
- It is also **federally mandated** process dating back to Federal legislation from the 90s (ISTEA in 1991 and supported in TEA-21)---Feds don't prescribe how it needs to be done, just that it needs to be done
- Plan also addresses a need that the General Assembly recognized in 2000. The 2000 Transportation Finance Study Commission's Efficiency study # 8 states that the Dept:

"Investigate & Recommend a framework for commissioning a 20-year long range study by a qualified consultant of the State's transportation needs"
- The Plan is a means to **inventory major infrastructure needs multimodally and associate dollar values to them**
- Opportunity to consider how much MONEY will be available to meet those needs
- Opportunity to understand public sentiment on priorities & what the DOT should be focused on
- As I stated the Department has spent a considerable amount of time & resources engaging the Board of Transportation, Senior DOT Management, 40+ stakeholder groups from around the state, and technical staff in all modes in putting this comprehensive Plan together.

BOTTOM LINE - this Plan outlines long-term investment priorities for DOT -- **its a first step on a long road**

Statewide Transportation Plan - Key Issues -

- \$84 Billion in Needs vs. \$55 Billion in Revenue
- Limited ability to address *pressing* needs
 - spending restrictions on state/federal dollars
 - flexibility is essential
- Maintenance Backlog
 - 4K miles of state highways & 260 bridges added each yr
- Demographic/Travel Trends
 - 1990-2000 - population increased 21%; VMT increased nearly 40%
 - By 2020 population increases additional 25%

So what are the Key Issues and what did we learn over the past 4 years?

- The most “eye-opening” fact is that over the course of the next 25 yrs we are expected to have \$84 BILLION in needs (including all modes) and only \$55 Billion in revenue - leaving a \$29 Billion gap
- The Dept has **limited decision-making authority** to address pressing needs
 - Funding comes to us in many different “pots” and for the most part its use is predetermined
 - The last decade has seen substantial expansion of our highway system but the maintenance backlog continues to grow, with NO exclusive, dedicated funding source to support improvements--data tells us that there is **\$11 BILLION of routine highway/bridge maintenance needs alone**
 - 4000 miles of state hwys & 260 bridges are added to the backlog each yr
- **Legislative flexibility** is crucial to this issue...this Plan is a platform to engage decision-makers and consider changes
- Another key issue we all recognize is that **NC continues to be a popular destination to live and work**....b/w 1990-2000 population increased 21%, at the same time VMT increased nearly 40%---VMT is currently growing at a rate 7X our budget
 - population expected to expand an additional 25% by 2020

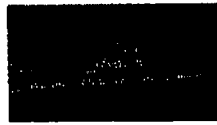
Statewide Transportation Plan - Key Issues con't-

- Regional Differences and Needs
- Quality of life goals
 - air quality, environmental & community enhancement
- Lack of Performance Measuring
 - need goals, tracking systems, reporting mechanisms
- Department must Prioritize w/ Limited Resources

House Rail Committee 11.10.04

Charting a New Direction for NC

- **Although the Planning process took a more “system-wide” approach**, we did however recognize that there are regional differences in NC - one Plan cannot meet all unique regional needs, however, the Plan’s spending categories lay out long-term goals which offer year to year flexibility
- **Quality of life** -- transportation and transportation investment plays a crucial role in a community’s economy, the state’s air quality, safety, etc. **The public is increasingly demanding** that we consider these types of issues as a forethought and permanent criteria in our decision-making vs. an afterthought
- **Dept currently lacks the ability** to truly track and periodically reports its system’s performance...need to invest in enterprise-wide tools and build databases to chart progress be more accountable to ourselves and to the public
- **A “realistic” plan is fiscally constrained and forces the Dept and its stakeholders to PRIORITIZE!** --- Given the limited resources and in lieu of new revenue sources, the Department must find a way to prioritize and make the most of its current dollars
- Some of these issues may not be new to you...but they were reinforced/validated to us as part an extensive public involvement program

Statewide Transportation Plan - Needs estimate by mode -	
\$84 Billion (all modes; \$2001) • 25-year “snapshot”	
• Highways & Bridges - \$66.6 billion • ITS (Intelligent Transportation Systems) - \$1.1 billion	
Rail (Passenger & Freight) - \$4 billion Public Transportation - \$10.6 billion	
• Ferry - \$1.1 billion • Bicycle / Pedestrian - \$300 million • Aviation - \$1 billion*	
* funding is self-contained; not in final scenario	

- So, looking at the numbers and remembering that this is a snapshot in time of 25-yr needs, **the total dollar value for all modes is \$84 Billion (in \$2001)**
- Analysis was system specific--i.e., it tells you (for ex) a general number of miles of highways needed for resurfacing NOT which specific routes...total mileage was then multiplied by unit cost to express needs in dollars!
- Includes:
 - almost \$67 Billion worth of highway/bridge needs
 - \$1.1 Billion worth of ITS needs
 - **RAIL NEEDS (Both passenger and freight) of \$4 Billion**
 - **\$10.6 Billion of PUBLIC TRANSPORTATION NEEDS**
 - \$1.1 Billion of ferry needs
 - \$300 Million bike/ped needs
 - \$1 Billion of Aviation needs (explain self-contained funding)
- All NON-HIGHWAY NEEDS were derived from source documents & analysis from individual modal staffs
 - For instance **Rail Needs** represent a combination of needs expressed in the 2000 Rail Plan & staff input

	Statewide Transportation Plan - Public Transportation Needs = \$10.6 Billion -
	• <u>Continuation & expansion</u> of existing bus systems, plus three new services in Goldsboro, Kannapolis, & Jacksonville • <u>Continuation</u> of funding levels for rural transit • <u>Major investment in New Starts</u> projects: • Commuter rail in Raleigh/Durham • Five rail or bus rapid transit corridors in Charlotte • Rail or bus rapid transit in the Triad

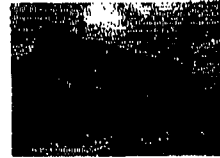
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Charting a New Direction for NC

- All Public Transportation Needs include Capital Costs + Operating Costs
- The future needs pictures includes:
- Continuation & expansion of existing urban bus systems, plus three new services in Goldsboro, Kannapolis, & Jacksonville (\$3.3 billion)
- Continuation of funding levels for rural transit -- which includes 65 single-county systems, one small urban system (Boone) and 6 multi-county systems (\$1 billion)
- Major investment in New Starts projects: (3 largest urban areas)
 - Totals to \$6.3 billion
 - Commuter rail (TTA) in Raleigh/Durham
 - Five rail or bus rapid transit corridors in Charlotte
 - Rail or bus rapid transit in the Triad

Statewide Transportation Plan - *Passenger Rail Needs* = \$3.5 Billion -

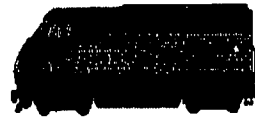
- **Raleigh to Charlotte Corridor**

- track upgrade to accommodate higher speeds
- increase frequency from 2 to 3 round trips/day
- improve track for station in Winston-Salem



- **Service to Western NC**

- New route b/w Salisbury & Asheville
(provide 2 daily round trips)



- **Service to Southeastern NC**

- New rail corridor b/w Wilmington & Raleigh
(provide 1 daily round trip)



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Charting a New Direction for NC

- Includes Capital Costs + Operating Costs for
- **Improving service in the Raleigh to Charlotte Corridor:**
 - track upgrade to accommodate higher speeds
 - increase frequency from 2 to 3 round trips/day
 - improve track for station in Winston-Salem
- **Starting a new Service to Western NC**
 - New route b/w Salisbury & Asheville-- goal is to provide 2 daily round trips
- **Starting a new Service to Southeastern NC**
 - New rail corridor b/w Wilmington & Raleigh - goal is to provide 1 daily round trip

Statewide Transportation Plan

- Freight Rail Needs = \$545 Million -

- **Track & terminal improvements to both Class I railroads**
- **Upgrades to short line railroads**
- **Increasing yearly allocation to the Rail Industrial Access Program**

Observations

- 1 in 4 of the state's top 200 manufacturers ship materials by rail
- Freight Rail is a requirement for large Industries
- Only 30% of short lines can accommodate 286,000 lb. cars

- Although most of the freight lines in NC are owned and operated by private entities their importance cannot be understated to the economy of NC (esp. for small towns and attracting new industry)
- Freight Rail Needs include:
- **Track & terminal improvements to both Class I railroads**
- **Upgrades to short line railroads**
- **Increasing yearly allocation to the Rail Industrial Access Program**
- Its important to note that:
- 1 in 4 of the state's top 200 manufacturers ship materials by rail
- Only 30% of the short line railroads can accommodate 286,000 lb cars
 - the 286,000 lb cars are increasingly becoming an industry standard

Statewide Transportation Plan - How were the needs illustrated? -

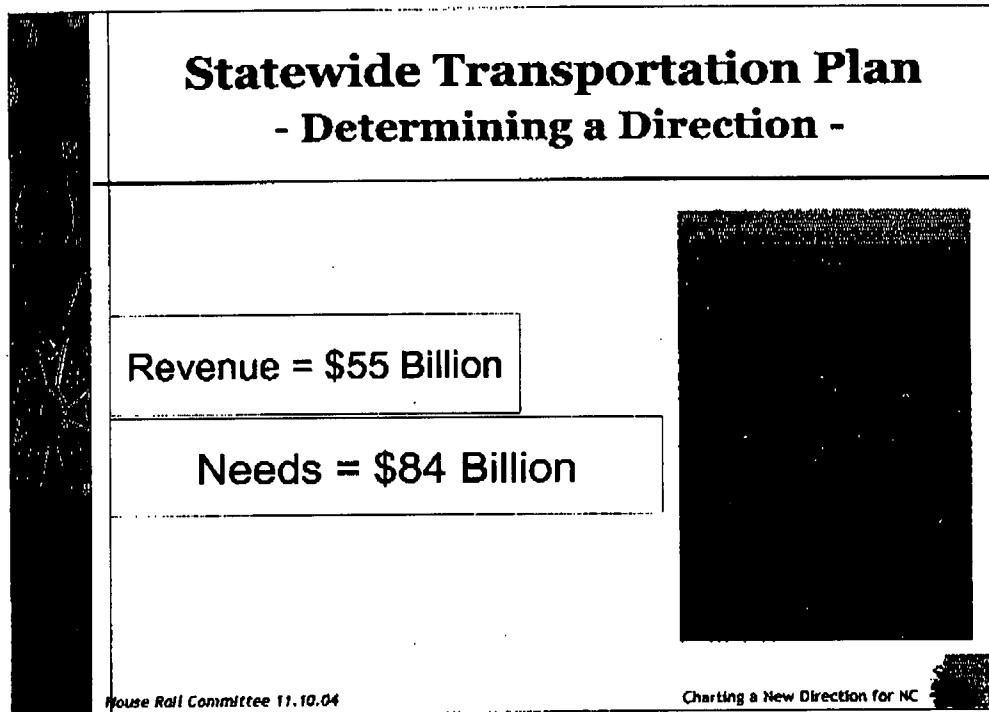
Improvement/Investment Categories

- **Maintenance / Preservation** - routine treatments that *restore* to adequate level or *sustain* the condition of an asset & activities / treatments that *protect* the infrastructure and *extend* service life
- **Modernization** - *upgrades* to system safety, functionality, & operational efficiency w/o adding physical capacity
- **Expansion** - *new* construction/*new* services (beyond existing) and/or physically expanding capacity to an existing facility

- Once we calculated the needs we organized them into 3 CATEGORIES--this made it easier to compare / contrast choices when we developed our final investment scenario

The Categories are:

- **Maintenance/preservation** refers to regular, routine treatments that sustain highway condition. **Highway Examples include:** mowing, ditch cleaning, rest area operations, signal maintenance, etc.
- **Modernization** refers to upgrading system safety, functionality, and overall operational efficiency, without adding major physical capacity. **Highway Examples include:** minor widening, resurfacing and shoulder improvements, alignment corrections, etc.
- **Expansion** refers to *new* construction or *new* services (beyond existing) and/or expanding capacity to an existing facility. **Highway Examples include:** new loop or bypass projects, major widening



- We also conducted a revenue forecast to give us a sense of fiscal reality and to use as a basis for comparison to Needs
- Forecast totaled to **\$55 B** in expected revenue over the 25-year period
- Assumptions include:
 - No new revenue sources over 25-years
 - Con't growth of state user fee "transfers"
 - Increases in fed/state funding at a conservative rate
 - Based on historical patterns; input from Office of State Budget and Management
 - Inflation assumed but discounted back to 2001 \$
- So here is our challenge **\$84B vs. \$55B** and it was from this point that we began crafting an investment direction that we are now calling the Plan's Recommended Investment Scenario
- This was not a path for staff to determine alone, the Board is charged with making these types of Policy decisions & several key Board Members led the entire Board in a series of discussions that culminated in the final Recommended Investment Scenario

Statewide Transportation Plan - Recommended Scenario -

A new Investment Direction:

- Underscores importance of **Safety** in all investments
- Creates a focus on preserving/upgrading the **existing** transportation system
 - Extends intent & emphases of *Moving Ahead!*
- Targets investment in statewide mobility
- Only addresses 2/3 of all projected needs

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Chart

- **So what is an Investment Scenario?** Ans. A framework by which you propose targeted levels of investment within definitive improvement categories--intended to ultimately influence project selection over the long term--remember this is a 25-yr Plan
- **It's a starting point** -- not meant to be prescriptive, but offers opportunities to prioritize and direct spending towards critical, pressing needs---points to key emphasis areas
- Done at a **macro level**--independent of current funding constraints--i.e., those "pots" of \$ which were referred to earlier
- **Still leaves you with a sizeable challenge** -- available dollars can only meet 2/3 of needs, which leaves the question of how to address the \$29 B gap
- **The Recommended Investment Scenario is the cornerstone of the Plan and represents the roadmap which Implementation will follow.**
- This NEW Investment Direction does the following (READ BULLETS):
 - Underscores importance of **Safety** in all investments
 - Creates a focus on preserving/upgrading the **existing** transportation system
 - Extends intent & emphases of *Moving Ahead!*
 - Targets investment in statewide mobility
 - Only addresses 2/3 of all projected needs

Statewide Transportation Plan - Summary -

- Plan is a long-term Investment Blueprint for all transportation modes in NC
 - visionary; overarching policy for capital investment
- Only meets 2/3 of all projected needs
- Underscores the need for investment flexibility & maximizing the use of existing resources
- Plan is a "living document" -- updated every 4 years
- Implementation is the KEY!
 - Series of Action items must be sustained to achieve goals

House Roll Committee 11.10.04

Charting a New Direction for NC

- I'd like to leave you with these FIVE items about the Statewide Transportation Plan and the key messages that are conveyed
- This is a big picture analysis resulting in a long term visionary document - a blueprint for the Department to follow, which offers investment targets to aim for
- Allocating our dollars only meets 2/3 of the needs
- Department must have greater investment flexibility
- Plan is a "living document" data refreshed every 2 years; full plan update every 4 years
- To be successful in achieving targets set forth will require a strong focus on **Implementation** - a long, incremental process.



Norfolk Southern Corporation
Corporate Affairs
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Philadelphia, PA 19103

Bill Schafer
Director – Corporate Affairs
215-209-4287 – Direct Ring
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June 1, 2003

To Planners of Passenger Train Projects:

Norfolk Southern welcomes the opportunity to work with state departments of transportation, high-speed rail advocates, and transit and commuter authorities to develop new or additional passenger rail services over our tracks. We look forward to moving your projects forward as long as they remain realistic and include our concerns.

Because of the popularity of passenger train proposals, we believe that you should be aware of some of the principles that will underlie any discussions we hold with planners. These principles are intended to protect our “factory”, which is the track and right-of-way needed to produce our product – the present and future transport of freight – and to protect the interests of our owners and employees. We foresee major segments of our business – particularly the movement of truck trailers and containers – growing significantly in the coming years as highways become more congested.

These principles refer only to conventional intercity or commuter passenger services and high-speed rail projects. Additional conditions will apply to light rail and other public transit ventures. To discuss any of the following issues further, please call me at the number above.

CONVENTIONAL AND HIGH SPEED PASSENGER

We consider all passenger studies to be conceptual. Until serious money is available to construct infrastructure, we at Norfolk Southern will continue to regard passenger studies as hypothetical exercises. Their conclusions will be subject to revision if funding for a project’s implementation becomes available.

We will coordinate infrastructure assessments. Studies intended to estimate how much additional capacity is needed for passenger trains (and how much it will cost) will be conducted by consultants approved by Norfolk Southern, and will be paid for by the sponsoring public agency.

All studies and surveys must acknowledge that NS owns its corridors and is entitled to fair compensation for their use. We maintain them and we pay taxes on them. Please don’t assume that the use of our capacity and our asset is “free”. Instead, please acknowledge in your studies and reports that we are entitled to a fair return if the corridor is to be used for passenger trains.

Passenger train operation must be "transparent" to our freight operations. We define transparency as the provision of sufficient infrastructure for passenger trains and freight trains to operate without delay to either, and to allow for the growth of both.

Delay to freight trains by passenger trains, however minimal, is unacceptable. Sufficient infrastructure must be furnished so that each type of train can operate without getting in the other's way. The common assumption that a proposed passenger train will impose "minimal interference with freight operations" is a non-starter.

We will require new passenger train services to pay higher usage fees than Amtrak pays today. Please do not use "Amtrak incremental cost" factors in estimating the operating costs of new passenger services. Amtrak was entitled to special rights in return for relieving the freight railroads of intercity passenger train operation over thirty years ago. There is no relationship between the rates Amtrak pays and a fair, commercial return for use of private assets. We will require operators of new passenger train service to negotiate market-based operating agreements with us.

Liability will be a major issue. Based on our experience with commuter authorities, the cost to the passenger carrier for indemnifying NS is substantial. We will accept no new or expanded passenger operations without adequate liability protection.

Cab signals for freight locomotives will be required if the top speed for passenger trains is above 79 mph. Be prepared to equip the NS freight locomotive fleet with additional cab signal and other safety apparatus, and to pay for and maintain any additional signal infrastructure required by speeds in excess of 79 mph.

Dispatching will remain with NS for all trains operating over NS tracks after inauguration of passenger service.

HIGH SPEED CORRIDORS

High-speed corridors require careful planning. If the federal government designates a corridor as "high speed", NS will automatically assume that mainline tracks dedicated solely to high speed trains will someday be built in the same corridor as our existing mainline tracks. Provisions must be made for separate high-speed tracks throughout the corridor, especially in urban areas. Highway or railroad overpasses/underpasses, when built with public funds, must allow space for the additional tracks.

NS will require separate tracks for passenger trains operating in excess of 90 mph. No heavy-duty rail freight line has 110-mph passenger trains operating over it today. Where freight trains do operate over 110-mph track (Northeast and Empire Corridors, for example), the penalties imposed on freight trains are substantial. In a heavy-duty freight environment (Cleveland-Chicago is one example), high-speed passenger trains must operate over tracks dedicated to their use.

Railroading is expensive. 110 mph railroading is very expensive. As most ridership analyses indicate, the greatest growth occurs with increases in frequency, not speed. This implies that four round trips a day at a top speed of 79 mph are much more cost-effective than four round trips a day at 110 mph.

Delaware
2**Railway Age Conference****Passenger Trains on Freight Railroads****Washington, DC - October 19, 2004**

Remarks by:

David R. Goode
Chairman and Chief Executive
Officer
Norfolk Southern Corporation

Thank you, Bill (Vantuono), and thanks to Railway Age for sponsoring this conference. This meeting provides an important forum for meaningful dialogue about the challenges facing our country's freight and passenger rail systems at a time when demand for

both is booming. For that, we all are glad.

Thanks for inviting me. It has been five years since I last spoke here. Then, I came as "Dr. No" – but said "maybe." You invited me back, but not too soon.

Some of my Norfolk Southern colleagues are here, and I want to recognize them. They are Craig Lewis, Bill Schafer, Mark Owens and Dave Brown. They will be here for the duration of the conference, and they welcome opportunities for discussion of the issues we face together. You will hear from Bill in the panel session next on the program. Craig, Bill, Mark and Dave have been and are instrumental in shaping Norfolk Southern policy in this area.

It has been said that politics makes for strange bedfellows. Uncommon people work together for common causes. In the process, adversaries become allies.

The same is true in transportation and commerce. Competition spurs cooperation for mutual benefits. Who would have thought a railroad would proclaim, "We love truckers," as Burlington Northern Santa Fe did in August? Yet as all of us who deal with challenges of service and capacity and how to find investment dollars for transportation systems not noted for producing high investor returns know, times change.

Just as unexpected, some might say, is the freight rail industry's attitude shift on passenger rail. It is real, however. It makes business sense, and it can work mutually for freight and passenger rail under the right circumstances.

I won't take the plunge and say yet that freight railroads love passenger trains. We have come a long way, though, in becoming friends.

To illustrate, when I last addressed this conference five years ago, I posed this question: Do freight railroads really dislike passenger trains? My answer was, "We'd better like each other, because I'm sure we'll be working together." That turned out to be an understatement.

Times and circumstances have changed. Greater awareness of each

FORWARD-LOOKING STATEMENTS

The material on this site does or may contain "forward-looking statements," as that term is defined in the Private Securities Litigation Reform Act of 1995 and other applicable law. Such statements, which usually are introduced with words such as "expect," "anticipate," "plan," "believe," and other words having a similar meaning and used in connection with future events, are founded on expectations, assumptions, estimates, and projections that reflect Management's good-faith evaluation of information available at the time the statements were made. As such, they are based upon and will be influenced by a number of external variables, which are more particularly described and identified in the Company's most recent annual report and quarterly report to the Securities and Exchange Commission (SEC) on Form 10-K and Form 10-Q, over which the Company may have no or incomplete control, such as (1) changes in the economic or credit environment in the United States and abroad; (2) competitive conditions and pricing levels; (3) legislative and regulatory developments; (4) terroristic acts and the subsequent economic effects; (5) changes in the weather and climatic patterns; (6) changes in the price of petroleum; (7) war or the risk of war; and (8) other risks and uncertainties not now identified. Additionally, the variables noted in the Company's most recent SEC filings are incorporated herein by reference. Because of these variables, actual outcomes and results already or eventually may differ materially from those indicated in such forward-looking statements. This caveat may have particular significance in connection with revenue losses/diversions and expenses incurred in the Conrail integration, as well as with the realization and timing of benefits expected to result from Norfolk Southern Railway Company's operation of certain Conrail assets.

The Company and its officers undertake no obligation publicly to correct or update any forward-looking statement; should they elect to update one or more such statements, they undertake no obligation to make further

other's operations is leading to better understanding of our mutual challenges and conflicts.

Some on-the-job sensitivity training, if you will, has made us more aware of the public benefits of working together. Instead of "Just say no," we start with "Yes, if ..."

So why has this change in thinking occurred? The past decade tells the story.

If we look back to the mid-'90s, Norfolk Southern was involved very little in passenger operations. The Amtrak Crescent operated on our lines, as well as a few trains in North Carolina. We had the Virginia Railway Express and some Chicago commuter rail activity. That was about it.

That changed quickly with Conrail in 1999. All of a sudden – overnight – we found ourselves in the middle of a host of passenger operations as the new rail tenant in the Northeast. In addition to the Northeast Corridor between Washington and New York, we became partners with New Jersey Transit, Metro-North west of New York City, and SEPTA in Philadelphia.

About the same time, Congress made a big chunk of money available for passenger studies. At a time when freight railroads were having increasing difficulty meeting capital investment requirements, public infrastructure funding was being tied more and more to passenger programs.

With amazing speed, some 150 study projects were generated for passenger rail in metro areas. More than 40 of these studies involved Norfolk Southern-served cities.

Passenger rail's double barrels pointed right at us. We suddenly were knee-deep not just in passenger operations, but all this study activity indicated even more involvement for us in the future. Moreover, growing highway congestion, pervasively high fuel costs, and the fallout from 9-11 helped pushed rail in the forefront of public transportation policy thinking – which we welcome. For freight rail, just getting on the page for public transportation policy groups is a new age.

It was clear we had to set a new tone in our relationships with passenger and commuter rail. In years past, we generally had a quick and simple answer for passenger rail proposals. If pushed, we would just modify the word "no."

From the other side, we perceived an entitlement attitude on the part of passenger entities and planners. The presumption seemed to be that the public took priority over rail freight activity, with no concerns for growth or return for value.

In trying to learn from that history, we realized that to bring about a needed paradigm shift in how we do business, the nature of our relationships had to change. First comes communication. To move forward, both sides must have a win-win scenario so that both can leave the playing field and declare victory.

It began with a recognition that freight and passenger rails have lived in different worlds for the past three decades. We needed to understand each other's experiences, fears, expectations and

updates, with respect either to the updated statement(s) or to any other statement.

Corrections and updates may appear in the Company's public filings with the SEC, which you are advised to consult. Readers especially are reminded that any forward-looking statement herein was believed in good faith to be accurate and reliable as of the date it was made.

pressures. That sounds a lot like the process of becoming friends.

Then came the realization that process and perceptions are every bit as important as substance, though not nearly as apparent. It's rail transportation's version of the Mars and Venus gender gap.

At Norfolk Southern, our first step was to stop saying no. Instead, we started saying yes – with conditions.

Next, we laid out four basic principles:

1. No reduction in freight capacity;
2. Fair value for use of our assets;
3. Full liability protection; and
4. No subsidy of passenger operations.

Moreover – and this is key – we opened discussions with the mutual understanding that in order to achieve a successful transaction, everyone had to win.

This is easy to say, tough to do. At its core, it is a three-part process. The parties have to define what it means to win, manage expectations and deflect criticism.

Winning can mean different things to each party. The currencies of the public sector can be very different from those of the private sector. You have constituencies and votes on the one hand, shareholders and profits on the other.

In managing expectations, both parties deal with internal and external audiences. All those audiences have perceptions of what a winning outcome is, which makes managing expectations one of the most difficult parts of the process.

In deflecting criticism, we start with the understanding that there will be detractors on both sides. It helps to keep all the pieces of the transaction bundled together as a single package. A naysayer can threaten the whole deal by pulling out one piece as a stand-alone item. Keeping the transaction packaged makes it easier for all sides to define winning.

Throughout the process, it is important to remember that every transaction is different in terms of people, politics and economics. There is no cookie-cutter formula for success. That means all of us have to be creative and flexible in negotiating each deal.

To mention just a handful of the projects we are working on, we are talking with Georgia planners about passenger service south of Atlanta to Griffin and eventually on to Macon .

At Charlotte , North Carolina , we worked out an agreement last December for commuter service in a corridor south of the city that will begin in late '06. A Charlotte north corridor project is in the works.

We are in discussions with Pennsylvania transportation officials for new commuter service between Philadelphia and Reading . In

addition, the PennDOT-Amtrak upgrades to the Keystone Corridor will benefit Norfolk Southern as well. You will hear more about that project from people directly involved, in the upcoming panel discussion.

In Ohio , we are talking about projects in the Columbus area.

We have a strong and growing relationship with Amtrak, devoted to improving service of all kinds. And, on an industry basis, the important CREATE project in Chicago is an potential model of how a partnership can improve things for everyone – all the freight railroads, AMTRAK, METRA – and help serve the people of Chicago and shippers virtually everywhere.

In Virginia , the VRE is proposing expansion toward Charlottesville and west toward Haymarket; and of course, I should not leave out the Trans-Dominion Express discussions taking place in Virginia .

Change is in the air for all of us. Many opportunities and plenty of challenges lie ahead.

By the way, what I've talked about is equally applicable to public/private freight rail projects. Norfolk Southern has public/private partnerships high on our agenda, although growth there has not occurred with the vigor of passenger and commuter rail proposals. And, we're not ashamed of learning from our passenger friends how to develop a constituency for change.

From my perspective, I am fully convinced that freight and passenger rail can co-exist under the right circumstances. Not only that, but in the interest of building on the strength of our country's rail transportation infrastructure, we should pursue such opportunities vigorously and cooperatively when they make business sense and serve the public's interest. We should of course never forget that the public interest requires fluid and available freight service to protect jobs and the economy.

With the right attitude, however, and by committing to working together and making things happen, we will find win-win solutions for both the public and private sectors.

While we are both on the policy map, neither freight nor passenger rail is so strong that it doesn't make sense to band together to increase our influence. In the spirit of mutual self-interest, I am optimistic about our ability to work together.

I leave you with the song from Oklahoma : "The farmer and the cowman should be friends." Let's keep trying.

Thank you again for the opportunity to be with you this morning.

 **Executive Speeches**

Good afternoon, Chairman Pate, Chairman Rapp, Committee Members. I am Judy Calvert Ray, some of you know of my work for the return of Passenger Rails Service to WNC. It is my pleasure to speak to such a distinguished group and I would like to say thank you for the work you do for our State.

I've come today to tell you a little about the Western North Carolina Rail Corridor Committee and our work to bring this service back to WNC. The Honorable Mayor Susan Klutz, Salisbury and the Honorable Mayor Charles Worley, Asheville will speak to you as well. (Any Other Mayors?)

But first, a little history.

I was privileged to be a part of the original Rail Advisory Council in the early 1990's when this effort began. In 1997, a feasibility study was conducted by Wake Forest University on 5 alternative routes and ridership potential. A surprising 35% responded with mailback surveys and favorable comments indicating interest for

passenger rail service to Western North Carolina. A little time went by and nothing much happened. In 1999, several of the proposed “stops” from Salisbury to Asheville, that is, Salisbury, Statesville, Hickory, Valdese, Morganton, Marion , Old Fort, Black Mountain and Asheville, met at the Asheville Chamber of Commerce to get an update from NC DOT Rail Division on the proposed service.

We determined to form the WNC Rail Corridor Committee to keep the focus and provide support through joint efforts and with the support and guidance of Rail Division. We realized there was a lot to do, such as, site locations, existing station conditions, funding, track improvements working with Norfolk Southern Rail Road and much, much more. We kept the faith AND the focus, hosting a Legislative Reception, and keeping our legislators informed of our interest and determination.

At this time, I'd like to introduce Mayor Klutz and Mayor Worley who can tell you why this service is important to Western North



Carolina and the support behind it.

Madam Mayor
Mister Mayor

Thank you both for taking time out of your busy schedule to be here at this important meeting. We appreciate your support and efforts in our behalf.

In early 2003, we learned about the efforts of the groups
“Downeast” and determined to offer them a hand from our experiences with this endeavor. By July we had developed an informal joint committee and discussed the initiative to “Get the word out” across the state with a Resolution – as it reads:



“In Support of a Statewide Initiative for Legislative and funding support for Enhanced and Improved Passenger Rail Service for the State of North Carolina.”

In October 2003, letters and resolutions were mailed to Cities, Towns, Chambers of Commerce, Municipal and Regional Planning Organizations, Councils of Government, Economic Development



Thank you for listening and your support of these efforts.

**Western NC Rail Coalition
Presentation to House Interim Committee on Rail Service
By Mayor Susan W. Kluttz
November 10, 2004**

I appreciate the opportunity to speak with you today about the Western NC Rail Initiative and its importance to my City of Salisbury, as well as the state of NC.

As I traveled around the state recently with other mayors promoting Amendment One, several things were clear about our state:

- We can no longer depend on manufacturing plants to provide jobs and security to major portions of our population;
- Majority of jobs will be coming to the Cities and outlying areas will need transportation to them; and
- We must actively compete for Economic Development opportunities.
- In considering economic development, NC's
 - beauty,
 - diversity, and
 - history provide us with tremendous opportunity for Tourism as a means of bringing jobs and monies to this state.

And, as I work closely with the Environmental Center of Catawba College in Salisbury, and regional groups, such as SEQL, to improve our environment, which we absolutely have to do, it is also clear that we must:

- Identify alternate means of transportation.

Anyone who travels through the Triangle, the Triad, or the Charlotte region during rush hour can easily understand this dilemma.

I am here today to encourage you to consider Rail Service as an answer to all of these issues.

In connecting Western NC, from Asheville to Salisbury, as well as Eastern Rail from Raleigh to Wilmington, we will be able to connect the entire State of NC, since service from Salisbury to Raleigh is already a reality.

I would like to share with you some information about what rail service has provided for Salisbury:

- The railroad arrived in Salisbury in 1855 and became an established inertia for development and economic prosperity that continues to this day.
- The Salisbury Railroad Passenger Station was built in 1908. It was designed by the noted architect Frank P. Milburn and is considered perhaps the finest Spanish Mission Style depot in the United States.
- The station was purchased by the Historic Salisbury Foundation in 1986. HSF raised \$2.2 million for the Station's restoration. Approximately \$600,000 in federal transportation enhancement for restoration and site improvements.
- The Salisbury Station was selected by the Smithsonian Institute as the model for a turn of the 20th Century train station display as part of the new transportation exhibit in the Museum of American History.
- The station is currently served by AMTRAK passenger service between Charlotte and Raleigh and northward along the east coast.
- Redevelopment of private property in the vicinity of the Station is approaching \$20 million and continues to increase today. This is an investment ratio of almost \$20 of private investment for every \$1 from the public sector.
- Easy Street (a beautifully-restored alley) has been built to provide a mid-block connection between the Station and Main Street, increasing pedestrian access in the area.

What has happened in Salisbury is an example of the potential for all cities as rail service is enhanced and rail stations are brought back to life to help promote economic development.

(For example: Morganton's restored passenger station has already spurred a development investment in the amount of nearly \$2 million. The developer has stated that his decision to invest was made based on the probability of future passenger service.)

I urge you to consider the benefits to all of our cities and to the State of North Carolina that this rail service could bring.

Also, I invite you to visit us in Salisbury. I would love for you to hold one of your meeting in my city and see for yourself what the restoration of a rail station can do for a city.

Thank you again for giving me this opportunity. I hope that you will conclude, as we have, that this rail service would be a tremendous benefit in many ways to the State of North Carolina.

Attachment 7
Judy Ray



North Carolina Passenger Rail Task Force

November 10, 2004

Representative Raymond C. Rapp, Co-Chair
Representative Louis M. Pate, Jr., Co-Chair
House Interim Committee on Expanding Rail Service

Dear Co-Chairs and Members of the Committee:

Over the past few months municipal, county and regional governments, chambers of commerce, metropolitan and rural planning organizations, and councils of government have considered our request to adopt a resolution of support for funding development of enhanced and improved passenger rail service for North Carolina. Today it is my pleasure to deliver to you this notebook containing resolutions of support from 120 entities from across our state.

Passenger rail service can help enhance mobility, and have positive impacts on economic development, congestion, and the environment. Investments in rail infrastructure that enable passenger services can help add capacity to railroads serving our state and enhance freight services to industry.

We look forward to working with the North Carolina General Assembly, Governor Easley, and the state Department of Transportation to plan and fund improved passenger rail services that will help realize the vision of "*One North Carolina*."

Sincerely,

A handwritten signature in cursive script, reading "Judy Calvert Ray". The signature is written in black ink on a white background.

Judy Calvert Ray, Chair
North Carolina Passenger Rail Task Force

**“IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER
RAIL SERVICE FOR THE STATE OF NORTH CAROLINA”**

I. North Carolina Cities (27)

City of Asheville
City of Brevard
City of Claremont
City of Conover
City of Durham
City of Fayetteville
City of Goldsboro
City of Graham
City of Havelock
City of Henderson
City of Hickory
City of Kannapolis
City of Laurinburg
City of Lexington
City of Lumberton
City of Marion
City of Monroe
City of Morganton
City of Raleigh
City of Rocky Mount
City of Salisbury
City of Sanford
City of Statesville
City of Thomasville
City of Wilmington
City of Wilson
City of Winston-Salem

II. North Carolina Towns and Villages (30)

Town of Bailey
Town of Benson
Town of Black Mountain
Town of Bladenboro
Town of Burgaw
Town of Cleveland
Town of Drexel
Town of Garner
Town of Gibsonville
Town of Hildebran
Town of Knightdale
Town of Lillington
Town of Maxton
Town of Mooresville
Town of Morehead City
Town of Morrisville
Town of Mount Olive

North Carolina Towns and Villages (cont'd)

Town of Old Fort
Town of Pembroke
Town of Selma
Town of Southern Pines
Town of Spencer
Town of Valdese
Town of Warsaw
Town of Waynesville
Town of Weldon
Town of Wendell
Town of Wingate
Town of Zebulon
Village of St. Helena

III. North Carolina Counties (17)

Bladen County
Buncombe County
Burke County
Cabarrus County
Catawba County
Cumberland County
Duplin County
Durham County
Granville County
Harnett County
McDowell County
Mecklenburg County
Robeson County
Rowan County
Transylvania County
Warren County
Wayne County

IV. North Carolina Transportation Planning Organizations and Council of Governments (18)

Cabarrus-Rowan Urban Area Metropolitan Planning Organization
Centralina Council of Governments
Down East Rural Transportation Planning Organization
Eastern Carolina Rural Transportation Planning Organization
French Broad River Metropolitan Planning Organization
Goldsboro Urban Area Transportation Advisory Committee
Kerr-Tar Regional Council of Governments
Lake Norman Rural Transportation Planning Organization
Land of Sky Rural Transportation Planning Organization
Lumber River Rural Transportation Planning Organization
Mid-Carolina Rural Transportation Planning Organization
Piedmont Triad Rural Transportation Planning Organization
Rocky Mount Urban Area Metropolitan Planning Organization
Triangle Area Rural Transportation Planning Organization
Triangle J Council of Governments
Unifour Metropolitan Planning Organization
Western Piedmont Council of Governments
Winston-Salem Urban Area Transportation Advisory Committee

V. North Carolina Chamber of Commerce Organizations (17)

Asheville Area Chamber of Commerce
Boone Area Chamber of Commerce
Burke County Chamber of Commerce
Catawba County Chamber of Commerce
Fayetteville Area Chamber of Commerce
Greater Statesville Chamber of Commerce
Greater Wilmington Chamber of Commerce
Greater Winston-Salem Chamber of Commerce
Greenville-Pitt County Chamber of Commerce
Kinston-Lenoir County Chamber of Commerce
Laurinburg-Scotland Area Chamber of Commerce
Lumberton Area Chamber of Commerce
Mooresville-South Iredell Chamber of Commerce
Mount Olive Area Chamber of Commerce
Rowan County Chamber of Commerce
Union County Chamber of Commerce
Wilson Chamber of Commerce

VI. Other State and Local Organizations (10)

Black Mountain Economic Development Committee
Carolinas Association for Passenger Trains
Carteret County Economic Development Council
National Railway Historic Society, Asheville Chapter
North Carolina Citizens for Transportation Alternatives
North Carolina Economic Developers Association
North Carolina Railroad Company
North Carolina Smart Growth Alliance
Piedmont Authority for Regional Transportation
Rowan County Tourism Development Authority
University of North Carolina at Pembroke

VII. North Carolina Rail Reference Material



Carteret County, Where Business is a Pleasure!

2004-2005
Board of Directors

President

Derryl Garner
Mayor, Town of Newport

Vice-President

William L. "Buck" Fugate
Arrowhead Campgrounds
Mayor, Indian Beach

Secretary-Treasurer

Gaye Mashburn
Wellons Enterprises

Advisory Board Chairman

Dr. Joe Barwick
Carteret Community College

Craig Conrad
Carteret-Craven Electric
Cooperative

Cass Flowers
Sports Center

Dick Futrell
Retired Bank Executive

Denny Glasgow
C-21 Coastal Properties

Ray Muns
Carteret County
Board of Commissioners

Russell Norris
Parker Marine Enterprises

John Warrington
Beaufort Yacht Sales

John Langdon
Carteret County Manager
ex-officio

Dave Inscoc
Executive Director

Shirley Powell
Assistant Director

3615 Arendell Street
Morehead City NC 28557
252.222-6120
800.462.4252
fax 252.222-6124
edc@carteret.edu
www.carteretedc.com

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE
STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Carteret County Economic Development Council, 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 15th day of July, 2004

Derryl Garner
President

Gaye Mashburn
Secretary

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalization throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; and,

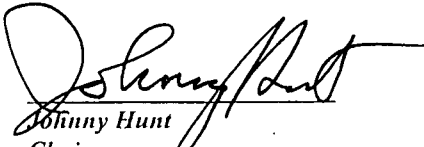
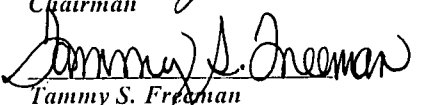
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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) installations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Robeson County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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 3rd day of May 2004.


Johnny Hunt
Chairman

Tammy S. Freeman
Clerk to the Board



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; 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, 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) *installations* and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Lumberton Area Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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 4th day of May, 2004

A handwritten signature in dark ink, appearing to read "Dan Walters", is written over a horizontal line.

Chairman of the Board

L U M B E R T O N A R E A C H A M B E R O F C O M M E R C E

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; 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, 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) *installations* and ports.

NOW, THEREFORE, BE IT RESOLVED, that The University of North Carolina at Pembroke, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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 30th day of April, 2004

THE UNIVERSITY OF NORTH CAROLINA AT PEMBROKE

By: _____

Chancellor

Witness: _____

Special Assistant to Chancellor

MOREHEAD CITY

NORTH CAROLINA

GERALD A. JONES, JR., Mayor

DAVID HORTON, *Mayor Pro-Tem*
Council
FLOYD M. CHADWICK, JR.
PAUL W. CORDOVA
JOHN F. NELSON
DEMUS L. THOMPSON

P.M. Drawer M
706 Arendell Street
Morehead City, North Carolina 28557-4234
TEL (252) 726-6848
FAX (252) 726-2267
www.townofmorehead.com



R. RANDY MARTIN
City Manager

April 23, 2004

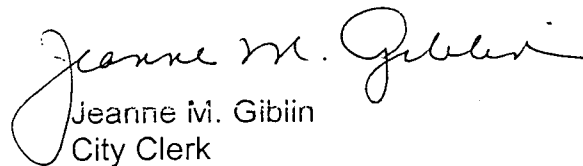
Ms. Judith Calvert Ray
Chair
Western Carolina Rail Corridor Committee
953 Old U.S. Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Calvert Ray:

Enclosed please find Resolution 2004-16 in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina adopted by the Town Council of Morehead City at their regularly scheduled meeting on Thursday, April 22, 2004.

We thank you for the opportunity to show our support of a very important issue for all North Carolinians.

Sincerely yours,


Jeanne M. Giblin
City Clerk

ljmg
Enc.

RESOLUTION 2004-16

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

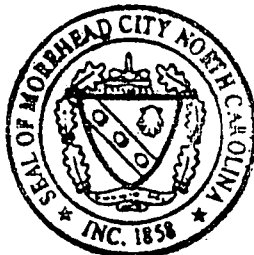
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

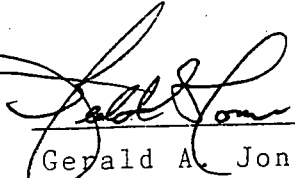
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Town of Morehead City, 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 22 day of April, 2004




Gerald A. Jones, Jr., (Title)
Mayor, Town of Morehead City, N.C.

BOARD OF COMMISSIONERS

Ray Miller, Chairman
Jeff Duvall, Vice Chairman
Marla Cilley
Rob Davenport
W. David Guice
828-884-3107



COUNTY MANAGER

Arthur C. Wilson, Jr.
828-884-3100
FAX 828-884-3119

28 East Main Street
Brevard, NC 28712

Transylvania County

May 3, 2004

Mr. Jake Gilmer
Land-of-Sky Regional Council
25 Heritage Drive
Asheville, NC 28806

Dear Mr. Gilmer:

Attached please find Resolution 13-04 in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina which was adopted by a unanimous vote of the Transylvania County Board of Commissioners at their regular meeting held on April 26, 2004.

If you have any questions, please do not hesitate to give me a call.

Sincerely,

A handwritten signature in dark ink, appearing to read "Arthur C. Wilson, Jr.", is written over a horizontal line.

Arthur C. "Artie" Wilson, Jr.
County Manager

kc

Enclosure

cc: Members, Board of Commissioners
The Honorable Bob Carpenter
The Honorable Trudi Walend
The Honorable Carolyn Justus
File

**BOARD OF COMMISSIONERS**

Ray Miller, Chairman
Jeff Duvall, Vice Chairman
Marla Cilley
Rob Davenport
W. David Guice
828-884-3107

COUNTY MANAGER

Arthur C. Wilson, Jr.
828-884-3100
FAX 828-884-3119

28 East Main Street
Brevard, NC 28712

Resolution 13-04**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

WHEREAS, passenger rail service is an integral part of a comprehensive transportation system for the State of North Carolina, and 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 support and utilization of transportation improvements by business and commercial interests is essential for the successful deployment of alternative transportation modes in North Carolina; and

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and

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

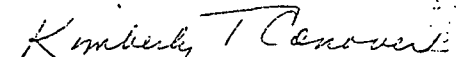
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

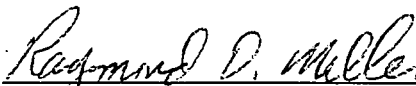
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports,

NOW THEREFORE, BE IT RESOLVED, that the Transylvania County Board of Commissioners, 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 26th day of April, 2004.

ATTEST:


Kimberly T. Conover, Clerk to the Board


Raymond D. Miller, Chairman
Transylvania County Board of Commissioners

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

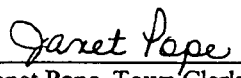
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Mooresville Board of Commissioners, 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 3rd day of May, 2004

Attest:


Janet Pope, Town Clerk




Al Jones, Mayor



RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE
OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity passenger rail services throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is several times that for every dollar invested; and,

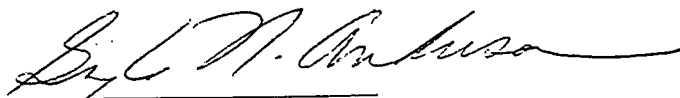
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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 installations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Greater Winston-Salem Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report, 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 27 day of April, 2003



President & CEO



Rowan County Tourism Development Authority
204 E. Innes St., Suite 120 • Salisbury, NC 28144
800.332.2343 • 704.638.3100 • FAX 704.642.2011
www.visitsalisburvnc.com • visitorinfo@visitsalisburvnc.com

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, the Rowan County Tourism Development Authority applauds the state of North Carolina for development of comprehensive intercity commuter rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide; and,

WHEREAS, an increase in state funding for passenger rail service 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 throughout North Carolina for increased statewide funding for passenger rail service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

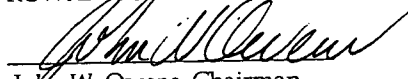
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Adopted this 18th day of August, 2004

ROWAN COUNTY TOURISM DEVELOPMENT AUTHORITY


John W. Owens, Chairman

**PRESENTATION: To North Carolina House Interim
Committee on Expanding Rail Service**

By: Sanford L. Korschun, President
EASTERN NORTH CAROLINA RAILROAD ALLIANCE, Inc,
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Honorable Ladies and gentlemen:

It is difficult to know where to start.

We are discussing a major change that encompasses many dynamic changes, and elements, all not without risk. **ARE WE UP TO IT?**

I have thought long and hard about what to bring to you today.

I could simply advocate the pending Goldsboro route for passenger service. That's easy. It is the best, fastest, cheapest to operate, and the most benefiting route. It is the most logical, and it would serve both of our ports giving us, and our military, a redundant and more secure fuel delivery system.

Or, I can move to my personal passion: EASTRAN, the Goldsboro-Wilson-Raleigh, job providing, commuter routes. It is an inexpensive use of existing rails. No need for new rights-of-ways or new track. It can be done quickly and meet our urgent need. It can and will provide, safe, dependable, time saving, environmentally friendly transit into our transportation hubs and business centers, a way to broaden The Tobacco Belt's job opportunities. That would be easy

But, as I attended discussions and meeting, like this today, over the last five years, I recognized that what is important is not short sighted self-serving hookups, but logistics is a major **ECONOMIC FORCE**. It can tie us to the rapidly growing Global Economy and make us part of that environment. An opportunity North Carolina **MUST NOT MISS**, and one we here, today, must not let pass.

THIS, Honorable Legislators, Is Economic Development in its most, efficient, affordable, long lasting, and self amortizing mode. A way to ensure jobs and our economic future.

IT IS A STATEWIDE issue, or, so says the Organization of Chambers of Commerce of the Triad Region, placing it second, only, to Education on the state's want list.

The road building frenzy that started at the end of WW-II has not accomplished its intended goal. Today, we are adding lanes, building bypasses only to learn that these, never-catch-up efforts, are inadequate. Go anywhere in the USA and be in gridlock during rush hour.

In ten (10) years, yes, 10 years, we expect to complete expensive bypasses, a partial and flawed fix, for Route 70 east of Raleigh. A route we have planned and messed on for 50 years. Why do we keep doing the same thing, over and over, and expect different results?

Why do people of Europe and Asia, and our northern neighbor Canada, see modern rail as the wave of the future, and we look at it with nostalgia and disdain. Ex-candidate Ballentine "says we are not ready for rail". If not now, then, when? When our people have moved away to find jobs? When

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Special Interest critics will say we do not have the density needed. There are many kinds of populations. There is a population of those that have jobs and commuting is a convenience. Then, there is a population of those without jobs and need a ride to find one. The latter will commute or move.

North Carolina is extremely unique in that it has a dense rural population, as our nighttime satellite photo indicate. Are we going to allow it to migrate out of North Carolina?

Rail and port logistics affects the security of our fuel supply, now a heavy burden on our highway system, and dependent on a pipeline. Read Dave Quick's paper that addresses this so well. I have included other material that I think you will find germane.

Mr. Chairmen, I request that these remarks be included with my handout as part of the record of this committee. Thank you.

The University Route: Raleigh to Wilmington via Fayetteville, Pembroke & Lumberton

Key Regional Points

(Data from The Southeast Regional Rail Task Force Coordinating Committee Report, June 2002)

1) Social Impact

• Unemployment Rate	8.58%
• Total Population Affected	677,497
• 10 Mile Radius	508,983
• Minority Population	43%
• Native American	8%

2) Military Needs

- Strategic Location to Ft. Bragg and Pope Air Force Base
- Second Route to the Port

3) Higher Education Options: Connects The University of North Carolina at Wilmington, the University of North Carolina at Pembroke and Fayetteville State University, as well as other community and private institutions with North Carolina State University and the Research Triangle Park.

4) Number of Counties Benefited

• Potential Served	14
• Broad Region Coverage	9

5) Use of the same track (about half) for future Charlotte-Wilmington route

6) Number of 21st Century Community Counties Served 10

7) Tourism Opportunities adjacent or readily accessible to proposed station locations

- a. Pembroke: Campus, University of North Carolina at Pembroke, Strike at the Wind outdoor drama
- b. Lumberton: Canoeing expeditions on Lumber River, historic CBD
- c. Fayetteville: US Army Airborne & Special Operations Museum, Fayetteville Transportation Museum (restored 1890 Cape Fear & Yadkin Valley Railroad Depot), Discovery Place Children's Museum, Fayetteville-Cumberland County Arts Council and, Festival Park

8) Supporting initiatives underway: Fayetteville is currently undertaking capital improvements to their existing Amtrak station to include platform improvements, increased waiting area capacity and site integration into CBD master plan (Renaissance Plan). Fayetteville is also undertaking Phase 2 of a study to investigate the introduction of heritage trolley into their CBD to connect the Amtrak Station, Festival Park, CBD, Campbellton and Riverfront Redevelopment District, Botanical Gardens and the recently opened river nature trail.

9) Military needs are getting greater: About 23-25% more outsourcing. There will be more civilian jobs. So more job seekers from surrounding counties, Wilmington and Raleigh and others on The University Corridor will increase North Carolina's employment. It would also be good to offer the best candidates from Raleigh or Wilmington to our military bases. Military families will also benefit.

10) Biotech Initiatives: It should be clear that since Fayetteville Technical Community College now offers courses in Biotech that the jobs will be in Raleigh with Merck and 75% of North Carolina's 149 biotech firms, at least for the near future. The number of community colleges, colleges and university locations will best be connected through The University Corridor. Students—and prospective students—and faculty will benefit.

11) Congestion Management & Air Quality (CMAQ): The reduction of air pollution and traffic congestion. These are essential to our region's future health and prosperity.

Attachment #8

11-10-04
meeting



PRINT THIS

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Americans discover charms of living near mass transit

By John Ritter, USA TODAY

LOS ANGELES — The last thing Alex Thacher wanted was to jump from the frying pan into the fire, from the molasses of Washington, D.C., traffic to an even more gut-churning commute here. So Thacher found an apartment in Pasadena next to a light-rail station. He leaves his building, steps onto a train and walks into his downtown L.A. office 40 minutes later.



Alex Thacher, who lives in an apartment above a transit station in Pasadena, Calif., heads home.

Bob Riha, Jr., USA TODAY

That's a bit longer than driving but stress-free and cheaper — parking costs \$200 a month, but his firm reimburses for rail fares. Thacher and his wife, Tiffany, stroll two blocks to one of the region's trendiest shopping and entertainment districts — Old Pasadena's Colorado Boulevard.

"We hated the commute in D.C. It was awful," says Thacher, 29, a lawyer with PricewaterhouseCoopers. "Now I get on the train and read the paper or do some work. From what I understand, all around here is just a miserable commute."

He's got that right. Greater Los Angeles has some of the nation's nastiest congestion. Traffic on the Pasadena Freeway — Thacher's route if he drives — crawls at rush hour. The future looks worse because the region can't add freeway capacity fast enough to handle 6.3 million new residents expected by 2030, experts say.

But Thacher and many others are surprised to learn that driving is no longer the only option here. Since the 1980s, Los Angeles has quietly built a mass-transit network — subway, commuter rail, light rail, rapid bus — that's slowly taking strain off roads. Development around that network is taking off. New housing near transit hubs is in sharp demand by commuters like Thacher.

Shifting housing demographics are stoking interest around the USA in development near transit, according to a study for the Federal Transit Administration released last month. City living draws singles, aging baby boomers, minorities and young couples more than suburban families with kids. And those groups are growing faster than suburbanites.

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"Suburbs want to remake themselves around transit to capture that demographic, and urban communities are suddenly becoming desirable again," says Hank Dittmar, the study's author and president of Reconnecting America, a non-profit group focused on transportation and community issues.

Los Angeles isn't alone. The study predicted that by 2025 nearly 15 million U.S. households will want to rent or buy near transit, double today's number. Demand will be highest in regions that have extensive systems — New York City, Boston, Chicago — and those with large growing systems like Los Angeles.

But many other cities are converts. Portland, Ore., has been a leader in creating density around transit. San Diego is investing heavily next to rail. Denver's downtown redevelopment focuses on transit. The Miami regional transit agency's new chief is a developer pushing projects close to commuter rail stations. Salt Lake City's light rail is attracting developer interest.

A project on Dallas' light-rail line near Southern Methodist University mixes entertainment, dining, high-end retail and housing. At least five cities on a rail line between San Francisco and San Jose are planning "transit villages."

L.A. challenges myth

From Hollywood to Long Beach to Pasadena, this megalopolis of 17 million is one of the nation's hottest centers of development linked to mass transit. Across the region, more than 40 projects worth nearly \$6 billion are underway or have opened since 2000.

"The myth everyone believes is that L.A. — from Randy Newman to the Beach Boys — is all about cars. The place where the freeway was born, where you drive to the house two doors down," Dittmar says.

That image is changing. The metro area is running out of places to spread more subdivisions. Housing must be packed more densely into Los Angeles and adjacent cities if growth is to be managed. Developers see the potential of turning scores of aging strip malls and random real estate into housing. Pair those trends with clogged freeways and smog, high gas prices and the lifestyle costs of tedious commutes, and transit gains appeal.

Tinseltown isn't exactly Transit-town — yet. Trains and buses provide just 5% of the region's trips, the Metropolitan Transportation Authority says. But transit's share is rising, and even small shifts in L.A.'s travel habits can pay huge dividends. MTA estimates, for instance, that boosting car-pooling from 1.1 occupants per car to 1.3 would eliminate most freeway congestion.

The gold standard for residential development near transit stations is Arlington County, Va., across the Potomac River from Washington, D.C., urban planners say. In the 1970s, Arlington decided to concentrate development along its 3-mile subway route to maintain the character of suburban neighborhoods. That was novel and controversial at the time.

But the results are impressive: 35,000 residents living in 18,000 houses and apartments, 75,000 jobs, 1,900 hotel rooms and 17 million square feet of office and retail space within walking distance of subway stations. The half-mile-wide corridor contains just 7.6% of Arlington's land but generates a third of its tax revenue, keeping residents' property tax bills lower than anywhere else in the region.

Neighboring Fairfax County opted for massive parking facilities around its subway stations and shunned the housing-office-retail mix. A result was more sprawl throughout the county. Now plans at two stations for clusters of residential towers have sparked neighborhood opposition over traffic. Only 30% of the newcomers would commute by subway, studies show.

"In Arlington, three-fourths of people walk to the train," Dittmar says. "In Fairfax, two-thirds drive. The difference is just dramatic."

Pedestrian-friendly spaces are critical, planners say. Arlington learned from early mistakes that buildings had to open onto sidewalks and invite walking. If a goal is to cut car trips — only a fourth of all trips are work trips — give residents fewer reasons to drive by mixing shopping, housing and entertainment, planners say. It will

lead to fewer cars per household.

Offer housing choices — apartments, condos, townhouses and single-family homes. Single uses such as office buildings make for dead after-hours downtowns. Mixing uses creates 24-hour villages and more transit ridership.

Barely a decade ago, Arlington's Clarendon neighborhood was economically stagnant with aging housing and limited retail stock. Today, it's one of metro Washington's hippest areas. Bars and restaurants hum late into the night. Commuters rushing home pack upscale groceries for gourmet dinner dishes.

Atlanta took a bold crack at a transit village, Lindbergh City Center, but overstuffed it with office space and parking structures, then isolated housing between a rail line and a freeway. "It's essentially a suburban office park," Dittmar says. "The neighborhood completely freaked out."

Sprucing up Los Angeles

Los Angeles seems to be getting it right, too. Transportation officials see nothing short of an urban renaissance as thousands of new city dwellers inhabit lofts and condos converted from historic office buildings and warehouses. Transit is a big part of it.

Nearly 300 apartments will be finished next year near Union Station, an Art Deco jewel and nexus of bus, rail and subway a few blocks from City Hall. Major projects rise near Gold Line light-rail stations in Pasadena and South Pasadena, with more planned in Chinatown and other neighborhoods.

Seedy sections of Hollywood, including the commercial and theater district around the Walk of Fame, have been revitalized by Red Line subway openings since 1999. At crime-plagued Hollywood Boulevard and Western Avenue, on MTA donated land, a dilapidated building was torn down and 120 affordable apartments went up over the subway station. Across the street is a new supermarket and mall.

Developments at two Wilshire Boulevard subway stops will add nearly 600 housing units, plus a new middle school. Stores and 199 apartments are planned at MacArthur Park, a block of condos, stores and a hotel at Hollywood and Vine.

"Aspects people around the world associate with Hollywood have been restored," says Gordon Olschlager, a project manager with design firm Nakada & Associates.

As transit expands further, new projects will follow. The Blue Line light rail that runs south from Union Station has sparked \$1 billion in development at Long Beach stations where the route ends. A 5-mile Gold Line extension into densely populated, mostly Latino east L.A. is underway. A 24-mile extension east to San Bernardino County will open rail access to tens of thousands of commuters in the San Gabriel foothills.

Mass transit on two of the USA's most brutal commutes — the 10 mph rush-hour creep from the San Fernando Valley and west L.A. into downtown — could halve drive times. Light rail will run from downtown past the Staples Center to Culver City and eventually Santa Monica. Orange Line rapid buses will run 14 miles through the Valley on restricted roadway paralleling clogged U.S. 101. Bus drivers will have control of traffic lights to cut down on intersection stops.

Officials believe that even though the Orange line isn't rail, developers will be won over by permanent stations, the core of any urban village, built at mile intervals. "The way we're doing it, it will have the same kind of economic impact as rail," MTA chief Roger Snoble says.

So far, the building splurge hasn't boosted transit use much. Subway, bus and rail ridership has been flat since 2002. The Gold Line especially — 14,000 daily boardings — has been disappointing, but officials note that it runs only 13.7 miles and new links will pick up more riders. The subway took years to attract 111,000 weekday passengers.

Initial opposition fades

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Most of L.A.'s high-density urban projects meet not-in-my-backyard resistance, even though developments around transit invariably raise neighborhood property values. "The community kicks up a huge fuss because it's the end of the world," Snoble says. "Then on opening day you can't keep people off the podium."

Pasadena's building spree since 2000 sparked a backlash, and the city retreated to an earlier, more deliberate master plan.

"There are elected officials who will resist the notion of this kind of development and higher density," says Jeff Lustgarten, spokesman for the Southern California Association of Governments. "But we view the alternative as pretty grim."

Michael Dieden built Mission Meridian — lofts, townhouses and detached, single-family houses with street-level retail and underground parking — in affluent, traditional South Pasadena one block from a Gold Line station. Neighbors were wary. But Dieden says, "When you develop density with high design and do it in a sensitive way, it becomes acceptable even to those traditionally critical of it."

Find this article at:

http://www.usatoday.com/news/nation/2004-11-08-transit-cover_x.htm

☐ Check the box to include the list of links referenced in the article.



**PRESENTATION: To North Carolina House Interim
Committee on Expanding Rail Service**

**By: Sanford L. Korschun, President
EASTERN NORTH CAROLINA RAILROAD ALLIANCE, Inc,
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RAIL: A little used Carolina resource

Since World War II, America has embarked upon an improving its Highway Systems. 46,000 Interstate miles, without stoplights or grade crossings, were built. Miles of connectors, bypasses, beltways and new rural roads have been put in place. Important was, safety, convenience, accessibility, and increased capacity. Less attention and concern, at the time, was driving speed, trips would be quicker and shorter and void of obstacles. It was sold as a National Defense necessity. Few worried about air pollution or the environment. No one thought about energy waste, land disruption, safety, and time wasted traveling. Nor was there much thought about its removal of farmland and its transgression of private property rights. The costs of all the above concerns remained hidden as, each year, they increased.

User fees and special taxes designed primarily to amortize construction cost and maintenance, have fallen behind inflation and the need for increased improvements. The American Trucking Associations concluded in 1999 that their trucks alone, was responsible for \$30 billion in annual cost. Much more than they pay in user fee or special taxes. Thus, providing them an undeserved and unintended subsidy.

This highway passenger/freight system is failing. We have found that we cannot build our way out of gridlock. Rush hour in Chicago now exceeds eight hours per day. I-40 in the Research Triangle Park is often reduced speeds of less than 5 mph. The average cost of operating an automobile now exceeds forty cents a mile. It currently cost about \$6,000 a year to operate a car, or \$500 after tax dollars per month (15,000 miles per year, average in 1999). Further, we are completely at the mercy of foreign petroleum pricing with only 40% of our needs provided domestically. A fact that has and can make depending on automobile for commuting, extremely risky

We cannot solve our transportation needs by adding ever-more-costly highway lanes that take years to plan and to clear the multiple legal, political, and environmental obstacles. Obstacles that continue to become more restrictive each year.

All the while, we have ignored other transportation opportunities. A negative attitude toward rail, fostered by abuse of the past, has made us blind to a resource not being efficiently utilized. In the past 20 years inter-modal or multi-modal transportation have made amazing advances. The United States concentrated federal support for air and highways and maintained a previously developed waterway systems. Europe, Canada, and Japan concentrated on rail passenger service.

Here, using cargo containers and tying into the waterway and ocean systems, rail freight haulers have been able to improve their efficiencies to allow them to overcome heavily subsidized air and motor competition. There are further opportunities to utilize rail hardware by spreading their cost over both freight and passenger service; with passenger use bringing government subsidies matching those already being provided to other competitive modes of passenger transit.

Meanwhile the U.S. rail system offers a limited number of choices for passengers permitting voids and poor service that make using the system undesirable. We fail to benefit by more and better use of already in place rails, reserving most of our rails for freight use only. In most Central Eastern North Carolina the only passenger option is the automobile that must use depreciating, zigzagging, stoplight endowed, roadways where gridlock is common and safety compromised.

Eastern North Carolina is endowed with a rather extensive in place rail system. Union General Sherman knew how important and extensive the eastern rail system was when he attacked its hub at Goldsboro. Our rail system offers, straight-line access to the nearby robust economies of eastern cities like Raleigh/Triangle, Richmond, Virginia Beach/Norfolk, Wilmington/Myrtle Beach. This resource has been allowed to go mostly unused even for freight, not to mention the few passenger opportunities, except where routes are part of what is left of the national passenger service between Northeast cities and Florida.

Passenger and commuter rail can offer the people in Eastern North Carolina a way and means for seeking jobs at a time when our "cheap labor" industries are now moving to other areas around the world. And, rail expansion has the potential of being done quickly and at a lower cost than possible with highway improvement and new construction. The roadbeds are there, and in many cases, so is the necessary modern rail and signaling hardware. There is no need to take private property or disturb the environment. To the contrary, there will be less pollution and the opportunity of use more efficient alternate energy sources and types. In many cases, rail will be far more convenient offering direct center city access while allowing better and productive use of travel time.

The improved mobility commuter and passenger rail offers eastern North Carolina an alternative at a time when our industries are under attack and in danger. Simply put, if the jobs will not come to us, then, we will go to the jobs, commuter rail offers a way for workers to seek jobs in our robust metropolitan areas. It can, also, provide dependable connection to and from satellite plants and office annexes encouraging expanding headquartered companies of our major cities to branch out where they can operate cheaper while having safe telephone and Internet computer use during travel time,

cheaper homes or a better business location. It can be done in an extremely short time frame.

Using currently existing rail rights-of-ways makes sense. They are in place. Doing so will be easier than attempting a complex and expensive new highway system that will destroy farmland, abuse property rights requiring expensive new infrastructure, and be years in planning, obtaining permits, buying rights-of-ways, and funding. Good and usable connections into other states are in place. While any newly planned limited access roads will be useless if neighboring states continue to be slow or resistance, to connecting them to their good roads and Interstate highways.

Immediate opportunities for eastern North Carolina exist, first, in commuter service from robust economies that exist in the Research Triangle Park and Metropolitan Raleigh, and, the fast growing and healthy economies just across our borders in Virginia's Chesapeake area and Myrtle Beach area. By quickly instigating a dependable and an adequate commuter rail our freight system will be strengthen and our routes improved. This will build gridlock free access to our coastal resorts and ports, all the while making a better, more efficient, two way, system which will be more dependable system. A system attractive to distribution, and express mail businesses, and needed by heavy-industry assemblers.

This effort should be recognized for it economic development benefits as well as its transportation benefits. It will retain local service and retail jobs. It will attract satellite office development. It will benefit the business centers by reducing the demand for expanded civic services and new infrastructure. It will provide the critical mass to fund and support city quality of life projects. No need to abandon our high quality small towns or out in-country benefits. We will give new life to their infrastructure and way of life.

It should be organized and funded by city and county governments partnered with private interest. Private charitable foundations and non-profit organizations already exist that should welcome the opportunity to assist in this effort which would rescue this area currently threaten by rapid unemployment and lack of new industry.

A 2003 nighttime satellite photos clearly illustrate the growth of "metro centers" and just as clearly illustrate the unique large rural population distribution in North and South Carolina. Data indicating the recent demise of farming and manufacturing jobs signal the potential migrating of this population into metro-centers to service and high tech jobs. Current highway and rural roads are not adequate to allow these workers to commute from their current homes. Already, many of these routes are at maximum capacity and in risks of failing. We cannot wait for the necessary land acquisition, meeting legal

challenges, and environmental requirements to be satisfied. Access is needed now, and only our current rail corridors offer the solution to moving large numbers of people, now. Commuter trains sharing rails previously used only for freight are doing just this elsewhere, (Baltimore, Maryland, Boston, MA, Burlington, VT, Syracuse, NY, Washington, DC, San Diego, CA, Dallas, TX, Miami, FL, New York, NY, San Jose, CA), and offering a more economical, safer, more friendly environmental transportation option, while allowing freight service to benefit from federal government subsidies designed to encourage passenger service, a plus for industry recruiting and job retention.

Sanford L Korschun Jan 13, 2004

From World War 2 until the President Clinton administration fuels for the military in eastern N.C. came into the port of Morehead and was loaded onto rail cars at Radio Island. Early in that administration the fuels contract was awarded to Amerada-Hess on a delivered basis. They chose to bring these fuels in via pipeline. That is a 36 inch pipeline from Texas City Texas that was built in 1941-1942 time frame with out regard for security and or environmental considerations.

The terminal at Selma operates at a rate of 110% of design capacity. Almost all of eastern North Carolina depends on it to supply our fuel. Agriculture, travel, tourism, marine activities, all commerce and most of all the military that we depend on so much for our economy would all be shut down if a disaster should occur for any reason at the terminal or anywhere along that pipeline. I am told that the transit time for product in the pipeline is 28 days.

The facility at Radio Island has been demolished and is no longer a consideration. The only backup to Selma is the port of Wilmington which has one of the finest P.O.L facilities on the east coast. In an emergency a tanker load could be purchased on the high seas and diverted into Wilmington normally within a three day period of time. The problem arises in that there is no efficient way to move it from the port facility to where it is needed.

There are not enough tanker transport trucks in North Carolina to move the fuels from Wilmington or the terminal in Greensboro to the destinations in the east. If you were able to arrange for enough trucks, you would see bumper to bumper 18 wheelers causing grid lock through Wilmington. Commerce and movement would stop there.

In the interest of national security, the economy of the east and for BRAC considerations action must be initiated to restore the missing track from Castle Hayne to Wallace. In the event of a disaster like mentioned above, rail cars could be moved into the port area in about the time required to divert a tanker into the port and rail could transport the fuel into the destination areas where it could be pumped into tanker trucks for local distribution. If the disaster was a break in the pipeline the rail cars could supply the terminal at Selma. The cars could be delivered to the Seymour Johnson AFB siding pipeline terminal for pumping onto the base to keep it in operation. The same possibility exist for deliveries to Cherry Point NAS in the event that they could not get a barge shipment.

Even a planned action to restore the missing link of track as a back up for fuel to Seymour Johnson AFB, should be recognized by the BRAC Commission as a move to correct a vulnerability or weakness. The loss of such a facility and its economic impact would be greater than the cost of all the railroad investment in the eastern part of the state. The cost of the restoration of this segment of track and service is so low in relation to the potential loss it may prevent.

This is a consideration above those reasons for restoration enumerated in the H.D.R Engineering Study funded by the Ports Authority and forwarded to Ms. Shirley Williams in the N.C.D.O.T. In April, 2004.

ENCRA

The Eastern NC Rail Alliance

Our Mission

Establish a balanced, developed rail system in Eastern NC by 2010

Commuter, Passenger, Freight, and Renovated Stations
all play a role

Re-use of existing rights-of-way is key

Economic Development of Eastern NC is the reason

Our History

- Established December 2001
- Members: Elected, Business, Economic Development Leaders
- Covers six counties
- Partners with EASTRANS Commuter Rail Alliance



Why does rail matter now?



- Global competition
- Aging population
- Roads, Air require foreign oil
- Roads, Air: don't serve least-able. Blind, poor, very young, elderly, handicapped
- Americans like having many choices, rail is choice

Why Rail in Eastern NC?

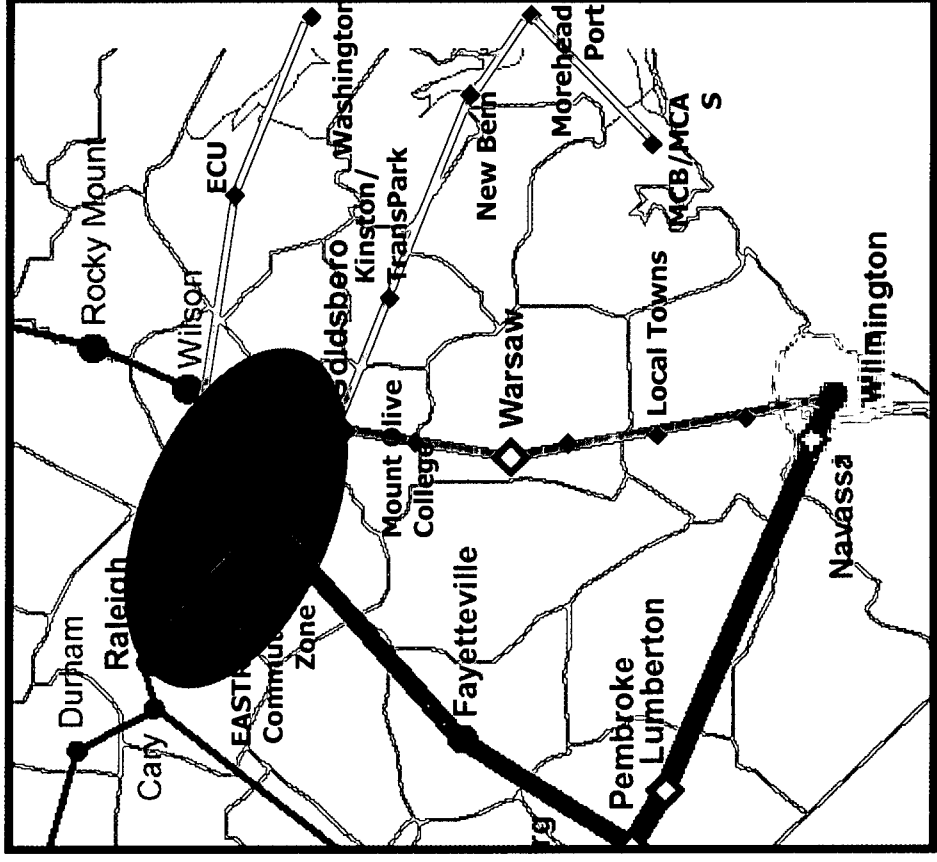
- Road projects brought limited prosperity; however, do not keep up with growth
 - Right of acquisition
 - Cost of projects
- Excellent rail is attractive to industry and families
- Governor's report warns: "Roads aren't enough..."



Our Four Goals

1. Improve freight to ports

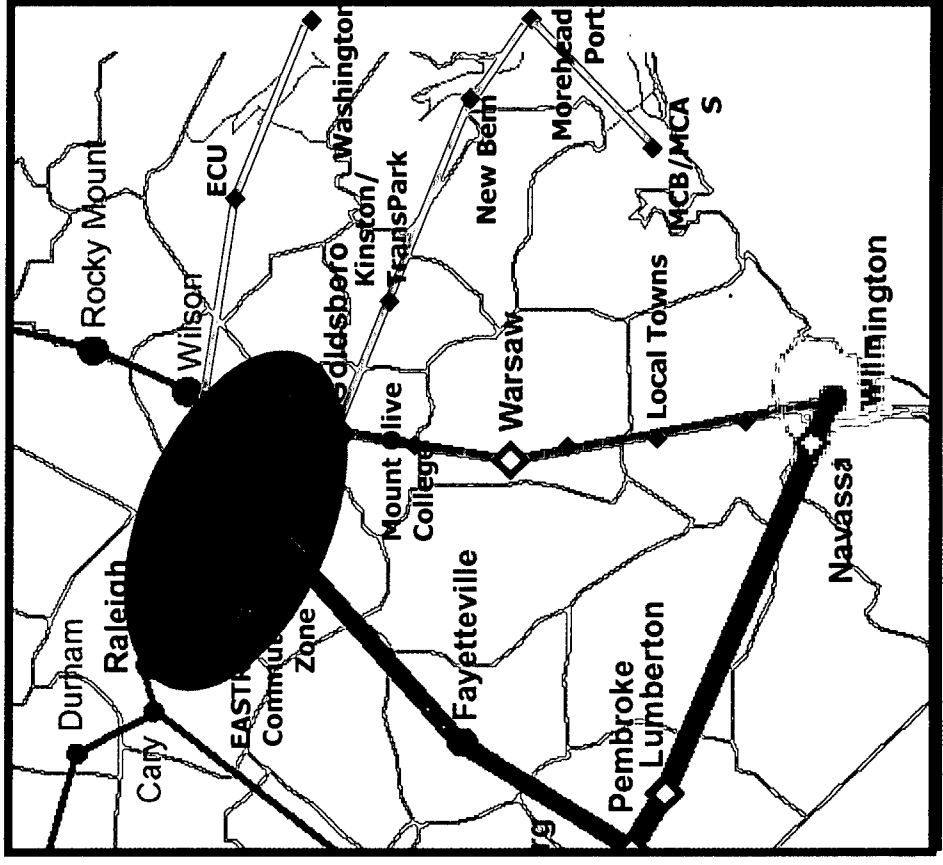
- Morehead City
- Wilmington
- Global TransPark
 - signaling
 - double-track
 - scheduling



Our Four Goals

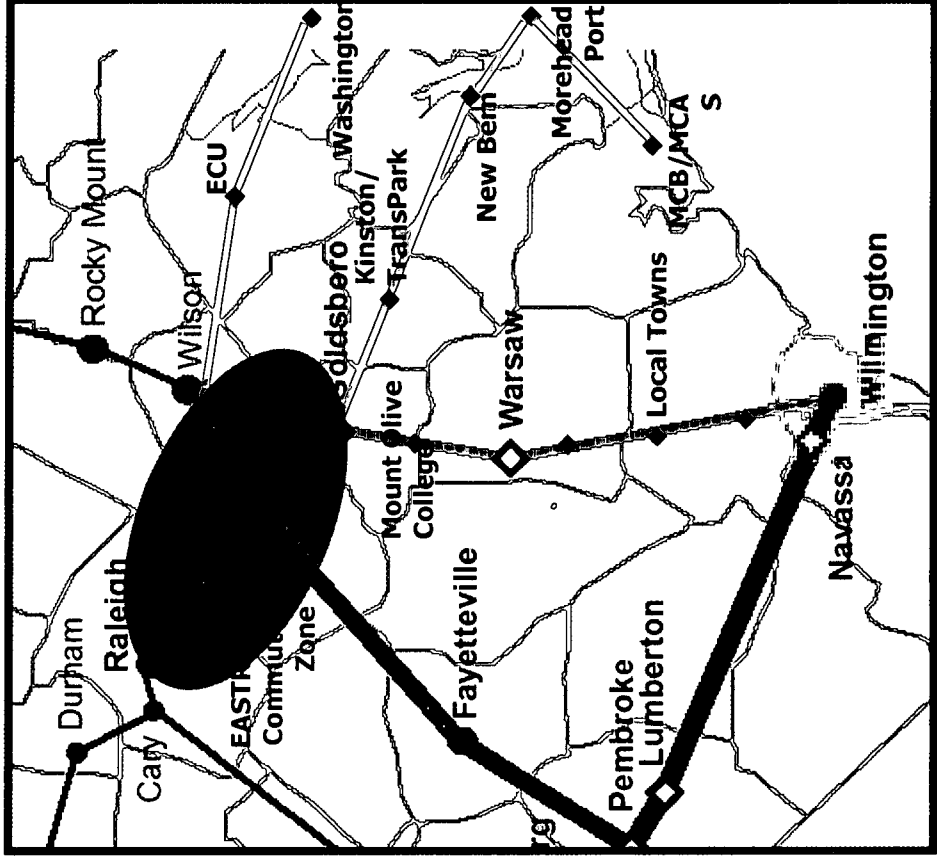
2. Commuter links

- cities
- rural towns
- military bases
- universities
- beach communities
- *people to jobs*



Our Four Goals

3. Passenger Service
 - Wilmington to Raleigh, *using Goldsboro corridor*
 - 132 miles vs. 188 miles
 - NCDOT study says: “...lower operating costs... than the other routes...”
 - State owned beds
 - No historic or environmental challenges



Our Four Goals



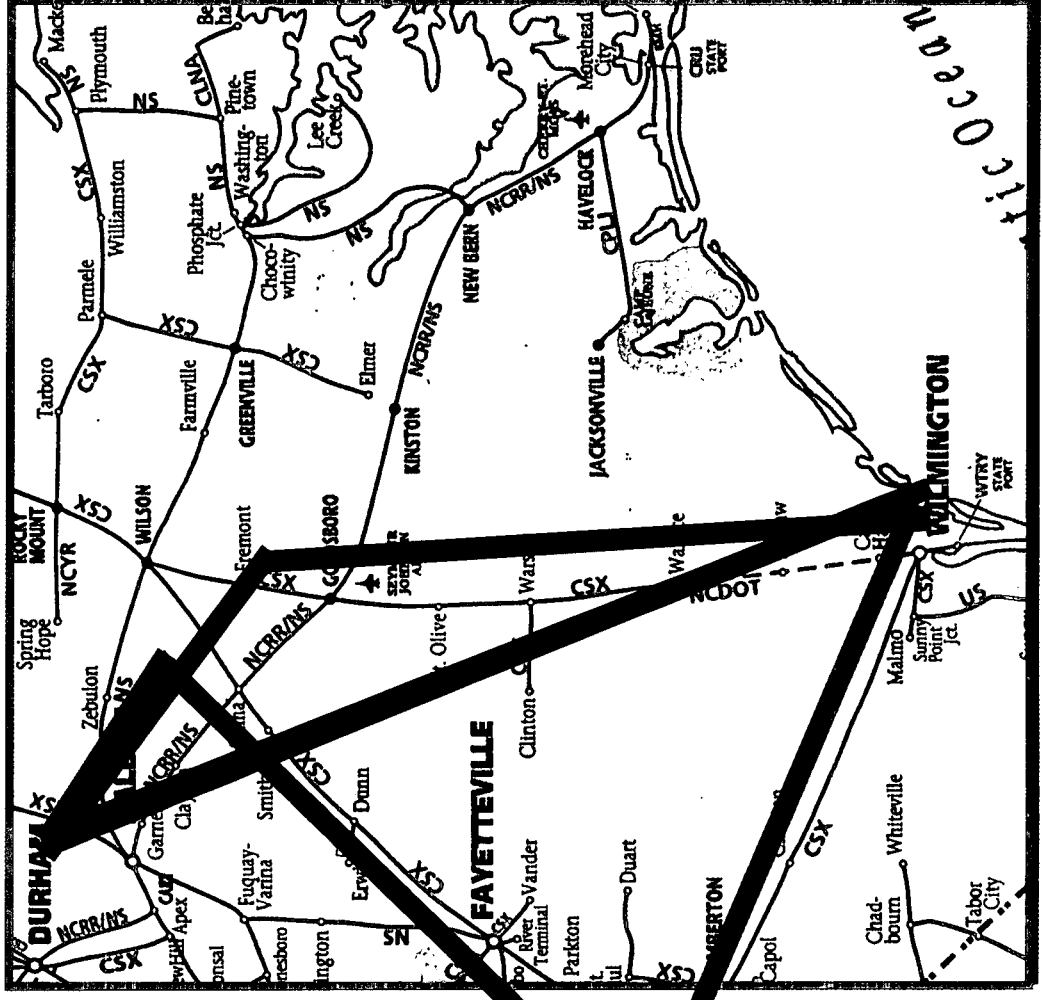
4. Facilitate Historic Station Restoration

- Federal Funds available
- Economic Development Tool
- Community Pride
- Links to History

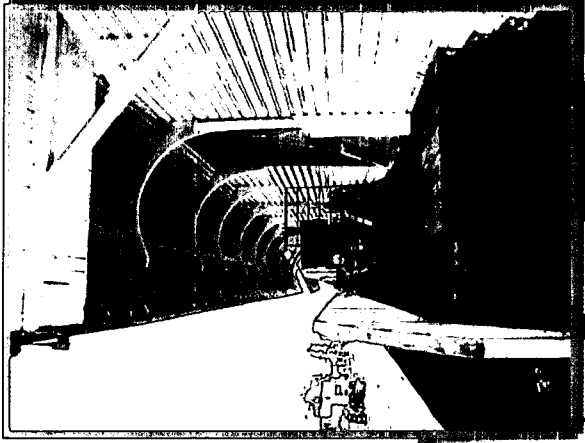
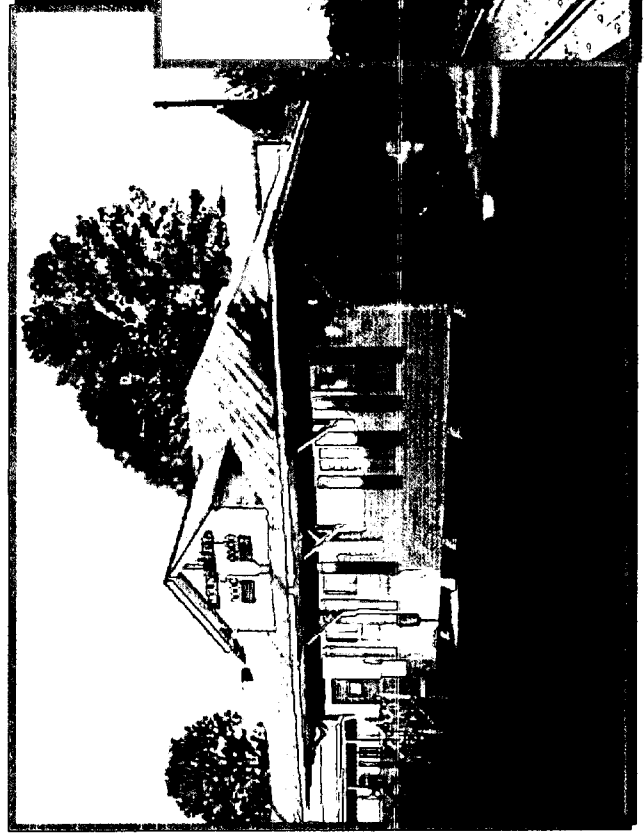
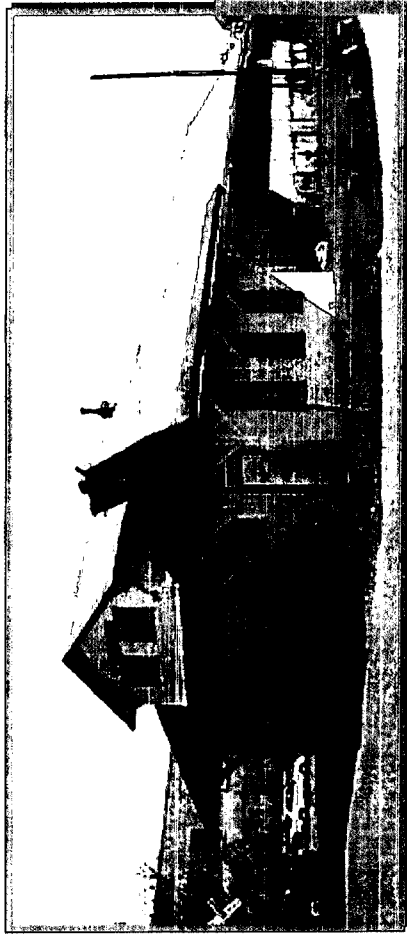
Goldsboro v. Fayetteville Passenger Service

- **Straight Line**
- **10% higher population per mile**
- **Lower cost**
- **Shorter trip**
- **Addresses RPTF recommendation**

Note: see notes on point #3



Existing Stations along Goldsboro
to Wilmington route



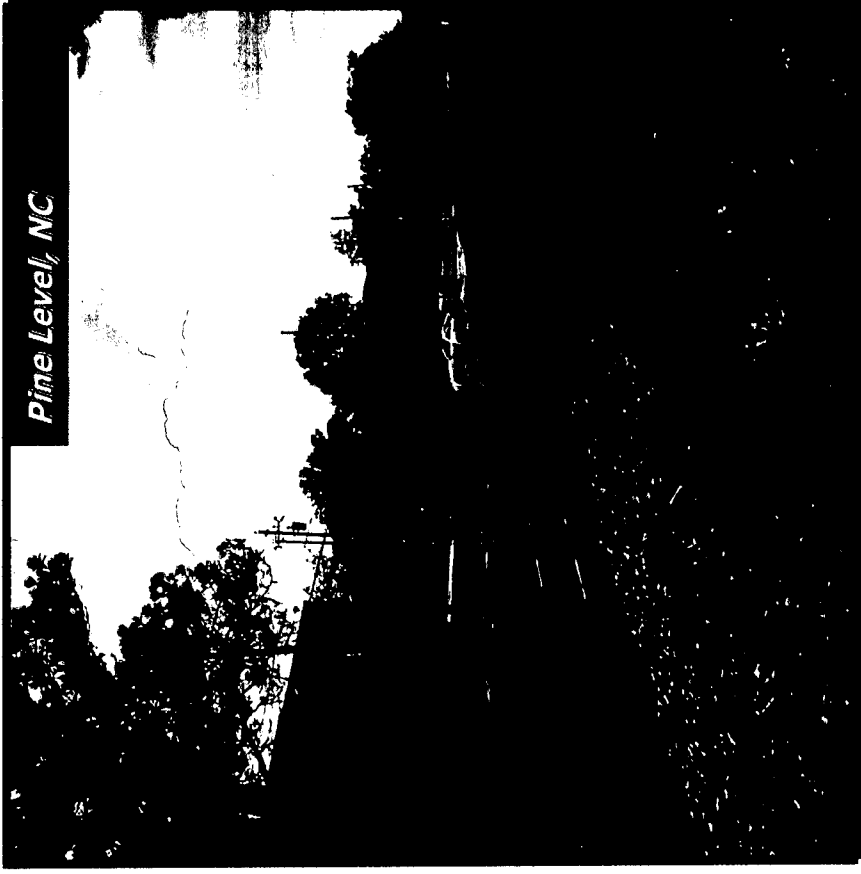
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[illegible]

Eastern NC

**Specifics about our region, and The
Eastern NC Rail Alliance**

Eastern NC Specifics

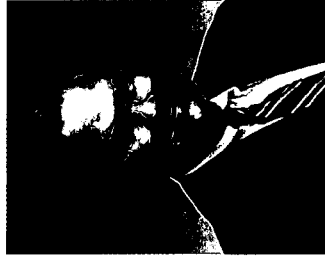
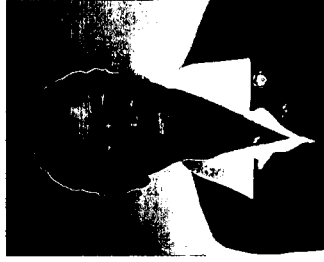
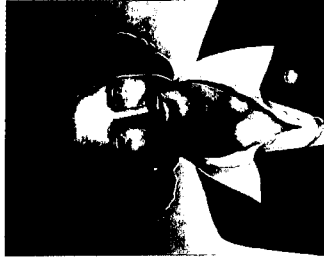
Eastern NC



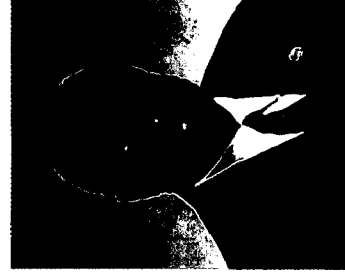
Eastern NC Rail Alliance

Our Four Goals

ENCRA & You



House Interim Committee on Expanding Rail Service



House Interim Committee on Expanding Rail Service

- Cost & Benefits of establishing commuter rail
- Effects on economic development
- Feasibility, cost, & benefit to transport workers
- Increasing economic opportunities
- Cost & benefit of expanded rail in eastern & western NC, and the effect on tourism
- Preservation of unused or abandoned rail corridors for future rail needs

Facts about Eastern North Carolina (ENC)

Published: 10/22/02

For ENC

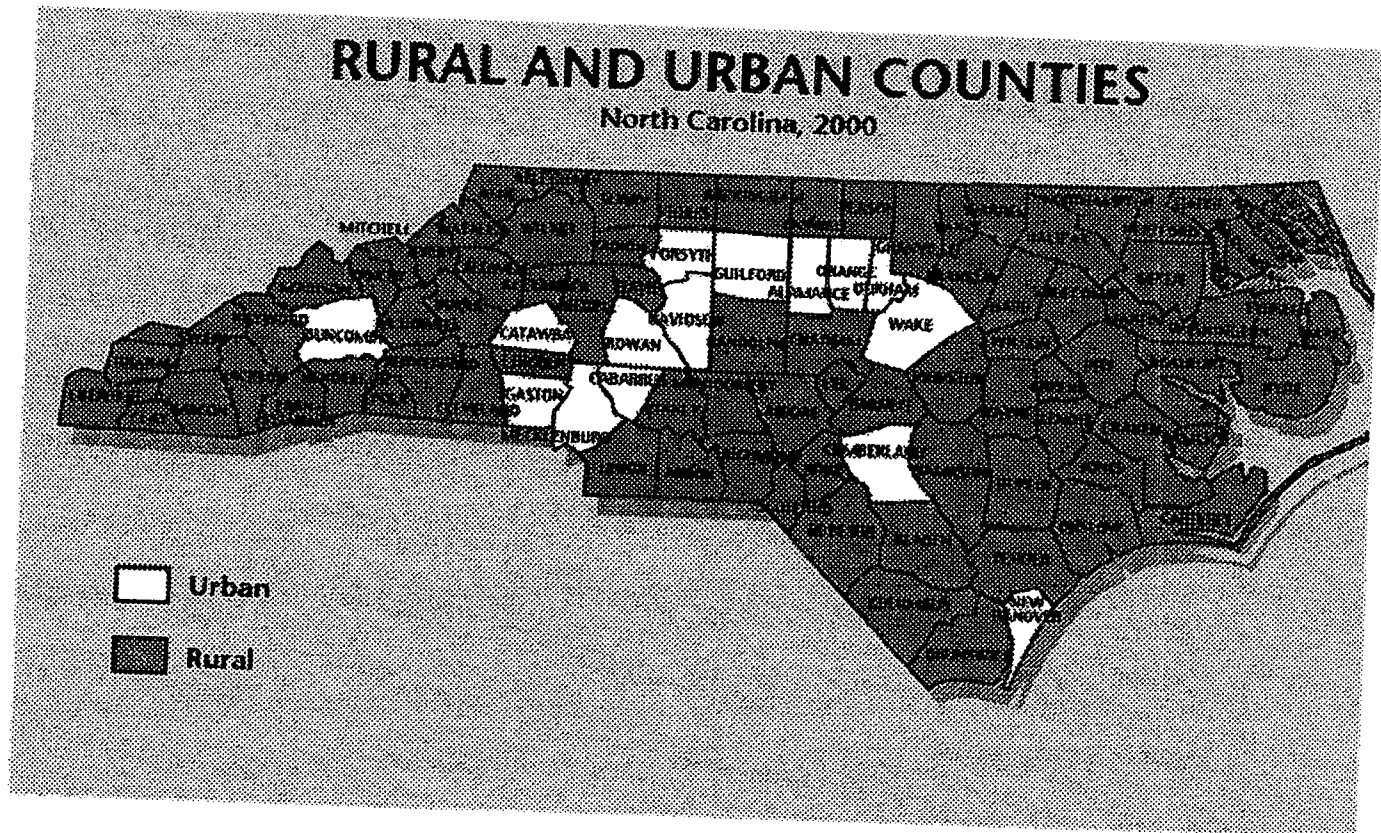
Facts about Eastern North Carolina (ENC)

- Nine of the 20 poorest counties in the U.S. are located in eastern North Carolina.
 - Of the 41 eastern NC counties, 13 fall into the top quartile of U.S. counties highest in percentage of poor.
 - Of the 41 eastern NC counties, 37 counties have moderate to high unemployment (3% to 12.5%).
 - Of the 41 eastern NC counties, 33 counties have child poverty rates that exceed 20%.
 - Of the 41 eastern NC counties, 33 counties are classified as "distressed" by the NC Department of Commerce.
 - Of the 41 eastern NC counties, 37 counties exhibited slow-to-zero population growth between 1990 and 2000.
 - Of the 41 eastern NC counties, 13 counties experienced manufacturing job losses of between 500 and 10,000+ positions in the years 1997 to 2000.
 - Of the 41 eastern NC counties, 38 counties experienced negative agricultural income in the years 1997 to 2000.
 - Of the 41 eastern NC counties, 30 have water and sewer improvement needs requiring expenditures of between \$5 million and \$700 million.
 - The median family income in Wake County is over \$50,000. The median family income in Tyrrell County (ENC) is less than \$25,000.
 - In 1993, the average rural manufacturing worker earned 27% less than his or her urban counterpart. By 1999, the difference had grown to 32%.
 - Over 50% of households in North Carolina are without computers; even more are without access to high-speed Internet service. Figures are significantly higher in ENC.
 - In Pitt County, home to East Carolina University, the adult illiteracy rate is approximately 25%.
 - ENC is a *geographical* area, not a "creature of the state." It has no governing body, and there is no private entity responsible for coordinating economic development efforts for the entire region.
-

North Carolina Rural Economic Development Center, Inc. RURAL DATA BANK

About the Data Bank: 

Rural County Map



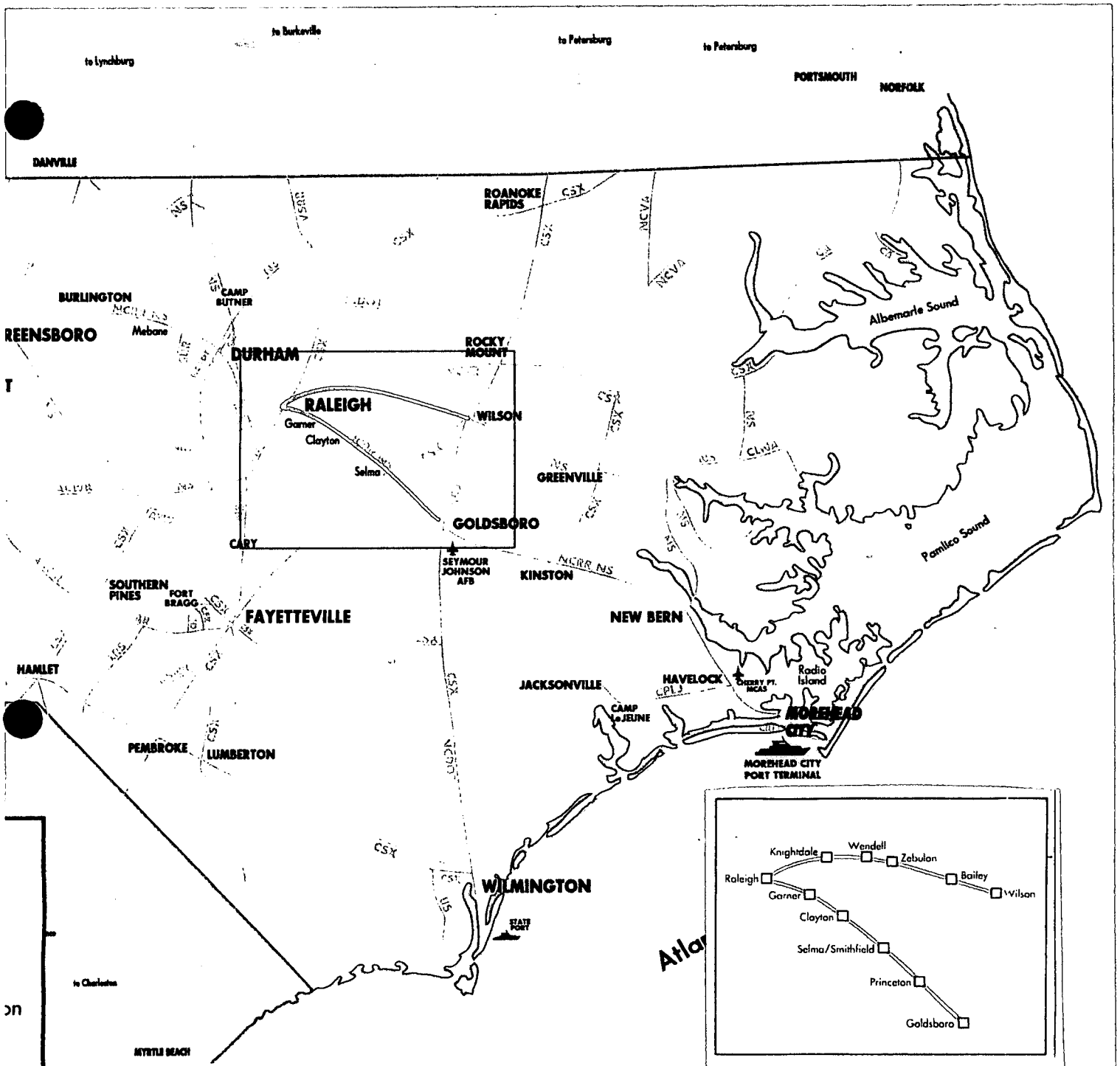
Updated on January 2, 2002

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4021 Cary Drive, Raleigh, NC 27610

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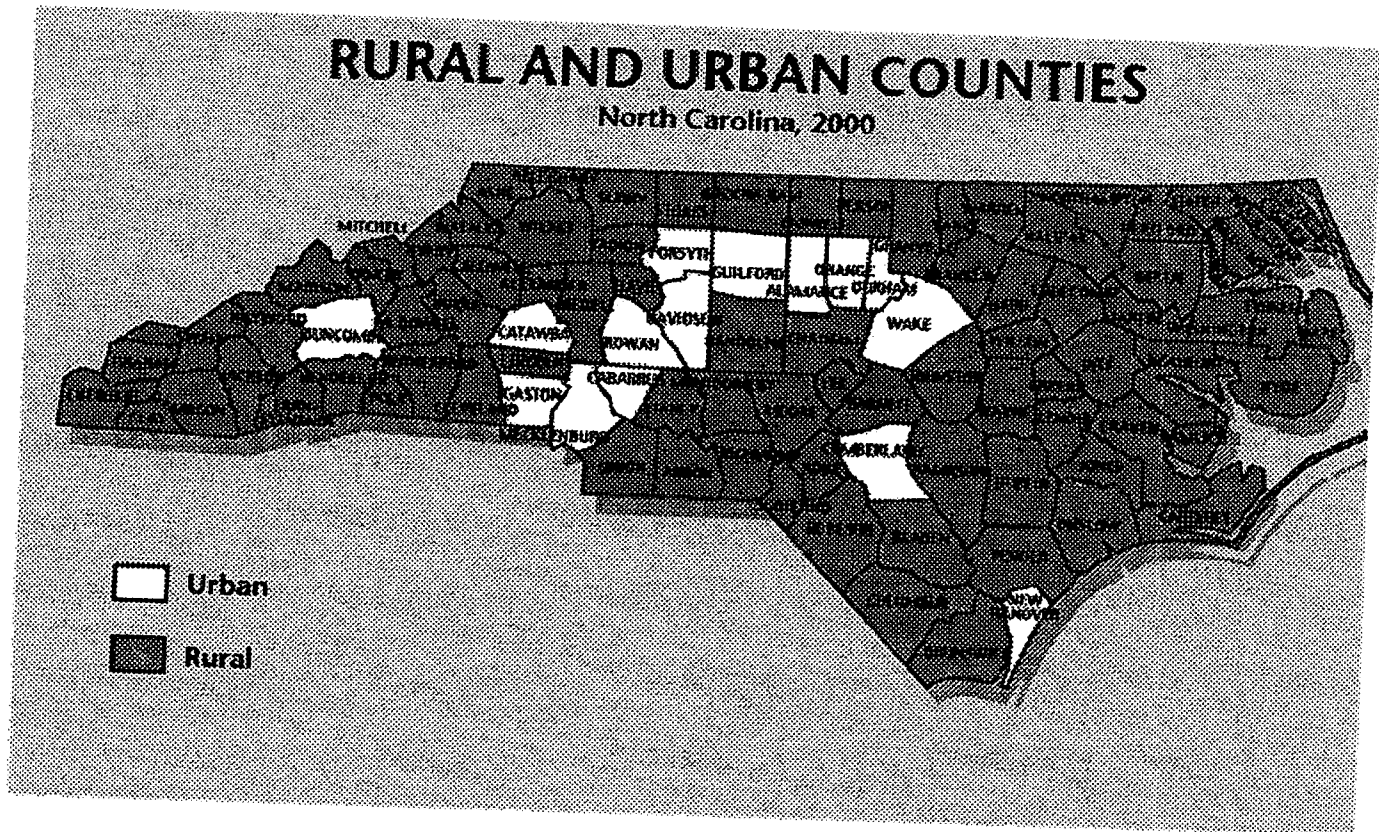


PROPOSED COMMUTER RAIL PLAN

North Carolina Rural Economic Development Center, Inc. RURAL DATA BANK

About the Data Bank: 

Rural County Map



Updated on January 2, 2002

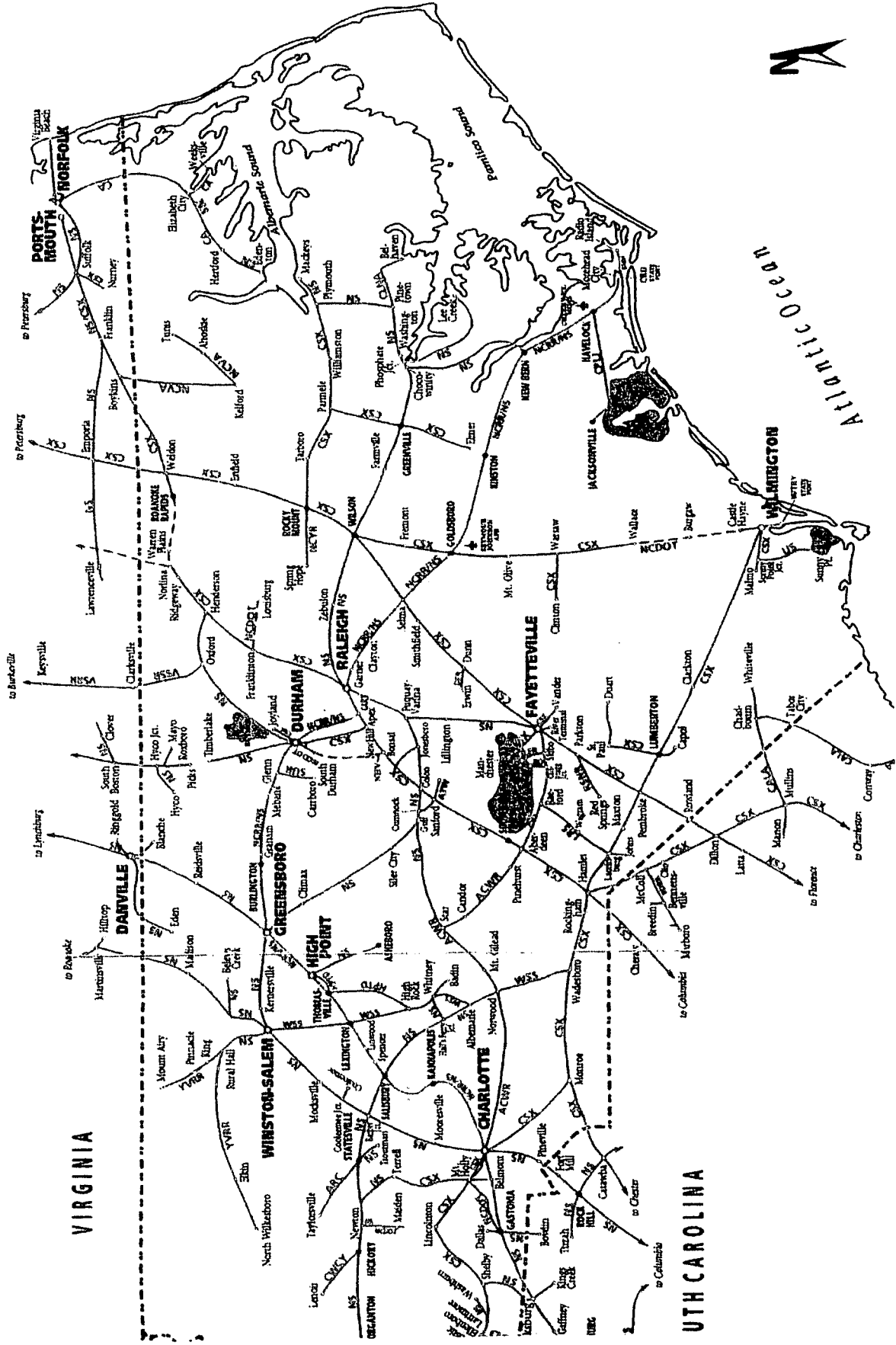
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NORTH CAROLINA RAILROAD SYSTEM





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Published: Jul 11, 2004
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East commuter rail affordable

Proposed Eastrans would run a U-shaped route from Wilson and Goldsboro to Raleigh

By ELLEN SUNG, Staff Writer

The idea of commuters from Zebulon hopping a train to work in Raleigh may seem far-fetched. But a new study says the idea is not only feasible, but also affordable.

"We have lots of people tell us we're foolish and we're silly and we don't know what we're doing," said Mike Frangos, Knightdale planning director and a champion of a proposed rail system called Eastrans. "We see it as trying to get ahead of the development curve."

Backers say a recent study bolsters their proposal for a two-corridor, U-shaped route running east from Raleigh on existing tracks. A northern leg would reach Wilson, with stops in Knightdale, Wendell and Zebulon. A southern leg would reach Goldsboro, with stops in Clayton and Selma.

The study, commissioned by Knightdale officials, concludes that building the 100-mile Eastrans system would cost \$126 million -- less than the typical cost of eight miles of urban freeway and two-thirds the cost of the 11-mile U.S. 64

Bypass around Knightdale.

Frangos and officials in other towns along the route see Eastrans as a way to promote economic development, encourage compact growth, and make their communities more attractive to commuters. In Raleigh, it would link to two stations serving the Triangle Transit Authority's planned rail line.

Knightdale, 11 miles east of Raleigh, is centered around clogged U.S. 64. New roads will provide some relief; later this year, drivers will zip around Knightdale on the new U.S. 64 Bypass, and by 2006, the Outer Loop will speed them to work at Research Triangle Park and beyond. But the quick commutes won't last forever. The new, hassle-free highways will be congested within 25 years.

Frangos envisions a downtown where people could live, shop and walk to the train stop -- all without fighting traffic on U.S. 64.

Others are intrigued by the rail idea too: Knightdale officials got the state Department of Transportation and the Capital Area Metropolitan Planning Organization, a transportation group, to help pay for the \$155,000 study by consultants Wilbur Smith Associates of Columbia, S.C.

Towns on the fringe of the Triangle see commuter rail as a possible engine for growth.

Selma Town Manager Jeff White said Eastrans has the potential to boost downtown redevelopment and encourage people to buy homes in the Johnston County town. It currently takes about 45 minutes to drive 30 miles from Selma to Raleigh, thanks to clogged traffic on U.S. 70. The study estimates commuters could make the same trip by train in 37 minutes.

Don't expect to jump a train from Selma to downtown Raleigh anytime soon. At best, it would be a decade before trains run.

The study cited major hurdles, particularly along the northern spur to Wilson. That corridor, owned by the Norfolk Southern freight company and dotted by grade crossings, was designed in the 1900s with twists and turns that make it impossible for commuter trains to accelerate to top speed. Straightening out the kinks would cost tens of millions.

The southern spur to Goldsboro runs along straighter tracks owned by the N.C. Railroad Co. that would require fewer improvements. The state is considering the corridor for passenger rail service to Wilmington.

In three years, the N.C. Railroad Co. already has spent \$25 million to improve tracks between Raleigh and Morehead City, said president Scott Saylor. It plans an additional \$16 million in improvements between Raleigh and Goldsboro in the next year and a half.

The N.C. Railroad Co. projects could cut the final price tag for Eastrans. Even so, the Eastrans project would likely cost upwards of \$100 million for improving tracks, installing signals and buying locomotives and rail cars. Operating the system would cost \$4.7 million a year.

The Eastrans study does not address in detail how the project would be funded. Researchers said 1,350 people would have to ride the train each day to make it competitive for federal money.

"You can get 75 or 80 percent federal funding for a road project," said Patrick Simmons, director of the rail division for the state Department of Transportation. "You can get — at best, after a struggle — 50 percent funding for a commuter rail program."

The rest would come from state and local government, said White, the Selma town manager. Passenger fares would not cover all the costs.

"We don't expect highways to break even," White said. "We understand that bus systems in most cities don't break even, so why should we look at rail any differently? ... It really comes down to, 'Is it a good use of public money?'"

So far, the Eastrans movement has been led by officials in towns along the rail lines, and they say they will need help to get the trains running. Frangos, the Knightdale planning director, said their study will gather dust on a shelf unless regional or state transportation officials take on Eastrans as a cause.

"We're really about at the end of what we can do as far as our first and last gasp in terms of getting this going," Frangos said.

One possibility stirring interest is another, more detailed study of who would ride the train. N.C. Railroad Co. would chip in one-sixth of the \$250,000 cost, if towns such as Goldsboro and Wilson find the rest, Saylor said.

"We are interested in what the true market may be," Saylor said. "There is no data. All we see are strings of traffic on Highway 70 and Highway 64."

Staff writer Ellen Sung can be reached at 829-4565 or
esuna@newsobserver.com.



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B City & State

Reaching out to homeless

A new way to fight cancer

East commuter rail affordable

For girls choir founder, this arrangement rings

Edwards excels at rebound

No arrests in fatal shooting

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The News & Observer

March 13, 2004

All aboard train plan

Author: Dennis Rogers; Staff Writer

Edition: Final

Section: News

Page: B1

Index Terms:

NC

TRIANGLE

EMPLOYMENT

Estimated printed pages: 2

Article Text:

Along about oh-dark-thirty, before many urban dwellers even begin to stir, folks from the small towns and country roads of North Carolina are already on the road.

They are driving before dawn for a simple reason: If jobs won't come to those in the downtrodden parts of North Carolina, then those folks will go to the jobs. For many, that means the Triangle.

On Thursday morning, as I made my daily 50-mile drive up U.S. 1 from rural Lee County, traffic came to a dead stop at the Jordan Lake Dam exit. One of our fellow commuters had died in a dreadful wreck. Most commutes are not that tragic, but it is a rare day when we do not find ourselves in one or more teeth-gritting traffic jams.

There is a better way, and the Eastern North Carolina Railroad Alliance thinks it has it.

http://archives.newsbank.com/ar-search/we/Archives?p_action=do... 10/21/2004

"Nobody is saying let's do away with highways," said Sandy Korschun, a Goldsboro businessman. "But Eastern North Carolina has a lot of railroad tracks, and it is a shame not to use them. We also have a lot of people looking for jobs, and without transportation, a lot of them will move to metropolitan areas. But is that the best solution?"

Oh, please, no. More people means even more traffic. A report from the Road Information Program last year said that 53 percent of North Carolina's 375 miles of urban interstates is already congested.

And as Korschun points out, interstate highways such as I-40, I-85 and I-440 were not designed for urban commutes but for interstate travel.

What Korschun's group wants is a commuter rail system that would get workers to the Triangle from Goldsboro, via Princeton, Smithfield, Clayton and Garner. Another route would link Raleigh with Knightdale, Wendell, Zebulon, Bailey and Wilson.

The other option is more and bigger roads. Roads that attract even more cars to pollute the atmosphere. Roads that destroy wetlands. Roads that cost an enormous amount to build and maintain. Roads that kill.

Could a rail system make money? Probably not. It would likely require a government subsidy. But the subsidy would be less than the subsidy the government already gives in the form of highways and airports.

Just imagine how much more convenient, safe and environmentally friendly it would be if Down East folks could take the **train** to Raleigh rather than drive. They could eat, read the paper, nap, make calls, work on laptops and not worry about traffic or road conditions.

Ponder this: Two hundred loads of goods require 200 drivers behind the wheels of 200 18-wheel rigs. Those same 200 loads could be hauled by one **train** with one crew.

With fuel prices heading for \$2 a gallon and the summer air becoming so foul with exhaust that it is dangerous to breathe and with traffic coming to a stop almost every day on our major roads, isn't it time to get creative?

We are a prosperous area. But that blessing means that more people from other parts of North Carolina who have few job options will want to share it. So they will be joining you on local highways that will just get wider and busier with every so-called improvement.

Or they could take a **train** and stay out of your way.

Which would you prefer?

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The News & Observer

April 9, 2004

Census finds residents fleeing Eastern N.C.

Author: Michael Easterbrook; Staff Writer

Edition: Final

Section: News

Page: A1

Index Terms:

COAST

NC

POPULATION

STATISTIC

TRIANGLE

Estimated printed pages: 3

Article Text:

Census estimates released Thursday underscore the economic malaise visiting **Eastern North Carolina**, confirming that many people are abandoning large parts of the region.

While the Triangle continued to grow, the population fell in 18 counties in **North Carolina** from April 2000 to July 2003, mostly in distressed areas of the east. That's in contrast to the 1990s, when only three counties -- Edgecombe, Bertie and Washington -- had no growth or lost population.

Jim Johnson, a demographer at UNC-Chapel Hill, blames the loss on the region's dismal job market.

"Eastern North Carolina is the most economically depressed region in the state," Johnson said. "I think what you see happening is people voting with their feet,"
http://archives.newsbank.com/ar-search/we/Archives?p_action=do... 10/21/2004

looking for employment and an overall better quality of life for themselves and their families in other areas."

Hyde County, a northeastern county and one of the state's tiniest, had the biggest population drop in the period. Its population fell 4 percent to 5,567.

At the same time, the Triangle and other urban areas continued to attract **residents**. Of the 10 counties in **North Carolina** with the fastest growth rates, four were in the Triangle: Johnston, Chatham, Wake and Franklin. Some coastal counties also had rapid growth.

Wake County gained 67,834 people -- the largest numerical increase in the state and the 22nd largest in the nation. Newcomers from other countries, states and counties made up most of the growth.

Johnson says magnets such as Research Triangle Park, the universities and state government helped sustain the Triangle through the economic downturn.

"They're major draws for people," Johnson said. "It's a very attractive region."

Five **North Carolina** counties were among the 100 fastest-growing in the nation, by percentage: Union County, southeast of Charlotte, up 18 percent; the coastal counties of Currituck and Camden, up 15 percent and 14 percent, respectively; and Chatham and Johnston, each up roughly 12 percent.

Johnston added 14,878 **residents** for the top rate of growth among Triangle counties. Parts of the county are still rural, but the western area is heavily suburban.

"People can have country living but be close to city amenities," said Eddy Davis, planning and zoning manager for Johnston County.

The **census** estimates highlight the shift in **North Carolina's** population toward the urban Piedmont. More than 55 percent of the state's 8.4 million **residents** live in the Triangle, Triad and Charlotte regions. The three largest counties -- Mecklenburg, Wake and Guilford -- account for 1.9 million people, 22 percent of the state's population.

Eastern North Carolina, by contrast, may not recover for a long time, said Phillip Horne, president of the Greenville-based Foundation of Renewal for **Eastern North Carolina**, a privately funded group that promotes economic growth in the region.

The region has been hit hard by downturns in agriculture and manufacturing, Horne said.

"We were dependent upon manufacturing and agriculture in **North Carolina** for
http://archives.newsbank.com/ar-search/we/Archives?p_action=do... 10/21/2004

well over a century," he said. "It's going to take time for us to embrace other forms of entrepreneurship."

One of the counties that lost **residents** was Lenoir, about 70 miles southeast of Raleigh. The **Census** Bureau estimated that Lenoir's population declined by 1,044, nearly 2 percent.

Chris Humphrey, vice chairman of the Lenoir County commissioners, described the area as "stagnant" and said it's still struggling to recover from the decline of the tobacco industry.

"**Residents** go off to college and don't come back," Humphrey said. "We just don't have those high-paying jobs."

Demographers cautioned against reading too much into the numbers, noting that they are based on estimates and cover only three years, a relatively short span.

In addition, Bill Tillman, the state demographer, said Onslow County -- one of the counties that shows a population decline -- may not have come out behind. That's because the **Census** Bureau doesn't take into account the population flux that occurs in counties such as Onslow, home of Camp Lejeune, a Marine base where military personnel rotate in and out.

Census estimates show that Onslow, a coastal county about 100 miles southeast of Raleigh, lost 2,831 people. Jack Bright, a county commissioner, said that's hard to believe.

"Traffic on our major highways is bumper to bumper," Bright said. "You can't even get into the parking lot at Wal-Mart. The population has to be growing."

Caption:

In Murfreesboro, Howell Metal Inc. employees, from left, Brian Vick, Dude Tyner, Sebastian Newsome, Ronnie White and Herman Eley take a lunch break. One economic development expert says it will take time for **Eastern North Carolina** to recover from population erosion driven by lack of job opportunities.

Staff Photo by Chris Seward

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Record Number: hvvjeh89



More big trucks mixing with cars worries officials

By Fred Bayles, USA TODAY

Faced with a growing number of tractor-trailer trucks on already crowded roads, state and local highway officials are looking at ways for trucks and cars to better coexist.

Some state are considering truck-only lanes along major interstates. Others are exploring ways to limit truck travel to non-rush hours.

According to a study by The Road Information Project (TRIP), a coalition of transportation groups, the new strategies grow out of concerns about increased danger of crashes between trucks and more-vulnerable cars.

Although truck-related fatalities have dropped nearly 11% since 1990, an average of 4,500 motorists and their passengers die each year in truck-car accidents. "It's a systemwide problem," says Leo Penne, a freight expert with the American Association of State Highway and Transportation Officials. "When you have trucks and autos operating on increasingly crowded highways, you're going to see more accidents."

Among the possible solutions being studied:

- Eight states on the Interstate 10 corridor from Florida to Texas are considering adding segregated truck lanes.

- Virginia is looking at a proposal to build truck-only lanes along its 325-mile portion of Interstate 81. The highway was designed for 15% truck traffic; trucks now account for up to 40% of traffic.

- Some Florida cities want to restrict trucks' rush-hour operations. Although trucking officials are tepid about the plan, it may get support if it shows trucks can move more quickly after midnight.

- States and counties are building passing lanes, straightening curves and installing better intersection signals and lighting on two-lane rural roads, the scene of a majority of truck-car accidents.

"The point is there isn't enough highway capacity. You have to think about operating it more efficiently," Penne says.

Over the past two decades, the number of long-haul trucks has doubled to 2.6 million. By 2020, the number of trucks and miles traveled by those trucks is expected to double again. In 1998, the Federal Highway Administration estimated about a quarter of interstates in urban areas saw 10,000 or more trucks a day.

By 2020 the highway agency expects that volume to spread to 69% of urban highways.

The increase is a result of a shift in the economy. Retailers from Amazon.com to Wal-Mart have grown dependent on next-day delivery of goods. Manufacturers use the same strategy to avoid storing materials in warehouses.

"Just about every company is using the highway system as a rolling warehouse. It puts a lot of pressure on

<http://usatoday.printthis.clickability.com/pt/cpt?action=cpt&title=USATO...> 2/11/2004

surface transportation," says Harry Caldwell, former chief of freight policy at the highway agency.

Truck traffic has moved to smaller roads in the suburbs and beyond as trucking companies and their customers flee urban congestion. This has increased the mix of cars and trucks on the road, raising the risk of accidents, especially on smaller roads where motorists have less margin of error.

Federal data blame car drivers for 90% of fatalities in head-on crashes between trucks and cars. A study by AAA blamed a majority of interstate truck-car accidents on car drivers.

"Motorists make the mistake of behaving the same way around trucks as they do around cars," says Mantill Williams, a spokesman for AAA. "Trucks can't stop on a dime or change lanes quickly."

Find this article at:

http://www.usatoday.com/news/nation/2004-02-09-traffic-states_x.htm

☐ Check the box to include the list of links referenced in the article.

Attachment #10

11-10-04 meeting



North Carolina Passenger Rail Task Force

November 10, 2004

Representative Raymond C. Rapp, Co-Chair
Representative Louis M. Pate, Jr., Co-Chair
House Interim Committee on Expanding Rail Service

Dear Co-Chairs and Members of the Committee:

Over the past few months municipal, county and regional governments, chambers of commerce, metropolitan and rural planning organizations, and councils of government have considered our request to adopt a resolution of support for funding development of enhanced and improved passenger rail service for North Carolina. Today it is my pleasure to deliver to you this notebook containing resolutions of support from 120 entities from across our state.

Passenger rail service can help enhance mobility, and have positive impacts on economic development, congestion, and the environment. Investments in rail infrastructure that enable passenger services can help add capacity to railroads serving our state and enhance freight services to industry.

We look forward to working with the North Carolina General Assembly, Governor Easley, and the state Department of Transportation to plan and fund improved passenger rail services that will help realize the vision of "One North Carolina."

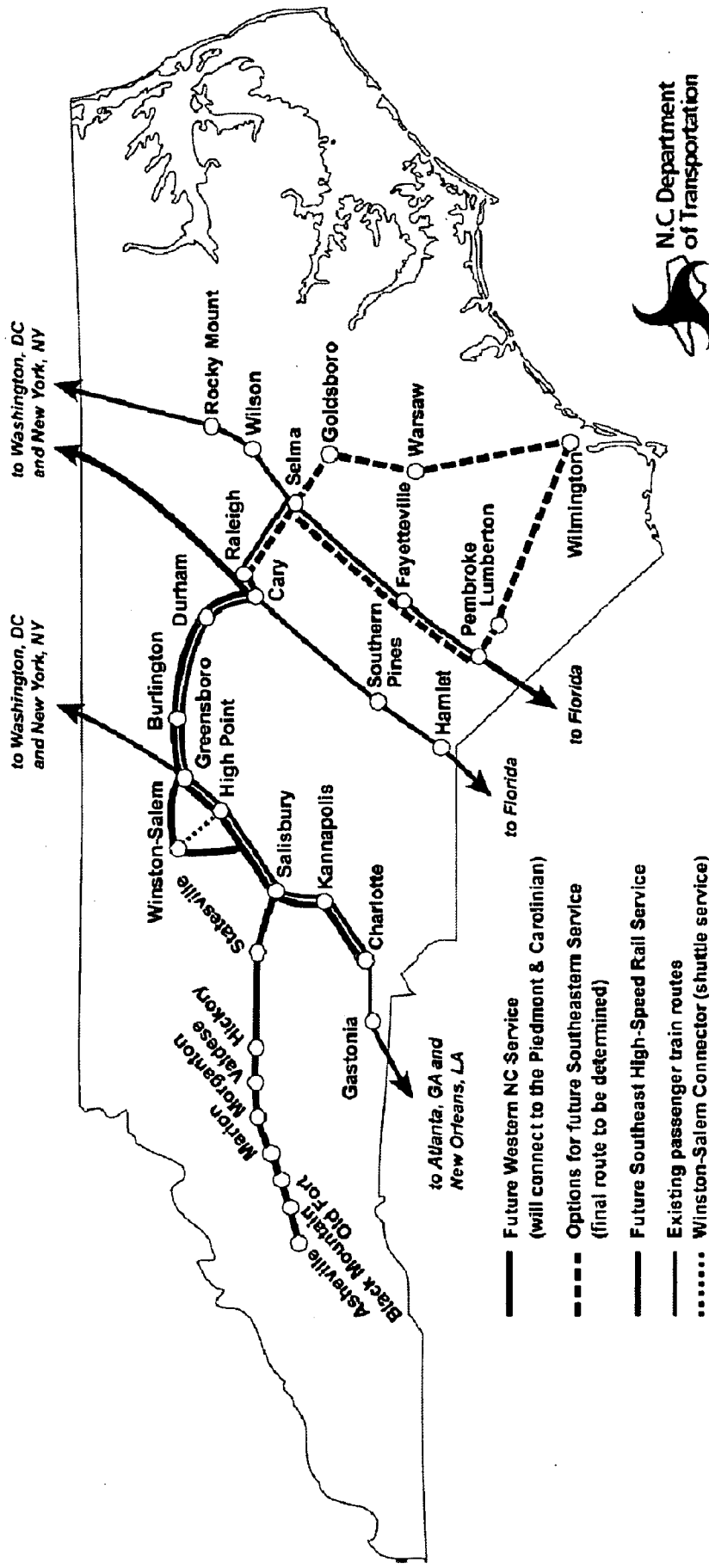
Sincerely,

A handwritten signature in cursive script that reads "Judith C. Ray".

Judy Calvert Ray, Chair
North Carolina Passenger Rail Task Force

North Carolina

Existing and Future Passenger Rail Service



**“IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER
RAIL SERVICE FOR THE STATE OF NORTH CAROLINA”**

I. North Carolina Cities (27)

City of Asheville
City of Brevard
City of Claremont
City of Conover
City of Durham
City of Fayetteville
City of Goldsboro
City of Graham
City of Havelock
City of Henderson
City of Hickory
City of Kannapolis
City of Laurinburg
City of Lexington
City of Lumberton
City of Marion
City of Monroe
City of Morganton
City of Raleigh
City of Rocky Mount
City of Salisbury
City of Sanford
City of Statesville
City of Thomasville
City of Wilmington
City of Wilson
City of Winston-Salem

II. North Carolina Towns and Villages (30)

Town of Bailey
Town of Benson
Town of Black Mountain
Town of Bladenboro
Town of Burgaw
Town of Cleveland
Town of Drexel
Town of Garner
Town of Gibsonville
Town of Hildebran
Town of Knightdale
Town of Lillington
Town of Maxton
Town of Mooresville
Town of Morehead City
Town of Morrisville
Town of Mount Olive

North Carolina Towns and Villages (cont'd)

Town of Old Fort
Town of Pembroke
Town of Selma
Town of Southern Pines
Town of Spencer
Town of Valdese
Town of Warsaw
Town of Waynesville
Town of Weldon
Town of Wendell
Town of Wingate
Town of Zebulon
Village of St. Helena

III. North Carolina Counties (17)

Bladen County
Buncombe County
Burke County
Cabarrus County
Catawba County
Cumberland County
Duplin County
Durham County
Granville County
Harnett County
McDowell County
Mecklenburg County
Robeson County
Rowan County
Transylvania County
Warren County
Wayne County

IV. North Carolina Transportation Planning Organizations and Council of Governments (18)

Cabarrus-Rowan Urban Area Metropolitan Planning Organization
Centralina Council of Governments
Down East Rural Transportation Planning Organization
Eastern Carolina Rural Transportation Planning Organization
French Broad River Metropolitan Planning Organization
Goldsboro Urban Area Transportation Advisory Committee
Kerr-Tar Regional Council of Governments
Lake Norman Rural Transportation Planning Organization
Land of Sky Rural Transportation Planning Organization
Lumber River Rural Transportation Planning Organization
Mid-Carolina Rural Transportation Planning Organization
Piedmont Triad Rural Transportation Planning Organization
Rocky Mount Urban Area Metropolitan Planning Organization
Triangle Area Rural Transportation Planning Organization
Triangle J Council of Governments
Unifour Metropolitan Planning Organization
Western Piedmont Council of Governments
Winston-Salem Urban Area Transportation Advisory Committee

V. North Carolina Chamber of Commerce Organizations (17)

Asheville Area Chamber of Commerce
Boone Area Chamber of Commerce
Burke County Chamber of Commerce
Catawba County Chamber of Commerce
Fayetteville Area Chamber of Commerce
Greater Statesville Chamber of Commerce
Greater Wilmington Chamber of Commerce
Greater Winston-Salem Chamber of Commerce
Greenville-Pitt County Chamber of Commerce
Kinston-Lenoir County Chamber of Commerce
Laurinburg-Scotland Area Chamber of Commerce
Lumberton Area Chamber of Commerce
Mooresville-South Iredell Chamber of Commerce
Mount Olive Area Chamber of Commerce
Rowan County Chamber of Commerce
Union County Chamber of Commerce
Wilson Chamber of Commerce

VI. Other State and Local Organizations (10)

Black Mountain Economic Development Committee
Carolinas Association for Passenger Trains
Carteret County Economic Development Council
National Railway Historic Society, Asheville Chapter
North Carolina Citizens for Transportation Alternatives
North Carolina Economic Developers Association
North Carolina Railroad Company
North Carolina Smart Growth Alliance
Piedmont Authority for Regional Transportation
Rowan County Tourism Development Authority
University of North Carolina at Pembroke

VII. North Carolina Rail Reference Material

RESOLUTION NO. 04-3

**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE
AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL
SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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 BY THE CITY COUNCIL OF THE CITY OF ASHEVILLE THAT:

Through the adoption of this resolution, the Asheville City Council 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.

Read, approved and adopted this 13th day of January, 2004.

Magdalen Boulson
City Clerk

Charles R. Worley
Mayor

Approved as to form:

Russell
City Attorney

CITY OF BREVARD

NORTH CAROLINA

WWW.CITYOFBREVARD.COM



OFFICE OF
CITY MANAGER

April 8, 2004

Ms. Judith Calvert Ray, Chair
Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Ray:

At their meeting on April 5, 2004, the Brevard City Council approved Resolution No. 20-04 supporting a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina. As requested by Mr. Adam Cooper from the Asheville Area Chamber of Commerce, a copy of Resolution No. 20-04 is being forwarded to you in order for Brevard to be added to the list of passed resolutions supporting the passenger rail system.

If you have any questions, please feel free to give me a call.

Sincerely,

CITY OF BREVARD

Rick Howell
City Manager

jmo

Enclosure

RESOLUTION NO. 20-04

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER
RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

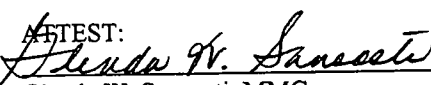
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

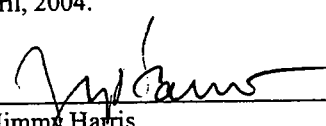
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Brevard, North Carolina 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 and Approved this the 5th day of April, 2004.

ATTEST:


Glenda W. Sansosti, MMC
City Clerk


Jimmy Harris
Mayor

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

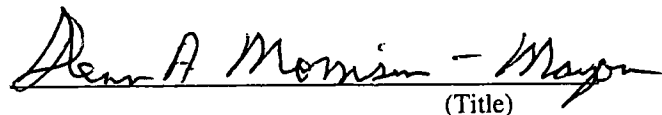
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Claremont City Council 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 3rd day of November, 2003


(Title)



City of Conover

November 4, 2003

Judith Calvert Ray
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Re: Passenger Rail Resolution

Dear Ms. Ray:

Enclosed please find a copy of the City of Conover's Resolution 24-03 which was adopted at the Conover City Council meeting on Monday, November 3, 2003. If you require anything further concerning this please contact this office. Thank you.

Sincerely,

Cara C. (Chris) Reed, CMC
City Clerk

Enclosure

**CITY OF CONOVER
RESOLUTION 24-03**

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA**

Whereas, passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina; and

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

Whereas, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

Whereas, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

Whereas, an increase in state funding for passenger rail service 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 service; and

Whereas, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

Whereas, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

Whereas, the associated improvements 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 the Conover City Council, 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 3rd day of November, 2003.



Bruce R. Eckard, Mayor



Cara C. (Chris) Reed, City Clerk



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Durham City Council, 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 17th day of November, 2003

APPROVED BY
CITY COUNCIL

NOV 17 2003

D. Bun Gray
CITY CLERK



January 22, 2004

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain NC 28711

Dear Ms. Ray:

Please find enclosed a signed resolution from the City of Fayetteville indicating its support for passenger rail service for North Carolina. If you have questions please contact me by correspondence sent to 455 Grove St., Fayetteville, NC 28301. You may also call me at (910) 433-1743.

If we can be of further service please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Brown", with a long, sweeping horizontal line extending to the right.

Jerome S. Brown
Transit Director, City of Fayetteville

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

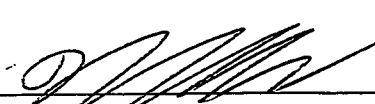
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the City Council, 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 15 day of December 2003



(Title)
Fayetteville City Council

RESOLUTION NO. 2003- 85
A RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive inter-city rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

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

WHEREAS, this Resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

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

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

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

1. We fully support the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective being to:
 - a. Further economic opportunity.
 - b. Help preserve the environment.
 - c. Improve the quality of life.
 - d. Enhance public health, safety and welfare for all citizens.
2. This Resolution shall be in full force and effect from and after this the 3rd date of November, 2003.

Approved as to Form Only

Reviewed By:

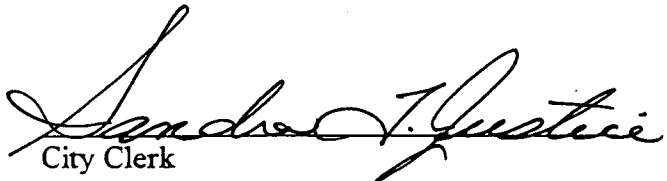
C. Russell Everett Jr.
City Attorney

Richard M. Shook
City Manager

I, Sandra T. Justice, duly appointed and acting City Clerk of the City of Goldsboro, North Carolina, do hereby certify that the foregoing and attached is a true and correct copy of a Resolution passed and adopted by the City Council of the City of Goldsboro, North Carolina, at a regular meeting held on the 3rd day of November, 2003.

WITNESS MY HAND AND THE SEAL OF THE CITY OF GOLDSBORO,
NORTH CAROLINA, THIS THE 5th day of November, 2003.




City Clerk
Goldsboro, North Carolina

City of Graham

P. O. Drawer 357
201 South Main Street
Graham, North Carolina 27253
Tel: (336) 570-6700 / Fax: (336) 570-6703

November 5, 2003

Ms. Judith C. Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The City Council at their meeting on Tuesday, November 4, 2003 adopted the enclosed resolution supporting the creation of a comprehensive passenger rail system.

We wish you much success with this project and should you need additional information, please do not hesitate to call.

Sincerely,



Ray Fogleman
City Manager

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

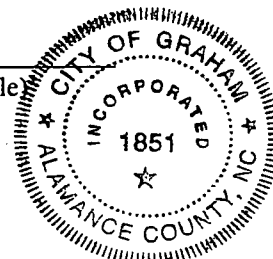
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Graham City Council, 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 4th day of Nov., 2003


MAYOR

(Title)



RESOLUTION 03-R-17

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the City of Havelock, 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, BY THE BOARD OF COMMISSIONERS OF THE CITY OF HAVELOCK, meeting in regular session on this the 27th day of October, 2003.

SIGNED BY: George W. Griffin
George W. Griffin, Mayor

ATTEST:

Audrea W. Page
Audrea W. Page, Deputy City Clerk





CITY OF HENDERSON

Post Office Box 1434
180 Beckford Drive
Henderson, North Carolina 27536
Phone 252-431-6007 Fax 252-492-4322
www.ci.henderson.nc.us
e-mail - cseifert@ci.henderson.nc.us

Donald C. Seifert, Jr.
Mayor

February 23, 2004

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Attached is a signed copy of a resolution supporting a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina. The Henderson City Council adopted this resolution on Monday, February 9, 2004.

If I can be of further service to you let me know.

Sincerely,

CITY OF HENDERSON

Donald C. Seifert, Jr.
Mayor

DCS,JR/scw
C: Eric Williams, City Manager
Dianne White, City Clerk

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

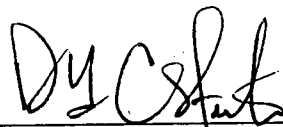
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 The Henderson City Council, 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 9th day of February, 2004



Mayor

Resolution No. 03-79

Resolution In Support Of A Statewide Initiative For Legislative And Funding Support For Enhanced And Improved Passenger Rail Service For The State Of North Carolina

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

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

WHEREAS, we applaud the State of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the State; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the City Council of the City of Hickory, North Carolina, 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.

This Resolution shall become effective immediately upon adoption.

Adopted this the 3 day of November, 2003.



THE CITY OF HICKORY,
A North Carolina Municipal Corporation

By Bruce E. Meisner
Bruce E. Meisner, Mayor Pro Tem

Patricia W. Williams
Patricia W. Williams, City Clerk

Approved as to form on behalf of the City of Hickory only:

Larry W. Johnson
Larry W. Johnson, Staff Attorney

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

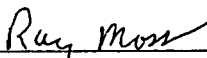
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Kannapolis City Council, 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 27th day of October, 2003.

In witness whereof I have hereunto
set my hand and caused this seal to
be affixed.



Mayor


Attest

Date: October 27, 2003

RESOLUTION R-2004-03

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE
STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

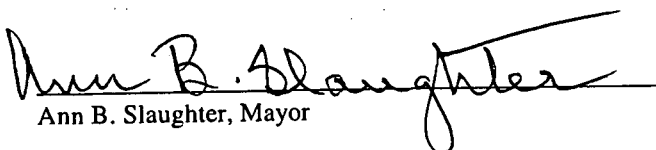
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

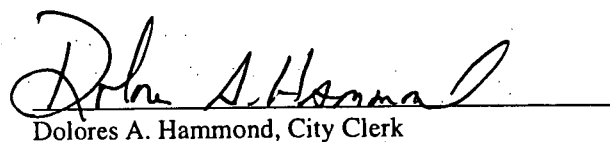
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of Laurinburg, North Carolina, 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 17th day of February, 2004.


Ann B. Slaughter, Mayor


Dolores A. Hammond, City Clerk

THE CITY OF
NORTH



LEXINGTON
CAROLINA

"SERVING THE COMMUNITY SINCE 1828"

28 WEST CENTER STREET
LEXINGTON, NC 27292

TELEPHONE (336) 243-2489

March 9, 2004

Ms. Judith Calvert Ray, Chairman
Western North Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Re: Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina

Dear Ms. Ray:

Please find attached Resolution No. 27-04, adopted by the Lexington City Council on March 8th, 2004, in support of Statewide In Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina.

If you have questions or need additional information, please feel free to contact our office.

Sincerely,

Tina S. Lanier, CMC
City Clerk

/tl
Enclosures

cc: William Deal, Fire Chief

CITY OF LEXINGTON, NC
RESOLUTION NO. 27-04

In Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive inter-city rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service in North Carolina is necessary to support development of inter-city 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 service; and

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

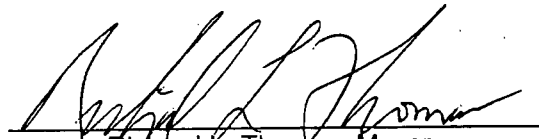
WHEREAS, the average return on investment for the surrounding community for station revitalization throughout North Carolina is more than one dollar for every dollar invested; and

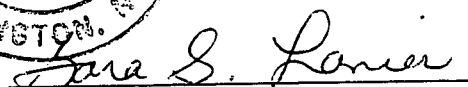
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

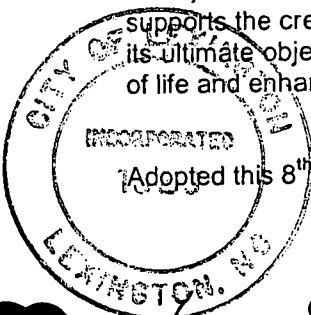
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lexington does hereby fully support 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 8th day of March, 2004


Richard L. Thomas, Mayor


Sara S. Lanier, CMC
City Clerk



City of



Lumberton

Office of The City Attorney

December 19, 2003

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

RE: Resolution

Dear Ms. Ray:

Enclosed please find a copy of the Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina which was adopted by the Lumberton City Council on December 17, 2003.

Sincerely,

THE CITY OF LUMBERTON

Patricia A. Gromacki
Legal Assistant

/pag
Enclosures as stated.

**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE
AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL
SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001, tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 interest is essential for the successful deployment of alternative transportation modes in North Carolina; and,

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

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

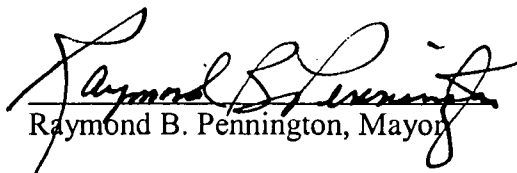
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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.

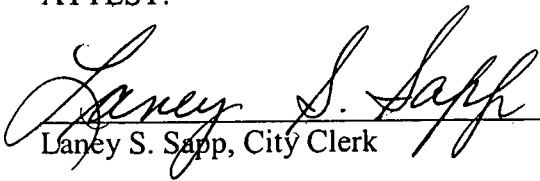
NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lumberton through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Upon motion of Councilman *Maynor*, seconded by Councilman *Jones*, the foregoing resolution was adopted on the 17th day of December, 2003.

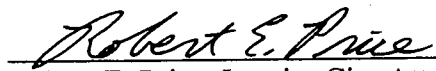

Raymond B. Pennington, Mayor

Ordinance No. 1900

ATTEST:


Laney S. Sapp, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:


Robert E. Price, Interim City Attorney

J:Patty\Resolutions\003Resolution_Statewide Initiative_Passenger Rail Service for NC

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

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

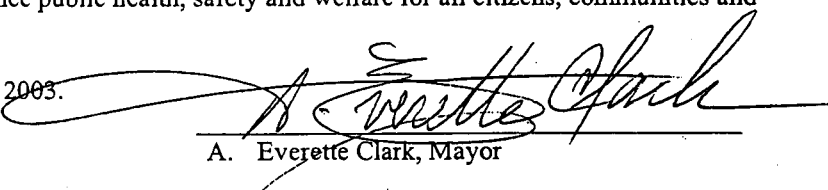
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina for increased statewide funding for passenger rail service; and,

WHEREAS, the associated improvement 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,

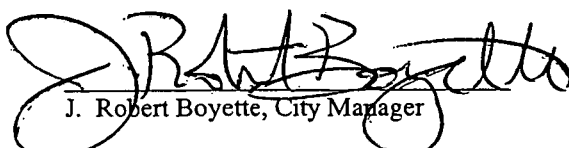
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Marion City Council, 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 18th day of November, 2003.


A. Everette Clark, Mayor

ATTEST:


J. Robert Boyette, City Manager



CITY OF MONROE

P.O. BOX 69 • MONROE, NORTH CAROLINA 28111-0069
FAX 704-283-9098

March 31, 2004

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Miss Ray:

Enclosed please find the signed Resolution of the Monroe City Council in Support of a
Statewide Passenger Rail Initiative.

If you have any questions, please feel free to contact me.

Sincerely,

Maryann Brown
Administrative Assistant

mab
Enclosure

**RESOLUTION OF THE MONROE CITY COUNCIL
IN SUPPORT OF A STATEWIDE INITIATIVE
FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE
FOR THE STATE OF NORTH CAROLINA**

R-2004-12

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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

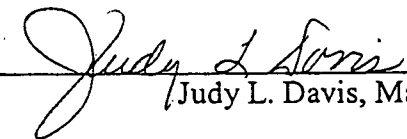
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

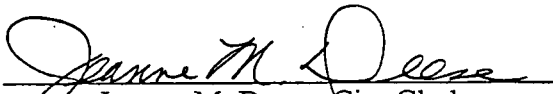
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the CITY OF MONROE, 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 16th day of March, 2004.

Attest:


Judy L. Davis, Mayor


Jeanne M. Deese, City Clerk



R-2004-12

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Morganton City Council, 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 5th day of April, 2004

Neil H. Hester





CHARLES MEEKER
MAYOR

City Of Raleigh
North Carolina

PROCLAMATION

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

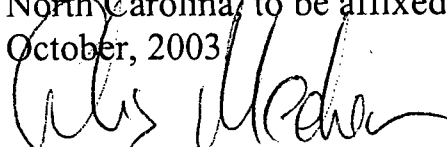
WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, support by local and state officials along with an increase in state funding for passenger rail service in North Carolina, is essential for the future of alternative transportation in North Carolina; and,

WHEREAS, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds and the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested;

NOW, THEREFORE, BE IT RESOLVED, that I, Charles Meeker, Mayor of the City of Raleigh, fully supports the creation of a comprehensive passenger rail system to serve the State of North Carolina.

IN WITNESS THEREOF, I hereby set my hand
and caused the Great Seal of the City of Raleigh,
North Carolina, to be affixed this 24th Day of
October, 2003



Charles Meeker, Mayor





CITY OF ROCKY MOUNT

OFFICE OF
THE CITY MANAGER

February 12, 2004

Ms. Judith Calvert Ray
Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed is a copy of a resolution supporting the extension of rail service in North Carolina adopted by the Rocky Mount City Council on February 9, 2004.

Sincerely,

Peter Varney
Assistant City Manager

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

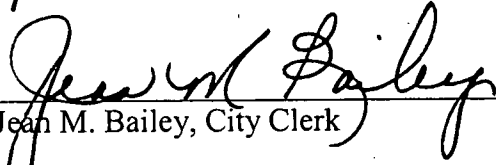
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the City Council of the City of Rocky Mount, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with particular emphasis on providing service to underserved areas such as Eastern 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 9th day of February, 2004



Jean M. Bailey, City Clerk



City of Salisbury

North Carolina

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, the City of Salisbury applauds the state of North Carolina for development of comprehensive intercity commuter rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

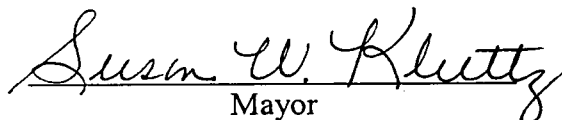
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and

WHEREAS, 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 the Salisbury City Council, 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 7th day of October, 2003


Mayor

(919) 775-8365

(919) 775-5084

Box 3729

Sanford, NC 27331-3729



Residence (919) 775-5804

Email: wchester@alltel.net

City of Sanford

Winston C. Hester
Mayor

February 2, 2004

Ms. Judith Calvert Ray
Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed you will find an executed Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina. The Sanford City Council voted to support your endeavor at its meeting on Wednesday, January 28.

If you have any questions, please give me a call.

Sincerely,

Winston C. Hester
Mayor

WCH:bw

Enclosure

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

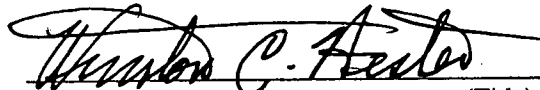
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the City of Sanford, NC 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 28th day of January, 2004

Attest:


Bonnie D. White, City Clerk


Winston C. Hester, Mayor (Title)

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

Whereas, passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina; and

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

Whereas, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

Whereas, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

Whereas, an increase in state funding for passenger rail service 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 service; and

Whereas, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

Whereas, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

Whereas, the associated improvements 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 the Council of the City of Statesville, 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.

This is the 3 day of November, 2003.



Mayor

ATTEST:



City Clerk





WILMINGTON

City of
Wilmington
North Carolina

**Development
Services**

305 Chestnut Street
PO Box 1810
Wilmington, NC 28402-1810
(910) 341-7873 tdd

January 2, 2004

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Thomasville City Council 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 16th day of Feb., 2004

Hubert M. Leonard
(Title)

Resolution



City Council
City of Wilmington
North Carolina

Introduced By: Sterling B. Cheatham, City Manager

Date: 12/09/2003

RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

LEGISLATIVE INTENT/PURPOSE:

Passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina. 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.

We applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state.

There is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies.

An increase in state funding for passenger rail service 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. This resolution is part of a statewide initiative to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service.

Support by local and state elected officials is essential for the future of alternative transportation in North Carolina. Support and utilization of transportation improvements by business and commercial interests is also essential for the successful deployment of alternative transportation modes in North Carolina.

Rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds.

The average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested. 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. An integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

THEREFORE, BE IT RESOLVED:

Through the adoption of this resolution, the City of Wilmington 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.

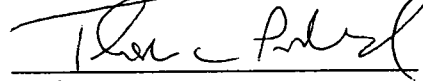

Spence H. Broadhurst, Mayor

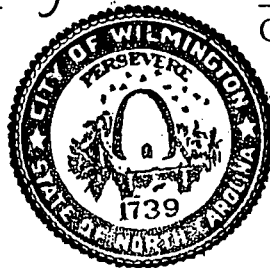
Adopted at a regular meeting
on December 9, 2003.

ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney





Public Services

CITY OF WILSON

North Carolina

INCORPORATED 1849
27894-0010

December 11, 2003

Ms. Judith Calvert Ray
Chair
The Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Please disregard if you have already received a copy of our Resolution, but just in case you haven't, we have attached one.

As always, thank you for your assistance.

Sincerely,

CITY OF WILSON

Jamie L. Batts
Executive Assistant

Attachment

RESOLUTION R-058-03

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

WHEREAS, rail linkages between communities and regions within North Carolina established and strengthen social, historical, commercial and cultural bonds; and,

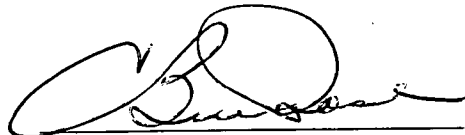
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

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.

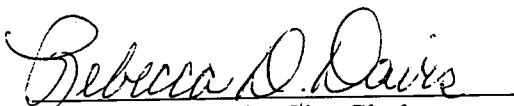
NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Wilson, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

DULY ADOPTED this 20th day of November, 2003.



C. Bruce Rose, Mayor

ATTEST:


Rebecca D. Davis, City Clerk

**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE
AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER
RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the State of North Carolina for the development of comprehensive intercity rail service in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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,

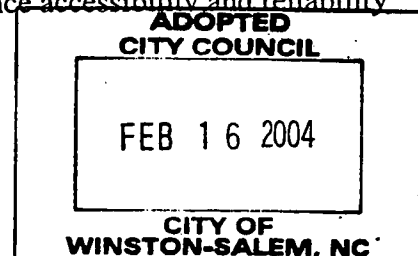
WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Mayor and the City Council Members, through 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.

BE IT FURTHER RESOLVED, that the Mayor and City Council Members support the statewide plan with specific support for the inclusion of service to Winston-Salem in the comprehensive passenger rail system.

Adopted this 16th day of February, 2004

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Bailey Jean Beaul, 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 4th day of November, 2003

Robert C. Frazier, Sr. Mayor
(Title)

MAYOR
DON H. JOHNSON

COMMISSIONER
FREDRICK D. NELSON, JR.
J.W. PARRISH, JR.
JACK R. LITTLETON
CASANDRA P. STACK
LINDELL NORDAN
RAY G. SMITH



TOWN OF BENSON

P.O. BOX 69
303 EAST CHURCH STREET
NORTH CAROLINA

27504
(919) 894-3553
FAX (919) 894-1283

TOWN MANAGER
KEITH R. LANGDON

TOWN CLERK
CONNIE M. SORRELL

FINANCE OFFICER
DONNA M. HONEYCUTT

TAX COLLECTOR
ROSALIE G. WEST

TOWN ATTORNEY
DONALD A. PARKER

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND UNAPPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,



Town of Black Mountain

102 Montreat Road • Black Mountain, North Carolina 28711
Phone (828) 669-9102 • Fax (828) 669-4204 • TDD 800-735-2962

December 11, 2003

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Please find enclosed a copy of the Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina. This Resolution was approved by the Board of Aldermen of the Town of Black Mountain at their November meeting.

If you have any questions, please do not hesitate to call.

Sincerely,

Shirley Raines
Town Clerk

/sr

Enclosure

**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

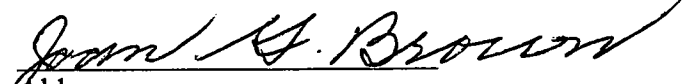
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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

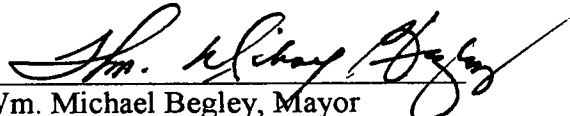
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Aldermen of the Town of Black Mountain 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.

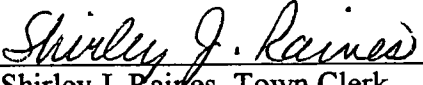
I move the adoption of the foregoing Resolution.


Alderman

READ, APPROVED AND ADOPTED, this the 10th day of November 2003.


Wm. Michael Begley, Mayor

ATTEST:


Shirley J. Raines, Town Clerk


Anthony N. Caudle, Town Manager

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Town of Bladenboro, 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 9th day of February, 2004

Levinson Lewis

(Title)

RESOLUTION
2003-46
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

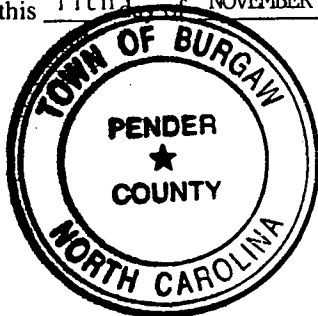
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

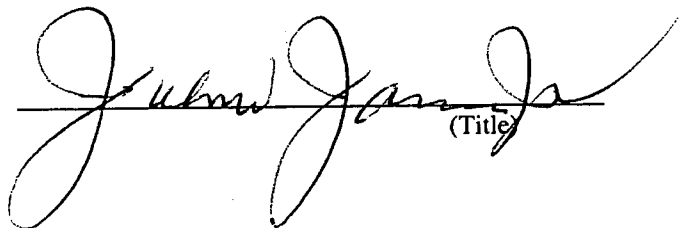
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that THE TOWN OF BURGAW, 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 11th day of NOVEMBER, 2003




(Title)

Town of Cleveland

100 North Depot Street

P.O. Box 429

Cleveland, N.C. 27013

(704) 278-4777

December 12, 2003

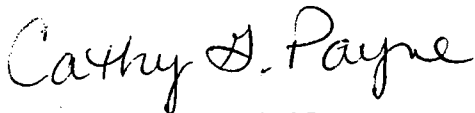
Ms. Judith Calvert Ray
WNC Rail Corridor Committee
953 Old US Hwy. 70
Black Mountain, NC 28711

Dear Ms. Ray:

Please find enclosed a resolution in support of enhanced and improved passenger rail service adopted by the Cleveland Board of Commissioners on December 8, 2003

If you need further information, please call me at 704-278-4777.

Sincerely,



Cathy G. Payne, CMC
Town Clerk

enc

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

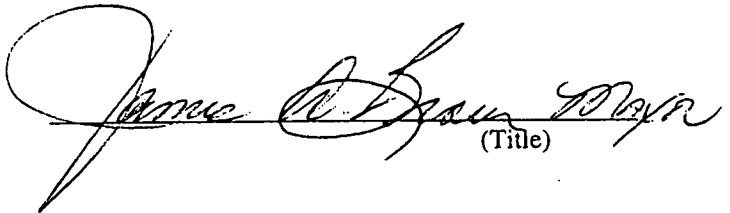
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Town of Cleveland, 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 8th day of Dec, 2003


(Title)

Resolution

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

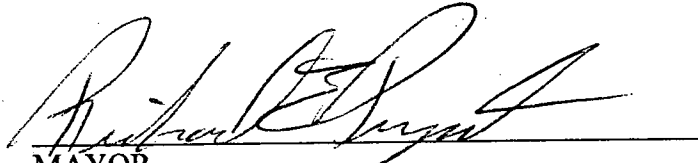
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Mayor and Board of Aldermen, 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 4th day of November, 2003.


MAYOR

ATTEST: 
TOWN CLERK



Town of Garner

Post Office Box 446 • Garner, North Carolina 27529

Phone 919-772-4688 • FAX 919-662-8874

January 22, 2004

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 US Highway 70
Black Mountain, NC 28711

Dear Judith:

At its meeting on January 20, 2004, the Board of Aldermen adopted the enclosed Resolution supporting the WNC Rail Corridor Committee's efforts for future passenger rail service.

If you have questions please give me a call.

Sincerely,

Judy White
Town Clerk

RESOLUTION NO. (2004) 1817

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED
AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

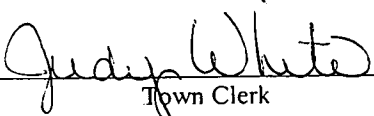
WHEREAS the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Mayor and Board of Aldermen of the Town of Garner, North Carolina, 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 20th day of January, 2004.



Town Clerk



OFFICE OF THE MAYOR

TOWN OF GIBSONVILLE

129 WEST MAIN STREET

GIBSONVILLE, N. C. 27249

PHONE (919) 449-4144

March 2, 2004

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Hwy. 70
Black Mountain, NC 28711

Ms. Culvert:

The Board of Aldermen of the Town of Gibsonville approved the Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina at their March 1, 2004 regular board meeting. Enclosed is the signed Resolution.

Sincerely,

Leonard Williams
Mayor

LW:ly

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

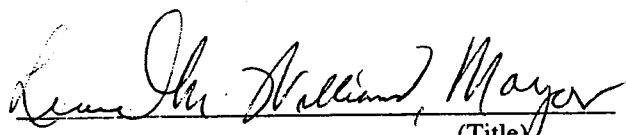
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

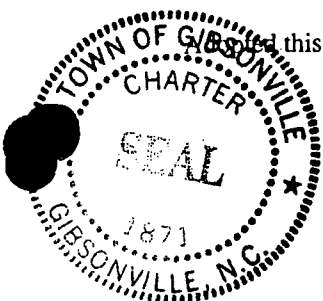
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

Gibsonville

NOW, THEREFORE, BE IT RESOLVED, that Board of Aldermen, 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 1st day of March, 2003


(Title)



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

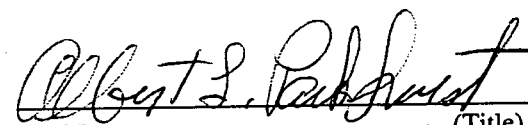
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 TOWN OF HILDEBRAN, 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.




MAYOR (Title)



TOWN OF KNIGHTDALE

950 Steeple Square Court • PO Box 640 • Knightdale, NC 27545
Office (919) 217-2240 • Fax (919) 217-2249

TOWN OF KNIGHTDALE RESOLUTION # R-02-08-21-001

RESOLUTION TO REQUEST THAT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION PREPARE STUDIES NECESSARY TO DETERMINE THE IMPACT AND FEASIBILITY OF COMMUTER RAIL IN EASTERN NORTH CAROLINA, and that, THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION UNDERTAKE COOPERATION WITH THE NORFOLK SOUTHERN CORPORATION and OTHERS TO OPERATE A DEMONSTRATION COMMUTER TRAIN.

WHEREAS, the Town of Knightdale is performing a major revision of its Comprehensive Plan and its Land Use Plan, and

WHEREAS, the Comprehensive Plan Committee and citizen input and surveys have requested that multi-modal transportation systems, including the provision for a commuter rail line, be addressed in the Comprehensive Plan, and have also requested that the Land Use Plan be revised to provide land uses and densities which are focused around a provision for commuter rail and other modes of transportation, and

WHEREAS, the Knightdale Planning Staff have performed initial work in determining if there is interest from other communities, NCDOT Rail and Public Transportation divisions, Norfolk and Southern Corporation and North Carolina Railroad Company for commuter rail in eastern Wake County and eastern North Carolina, and

WHEREAS, the Knightdale Planning Staff have determined that there is a high level of interest for commuter rail from other municipalities and agencies, and

WHEREAS, the Knightdale Planning Staff has determined that the proposal for commuter rail has a reasonable chance of implementation with proper funding and planning, and

WHEREAS, the Knightdale Town Council has approved as part of its current Transportation Improvement Request, a request to perform a rail corridor study along the US 64 corridor, and

WHEREAS, the Capital Area Metropolitan Planning Organization recognizes that corridor studies of five major corridors in Wake County need to be prepared and adopted which address multi-

modal transportation options, including commuter rail, and

WHEREAS, the State of North Carolina, North Carolina Railroad Company, and other interested parties have requested that a resolution be submitted from interested municipalities and other agencies which states that those municipalities and agencies would support the concept of commuter rail,

WHEREAS, the Town of Knightdale is supportive of the concept of commuter rail and the proposal for a demonstration train,

NOW, THEREFORE, Be it Resolved by the Knightdale Town Council that the Town of Knightdale supports the provision of commuter rail in eastern North Carolina and also requests the preparation of a corridor study and dialogue with the Federal Transit Administration, to determine the impact, feasibility, and cost of commuter rail service, and that the Town of Knightdale requests NCDOT pursue and coordinate the operation of a demonstration train.

TOWN OF KNIGHTDALE

By: _____

Title: _____

Date: _____

Attested by: _____

[SEAL]



Town of Lillington

P.O. Box 296
Lillington, North Carolina 27546
Tel: 910-893-2654 Fax: 910-893-3693

Vickie B. Wilson, C.M.C./C.T.C.
Town Clerk/Tax Collector

March 12, 2004

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed is the passenger rail service resolution that was unanimously approved by our Town Board at their regular meeting of March 9, 2004. We support your efforts and wish you success in your presentation to the North Carolina General Assembly.

Please do not hesitate to contact our office should you have any questions or if we can be of further assistance.

Sincerely,

Vickie B. Wilson
Town Clerk

enclosure



Town of Lillington

P.O. Box 296
Lillington, North Carolina 27546
Tel: 910-893-2654 Fax: 910-893-3693

Grover A. Smith
Mayor

RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

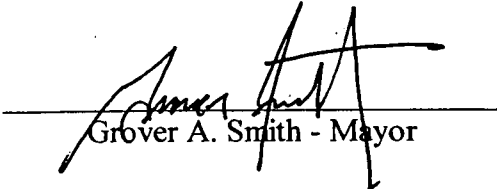
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

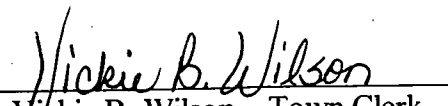
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Lillington Board of Commissioners, 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 9th day of March, 2004.


Grover A. Smith - Mayor

Attest:


Vickie B. Wilson - Town Clerk



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

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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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Maxton, N.C., 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 13th day of January, 2004

Lillian A. McKoy Mayo
(Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

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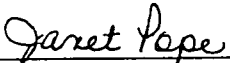
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

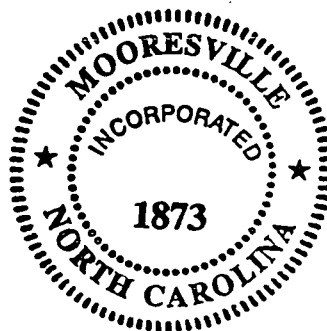
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Mooresville Board of Commissioners, 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 3rd day of May, 2004

Attest:


Janet Pope, Town Clerk




Al Jones, Mayor

MOREHEAD CITY NORTH CAROLINA

GERALD A. JONES, JR., Mayor



DAVID HORTON, Mayor Pro-Tem
Council
FLOYD M. CHADWICK, JR.
PAUL W. CORDOVA
JOHN F. NELSON
DEMUS L. THOMPSON

P.M. Drawer M
706 Arendell Street
Morehead City, North Carolina 28557-4234
TEL (252) 726-6848
FAX (252) 726-2267
www.townofmorehead.com

R. RANDY MARTIN
City Manager

April 23, 2004

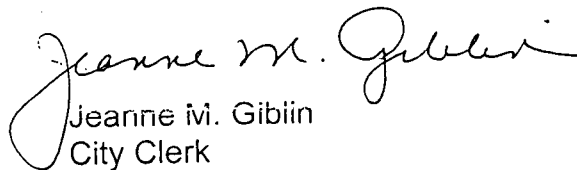
Ms. Judith Calvert Ray
Chair
Western Carolina Rail Corridor Committee
953 Old U.S. Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Calvert Ray:

Enclosed please find Resolution 2004-16 in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina adopted by the Town Council of Morehead City at their regularly scheduled meeting on Thursday, April 22, 2004.

We thank you for the opportunity to show our support of a very important issue for all North Carolinians.

Sincerely yours,


Jeanne M. Giblin
City Clerk

\jmg
Enc.

RESOLUTION 2004-16

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

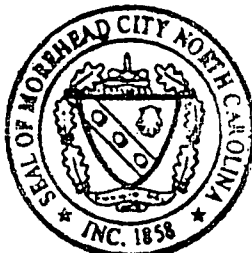
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

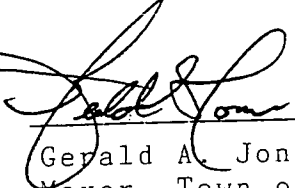
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Town of Morehead City, 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 22 day of April, 2004




Gerald A. Jones, Jr., (Title)
Mayor, Town of Morehead City, N.C.



TOWN OF MORRISVILLE

P.O. Box 166
Morrisville, NC 27560

919.463.6200

RESOLUTION 03 - 68

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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

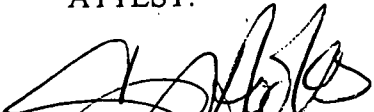
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports;

NOW, THEREFORE, BE IT RESOLVED BY THE MORRISVILLE TOWN BOARD OF COMMISSIONERS 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 16th day of December, 2003:



ATTEST:


G.J. Hooks, Town Clerk


Gordon Cromwell, Mayor

B.R. Huggins, Mayor

COMMISSIONERS

Warren, Mayor Pro Tempore

Jimmy Kornegay

Paul Smalley

Ray Thompson

Ora Truzy

Town of
Mount Olive
We Value Hometown Tradition

Tel (919) 658-5561

Tel (919) 658-9539

Fax (919) 658-5257

I. Ray McDonald, Sr.
Town Manager

Arlene G. Talton
Town Clerk

November 12, 2003

Ms. Judith Calvert Ray, Chairman
WNC - Rail Corridor Committee
953 Old US Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Ray:

Please find attached our RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA.

If additional information is needed, please advise.

Sincerely,

Arlene G. Talton

Arlene G. Talton
Town Clerk

/agt

Attachment

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Board of Commissioners, 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 10th day of Nov, 2003

B.R. Higgins, Mayor
(Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Old Fort Board
of Aldermen, 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 17th day of November, 2003

Wayne Stafford Mayor
(Title)

TOWN OF PEMBROKE
PO BOX 866
PEMBROKE NC 28372
910-521-9758 (PHONE)
910-521-0472 (FAX)

TRANSMITTAL SHEET

TO:
Judith Calvert Ray

FROM:
McDuffie Cummings

COMPANY:

DATE:
02-04-04

Reference: WNC Rail Corridor

As Requested.

RESOLUTION

2004-6

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Town of Pembroke, 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 2nd day of Feb., 2003



Mayor (Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Selma Town Council, 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 13th day of November, 2003

 (Title)
Mayor

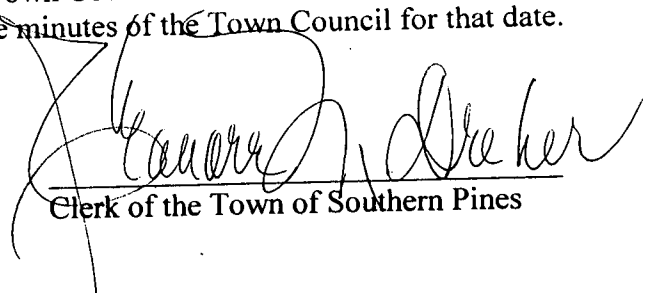
RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

- WHEREAS,** The 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and
- WHEREAS,** An increase in state funding for passenger rail service 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 center 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,** This resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and
- WHEREAS,** Rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and
- WHEREAS,** The average return on investment for the surrounding community for station revitalization throughout North Carolina for increased statewide funding for passenger rail service; and
- WHEREAS,** The associated improvement 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.

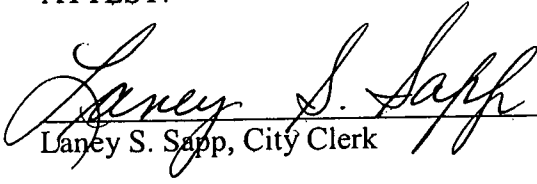
NOW THEREFORE BE IT RESOLVED, that the Southern Pines Town Council, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this the 10th day of February, 2004 at Southern Pines, North Carolina

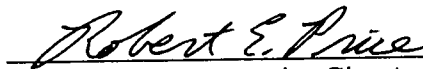
I certify that this resolution was adopted by the Town Council of the Town of Southern Pines at its meeting of February 10, 2004, as shown in the minutes of the Town Council for that date.


Clerk of the Town of Southern Pines

ATTEST:


Laney S. Sapp, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:


Robert E. Price, Interim City Attorney

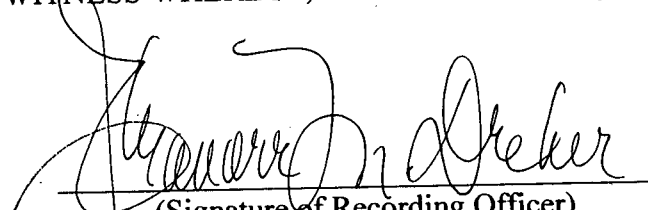
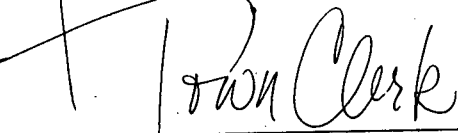
J:\Patty\Resolutions\003Resolution_Statewide Initiative_Passenger Rail Service for NC

CERTIFICATE OF RECORDING OFFICER

The undersigned duly qualified and acting as Town Clerk of the Town of Southern Pines does hereby certify:

That the above/attached resolution is a true and correct copy of the resolution authorizing the filing of an application with the State of North Carolina, as regularly adopted at a legally convened meeting of the Town Council duly held on the 10th day of February, 2004; and, further, that such resolution has been fully recorded in the journal of proceedings and records in my office.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of February, 2004.


(Signature of Recording Officer)

(Title of Recording Officer)

Seal

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

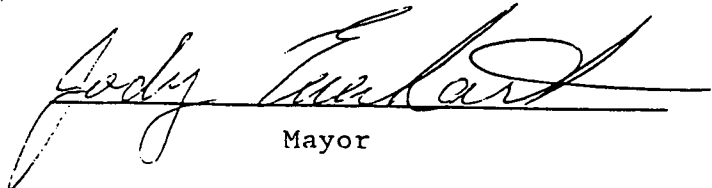
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

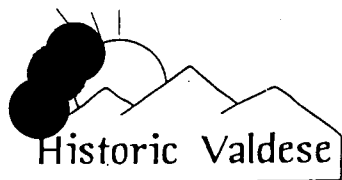
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Spencer Town Board, 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 10th day of February, 2004


Mayor


Town Clerk



TOWN OF VALDESE

NORTH CAROLINA'S FRIENDLY TOWN

P.O. BOX 339

VALDESE, NORTH CAROLINA 28690-0339

PHONE (828) 879-2116

FAX (828) 879-2139

OFFICE OF THE TOWN MANAGER

November 4, 2003

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The Valdese Town Council unanimously approved the enclosed resolution in support of the statewide initiative for enhanced and improved passenger rail service for North Carolina at their November 3, 2003 Council meeting.

We appreciate the great job you continue to do for western North Carolina, and we look forward to continue working with you on the rail project.

Sincerely,

Jeffrey V. Morse
Town Manager

JVM/fh

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

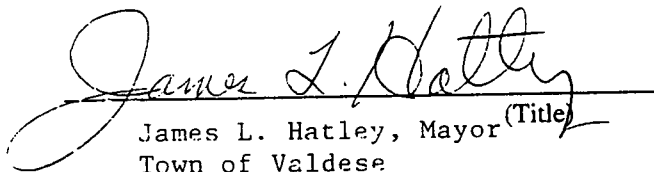
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Valdese Town Council, 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 3rd day of Nov., 2003


James L. Hatley, Mayor (Title)
Town of Valdese



Mayor: Elmer Schorzman
Town Manager: J. Franklin Maness
Town Clerk/Finance Officer: Terri Sutula
Chief of Police: R.P. Wood, Jr.
Supt. of Public Works: Gerald Lanier
Attorney: E.C. Thompson, III
Commissioners:
W.E. Foster
Walter P. West
Barbara Edwards
W.C. Martin
Johnny Hollingsworth

November 12, 2003

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 18711

Dear Ms. Ray,

As you requested, your resolution proposing ... "SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA", was placed on the Agenda of the Town of Warsaw's regular Board meeting held November 10, 2003. With a minimum of positive discussion, a motion was quickly made for such support, and was passed unanimously.

Enclosed is an original signed and certified copy.

It is our sincere hope that your committee can bring this development to fruition. It can only help many communities and small ones such as Warsaw certainly can use any and all the help we can get.

Sincerely,

Elmer Schorzman, Mayor



Mayor: Elmer Schorzman
Town Manager: J. Franklin Maness
Town Clerk/Finance Officer: Terri Sutula
Chief of Police: R.P. Wood, Jr.
Supt. of Public Works: Gerald Lanier
Attorney: E.C. Thompson, III
Commissioners:
W.E. Foster
Walter P. West
Barbara Edwards
W.C. Martin
Johnny Hollingsworth

RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Board of Commissioners of the Town of Warsaw, 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 10th day of November, 2003

Elmer Schorman
Mayor

ATTEST:

Myra L. Mays

RESOLUTION NO. 6-04

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED
AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the State of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

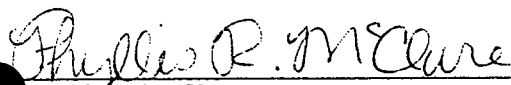
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

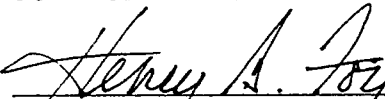
NOW, THEREFORE, BE IT RESOLVED, that the Town of Waynesville Board of Aldermen through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the State of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

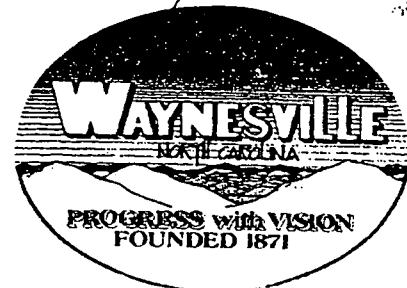
Adopted this 13th day of April, 2004.

ATTEST:


Phyllis R. McClure
Town Clerk

TOWN OF WAYNESVILLE


Henry B. Foy
Mayor



Town of Weldon

109 WASHINGTON AVENUE
P.O. BOX 551
WELDON, N.C. 27890
PH. 252-536-4836

JOHNNY) DRAPER, JR.
MAYOR

NEAL C. PHILLIPS
TOWN ADMINISTRATOR

LINDA W. GRIFFIN
CLERK

KAY TRIPP
TAX COLLECTOR

COMMISSIONER:

DOCK M. BROWN

EUGENE B. GRANT, JR.

MICHAEL D. HARGROVE

JULIA M. MEACHAM

MARTHA B. THORNE

December 1, 2003

Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

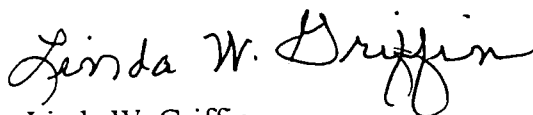
In response to your letter dated October 10, 2003, we are enclosing a "Resolution In Support of a Statewide Initiative For Legislative and Funding Support For Enhanced and Improved Passenger Rail Service For The State of North Carolina" adopted by our Board of Commissioners at their regular meeting on Monday, November 10, 2003.

As stated in our resolution, the Town of Weldon 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.

If there is any thing further that we can do to help with this project, please do not hesitate to call on us.

Sincerely,

TOWN OF WELDON



Linda W. Griffin
Clerk/Finance Officer

lwg

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

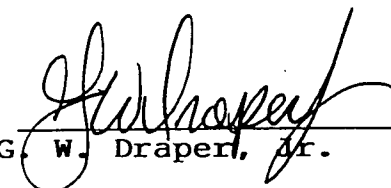
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Town of Weldon, 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 10th day of Nov., 2003



G. W. Draper, Jr. Mayor
(Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

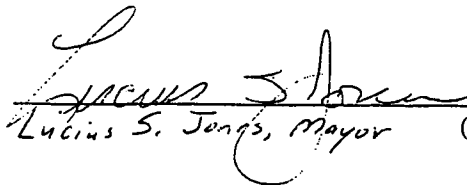
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Town of Wendell, 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 8th day of December, 2003


Lucius S. Jones, Mayor (Title)

**TOWN OF WENDELL
RESOLUTION 2002-12**

A RESOLUTION THAT REQUESTS THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TO PREPARE STUDIES NECESSARY TO DETERMINE THE IMPACT AND FEASIBILITY OF COMMUTER RAIL IN EASTERN NORTH CAROLINA, AND THAT THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, IN COOPERATION WITH THE NORFOLK SOUTHERN CORPORATION, NORTH CAROLINA RAILROAD AND OTHERS, ARRANGE FOR A COMMUTER RAIL DEMONSTRATION PROJECT.

WHEREAS, the Town of Wendell is a municipality in eastern Wake County whose citizens require and deserve alternative modes of public transportation; and

WHEREAS, the Town of Wendell Board of Commissioners in June, 2002 adopted an updated Transportation Plan to link its citizens to surrounding municipalities affording them greater employment opportunities; and

WHEREAS, the municipalities of Wendell, Knightdale and Zebulon have been the leaders of the EASTRANS effort and have determined that there is a high level of interest for commuter rail from other municipalities and agencies to our east and west; and

WHEREAS, the Town of Wendell has partnered with the Town of Zebulon to provide support to the Town of Knightdale's Transportation Improvement Request to the Capital Area Metropolitan Planning Organization (CAMPO) for an Advance Planning Project that would study the US Highway 64 eastern corridor and investigate the multi-modal transportation options, including commuter rail, that exist there; and

~~**WHEREAS**, CAMPO has prioritized this study in the implementation of the Transportation Plan Update 2025 as the foremost advance planning study in the county which will evaluate potential ridership, revenue and economic impacts of the US Highway 64 and US Highway 70 corridors; and~~

WHEREAS, the TCC voted on August 1, 2002 to initiate a rail feasibility study for the US 64 and Garner rail lines in the implementation of the 2025 Transportation Plan Update; and

WHEREAS, the NCDOT has requested that resolutions be submitted from all interested parties stating that the municipalities and agencies would support the concept of commuter rail in eastern North Carolina; and

WHEREAS, the Town of Wendell is supportive of the concept of a feasibility study and demonstration train project and understands that funds may be necessary to support such efforts; and

WHEREAS, the Town of Wendell may choose to participate and contribute an amount yet to be determined, with other parties in order to provide necessary funds.

NOW, THEREFORE, BE IT RESOLVED by the Town of Wendell Board of Commissioners that they support the creation of a commuter rail system in eastern North Carolina; and request that the NCDOT and/or retained consulting firms perform a study to determine the potential impact and feasibility of commuter rail and also request a demonstration train project that will illustrate the benefits of transit.

Adopted this the 9th day of September 2002.

Lucius Jones, Mayor
Town of Wendell, NC

(Seal)

Attest:

Timothy Burgess, Town Clerk
Town of Wendell, NC

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Town of Wengate, 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 3rd day of February 2004

Long E. Mays
(Title)

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

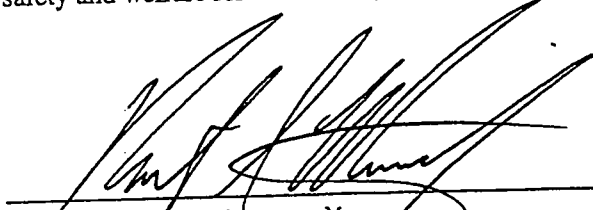
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Town of Zebulon 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 1st day of December 2003




Robert S. Matheny--Mayor



Lisa M. Markland, CMC--Town Clerk

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

NOW, THEREFORE, BE IT RESOLVED, that Village of St. Helena 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.

Robert L. O. Major
(Title)

County of Bladen

Board of Commissioners

Resolution



IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

WHEREAS, rail linkages between communities and regions with North Carolina establish and strengthen social, historical, commercial and cultural bonds; and,

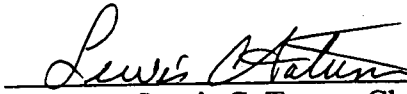
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

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 the Bladen County Board of Commissioners, 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 2nd day of February, 2004.


Lewis C. Tatum, Chairman
Bladen County Board of Commissioners

ATTEST:

Kathy P. Britt, Clerk

Jan 13 04 10:28a

COUNTY MANAGER

826 2506077

P. 3

RESOLUTION 04-01-10**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

WHEREAS, passenger rail service is an integral part of a comprehensive transportation system for the state of North Carolina and economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves our citizens 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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, 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.

Jan 13 04 10:29a

COUNTY MANAGER

828 2506077

P. 4

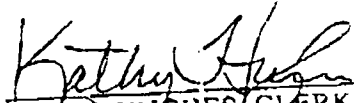
NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners for the County of Buncombe as follows:

1. That this Board 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.
2. That this resolution be effective upon its adoption.

Adopted this 6th day of January, 2004.

ATTEST

BOARD OF COMMISSIONERS FOR THE
COUNTY OF BUNCOMBE


KATHY HUGHES, CLERK


NATHAN RAMSEY, CHAIRMAN

APPROVED AS TO FORM


JOE CONNOLLY, COUNTY ATTORNEY

Jan 13 04 10:28a

COUNTY MANAGER

828 2506077

P.2

RESOLUTION # 04-01-11**RESOLUTION TO PROMOTE THE EFFORTS OF CAROLINA HERITAGE TRAIN COMMITTEE IN THE DEVELOPMENT OF AN EXCURSION PASSENGER TRAIN SYSTEM FROM LANDRUM SOUTH CAROLINA TO HENDERSONVILLE NORTH CAROLINA**

WHEREAS, the Norfolk/Southern Company has announced the reduction in use of the rail lines from Landrum, South Carolina to Hendersonville North Carolina negatively impacting tourism in the region; and

WHEREAS, the County Commissioners desire to increase tourism and economic development by supporting and promoting the use of the rail system; and

WHEREAS, pursuant to promoting tourism and economic development, Carolina Heritage Train Committee has been formed to provide leadership in bringing into reality an excursion passenger train system using the existing Norfolk/Southern rail line.

THEREFORE, BE IT RESOLVED by the Board of Commissioners for the county of Buncombe as follows:

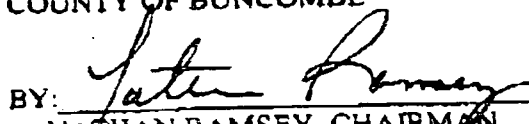
1. That the Commissioners hereby support the Carolina Heritage Train Committee in its efforts to obtain use of the Norfolk/Southern Company right of way from Norfolk/Southern.
2. That the Commissioners will appoint a representative to meet with the Carolina Heritage Train Committee in planning and promoting an area approach to developing an excursion passenger train system with stops in Landrum, South Carolina, Tryon, Saluda, Hendersonville, Brevard and Asheville, North Carolina.
3. That this resolution shall be effective upon its adoption.

ADOPTED this the 6th day of January, 2004.

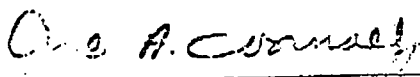
ATTEST

BOARD OF COMMISSIONERS FOR THE
COUNTY OF BUNCOMBE


KATHY HUGHES, CLERK

BY: 
NATHAN RAMSEY, CHAIRMAN

APPROVED AS TO FORM


JOE CONNOLLY, COUNTY ATTORNEY

Thomas K. Johnson, Chairman
Wayne F. Abele, Sr., Vice Chairman
[REDACTED] Orders, Commissioner
[REDACTED] ynard Taylor, Commissioner
Ruth Ann Suttle, Commissioner



Ron George, Manager
Vicki Craigo, Clerk to the Board
Dan Kuehnert, Attorney

Burke County

November 5, 2003

Ms. Judith Calvert Ray
Chair, Western North Carolina Rail Corridor Committee
953 Old U.S. Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

At the November 4 regular meeting of the Burke County Board of Commissioners, the Resolution for Passenger Rail Service was approved.

Enclosed you will find our resolution to present to the legislators. Thank you for including Burke County.

Sincerely yours,

Vicki Craigo
Clerk to the Board

Enclosure

**A RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE
FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive inter-city rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001, tragedies; and,

WHEREAS, an increase in state funding for passenger rail service in North Carolina is necessary to support development of inter-city 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 service; and,

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

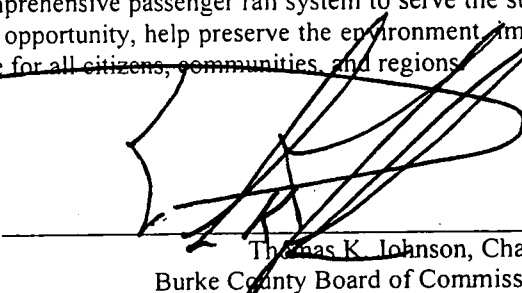
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Burke County Board of Commissioners 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 4th of November 2003.



Thomas K. Johnson, Chairman
Burke County Board of Commissioners

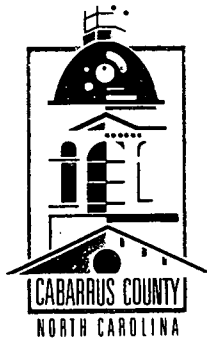
ATTEST:



Vicki Craigo, Clerk to the Board

BURKE COUNTY

200 Avery Avenue, P.O. Box 219, Morganton, N.C. 28680-0219
Phone: (828) 439-4340 ~ Fax: (828) 438-2782 ~ Toll Free: 1-800-287-2494



November 19, 2003

Ms. Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The Cabarrus County Board of Commissioners, meeting in regular session on November 17, 2003, adopted the enclosed "Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina."

If you need additional information, please do not hesitate to contact me at (704) 920-2110.

Sincerely,

Susie Bonds
Clerk to the Board

Enclosure

RESOLUTION**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

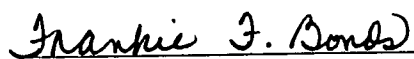
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

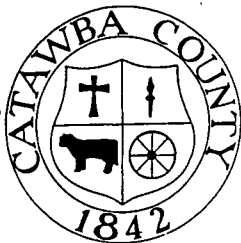
NOW, THEREFORE, BE IT RESOLVED, that the Cabarrus County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 17th day of November, 2003


Robert M. Freeman
Chairman, Board of Commissioners

ATTEST:


Frankie F. Bonds, Clerk to the Board



CATAWBA COUNTY

P.O. Box 389 • 100-A South West Boulevard • Newton, North Carolina 28658-0389 • Telephone (828) 465-8200
FAX (828) 465-8392

February 3, 2004

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain NC 28711

Dear Ms. Ray:

RE: Resolution for Enhanced and Improved Passenger Rail Service

The Catawba County Board of Commissioners at its meeting of Monday, February 2, 2004, unanimously adopted the enclosed resolution supporting a statewide initiative for Legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina. Please let us know if we can be of further assistance.

Sincerely,

Thelda B. Rhoney
Thelda B. Rhoney
County Clerk

Enclosure



RESOLUTION NO. 2004-01

RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001, tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

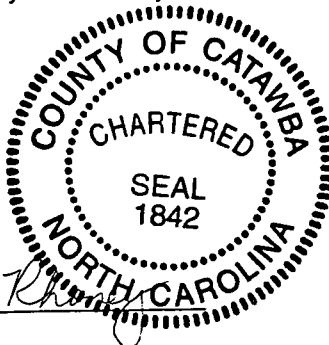
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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 the Catawba County Board of Commissioners, 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.

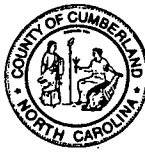
Adopted this 2nd day of February, 2004.



Attest:

Thelda B. Rhoney
Thelda B. Rhoney
County Clerk

Katherine W. Barnes
Katherine W. Barnes, Chair
Catawba County Board of Commissioners



COUNTY of CUMBERLAND

Board of County Commissioners

TALMAGE S. BAGGETT, JR.
CHAIRMAN

JEANNETTE M. COUNCIL
VICE CHAIRMAN

J. BREEDEN BLACKWELL
KENNETH S. EDGE
JOHN T. HENLEY, JR.
BILLY R. KING
EDWARD G. MELVIN, JR.

MARSHA S. FOGLE
CLERK TO THE BOARD

ANN HYMES
DEPUTY CLERK

November 5, 2003

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The Cumberland County Board of Commissioners, at its meeting on November 3, 2003, adopted the Resolution supporting funding support for enhanced and improved rail service for the State of North Carolina.

I have attached a signed copy for your information.

Sincerely,

Marsha Fogle
Clerk to the Board

Attachment

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

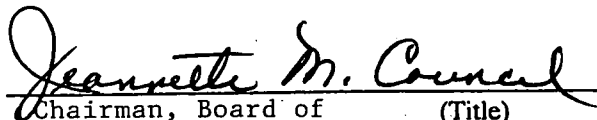
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Cumberland 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 3rd day of November, 2003


Chairman, Board of Commissioners (Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

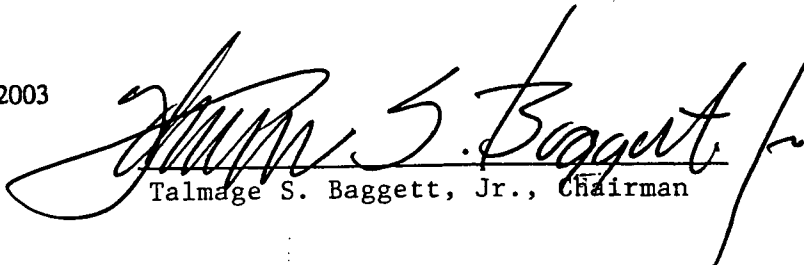
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Cumberland 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 3rd day of November, 2003


Talmage S. Baggett, Jr., Chairman

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Duplin 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 3rd day of November, 2003

ATTEST:

Judy O'Don
Clerk

Larry Howard
(Title)

DURHAM COUNTY BOARD
of
COUNTY COMMISSIONERS

Resolution

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED
AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

WHEREAS, a 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 of passenger rail service; and

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

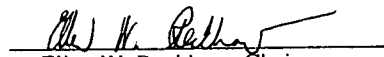
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested;

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

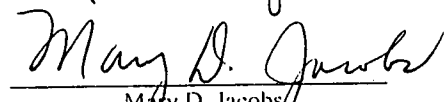
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports:

NOW, THEREFORE, BE IT RESOLVED that we, the members of the Durham County Board of Commissioners, through the adoption of this resolution, fully support 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.

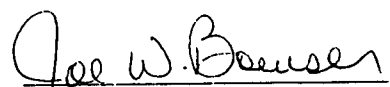
Adopted this 10th day of November, 2003.

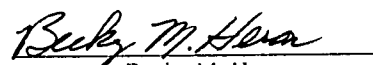

Ellen W. Reckhow, Chairman


Philip R. Cousin


Mary D. Jacobs




Joe W. Bowser, Vice-Chairman


Becky M. Heron



COUNTY OF GRANVILLE, NORTH CAROLINA

141 WILLIAMSBORO STREET, POST OFFICE BOX 906, OXFORD, NORTH CAROLINA 27565

OFFICE OF THE MANAGER
(919) 693-5240

February 4, 2004

Ms. Judith Calvert Ray, Chair
WNC Rail Corridor Committee
93 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

During a regular meeting on February 2, 2004, the Granville County Board of Commissioners adopted the attached Resolution supporting the Statewide Passenger Rail Initiative. The Board appreciates your leadership on this important issue.

If you have any questions, please call.

Sincerely,

J. Dudley Watts, Jr.
County Manager

JDW,Jr./brw
Attachment

pc: NCACC

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balance transportation system both statewide and nationwide as demonstrated in the aftermath of September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalization throughout North Carolina is more than one dollar for every dollar invested; and

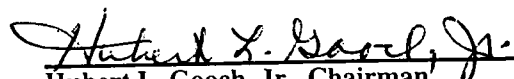
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Granville County Board of Commissioners, 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 2nd day of February 2004

Granville County Board of Commissioners


Hubert L. Gooch, Jr., Chairman

ATTEST:


Clerk to the Board



Harnett
C O U N T Y
NORTH CAROLINA

Board of Commissioners

www.harnett.org

Teddy J. Byrd, Chairman

Beatrice B. Hill, Vice Chairman

Dan B. Andrews

Tim McNeill

Walt Titchener

Kay S. Blanchard, Clerk to the Board

PO Box 759

102 East Front Street

Lillington, NC 27546

ph: 910-893-7555

fax: 910-814-2662

November 7, 2003

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70,
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed is a resolution adopted by the Harnett County Board of Commissioners
in support of a Statewide Passenger Rail Initiative.

Sincerely,

Kay S. Blanchard

Kay S. Blanchard
Clerk to the Board

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL
SERVICE FOR THE
STATE OF NORTH CAROLINA**

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

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

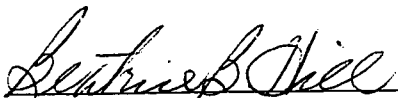
WHEREAS, we applaud the State of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

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.

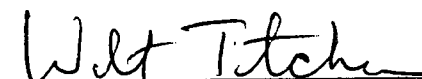
NOW, THEREFORE, BE IT RESOLVED, that the Harnett County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens,, communities and regions.

Adopted this 3rd day of November, 2003.

HARNETT COUNTY BOARD OF COMMISSIONERS


Beatrice B. Hill, Vice Chairman


Dan B. Andrews


Walt Titchener


Tim McNeill



Teddy J. Byrd, Chairman

Beatrice B. Hill, Vice Chairman

Dan B. Andrews

Tim McNeill

Walt Titchener

Kay S. Blanchard, Clerk to the Board

PO Box 759

102 East Front Street

Lillington, NC 27546

ph: 910-893-7555

fax: 910-814-2662

February 27, 2004

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain NC 28711

Dear Ms. Ray:

The Harnett County Board of Commissioners, at its meeting February 2, 2004 adopted the enclosed resolution in support of a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina.

Let me know if you need additional information.

Sincerely,

Neil Emory
County Manager

NE:kb



Teddy J. Byrd, Chairman

Beatrice B. Hill, Vice Chairman

Dan B. Andrews

Tim McNeill

Walt Titchener

Kay S. Blanchard, Clerk to the Board

PO Box 759

102 East Front Street

Lillington, NC 27546

ph: 910-893-7555

fax: 910-814-2662

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL
SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, an increase in state funding for passenger rail service 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, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Harnett County Board of Commissioners, 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.

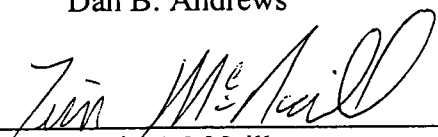
Adopted this 2nd day of February, 2004.

HARNETT COUNTY BOARD OF COMMISSIONERS


Beatrice B. Hill, Vice Chairman


Dan B. Andrews


Walt Titchener


Tim McNeill

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

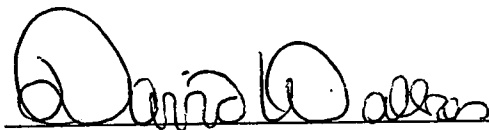
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

McDowell County

NOW, THEREFORE, BE IT RESOLVED, that Board of Comm., 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 1st day of Dec., 2003


Chairman, (Title)
Board of County Commissioners



Parks Helms
<PHelms@helsmhenderson.com>

To: "jcalvert@TycoValves.com" <jcalvert@TycoValves.com>
cc:
Subject: Passenger Rail Service in North Carolina

11/06/2003 02:53 PM

Dear Ms. Ray--

I am pleased to advise you that the Mecklenburg Board of County Commissioners last night adopted the "Resolution in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina." The original will be forwarded to you by the Clerk to the Board.

Thank you for your interest in this initiative.

Yours very truly,

Parks Helms
Mecklenburg Board of County Commissioners
Law Office Address: 301 South Tryon Street, Suite 1500
Charlotte, NC 28202-1923
Law Office Phone: 704/372-4884
Law Office Fax: 704/332-0585
phelms@helsmhenderson.com



MECKLENBURG COUNTY
Clerk to the Board

December 19, 2003

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, N. C. 28711

Dear Ms. Ray:

Enclosed is a copy of the resolution adopted by the Mecklenburg Board of County Commissioners on November 5, 2003 in support of a "Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina."

If you have any questions regarding the enclosed resolution, please contact me at 704-336-2659.

Sincerely,

A handwritten signature in cursive script, reading "Janice S. Paige".

Janice S. Paige
Clerk to the Board

Enclosure

PEOPLE • PRIDE • PROGRESS

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

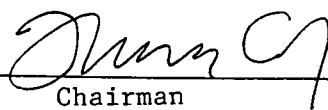
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Mecklenburg 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 5th day of November, 2003


Chairman (Title)

NOV - 5 2003

RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalization throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; and,

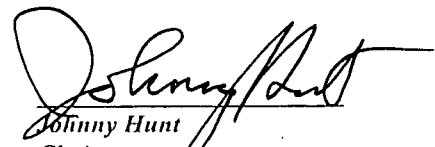
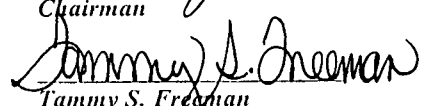
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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) installations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Robeson County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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 3rd day of May 2004.


Johnny Hunt
Chairman

Tammy S. Freeman
Clerk to the Board



Rowan County Board of Commissioners

130 West Innes Street • Salisbury, NC 28144

Steve Blount, Chairman
Gus Andrews, Vice-Chairman
Leda S. Belk
Chad Mitchell
Frank T. Tadlock
Tim Russell, Manager
John Holshouser, Jr., Attorney

Telephone (704) 636-0361
FAX (704) 638-3092

November 6, 2003

WNC Rail Corridor Committee
ATTN: Judith Calvert Ray, Chair
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Attached you will find the following resolution:

**"IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL
SERVICE FOR THE STATE OF NORTH CAROLINA"**

The Rowan County Board of Commissioners, at the November 3, 2003 meeting, unanimously approved this resolution. Copies of the approved resolution were sent to our state legislators.

Should you need further assistance, please feel free to contact our office.

Sincerely,

Rita K. Foil
Clerk to the Board

ENC





Rowan County Board of Commissioners

130 West Innes Street • Salisbury, NC 28144

Resolution

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

WHEREAS, passenger rail service is an integral part of a comprehensive 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 the development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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.

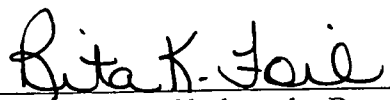
THEREFORE LET IT BE RESOLVED that the Rowan County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

This the 3rd day of November 2003



Steve Blount, Chairman of the
Rowan County Board of Commissioners

ATTEST



Rita K. Foil, Clerk to the Board

BOARD OF COMMISSIONERS

Ray Miller, Chairman
Jeff Duvall, Vice Chairman
Marla Cilley
Rob Davenport
W. David Guice
828-884-3107



COUNTY MANAGER

Arthur C. Wilson, Jr.
828-884-3100
FAX 828-884-3119

28 East Main Street
Brevard, NC 28712

Transylvania County

May 3, 2004

Mr. Jake Gilmer
Land-of-Sky Regional Council
25 Heritage Drive
Asheville, NC 28806

Dear Mr. Gilmer:

Attached please find Resolution 13-04 in Support of a Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for the State of North Carolina which was adopted by a unanimous vote of the Transylvania County Board of Commissioners at their regular meeting held on April 26, 2004.

If you have any questions, please do not hesitate to give me a call.

Sincerely,



Arthur C. "Artie" Wilson, Jr.
County Manager

kc

Enclosure

cc: Members, Board of Commissioners
The Honorable Bob Carpenter
The Honorable Trudi Walend
The Honorable Carolyn Justus
File

**BOARD OF COMMISSIONERS**

Ray Miller, Chairman
Jeff Duvall, Vice Chairman
Marla Cilley
Rob Davenport
W. David Guice
828-884-3107

COUNTY MANAGER

Arthur C. Wilson, Jr.
828-884-3100
FAX 828-884-3119

28 East Main Street
Brevard, NC 28712

Resolution 13-04**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

WHEREAS, passenger rail service is an integral part of a comprehensive transportation system for the State of North Carolina, and 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 support and utilization of transportation improvements by business and commercial interests is essential for the successful deployment of alternative transportation modes in North Carolina; and

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and

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

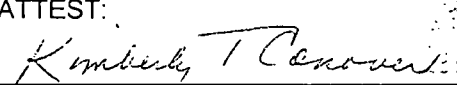
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports,

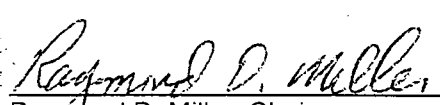
NOW THEREFORE, BE IT RESOLVED, that the Transylvania County Board of Commissioners, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the State of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 26th day of April, 2004.

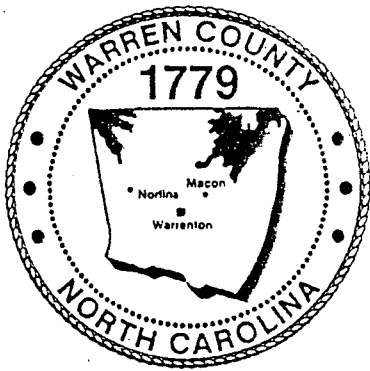
ATTEST:



Kimberly T. Conover, Clerk to the Board



Raymond D. Miller, Chairman
Transylvania County Board of Commissioners



WARREN COUNTY BOARD OF COMMISSIONERS

POST OFFICE BOX 619

WARRENTON, NORTH CAROLINA 27589

Telephone: (252) 257-3115

Fax: (252) 257-5971

Ulysses S. Ross, Chairman
H.E. Luke Lucas, Vice Chairman
Clinton G. Alston
Weldon C. Capps, Jr.
Janet W. Humphries

Loria D. Williams
County Manager

Angelena Kearney-Dunlap
Clerk to the Board

State of North Carolina

County of Warren

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

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

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Warren County Board of Commissioners, 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.

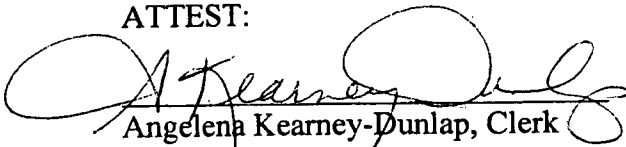
Adopted this the 2nd day of February, 2004

Warren County Board of Commissioners



Ulysses S. Ross, Chairman

ATTEST:



Angelena Kearney-Dunlap, Clerk





County of Wayne

State of North Carolina
BOARD OF COMMISSIONERS

November 4, 2003

Judith Calvert Ray, Chairman
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

On November 4, 2003 the Wayne County Board of Commissioners adopted the enclosed resolution in support of a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina.

Sincerely,

Marcia R. Wilson

Marcia R. Wilson
Clerk to the Board

Enclosure

**NORTH CAROLINA
WAYNE COUNTY**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail services in North Carolina is necessary to support development of intercity rail services that can connect our small urban and rural areas of the state with the urbanized centers of our state; and

WHEREAS, support by local and state elected officials is essential for the future of alternative transportation in North Carolina; and

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

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail services; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

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

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

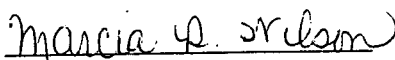
NOW, THEREFORE, BE IT RESOLVED, that Wayne County through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this the 4th day of November, 2003.

Attest:




Atlas Price, Jr. Chairman
Wayne County Board of Commissioners


Marcia R. Wilson
Clerk to the Board

RESOLUTION

A RESOLUTION OF SUPPORT TO IMPROVE RAIL SERVICE(commuter, improved freight and passenger) from WAYNE COUNTY TO THE TRIANGLE AREA.

WHEREAS, all highway access to the Triangle is experiencing gridlock due to insufficient highway capacity and deteriorating roadways; and

WHEREAS, with the potential loss of jobs in our traditional agricultural based economy and the need to replace jobs in the manufacturing and service sectors, and

WHEREAS, over 4500 individuals commute outside of Wayne County daily (according to the 1990 U.S. Census); and

WHEREAS, air quality of this region of the state continues to deteriorate; and

WHEREAS, in order to promote economic development in eastern North Carolina, significant improvements must be made to existing rail lines, particularly freight; and

WHEREAS, there exists a great need to provide direct access to the Triangle transportation system improving access to regional medical centers, Raleigh-Durham International Airport, Triangle colleges and universities, and state government agencies; and

WHEREAS, commuter and passenger rail will reduce the need for massive losses of land required by highway rights of way; and conserve wet lands and protect wild life.

WHEREAS, commuter and passenger rail will increase use of existing infrastructure in counties, and cities outside the Triangle area and provide Triangle employees with optional living accommodations in eastern North Carolina; and

WHEREAS, the rights of way already exist and are mostly owned by the North Carolina Railroad Company; and

WHEREAS, citizens desire a dependable, efficient, safe and especially an affordable mode of transportation; and

WHEREAS, commuter/passenger rail will enhance access to and use of high speed rail service to the southeast and northeast corridors of the United States; and

WHEREAS, the North Carolina Railroad Company is requested to study the feasibility of improving freight service and initiating commuter rail;

NOW, THEREFORE, BE IT RESOLVED by James L. Edwards D6DC
that we support the improvement of freight service and the creation of commuter rail and passenger service in eastern North Carolina.



CABARRUS - ROWAN URBAN AREA METROPOLITAN PLANNING ORGANIZATION

CABARRUS COUNTY • CHINA GROVE • CLEVELAND • CONCORD • GRANITE QUARRY • HARRISBURG • KANNAPOLIS
LANDIS • MOUNT PLEASANT • ROCKWELL • ROWAN COUNTY • SALISBURY • SPENCER

February 24, 2004

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Subject: Resolution to Support Passenger Rail Service by the Cabarrus-Rowan MPO

This letter is to indicate the Cabarrus-Rowan Metropolitan Planning Organization's (MPO) support of a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the state of North Carolina. The Cabarrus-Rowan Transportation Advisory Committee (TAC) voted to support a formal resolution in support of passenger rail service. Please find a copy of the resolution included with this letter.

If you should have any questions regarding this letter or resolution, please contact Phil Conrad or I at (704) 795-7528.

Sincerely,

Mike Nunn, AICP
Executive Director

cc: Mr. Fred Steen, TAC Chair
Mr. Mike Legg, TCC Chair
Mr. Mark Lewis, City of Salisbury
Mr. Dan Mikkelsen, City of Salisbury

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, the Cabarrus-Rowan Metropolitan Planning Organization (MPO) applauds the state of North Carolina for development of comprehensive intercity commuter rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

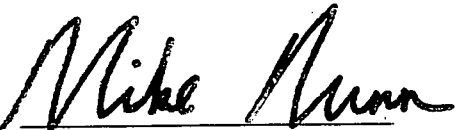
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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 the Cabarrus-Rowan MPO, 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 18th day of February, 2004.


Mike Nunn, Executive Director

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

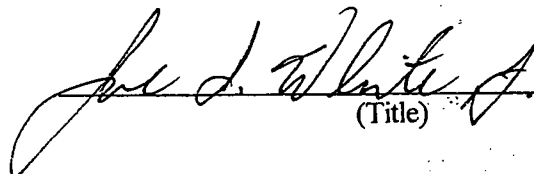
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Centralina Council of Governments, 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 12th day of November, 2003


(Title)



EASTERN CAROLINA COUNCIL • PO BOX 1717 • NEW BERN, NORTH CAROLINA 28563
(P) 252/638-3185 x3024 • (F) 252/638-3187
SPOWELL@ECCOG.ORG

December 5, 2003

Ms. Judy Ray, Western NC Corridor Committee
953 Old US 70
Black Mountain, NC 28711

Dear Ms. Ray,

Enclosed please find a resolution of support for your committee's activities as adopted by the Down East Rural Transportation Planning Organization's Transportation Advisory Committee at their December 4, 2003 meeting. Please keep us updated as this project moves forward. If you need further information, please feel free to contact me at 252/638-3185 x3024 or spowell@eccog.org. Thank you for your work on this project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Shelby Powell", is written over the typed name.

Shelby Powell, Secretary/Transportation Planner
Down East RPO

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 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 service; and

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

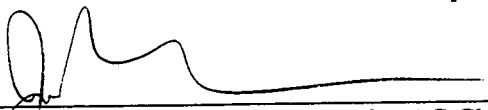
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

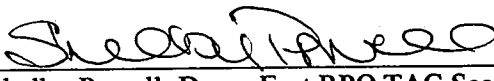
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, BE IT THEREFORE RESOLVED, that the Down East Rural Transportation Planning Organization, 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 4th Day of December, 2003.


Joe McLaughlin, Down East RPO TAC Chairman


Shelby Powell, Down East RPO TAC Secretary

Eastern Carolina RPO

January 7, 2004

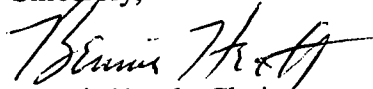
Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway
Black Mountain, NC 28711

Dear Ms. Ray,

Enclosed you will find the North Carolina Statewide Passenger Rail Initiative as passed by the Eastern Carolina RPO on December 18, 2003. This consists of the Eastern NC Counties: Duplin, Greene, Lenoir and Wayne.

Please give me or Jim Daughtry, Eastern Carolina RPO Transportation Planner a call if you have any questions about any of these projects.

Sincerely,



Bennie Heath, Chairman
Eastern Carolina RPO TAC

Enclosure

BH/jd

EASTERN CAROLINA COUNCIL
PO BOX 1717 • NEW BERN, NORTH CAROLINA 28563
(252) 638-3185 EXT: 3002 FAX: (252) 638-3187
JDAUGHTRY@ECCOG.ORG

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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.

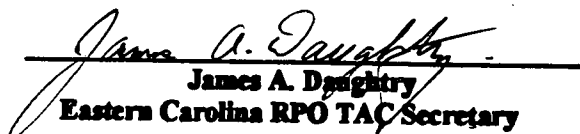
NOW, BE IT THEREFORE RESOLVED, that the Eastern Carolina Rural Transportation Planning Organization, through the adoption of this resolution fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life, and enhance public health, safety, and welfare for all citizens, communities and regions.

Adopted this 18th Day of December, 2004.



Bennie Heath

Eastern Carolina RPO TAC Chairman

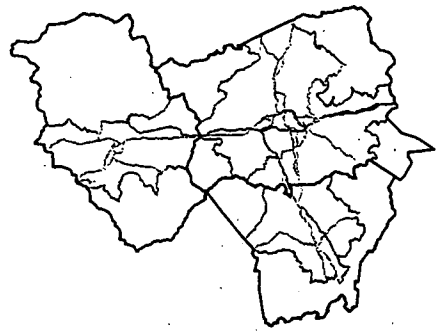


James A. Daughtry

Eastern Carolina RPO TAC Secretary

French Broad River Metropolitan Planning Organization

Regional Partnership for Transportation Planning



January 26, 2004

Judith Calvert Ray
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms Ray:

Enclosed is a copy of the resolution supporting passenger rail service by the French Broad River Metropolitan Planning Organization. The Transportation Advisory Committee passed the resolution on December 11, 2003.

Please let me know if our organization can be of further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Dan Baechtold".

Dan Baechtold, AICP
Coordinator, French Broad River MPO

PO Box 7148

ASHEVILLE, NC 28803

(828) 259-5842 (828) 252 - 4317 (FAX)

www.frenchbroadriverMPO.org

**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED
PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

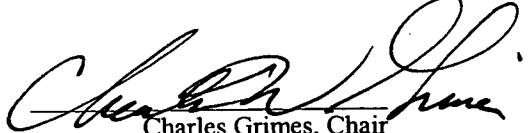
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION ADVISORY COMMITTEE FOR THE FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION THAT:

Through the adoption of this resolution, the Asheville City Council 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.

Read, approved and adopted this 11th day of December, 2003.


Charles Grimes, Chair
Transportation Advisory Committee



City of Goldsboro

P. O. Brawer A
North Carolina
27533-9701

(919) 735-6121

March 17, 2004

Ms. Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed is a copy of a Resolution which was adopted by the Goldsboro Urban Area Transportation Advisory Committee at their meeting on March 11, 2004.

The Resolution expresses the TAC's support for a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the State of North Carolina. The Goldsboro MPO realizes the importance of developing a statewide passenger rail system and wholeheartedly endorses your efforts in this regard.

Please keep us informed as to your progress concerning this issue and if you need additional assistance, please let me know.

Sincerely,

Darryl D. Best
Planner

ssj

Enclosure

RESOLUTION
OF THE GOLDSBORO URBAN AREA
TRANSPORTATION ADVISORY COMMITTEE
EXPRESSING ITS SUPPORT FOR A STATEWIDE INITIATIVE
FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE
FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, the Goldsboro Urban Area applauds the State of North Carolina for development of comprehensive, intercity rail services in urban jurisdiction through the State; and

WHEREAS, There is a vital need to provide a balanced transportation system, both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in State funding for passenger rail service in North Carolina is necessary to support development of intercity rail services that can connect small urban and rural areas of the State with the urbanized centers of the 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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, by the Goldsboro Urban Area Transportation Advisory Committee, 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 11th day of March, 2004.



Chuck Allen, Chairman
Goldsboro Urban Area
Transportation Advisory Committee



KERR-TAR REGIONAL COUNCIL OF GOVERNMENTS

P.O. BOX 709
PHONE (252) 436-2040

510 DABNEY DRIVE
TOLL FREE 866-506-6223

HENDERSON, N.C.

27536

FAX (252) 436-2055

Neil Mallory, Executive Director

March 26, 2004

MEMBER UNITS

COUNTIES

Franklin
Granville
Person
Vance
Warren

MUNICIPALITIES

Bunn
Creedmoor
Franklinton
Henderson
Kittrell
Louisburg
Macon
Middleburg
Norlina
Oxford
Roxboro
Stem
Stewart
Swanton
Windsor
Wilmington
Zionsville

Ms. Judith Calvert Ray
953 Old US Highway 70
Black Mountain, NC 28711

Re: Resolution

Dear Ms. Ray:

I apologize for the delay in getting our Board to review your request to adopt the Resolution Supporting the Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service in North Carolina. We have had some Special Meetings recently where we could not address this issue and had to cancel a meeting due to weather.

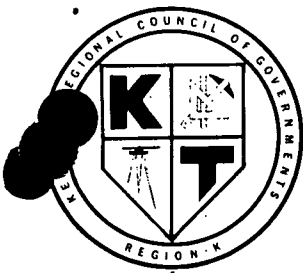
The enclosed Resolution was adopted with unanimous support by the Kerr-Tar Regional Council of Governments' Board of Directors on March 25th. If you should need any additional assistance, please advise.

Sincerely,

A handwritten signature in cursive script, reading "Gina A. Parham".

Gina A. Parham
Senior Administrative Support Specialist

Enclosure



KERR-TAR REGIONAL COUNCIL OF GOVERNMENTS

P.O. BOX 709
PHONE (252) 436-2040

510 DABNEY DRIVE
TOLL FREE 866-506-6223

HENDERSON, N.C. 27536
FAX (252) 436-2055

Neil Mallory, Executive Director

MEMBER UNITS

COUNTIES

Franklin
Granville
Person
Vance
Warren

MUNICIPALITIES

Bunn
Creedmoor
Franklinton
Henderson
Kittrell
Louisburg
Macon
Middleburg
Nortlina
Oxford
Roxboro
Stem
Sioval
nton
sville

RESOLUTION

In Support of A Statewide Initiative for Legislative and Funding Support for Enhanced and Improved Passenger Rail Service for The State of North Carolina

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

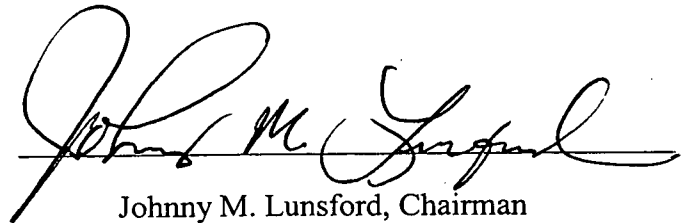
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Kerr-Tar Regional Council of Governments' Board of Directors, 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 25th day of March, 2004.



Johnny M. Lunsford, Chairman

ATTEST:



Neil Mallory, Executive Director

Centralina

where the region
works together

Lake Norman RPO

The Rural Transportation Planning Organization for
Cleveland, Gaston, Iredell and Lincoln Counties

A RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

WHEREAS, passenger 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

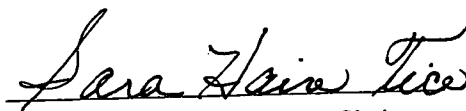
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Lake Norman RPO, 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 on the 25th day of November, 2003.



Sara Haire Tice, TAC Chairman



Land-of-Sky Regional Council

Buncombe • Henderson • Madison • Transylvania Counties

January 14, 2004

Judy Calvert Ray
Western NC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Subject: Land-of-Sky RPO Resolution to Support Passenger Rail Service

Dear Ms. Calvert Ray,

The Land-of-Sky Rural Planning Organization (LOSRPO) fully supports the restoration of passenger rail service to western North Carolina and the creation of a comprehensive passenger rail system to serve the state of North Carolina.

Enclosed is a resolution the LOSRPO adopted on January 9, 2004 stating its support for increased passenger rail service for the state of North Carolina.

Respectfully,



Ray Miller
Chair of Land-of-Sky RPO

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

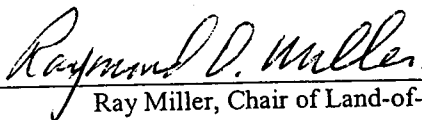
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Land-of-Sky Rural Planning Organization, 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 9th day of January 9, 2004


Ray Miller, Chair of Land-of-Sky RPO



Lumber River Council of Governments

4721 Fayetteville Road
Lumberton, North Carolina 28358
Tel. (910) 618-5533 • Fax (910) 618-5576
E-Mail: lrcog@mail.lrcog.dst.nc.us

March 22, 2004

Judith Calvert Ray
The Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Enclosed please find a copy of the resolution passed by the Lumber River Rural Transportation Planning Organization in support of an enhanced and improved passenger rail service for the State of North Carolina.

Please feel free to contact me at the above number if you have any questions.

Sincerely,


Janet Robertson
Rural Transportation Planner

Member Governments

LADEN COUNTY

Bladenboro - Clarkton
Dublin - East Arcadia
Elizabethtown - Tar Heel
White Lake

HOKE COUNTY

Raeford

RICHMOND COUNTY

Ellerbe - Hoffman - Norman

SCOTLAND COUNTY

Gibson - Laurinburg - Wagram

ROBESON COUNTY

Fairmont - Lumber Bridge - Lumberton
Marietta - Maxton - Orrum
Parkton - Pembroke - Proctorville
Red Springs - Rennert
Rowland - St. Pauls

**LUMBER RIVER RURAL TRANSPORTATION PLANNING ORGANIZATION
RESOLUTION IN SUPPORT OF
A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR
THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 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 interest is essential for the successful deployment of alternative transportation modes in North Carolina; and,

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Lumber River Rural Transportation Planning Organization, 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 11th day of March, 2004



Clinton Willis, Chairperson
Transportation Advisory Committee

**MID-CAROLINA COUNCIL OF GOVERNMENTS
RURAL TRANSPORTATION PLANNING ORGANIZATION**

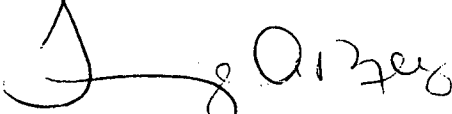
December 1, 2003

Judith Calvert Ray, Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Mrs. Calvert Ray:

Enclosed is a signed resolution of support for the North Carolina Statewide Passenger Rail Initiative. The Mid-Carolina RTAC voted unanimously to support the initiative on November 25, 2003. If you have any questions or require further information, please feel free to call.

Thanks You,



Tammye A. Rey
RPO Coordinator

"PROGRESS THROUGH INTERGOVERNMENTAL COOPERATION"

130 Gillespie Street • P.O. Drawer 1510 • Fayetteville NC 28302 • Phone (910) 323-4191 • Fax (910) 323-9330

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

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WHEREAS, an increase in state funding for passenger rail service 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,

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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,

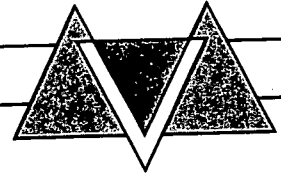
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that Mid-Carolina RPO, 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 25 day of November, 2003

Billy D. Hame
(Title)

PIEDMONT TRIAD COUNCIL OF GOVERNMENTS



Wilmington Building, Suite 201
2216 W. Meadowview Road
Greensboro, North Carolina 27407-3480
Phone 336/294-4950 Fax 336/632-0457
www.ptcog.org

Randall L. Billings, Executive Director

February 19, 2004

Judith Calvert Ray, Chair
Western Carolina Rail Corridor Committee
953 Old US 70
Black Mountain, NC 28711

Ms. Ray:

We are pleased to return to you the enclosed resolution of support of a statewide initiative for passenger rail service in North Carolina, as approved at the February 18th meeting of the Piedmont Triad Rural Planning Organization.

We thank you and your Committee for your leadership on this issue. Please do not hesitate to contact me if you require further information or assistance.

Sincerely,

Hanna Cockburn, AICP
Senior Planner

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 THE PTRPO, 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 18th day of Feb., 2004

Valmadge St Baker
(Title)



CITY OF ROCKY MOUNT
DEPARTMENT OF ENGINEERING

February 12, 2004

Judith Calvert Ray
Chair, Western North Carolina Rail Corridor Committee
953 Old Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The Transportation Advisory Committee of the Rocky Mount Urban Area Metropolitan Planning Organization met on February 10, 2004 and adopted a resolution supporting an enhanced and improved passenger rail service in North Carolina. The signed resolution is attached.

Bob League, AICP
Transportation Planner
City of Rocky Mount

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

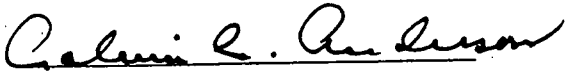
WHEREAS, rail linkages between communities and regions within North Carolina establish and strengthen social, historical, commercial and cultural bonds; and

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 the Transportation Advisory Committee of the Rocky Mount Urban Area Metropolitan Planning Organization, 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 10th day of February 2004.



Calvin C. Anderson
TAC Chairman

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Triangle Area RPO, 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 19th day of February, 2004

Michael Holden Vice Chair
(Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 successful deployment of alternative transportation modes in North Carolina; and,

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

WHEREAS, rail linkages between communities and regions with 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,

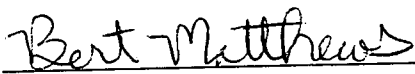
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

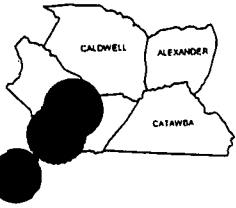
NOW, THEREFORE, BE IT RESOLVED, that the Board of Delegates of the Triangle J Council of Governments, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 19th day of November, 2003

WITNESSETH:


Dee Freeman, Executive Director


Bert Matthews, Chairman



UNIFOUR METROPOLITAN PLANNING ORGANIZATION
736 4th Street SW, PO Box 9026
Hickory, NC 28603

RESOLUTION

**IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

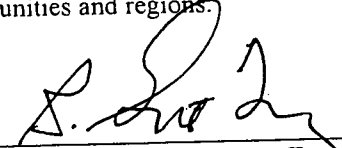
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Unifour Metropolitan Planning Organization (UMPO), 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 29th day of October, 2003.


B. Stuart Terry, Chair
UMPO Transportation Advisory Committee

**RESOLUTION IN SUPPORT OF THE PREFERRED ALTERNATIVE IDENTIFIED
IN THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
"WESTERN NORTH CAROLINA RAIL PASSENGER DEMAND STUDY"
IN EXTENDING PASSENGER RAIL SERVICE TO ASHEVILLE, NORTH CAROLINA**

WHEREAS, in May 1994 the North Carolina Secretary of Transportation directed the Rail Division to determine the feasibility of extending rail passenger service to Asheville, NC; and

WHEREAS, the resulting "Western North Carolina Rail Passenger Demand Study" identified five alternatives for providing service to Asheville; and

WHEREAS, based on an evaluation of each alternative's projected ridership, revenue production and costs, service between Raleigh and Asheville via Salisbury is the preferred alternative for implementation; and

WHEREAS, this preferred alternative route includes stops in Hickory, Valdese and Morganton and calls for the upgrading of the existing passenger rail stations to accommodate passenger rail service; and

WHEREAS, the report also recommends that the state should continue an incremental approach to developing a statewide rail transportation system by producing a State Rail Passenger Plan, improving track and facilities along existing rights-of-way, preparing for high-speed rail in North Carolina, and planning for future rail passenger service to Asheville.

NOW, THEREFORE, BE IT RESOLVED that the WPCOG Policy Board endorses the findings of the Summary Report of the Western North Carolina Rail Passenger Study and specifically the recommendations of the preferred alternative that would establish passenger rail stops in Hickory, Valdese and Morganton and also pledges its support in promoting activities that will build support for service to Western North Carolina.

This 23rd day of May 2000.

ATTEST:

Dr. Glenn P. Deal, Sr., Secretary

Jack Roberts, Chairman



February 27, 2004

**Department of
Transportation**

Ms. Judith Calvert Ray, Chair
The Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, North Carolina 28711

City of Winston-Salem
P.O. Box 2511
Winston-Salem, NC 27102
Tel 336.727.2707
Fax 336.748.3370
www.cityofws.org/dot/

SUBJECT: Resolution in Support of a Statewide Initiative for Legislative and Funding
Support for Enhanced and Improved Passenger Rail Service for North Carolina

Dear Ms. Ray:

In response to your earlier requests for support of a Statewide Passenger Rail Initiative, both the Winston-Salem Urban Area Transportation Advisory Committee (TAC) and the City of Winston-Salem City Council recently reviewed and approved of the above named resolution. Enclosed are two (2) copies of each of the signed resolutions for you and your organization to use.

During the past few years, we have been working in cooperation with the Piedmont Authority for Regional Transportation (PART) and the other Metropolitan Planning Organizations (MPOs) in the Triad to bring passenger rail service back to Winston-Salem. A number of major projects are underway including linking Winston-Salem to the Southeast High Speed Rail system, developing a regional commuter rail system within the Triad, and exploring the possibility of establishing a streetcar and/or light rail system within the City of Winston-Salem.

Approval of these resolutions is a clear indication by our community of the interest and strong desire to establish a comprehensive passenger rail system for North Carolina. Please keep me informed on the progress you and your committee are making.

Sincerely,

Stan Polanis
Director of Transportation

Enclosures

pc: Brent McKinney, Piedmont Authority for Regional Transportation (PART)

**RESOLUTION IN SUPPORT OF
A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE
FOR THE STATE OF NORTH CAROLINA**

A motion was made by TAC Member Walter Marshall and seconded by TAC Member Fred Terry for the adoption of the following resolution, and upon being put to a vote was duly adopted.

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 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 vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

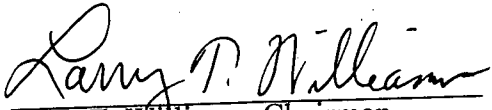
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and

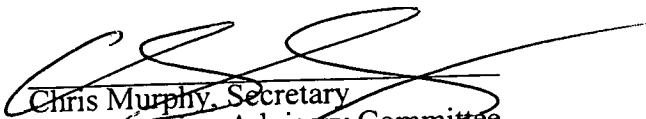
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED by the Winston-Salem Urban Area Transportation Advisory Committee that 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.

BE IT FURTHER RESOLVED by the Winston-Salem Urban Area Transportation Advisory Committee that it supports the statewide plan with specific support for the inclusion of service to Winston-Salem in the comprehensive passenger rail system.

Adopted on this the 19th day of February, 2004.


Larry T. Williams, Chairman
Transportation Advisory Committee


Chris Murphy, Secretary
Transportation Advisory Committee

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

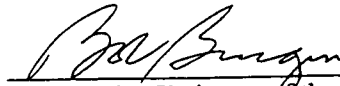
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Asheville Area Chamber of Commerce Board of Directors, 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 25th day of November, 2003



Bob Burgin, Chairman of the Board



BOONE

AREA CHAMBER OF COMMERCE

BOONE AREA CHAMBER OF COMMERCE

208 Howard Street

Boone, NC 28607

828-264-2225

Fax: 828-264-6644

www.boonechamber.com

E-mail: info@boonechamber.com

Serving the Heart of the High Country

January 7, 2004

Mr. Adam Cooper
Governmental Relations Manager
Asheville Area Chamber of Commerce
P.O. Box 1010
Asheville, North Carolina 28802

Dear Adam:

Thank you for sending me the correspondence related to the North Carolina Statewide Passenger Rail Initiative.

We gladly accept the invitation extended to the Boone Area Chamber of Commerce by Judith Calvert Ray to participate as an active member of the Western North Carolina Rail Corridor Committee.

Extending passenger rail service to our mountain communities is one of our Chamber's transportation priorities, and since 1999, we have advocated this position in each Transportation Improvement Program presentation before the North Carolina Department of Transportation.

Now, we are pleased to lend our support to a North Carolina Statewide Passenger Rail Initiative. Our Board of Directors approved the enclosed resolution at its January 6, 2004, meeting.

We believe that passenger rail service between Salisbury and Asheville, with a connecting point in Hickory, will have lasting economic development and tourism benefits for the counties in our service area. We are pleased to be able to join in this unified effort with the Asheville Area Chamber of Commerce and others.

Sincerely yours,

Michael A. Wagoner
President



BOONE

AREA CHAMBER OF COMMERCE

BOONE AREA CHAMBER OF COMMERCE

208 Howard Street

Boone, NC 28607

828-264-2225

Fax: 828-264-6644

www.boonechamber.com

E-mail: info@boonechamber.com

Serving the Heart of the High Country

Resolution of Support

Statewide Initiative to Enhance Passenger Rail Service In the State of North Carolina

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

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

WHEREAS, we applaud the State of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001, tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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.

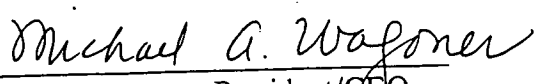
NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Boone Area Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the State of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 6th day of January, 2004.

Signed


Joedy Eller, Chair
Boone Area Chamber of Commerce

Attested


Michael Wagoner, President/CEO
Boone Area Chamber of Commerce

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA.

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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,

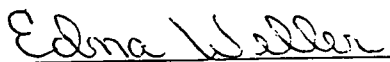
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

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,

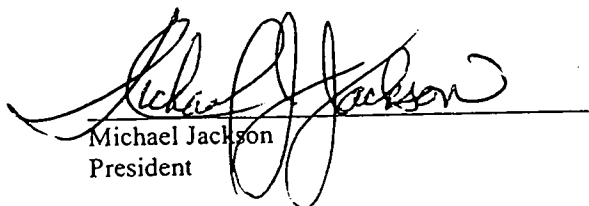
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

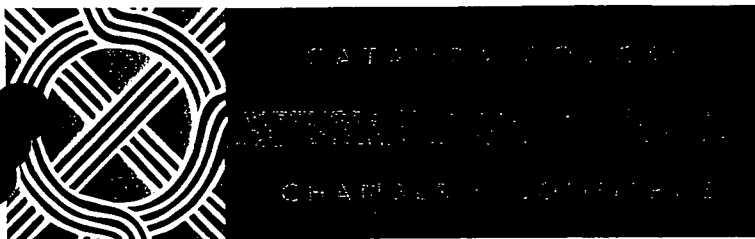
NOW, THEREFORE, BE IT RESOLVED, that the Burke County Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system to serve the state of North Carolina, with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 10th day of November, 2003



Edna Weller
Chairman of the Board


Michael Jackson
President



November 10, 2003

TEL: 828 328 6111

FAX: 828 328 1175

WWW.CATAWBACHAMBER.ORG

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Ray,

Enclosed please find the Catawba County Chamber of Commerce's resolution in support of revitalized and extended freight and passenger rail service for all of North Carolina.

Our Government Affairs Council (GAC) makes decisions and takes positions of support or opposition on behalf of the entire membership of the Catawba County Chamber of Commerce concerning such issues. GAC actually considered and approved the resolution, but it carries the weight of all our members. It is our pleasure to join a rising chorus of entities who see this initiative as a way to further economic development in our state.

Our resolution is modeled on the one you provided, but is not identical. There were some minor changes that we made.

I will point out that during discussion GAC raised the issue of this initiative competing for limited transportation resources. GAC members were very much supportive of the effort and the focus of connecting our communities, urban and rural, together by rail to encourage greater regional growth. In particular, they see great potential for expansion of the heritage travel and tourism industries. They were, however, very concerned that rail development might hinder the investment in our highways that is so badly needed.

Thank you for including us in your efforts. We look forward to working together to accomplish the stated goals for our state.

Best regards,

Joe D. Lutz
Manager of Government and Community Affairs

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

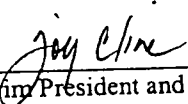
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Catawba County Chamber of Commerce, through the adoption of this resolution by the Government Affairs Council, 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, encourage heritage travel and tourism, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 27th day of October, 2003


Interim President and CEO



CHAMBER OF COMMERCE

Darrell A. Vickers
Group Vice President
Community Development
Public Affairs

December 23, 2003

Judy Calvert Ray
Human Resources Mgr.
Tyco Valves
1281 Old US 70
Black Mountain, NC 28711

Judy,

I think that this is the resolution that you have been collecting. I know that our City Council and County Commission have already passed theirs. I hope that they have sent them back to you. If not then please let me know.

Sincerely yours,

Darrell



201 HAY STREET • P. O. BOX 9

FAYETTEVILLE, NC 28302

(910) 484-4242 EXT. 225 • FAX (910) 483-0263

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Fayetteville Area Chamber of Commerce, 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 8th day of December, 2003



William A. Martin, President
Fayetteville Area Chamber of Commerce

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

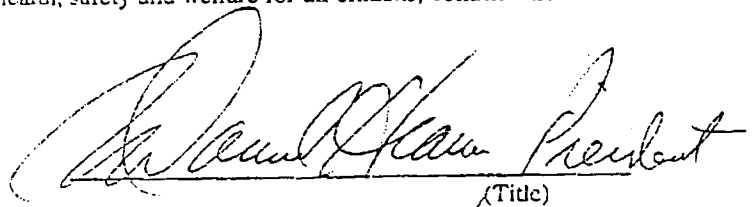
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 The Greater Statesville Chamber of Commerce, 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 21st day of Jan, 2004


(Title)



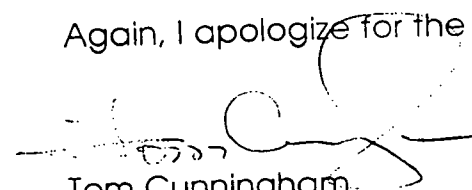
March 2, 2004

Ms. Judith Calvert Ray
Chair
The Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, North Carolina 28711

Dear Ms. Ray:

Enclosed is the Resolution supporting the statewide initiative for Legislative and funding support for enhanced and improved passenger rail service for the state of North Carolina. Sorry for the delay in getting it passed, but hope it will still be of some help in this very important issue for the state.

Again, I apologize for the delay in getting this completed.


Tom Cunningham
Vice President, Community Development
Greater Wilmington Chamber of Commerce



**RESOLUTION IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND
FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE
FOR THE STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail service in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 interest is essential for the successful deployment of alternative transportation modes in North Carolina; and

WHEREAS, this resolution is a vehicle to express the unified support of communities and chambers of commerce throughout North Carolina for increased statewide funding for passenger rail service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Greater Wilmington Chamber of Commerce, 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 at a regular meeting of the Board of Trustees of the Greater Wilmington Chamber of Commerce on March 2, 2004.



A. Scott Cromartie, Chairman
Board of Directors
Greater Wilmington Chamber of Commerce



RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE
OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity passenger rail services throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is several times that for every dollar invested; and,

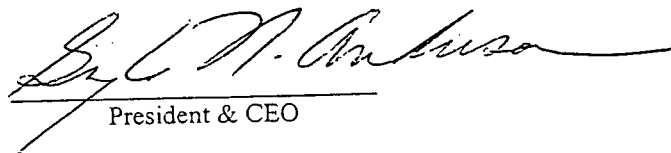
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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 installations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Greater Winston-Salem Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report, 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 27 day of April, 2003


President & CEO



**Greenville-Pitt County
Chamber of Commerce**

**RESOLUTION
IN SUPPORT OF A STATEWIDE INITIATIVE FOR
LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED
AND IMPROVED PASSENGER RAIL SERVICE FOR THE
STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

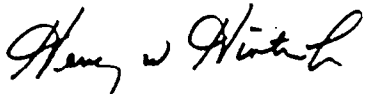
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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,

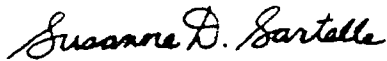
WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Greenville-Pitt County Chamber of Commerce, 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 26th day of February, 2004



Henry W. Hinton, Jr.
Chairman, Board of Directors



Susanne D. Sartelle, CCE
President

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Kinston-Lenoir County Chamber of Commerce, 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 21st day of January, 2004


Chairman of the Board of Directors
Kinston-Lenoir County Chamber of Commerce

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Laurinburg Chamber 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 29 day of JANUARY, 2004

Janet F. Henderson
Ex Vice-President (Type)



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; 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, 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) *installations* and ports.

NOW, THEREFORE, BE IT RESOLVED, that the Lumberton Area Chamber of Commerce, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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 4th day of May, 2004


Chairman of the Board

L U M B E R T O N A R E A C H A M B E R O F C O M M E R C E

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

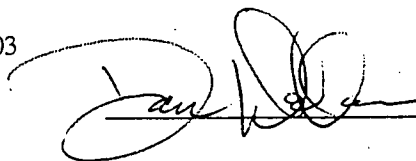
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 The Asheville-Snowden Project, 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 19th day of November, 2003



EXEC. DIRECTOR
(Title)

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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.

MOUNT OLIVE AREA

NOW, THEREFORE, BE IT RESOLVED, that CHAMBER OF COMMERCE, 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 28th day of OCTOBER, 2003

Don M. Carver Chairman of the Board
(Title)



204 East Innes Street • PO Box 559 • Salisbury, NC 28145-0559
704.633.4221 • fax/704.639.1200
www.rowanchamber.com

November 17, 2003

Ms. Judith Calvert Ray
Chair
WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

Thanks for your October 14, 2003 letter regarding the North Carolina Statewide
Passenger Rail Initiative.

As you can see from the enclosed, our Board of Directors has endorsed the proposal.
Please keep up the good work and let us know if we can further support your efforts.

Sincerely,

A handwritten signature in black ink, appearing to be "RH" or "RW" with a stylized flourish.

Robert H. Wright
President

RHW:ao

Enclosure

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 Rowan County Chamber of Commerce, Inc., 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 17th day of Nov., 2003

Erie P. Slipp

Board Chair
(Title)



Union County
Chamber of Commerce
Vision2020

November 21, 2003

Ms. Judith Calvert Ray
Chair
Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Ray:

The Board of Directors of the Union County Chamber of Commerce has adopted the enclosed resolution in support of creation of a comprehensive passenger rail system to serve the state.

We feel this alternative form of transportation will further economic opportunity, relieve traffic congestion, help preserve the environment and improve quality of life in our state.

Best wishes in your quest for a Statewide Passenger Rail Initiative.

Sincerely,

James G. Carpenter
President

Enclosure

903 Skyway Drive, PO Box 1789, Monroe, NC 28111 704-289-4567



RESOLUTION - BOARD OF DIRECTORS UNION COUNTY CHAMBER OF COMMERCE
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of September 11, 2001 tragedies; and

WHEREAS, an increase in state funding for passenger rail service 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 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 service; and

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and

WHEREAS, the associated improvements 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 the Union County Chamber of Commerce, 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 21st day of November 2003.

A handwritten signature in black ink, appearing to read "Karl Cahoon".

Karl Cahoon, Chair

A handwritten signature in black ink, appearing to read "Jim Carpenter".

Jim Carpenter, President

WILSON CHAMBER

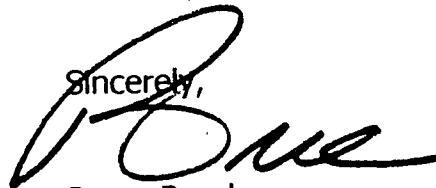
February 4, 2004

Ms. Judith Ray
The Western Carolina Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 27811

Dear Ms. Ray:

Enclosed are the resolution signatures that you inquired about concerning the North Carolina Statewide Passenger Rail Initiative. We appreciate your interest in our help and we were glad to be of assistance. If there is any thing else that you may need from us, please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bruce Beasley', written in a cursive style.

Bruce Beasley
President

**RESOLUTION BY THE WILSON CHAMBER OF COMMERCE
IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING
SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE
STATE OF NORTH CAROLINA**

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

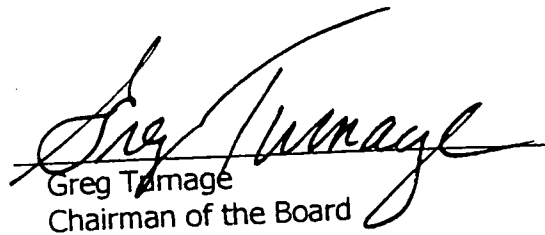
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the WILSON CHAMBER OF COMMERCE, 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 4th day of February, 2004


Greg Tarnage
Chairman of the Board

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 THE BLACK MOUNTAIN ECONOMIC DEVELOPMENT COMMITTEE, 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 15 day of JANUARY, 2006

Ray Stewart Chairman
(Title)

Carolinas Association For Passenger Trains
P.O. Box 35571
Charlotte, NC 28235

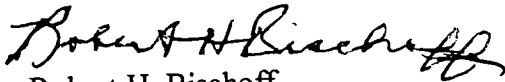
February 24, 2004

Attn: Judith Calvert Rav
The Western NC Rail Corridor Committee
953 Old US Hwy 70
Black Mountain, NC 28711

Dear Ms. Rav,

As Secretary of the Carolinas Association For Passenger Trains I hereby certify that the enclosed resolution supporting a statewide initiative for improved rail passenger service within North Carolina, signed by our President Martin Wheeler, Jr., was adopted by our membership on February 14, 2004.

Sincerely,


Robert H. Bischoff
Secretary-CAPT

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of
comprehensive intercity rail services in urban jurisdictions throughout the
state; and,

WHEREAS, there is a vital need to provide a balanced transportation system
both statewide and nationwide as demonstrated in the aftermath of the
September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

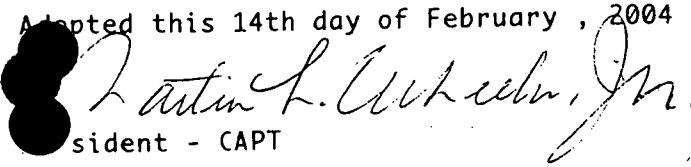
WHEREAS, the average return on investment for the surrounding community for
station revitalizations throughout North Carolina is more than one dollar
for every dollar invested; and,

WHEREAS, the associated improvements 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 The Carolinas Association for Passenger
Trains, 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 14th day of February, 2004


President - CAPT



Carteret County, Where Business is a Pleasure!

2004-2005
Board of Directors

President

Derryl Garner
Mayor, Town of Newport

Vice-President

William L. "Buck" Fugate
Arrowhead Campgrounds
Mayor, Indian Beach

Secretary-Treasurer

Gaye Mashburn
Wellons Enterprises

Advisory Board Chairman

Dr. Joe Barwick
Carteret Community College

Craig Conrad
Carteret-Craven Electric
Cooperative

Cass Flowers
Sports Center

Dick Futrell
Retired Bank Executive

Denny Glasgow
C-21 Coastal Properties

Ray Muns
Carteret County
Board of Commissioners

Russell Norris
Parker Marine Enterprises

John Warrington
Beaufort Yacht Sales

John Langdon
Carteret County Manager
ex-officio

Dave Inscoc
Executive Director

Shirley Powell
Assistant Director

3615 Arendell Street
Morehead City NC 28557
252.222-6120
800.462.4252
fax 252.222-6124
edc@carteret.edu
www.carteretedc.com

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR
ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE
STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the Carteret County Economic Development Council, 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 15th day of July, 2004

President

Secretary

OK 1/25/03

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT
FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF
NORTH CAROLINA

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

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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.

ASHEVILLE CHAPTER
NRHS.
NOW, THEREFORE, BE IT RESOLVED, that _____, 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 25th day of NOVEMBER 2003

Barclay Bonthe

PRESIDENT
(Title)

CITIZENS FOR TRANSPORTATION



A L T E R N A T I V E S

November 10, 2003

Ms. Judith Calvert Ray
Chair, WNC Rail Corridor Committee
953 Old US Highway 70
Black Mountain, NC 28711

Dear Ms. Calvert Ray,

NC Citizens for Transportation Alternatives is delighted to support the WNC Rail Corridor Committee's efforts to expand passenger rail service in North Carolina. We look forward to working with you on this endeavor. Attached is a signed copy of your resolution.

We would be delighted if your organization could also support the NCCTA platform. Improved rail service is a major goal of ours, and we are seeking to accelerate planning and improve state funding for rail projects and the other transportation modes that will interface well with passenger rail stations. On a personal note, I will add that passenger rail has always been a passion of mine, and I applaud your efforts on this issue. I have attached a copy of our platform and endorsement form. Feel free to contact me if you have any questions.

Sincerely yours,

Caleb Southern
Project Coordinator
NC Citizens for Transportation Alternatives

Attachments: WNC Rail Corridor Committee resolution, signed
NCCTA Platform
NCCTA Endorsement Form

RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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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

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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 NC Citizens for Transportation Alternatives, 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 12th day of November, 2003

Caleb Southern, Project Coordinator
(Name) (Title)



RESOLUTION

IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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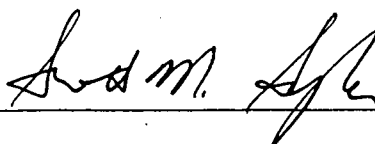
WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

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 ~~North Carolina Railroad~~ 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 15 day of April, 2004


(Title)

President



Judy Ray

03/15/2004 07:38 AM

To: "Cara Crisler" <caracrisler@ncsmartgrowth.org>
cc: <jcalvert@TycoValves.com>
Subject: Re: Resolutions Passed

Thank you so much, Cara, for your support and leadership for this effort. We look forward to receiving your resolution to add to the growing number of supporters for this effort. We plan a meeting in April in Raleigh to discuss our next steps. We will be in touch in the future. Thank you again, regards, Judy Ray

"Cara Crisler" <caracrisler@ncsmartgrowth.org>



"Cara Crisler"
<caracrisler@ncsmartgrowth.org>

03/12/2004 03:16 PM

To: <jcalvert@TycoValves.com>
cc:
Subject: Re: Resolutions Passed

Hello Judy,

I wanted to let you know that on March 5, 2004, the Board of Directors of the North Carolina Smart Growth Alliance unanimously passed the resolution in support of a statewide initiative for legislative and funding support for enhanced and improved passenger rail service for the state of North Carolina.

Many thanks for the work you're doing and be sure to let us know how we may be of future support.

-Cara

~~~~~  
Cara Crisler, Executive Director  
North Carolina Smart Growth Alliance  
Inspiring choices that enrich our communities

205 W. Main St., Suite 211  
Carrboro, NC 27510  
(919) 928-8700  
[www.ncsmartgrowth.org](http://www.ncsmartgrowth.org)

## RESOLUTION

### IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity rail services in urban jurisdictions throughout the state; and,

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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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

WHEREAS, the associated improvements 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 the NC Smart Growth Alliance, 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 5<sup>th</sup> day of March, 2003

Chris M. Cusler Executive Director  
(Title)





## RESOLUTION

### IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

#### Trustees

##### **Chairperson**

Sandy Carmany  
Greensboro TAC

##### **Vice-Chairperson**

Gloria Whisenhunt  
Forsyth County

##### **Treasurer**

Larry Williams  
Winston-Salem TAC

##### **Secretary**

Arnold Koonce  
High Point

Fred Terry  
Winston-Salem

Joe Barbour  
Burlington

K. Holiday  
Greensboro

Fred Sink  
Davidson County

Nancy Dunn  
Doug Galyon  
NCCOT Board Members

John Patterson  
Alamance County

Bill Whiteheart  
Airport Commission of FC

Bob Landreth  
Guilford County

Larry Warlick  
High Point TAC

Ed Hooks  
Burlington TAC

Dr. Otis Tillman  
Piedmont Triad Airport

Joe Frye  
Rockingham County

Dr. J. J. Jey  
Rockingham 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,

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

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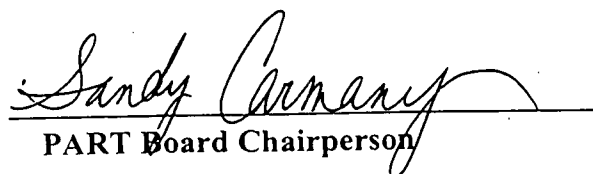
**WHEREAS**, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

**WHEREAS**, an integrated passenger rail system will enhance accessibility and reliability for key military locations and ports.

**NOW, THEREFORE, BE IT RESOLVED**, that the PART Board of Trustees, 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.

**BE IT FURTHER RESOLVED**, that the PART Board of Trustees supports the statewide plan with specific support for the inclusion of service to Winston-Salem in the comprehensive passenger rail system.

Adopted this 12<sup>th</sup> day of November, 2003

  
PART Board Chairperson



Rowan County Tourism Development Authority  
204 E. Innes St., Suite 120 • Salisbury, NC 28144  
800.332.2343 • 704.638.3100 • FAX 704.642.2011  
www.visitsalisburvnc.com • visitorinfo@visitsalisburvnc.com

## RESOLUTION

### IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE AND FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, the Rowan County Tourism Development Authority applauds the state of North Carolina for development of comprehensive intercity commuter rail services in urban jurisdictions throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide; and,

WHEREAS, an increase in state funding for passenger rail service 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 throughout North Carolina for increased statewide funding for passenger rail service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is more than one dollar for every dollar invested; and,

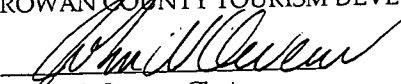
WHEREAS, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of North Carolina and visitors to our state; and,

WHEREAS, 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,

NOW, THEREFORE, BE IT RESOLVED, that the Rowan County Tourism Development Authority, 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 18th day of August, 2004

ROWAN COUNTY TOURISM DEVELOPMENT AUTHORITY

  
John W. Owens, Chairman

## RESOLUTION

### IN SUPPORT OF A STATEWIDE INITIATIVE FOR LEGISLATIVE (AND) FUNDING SUPPORT FOR ENHANCED AND IMPROVED PASSENGER RAIL SERVICE FOR THE STATE OF NORTH CAROLINA

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

WHEREAS, we applaud the state of North Carolina for development of comprehensive intercity (commuter) *passenger* rail services (in urban jurisdictions) throughout the state; and,

WHEREAS, there is a vital need to provide a balanced transportation system both statewide and nationwide as demonstrated in the aftermath of the September 11, 2001 tragedies; and,

WHEREAS, an increase in state funding for passenger rail service 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 service; and,

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

WHEREAS, the average return on investment for the surrounding community for station revitalizations throughout North Carolina is *several times that* (more than one dollar) for every dollar invested; 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,

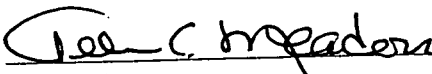
WHEREAS, the associated improvements to rail facilities will increase the efficiency and safety of rail service, help attract new freight traffic and provide environmental benefits by reducing the impact of truck traffic on North Carolina's highways and by reducing harmful emissions; and,

WHEREAS, an integrated passenger rail system will enhance accessibility and reliability for key military (locations) *installations* and ports.

NOW, THEREFORE, BE IT RESOLVED, that The University of North Carolina at Pembroke, through the adoption of this resolution, fully supports the creation of a comprehensive passenger rail system, *based upon the Intercity Rail Passenger Service Recommendations of the Transit 2001 Commission's Report*, 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.

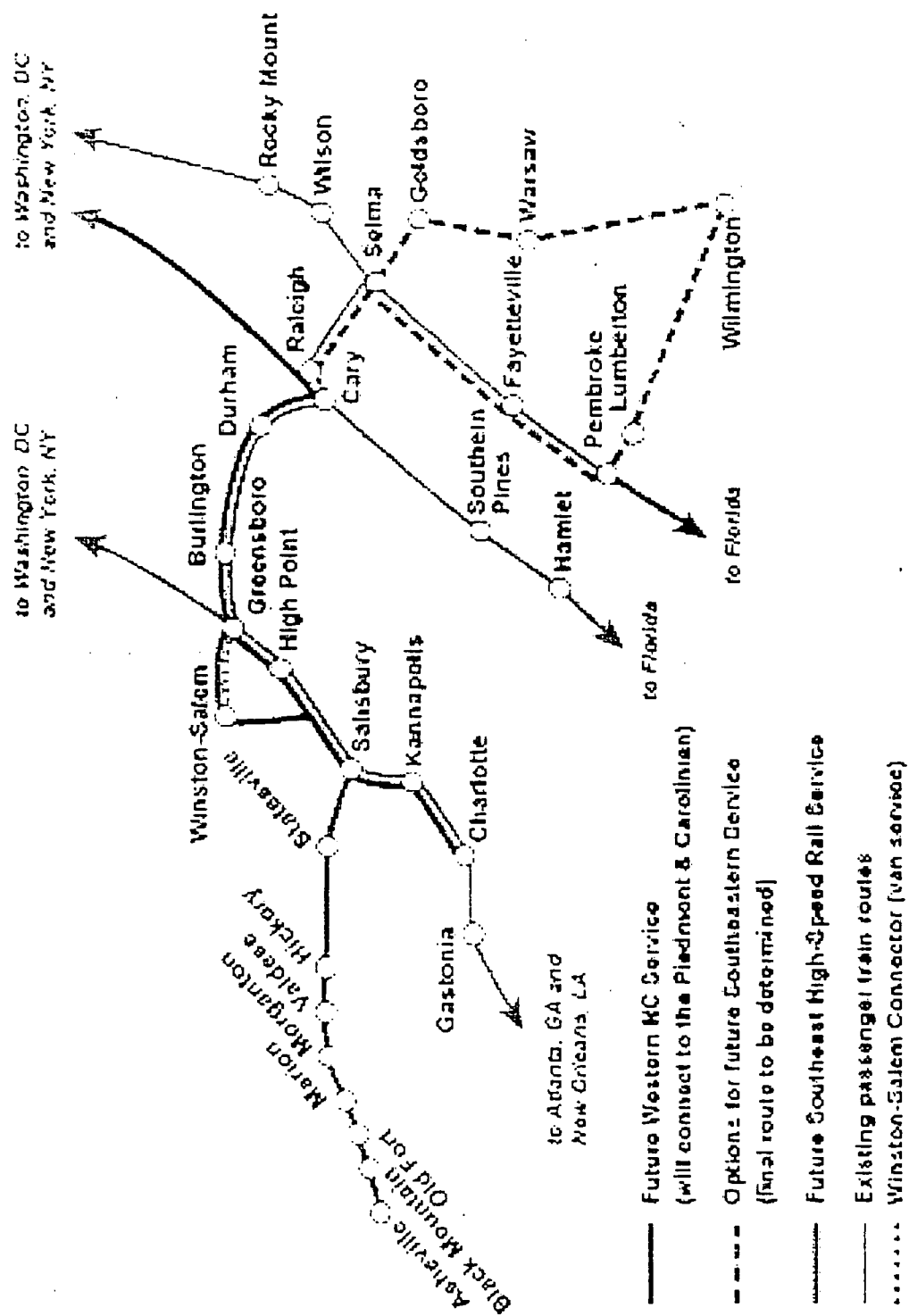
Adopted this 30<sup>th</sup> day of April, 2004

THE UNIVERSITY OF NORTH CAROLINA AT PEMBROKE

By:   
Chancellor

Witness:

  
Special Assistant to Chancellor



**NCDOT  
RAIL DIVISION**

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**FUTURE SERVICE**

Western NC

Southeastern NC

Charlotte Area-CATS

Triad Area-PART

Triangle Area-TTA

**PASSENGER TRAINS**
**HIGH SPEED RAIL**
**STATION IMPROVEMENTS**
**SAFETY INITIATIVES**
**TRACK IMPROVEMENTS**
**INDUSTRIAL ACCESS**
**CORRIDOR PRESERVATION**
**QUICK LINKS**

## Future Service

As North Carolina's population and traffic grow, development of rail transportation becomes increasingly important as an alternative to auto and air transport for both freight and passengers. The Department of Transportation works with local communities and host railroads to plan for future services that will meet these growing transportation needs.

### Expanding Service to Western North Carolina

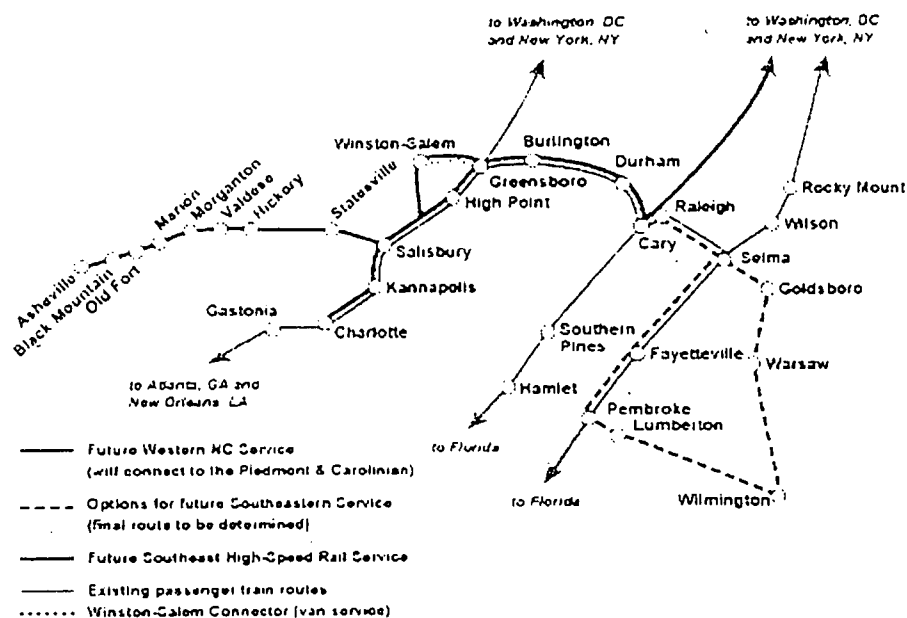
In March 2001, the department adopted a phased plan to extend passenger rail service to Asheville and western North Carolina. The plan includes renovating or building train stations that incorporate other uses. Current budgetary constraints have prompted the NCDOT to delay the return of passenger rail service to the mountains. In the meantime the department will continue to work with communities on station renovations and rail safety improvements.

### Expanding service to Southeastern North Carolina

In May 2001, the department released results of a feasibility study that indicated there is interest in passenger rail service to/from Wilmington. More detailed studies are underway to determine costs and needed improvements before a specific route can be identified.

### Implementing high-speed rail

In October 2002, the Federal Railroad Administration and Federal Highway Administration confirmed and approved the preferred Southeast High-Speed Rail corridor. North Carolina and Virginia are now identifying the next steps necessary to develop high-speed rail in each segment of the corridor and soon will begin more detailed environmental and engineering studies to examine different track configurations.



Improving travel time

To reduce travel time for both freight and passenger trains along the existing passenger rail corridor, the NCDOT has partnered with the North Carolina Railroad and Norfolk Southern to improve the busy Raleigh to Charlotte rail corridor. Construction began in summer 2002 to modify portions of track and install a new train control system. Work is scheduled to be completed in 2004.

**Commuter services**

At the local level, the NCDOT is working with area transit authorities to plan commuter rail services for the greater Charlotte, Triangle and Triad regions.

For more information about commuter rail and transit plans in the major metropolitan areas, visit the following websites.

Triangle area - [www.ridetta.org](http://www.ridetta.org)

Charlotte area - [www.charmeck.nc.us/citransit](http://www.charmeck.nc.us/citransit)

Triad area - [www.partnc.org](http://www.partnc.org)



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**PASSENGER TRAINS**

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**CORRIDOR PRESERVATION**

**QUICK LINKS**

## SOUTHEASTERN NORTH CAROLINA

[Southeastern North Carolina Passenger Rail Study – May 2001 \(216K PDF\)](#)  
[Study finds potential for train service to southeastern North Carolina – news release 5-24-01](#)

In May 2001 Southeastern North Carolina Passenger Rail Feasibility Study evaluated three possible routes for rail service to Wilmington and the southeastern part of the state. The study indicated strong interest in passenger train service along the Wilmington- Raleigh routes and recommended that the department conduct more detailed analysis to help determine the best possible route. The final report, which will identify the total estimated costs, as well as the best route for passenger service, and cost-benefits of enhanced freight service, will be completed by early 2004.



### Station Assessment Summer 2001

The department conducted an inventory of existing station facilities at all of the proposed station stops along each of the proposed routes.

### Travel surveys April-June 2002

The department surveyed citizens at local festivals in Goldsboro and Fayetteville to assess travel patterns and attitudes about rail travel. Further traffic intercept surveys will be conducted later this spring along US 117 in Goldsboro and NC 87 in Fayetteville.

### Ridership and revenue forecasts May-August 2002

Compare existing rail passenger counts, travel data, train operating costs and transportation models to estimate potential ridership and revenue for both of the alternative routes.

### Track capacity and signal improvement study Summer 2003

Analyze freight train movement and traffic volume. Thoroughly examine existing track conditions and study necessary track and signal improvements needed to safely and efficiently accommodate freight and passenger rail service. The study should take 6-8 months to complete

### Rail improvement and port study May-October 2002

Examine the potential for enhanced freight service from the Port of Wilmington throughout the southeastern region. Evaluate potential regional and local economic impacts and cost-benefit of constructing 27 miles of track on the preserved rail corridor between Wallace and Castle Hayne.

### Equipment and mechanical cost analysis

Evaluate potential costs to purchase/refurbish rail cars, operate and maintain the train.

### Station conceptual designs

Design conceptual plans for station renovation or construction along either possible route.

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**PASSENGER TRAINS****HIGH SPEED RAIL****STATION IMPROVEMENTS****SAFETY INITIATIVES****TRACK IMPROVEMENTS****INDUSTRIAL ACCESS****CORRIDOR PRESERVATION****QUICK LINKS**

## Planned Service to Western North Carolina

Western North Carolina Rail Operations & Station Right-of-Way Acquisition - April 2002 report

Western North Carolina Passenger Rail Study - March 2001 report

Plans unveiled for western North Carolina train service - news release 3-5-01

The North Carolina General Assembly in 2000 directed the North Carolina Department of Transportation to study the feasibility of providing passenger rail service to western North Carolina. The March 2001 Western North Carolina Passenger Rail Study, which updated a similar report from 1997, recommended a phased implementation for passenger service and outlined the costs associated with each phase, as well as criteria to measure service performance. During the course of the studies, the operation and number of freight trains in the corridor increased markedly as Norfolk Southern added and rerouted trains between Salisbury and Asheville.



In April 2002, the department submitted to the General Assembly a summary of costs to make necessary track and signal improvements to safely and efficiently accommodate the 37 existing freight trains and four proposed passenger trains. Based on the state's current financial status and cost of track improvements, the NCDOT has recommended delaying the start of passenger train service to western North Carolina. The delay could likely push the start date for train service back to 2008.

In the meantime, the NCDOT will continue to work with communities in western North Carolina to renovate historic stations that will incorporate other community uses. The department also will continue partnering with communities along the route to develop a program of safety improvements to prevent train-vehicle crashes at railroad crossings between Salisbury and Asheville.

## Revised Schedule to Implement Passenger Train Service

### PHASE 1

**Acquire property and renovate 6 historic stations** 2000-2003  
Begin acquiring property for and rehabilitating stations in Statesville, Hickory, Morganton, Marion, Black Mountain and Old Fort. The renovated stations also will incorporate other community uses such as a visitors center, restaurant, bakery, police substation and museum. Architectural firms were selected in March 2002 to begin conceptual designs and construction drawings to renovate the historic stations.

**Acquire property for stations in Asheville & Valdese** 2002-2003



**PHASE 2****Design two new stations and remodeling for one station 2003**

Complete designs for new stations in Valdese and Asheville and renovation of Salisbury's station.

**Begin negotiations with Norfolk Southern/Amtrak..... postponed**

The NCDOT and Amtrak must negotiate an operating agreement with Norfolk Southern, who owns the track, in order to use the railroad that runs between Salisbury and Asheville. These negotiations will begin once a decision is reached to make the infrastructure improvements.

**Make needed track improvements..... postponed**

In March 2002, the NCDOT completed a study with Norfolk Southern Railway Corporation and The Woodside Consulting Group that identified and evaluated improvements needed to add passenger trains to the already busy stretch of railroad between Salisbury and Asheville. The study identified \$134.7 million in necessary track and signal improvements to safely and efficiently accommodate the 37 existing freight trains and four proposed passenger trains. Work includes extending or building sidings to allow trains to pass each other along the single-track railroad, upgrading tracks and bridges to accommodate higher train speeds and installing train control signals to facilitate efficient train operations.

**PHASE 3****Build platforms and make track improvements postponed**

Build boarding platforms and make necessary track improvements for the stations in Statesville, Hickory, Morganton, Marion, Old Fort, Black Mountain.

**Construct stations for Asheville & Valdese postponed**

The NCDOT also will make station, track and platform improvements in Salisbury during this phase

**PHASE 4****Secure equipment postponed**

Purchase a new locomotive and begin refurbishing used passenger train equipment including: two coaches, a baggage car, a food service/lounge car and a combination coach/baggage car. These railcars would operate as part of a pool of equipment - also used to provide daily Piedmont service.

**Build maintenance facility in Spencer postponed**

Renovate an equipment maintenance facility at the Transportation Museum in Spencer to make moderate repairs and service the train.

**PHASE 5****Recruit and train crews postponed**

Recruiting and training crews to operate the train is the final step before beginning passenger rail service

**Operate passenger trains postponed**

Passenger train service would run between Salisbury and Asheville and connect to the Piedmont and Carolinian trains.

November 29, 2004

**MEMORANDUM**

**TO:** Members, Expanding Rail Service Committee

**FROM:** Representative Louis Pate, Co-chair  
Representative Ray Rapp, Co-chair

**SUBJECT:** Meeting Notice

There will be a meeting of the Expanding Rail Service Committee:

DAY: Wednesday TIME: 1:00 p. m.  
DATE: December 15, 2004  
LOCATION: 643 LOB

Please advise Chris Floyd, Committee Assistant, at (919) 733-5849, or e-mail [Railserviceca@ncleg.net](mailto:Railserviceca@ncleg.net) if you will be unable to attend.

Posted: November 29, 2004

cc: Committee X  
Record  
Interested Parties X

**House Interim Committee on Expanding Rail Service**

**December 15, 2004**

**1:00 p.m.  
Room 643LOB**

**AGENDA**

Chairs: Representatives Pate and Rapp

**Freight Rail and Economic Development Issues**

- CSX Transportation
  - G. Craig Camuso, Regional Vice President
- The Rail System and the State's Military Bases
  - Colonel Al Aycock, Garrison Commander, Fort Bragg
- North Carolina Railroad Company
  - Scott Saylor, President
- Short Line Railroads in North Carolina: Capital Needs and Economic Development
  - Todd Burchette, General Manager, Yadkin Valley Railroad and Vice President, Railway Association of North Carolina
- North Carolina State Ports Authority
  - Gail C. McDonald, Director of Intergovernmental Relations
- Logistics in Eastern North Carolina
  - Earl F. Brinkley, President, Accu-Track Logistics, LLC
- Economic Feasibility Study – Restoration of Castle Hayne-Wallace Rail Corridor
  - Pat Simmons, Director, Rail Division, DOT

## **MINUTES**

### **HOUSE INTERIM COMMITTEE ON EXPANDING RAIL SERVICE**

**December 15, 2004**

**1:00 PM**

**Room 643 Legislative Office Building**

The House Interim Committee on Expanding Rail Service met on Wednesday, December 15, 2004 at 1:00 PM in Room 643 of the Legislative Office Building. Committee Members in attendance were: Representatives L. Pate, R. Rapp, C. Allred, M. Dickson, B. Earle, R. Eddins, M. Gillespie, B. Goforth, M. Hilton, D. Ross, F. Steen, R. Sutton, T. Wright and Staff Giles Perry and Bob Weiss.

Representatives Rapp and Pate presided with Representative Rapp calling the meeting to order at 1:00 PM. He acknowledged the staff and the Sgt.-at-Arms including Charles Williams, Thomas Wilder and James Worth. He announced that the next meeting is scheduled for January 11, 2005 at 1:00 in room 1027. Governors Hunt and Martin have been invited to the next meeting. Representative Rapp wanted those who had just joined us to understand what the Committee is all about: developing an integrated rail plan for passenger and freight service for the State of NC. For those in the west and east, that is making sure that we really talk about a "one" North Carolina and we are part of that overall integrated plan. He further stated that our concerns are about how we can improve safety, speed, efficiency and access to freight and passenger service. We hope for some recommendations from this Committee or if this Committee were to morph into a joint House/Senate Committee during the regular session that we could help move this process along. Finally, in terms of economic development of our state, we hope that it will be tied to improved and enhanced freight and passenger service.

Representative Pate welcomed committee members and guests, recognizing Leigh McNairy, NC Assistant for Military Affairs Liaison Officer, who works with Lt. Governor Beverly Perdue on the BRAC Commission and all of the military support that we are trying to garner for North Carolina. He also recognized Laura Wilson from the Secretary's Rail Advisory Council and the State Ports Authority Board.

### **Presentations**

G. Craig Camuso, Regional Vice President of Public Affairs for the Southeast Region of CSX Transportation and based in Atlanta, spoke on CSX transportation being the largest "class one" railroad east of Atlanta. Mr. Camuso recognized Lyman Cooper, retired Vice President of the State Relations for CSX in North Carolina, Angie Harris and Chuck Neely who represent CSX on a day-to-day basis in North Carolina and Nelson High, Public Safety Coordinator for North and South Carolina and based in Rocky Mount. Safety is the number one priority for those who work and live and cross near our railroad tracks. The NC system to CSX is an important part of our company franchise. Likewise, CSX is an important part of

the transportation system for NC. CSX operates and maintains over 1100 miles of track handling nearly 170 thousand carloads of freight annually throughout the state. We serve approximately 400 industries in NC, shipping tons of cement, coal, corn, granite and marble. In 2003, CSX invested \$23 million to maintain and upgrade tracks and we worked very closely with your Department of Transportation to ensure safety at the more than 1500 grade crossings here utilized by the motoring public in NC. In no other state in which I am involved can I say is there a DOT that is as active and cares about safety like the NC DOT. Railroads can move one ton of freight three times as far on a gallon of fuel and the emission rate for railroads on a ton-mile basis is far below that of trucks. The railroad industry is the most capital-intensive industry in America and as percentage of revenue; capital expenditures for the railroad are 8% higher than that of the next most capital-intensive industry. It is becoming increasingly more difficult in spite of our growing revenues to meet the cost of our capital and our projections for the amount of freight that will be moved over the rail in coming years. Growth will mandate for the railroads critical infrastructure needs including longer sidings, improved signalization, higher clearance terminals, and even heavier bridges and that also holds true for our operations here in NC. A recent study from the American Association of State Highways and Transportation Officials, AASHTO, says if improvements are not made in the freight rail system the nation's freight transportation system will weaken; and shippers, highway users and communities will pay the social, economic, and environmental costs. That is why CSX has embraced forming public private partnerships and believes that assisted public funding for freight rails will derive immediate social and environmental benefits for the citizens of states that participate in such initiatives. CSX will evaluate programs and enter into partnerships where we believe all participating parties, including passenger projects, can realize success. (See attachment # 1)

Representative Ross asked how much money for some of the infrastructure needs could come from the US-DOT budget and how much you expect to get from the State budget? Mr. Camuso stated that any project would again depend on a project-by-project basis. Based on the partnership we would be searching for would involve federal as well as state funds and of course significant involvement from CSX.

Representative Rapp asked for examples of successful public-private partnerships and what makes them successful? Mr. Camuso reported that NC-DOT's Tri-Rail also Virginia and Florida were successful examples. With the Federal Government, we are continuing to be involved with the high-speed rail. It first involves doing capacity studies, then entering into a partnership and paid for by the local DOT, both of us at the table deciding on the proper person to conduct the study. From there, you move forward on a cost analysis and at that point, once the cost is agreed upon among the interested parties, you start to work with federal grants that come from transportation bill. Lyman Cooper, advisor to CSX, cited an example of successful public/private partnerships as the Norfolk-Southern sealed corridor between Raleigh and Charlotte.

## **The Rail System and the State's Military Bases**

Colonel Al Aycock, Garrison Commander at Fort Bragg gave an overview of the army rail transport system and the State's military bases and factors involved in port selection. Since 9/11, we have spent \$3.2 million a year in rail transport out of Fort Bragg. Fort Bragg has about \$.25 million a month that goes in and out of Fort Bragg, of which most goes to Charleston, although we would prefer ports closer to us, there is not a port support activity in the town of Wilmington. With a port closer than Charleston to Ft. Bragg we could command and control those forces and could do more turns to put more people into the port faster and give us more flexibility. The route that the rail would go is not critical to us; it is the requirement to get to Charleston and to get to Sunny Point. (See attachment # 2)

Representative Dickson asked if people, going with the equipment moved by rail, are staying in the community for a few days, staying in motels and eating in restaurants, etc.? Col. Aycock replied yes, usually staying three to five days. Representative Sutton asked if the army ships a lot of personnel out of these ports? Col. Aycock stated that Fort Bragg ships primarily cargo and equipment. Representative Pate asked if he was familiar with the POL requirements of not only Ft. Bragg but also Pope and the air force bases and ground agencies around? Col. Aycock stated that we bring in 950 railcars of aviation fuel to Ft. Bragg and Pope Air Force Base a year. That covers Simmons Army Air Field also. Some fuel does come in by truck.

## **North Carolina Railroad Company**

Scott Saylor, President, of the North Carolina Railroad Company, stated that it is the state's oldest company, 155 years old. He spoke of the company's capital projects and passed out handouts with pictures of the improvements to these projects. (See attachment # 3)

Representative Pate asked if, from a security standpoint, all of the fuels to Seymour Johnson Airport come in by pipeline to Selma from the refineries somewhere in the southwest? Mr. Saylor responded that he was not sure if all does and that some may be from trucking. Representative Pate asked if the terminals at Beaufort were dismantled and made unserviceable? Mr. Saylor replied, "for fuel, they were. I believe they have now been leased to PCS phosphate and are in some use."

Representative Allred remarked that in 1996, the legislature appropriated \$63 million to buy out the privately held outstanding stock in the NC Railroad and asked if 100 percent of that stock has been repurchased? Mr. Saylor responded, "yes, it was repaid last year and all of the old common stock was completely redeemed." Representative Allred asked how it benefits the taxpayers of the state if all of the money coming in is put back into the railroad? Mr. Saylor stated that the capital is put back into capital improving the railroad itself.

## **Short Line Railroads in N.C.: Capital Needs and Economic Development**

Todd Burchette, General Manager, Yadkin Valley Railroad in Rural Hall and Vice President, Railway Association of North Carolina stated that their operation of 93 miles of track runs thru Forsyth, Stokes, Surry and Wilkes Counties moving about 1.5 million tons annually. He asked all the Short Lines to introduce themselves including Robert Menzies, Aberdeen, Carolina & Western Railway; Brad Ovitt, Chesapeake and Albemarle Railway; Barbara Marcom, Railway Association of North Carolina; Ronnie McKenzie, Gulf and Ohio Railways; Edward Lewis, Aberdeen and Rockfish Railroad; Paul McArdle, Aberdeen & Rockfish Railroad; Billy Tucker, Wilmington Terminal Railroad. Mr. Burchette stated that there are now twenty-one Short Lines in the state that operate approximately 765 miles. Short Lines primarily service small towns, and to keep up with the industry standards, must upgrade its track, but the large capital expense of upgrading tracks cannot be accomplished alone. See attachment # 4

Representative Rapp asked if the Short Lines have had good cooperation from DOT on both grants as well as track upgrades? Mr. Burchette replied, "yes, NC's cooperation is great and have no complaints." Representative Pate asked if Short Lines had to compete for money from the DOT for funds for rail grade crossing barricades? Mr. Todd said there is a format that DOT uses that goes by number of accidents, buses and location of schools, and didn't think it matters if it is a Short Line or "class one" where that funding goes.

Pat Simmons: Director of the Rail Division, NCDOT stated that DOT does manage the Statewide Crossing Safety Protection Program with an investigative index that looks at the exposure rate, accident rate and it is blind as to what kind of railroad that we put in that kind of protection. Every crossing should have a crossbar. We have a survey that we worked on some years ago with the Short Lines and the number that we had there was \$50 million to upgrade them all to a 286 standard. Representative Wright asked if any of these Short Line rail systems are being used or could be used for passenger rail service? Mr. Simmons stated that they are not of the condition where they could be used as passenger service.

Representative Rapp recognized elected officials present including Linda Clay, Ed McDeaver, Mayor of Hope Mills and Win Batten, Mayor of Warsaw.

### **North Carolina State Ports Authority**

Gail C. McDonald, Director of Intergovernmental Relations for the NC State Ports Authority provided a handout (see attachment # 5). Ms. McDonald recognized Laura Wilson who has been a leader in the movement to create an integrated freight and passenger rail service for N.C. and Linda Clay, of the Carteret County Board of Commissioners. Our ports are two of only fifteen public ports designated as "strategic military ports" – requiring that we be ready, willing and able to

efficiently and safely support the movement of military equipment and personnel. One major improvement for the rail infrastructure in Morehead City would be to replace the Bascule Bridge over the Newport River linking the port with Radio Island. Rail service that is competitive – in service options and in price – is of paramount importance to the NC State Ports Authority. Competitors who are successful and most able to meet the challenges in growth are served by dual railroads.

Representative Sutton asked, “why couldn’t you consolidate Sunny Point and the Port of Wilmington into one facility?” Col. Aycock stated “Sunny Point’s specific mission is to transport ammunition. A large percentage of what they do is a result of a heightened security aspect that would also cause a challenge with that.”

Representative Dickson asked if the ports would go after that business if there were better rail access between Fort Bragg and Wilmington? Ms. McDonald replied, “certainly, we have asked many questions about why we have been precluded and today the car switching issue was mentioned. We suggested that we build a switched curve at Pembroke changing the dynamic and have trouble getting direct answers. It is sometimes hard to make the plan to spend money or make changes without having a good direct communication on the issue. We are working very hard to clarify these issues.” Representative Dickson stated that she thought we might have some resolution of that in the near future.

### **Logistics in Eastern North Carolina**

Earl F. Brinkley, President, Accu-Tract Logistics, LLC, offered a concept of how North Carolina can more effectively and efficiently move both material and people; two of the key elements in economic growth. Morehead City has one of the deepest channels on the East coast and shortest distance to the sea, which is a key element in container shipping. He stated that North Carolina has an advantage if we have the vision and seize the opportunity, Morehead City could be developed into a major port. For North Carolina to realize its full potential in global logistics, we must put aside regional and personal issues and view the opportunity purely from a global perspective. (See attachment # 6)

### **Economic Feasibility Study– Restoration of Castle Hayne-Wallace Rail Corridor**

Pat Simmons, Director Rail Division, NC-DOT presented a summery of the Economics Feasibility Study. DOT wanted to find out what it would mean if the rail lines were restored from Wallace to Castle Hayne. CSX owns the track at either end so it is their decision if they would wish to operate it or not. CSX is currently looking at a 22 state network where they can contract with operators. Potentially a short line could be created and DOT would be working with the State Ports Authority to enter into those discussions and do critical assessment. The report shows that a Wallace to Castle-Hayne restoration benefit-cost ratio to be 3.2/1. (See attachment # 7)



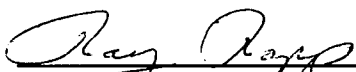
Representative Goforth asked Mr. Simmons if he could provide the Committee a number of projected savings in highway maintenance. Mr. Simmons responded, "yes, he could get that figure." Representative Wright asked, "how would that \$50 million be spread out, and how long would it take to put this line back into operation?" Mr. Simmons stated that, "once you have money in hand or a program established that could fund it over multiple years, then we could work with the railroad to develop the detailed engineering, do environmental studies that would be required, order materials, and contract all of that. If you had money today you would be looking at three years before you would have a ribbon cutting."

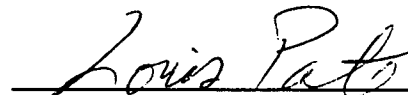
Rep. Ross asked if Mr. Simmons had a cost estimate for upgrading to passenger service or could he get one for the Committee? Mr. Simmons replied, "yes, before the next meeting."

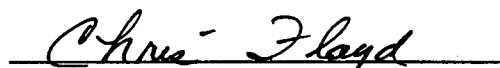
Rep. Rapp asked Mr. Simmons to be more specific about where existing federal money might come from and identify proposed legislation on the federal level so that we could see what is being proposed. "Give us a range of figures and some partnership arrangements, where we could see what some of these arrangements include. Show us some models that we might look at in terms of how to finance. As for our military bases and homeland security, are there not funds through that itself that we might have in conjunction with some of the projects?" Representative Rapp asked Mr. Simmons if he could provide a brief presentation on some alternatives for funding a number of these projects before the next meeting in January? Mr. Simmons responded, "yes, sir."

Representative Pate stated, "we have heard things that are good topics for discussion. We have to come up with a report to the General Assembly as to what our thoughts might be and it might be as small as getting the Senate involved in doing a thorough blue ribbon study of our expanding rail service or the need for expanding rail service not only in this local Castle Hayne-Wallace area but across the state. We need to be mindful of what the ports need but what the rest of our citizen's need and commercial entities all across our state that might be benefited from increased rail capabilities. Those are the things that we need to bear in mind as we prepare for our final meeting scheduled for January 11, 2005."

Representative Sutton moved to approve the Minutes from the previous meeting. The Minutes were adopted. Representative Pate thanked everyone for being there and the meeting was adjourned at 3:45 pm.

  
Ray Rapp, Co-Chair

  
Louis Pate, Co-Chair

  
Chris Floyd, Committee Assistant

**Remarks Before the North Carolina House Interim Committee on  
Expanding Rail Service**

**December 15, 2004**

**By Craig Camuso**

**Regional Vice President – Public Affairs  
CSX Transportation**

Good afternoon!

Chairman Pate, Chairman Rapp, Members of the Committee...

My name is Craig Camuso and I am the Regional Vice President of Public Affairs for the Southeast region of CSX Transportation, the largest Class I railroad east of the Mississippi. My territory includes an eight state area and I am based out of Atlanta.

I would also like to recognize several people who I'm sure most, if not all of you already know. With us is Mr. Lyman Cooper, the retired VP of State Relations for CSX in North Carolina, who called it quits in February, but remains a close confidant for me and more importantly an advisor to CSX. Also here are Angie Harris and Chuck Neely who represent CSX on a day-to-day basis here in North Carolina. I'm sure you'll agree they do an outstanding job have an impeccable record of integrity. I'd also like to acknowledge Mr. Nelson High our Public Safety Coordinator for North and South Carolina. He is based in Rocky Mount and his job is as important as any because his primary responsibility is to promote safety around our railroad. Safety is our number one priority both for our employees and those who work, live and cross near our railroad tracks.

The North Carolina system of CSX is an important part of the company franchise. Likewise, CSX is an important part of the transportation system of North Carolina.

How important? Well, CSX operates and maintains over 1,100 miles of track handling nearly 170,000 carloads of freight annually throughout the state. We serve approximately 400 industries in North Carolina shipping tons of cement, coal, corn, granite and marble throughout the area.

We employ over 1,300 people in North Carolina that equates to a payroll in the state of approximately \$65 million. In addition, our partnerships with the

vast shortline system in the state generate additional jobs and increased revenues.

CSX also currently houses an Intermodal terminal in Charlotte, as well as rail to facilities in Fayetteville, Charlotte, Toddville, Raleigh, Apex, Winston-Salem and Leland.

I must add that just last week, CSX announced the sale of its CSX World Terminals our international container terminal business.

But as the head of CSX World Terminals told the media CSX has been divesting itself of much of its non-railroad business for several years now with a goal of focusing our expertise on what we know best, and that is being in the railroad. The deal will be completed in the first quarter of 2005.

In 2003, the most recent numbers available, CSX invested \$23 million to maintain and upgrade track and we worked very closely with your Department of Transportation to ensure safety at the more than 1,500 CSX grade crossings utilized by the motoring public. I must add that when I was hired to do government relations for CSX in Georgia, I was told that my job, if I chose to accept it, was to close every grade crossing in the state.

Obviously, that will never happen, but it underscored the great concern CSX has for the number of grade crossings throughout our system and the need to close those crossings that are redundant and unnecessary. Fortunately, I can add that the officials at your DOT also recognize that, and we are constantly in conversation with them of how we can make things safer for North Carolinians and improve the operating efficiency of our railroad. In no other state for which I am responsible does a DOT have as active of Rail Division as the one here in North Carolina.

Rail shipments over not only CSX but all Class Is have steadily increased over the past year. This is good news for the railroads, but it also serves well the citizens of the towns and counties through which we operate. Shipping by rail helps to relieve congested highways, in that one railcar trip equals three truck trips.

In addition, railroads can move one ton of freight three times as far on a gallon fuel. And the emissions rates for railroads on a ton-mile basis are far below that of trucks. That is not to say that trucks don't play an important

role in our business, because they do as evidenced in the tremendous growth in our intermodal rail to road business. But over the long haul, both literally and figuratively railroads provide a service far greater than simply to the customer.

With growth, however, has come challenges for the railroad, including CSX. Freight railroads are the most capital-intensive industry in America. And as a percentage of revenue, capital expenditures for the railroad are eight percent higher than that of the next most capital-intensive industry.

Quite simply, it is becoming increasingly more difficult despite our growing revenues, to meet the cost of capital. And our projections for the amount of freight that will be moved over rail in the coming years continues to grow.

As an example, the five major commodity groups for CSX all significantly exceeded their forecasted growth for this year. Coal by 5 percent, emerging markets, such as our moving of waste to landfills and other new business, was up 5 percent, metals by 4 percent, merchandise by 1 percent, and chemicals by nearly 2 percent. This adds up in a good way for our revenue as mentioned earlier, but it also has presented challenges for our capacity and our service, items that we are working on as we speak to improve for our customer. But it signifies one very big thing.....

This growth will mandate for the railroads critical infrastructure needs, including longer sidings, improved signalization, higher clearance tunnels, larger intermodal facilities and heavier bridges.

A recent study from the American Association of State Highway and Transportation Officials in their Bottom Line Report says "If improvements are not made in the freight-rail system, the nation's freight transportation system will weaken and shippers, highway users, and communities will pay the social, economic, and environmental costs."

That is why CSX has moved toward creating a policy to embrace public-private partnerships. We believe that assisted public funding for freight rails would derive immediate social and environmental benefits to the citizens of states that participate in such an initiative.

These savings over a 20 years period would come in the form of vehicle miles traveled being eliminated from our highways; billions of dollars in

North Carolina House Committee on Expanding Rail Service

Prepared statement of Colonel Al Aycock concerning Fort Bragg rail transport, 15 December 2004.

Representative Pate, Representative Rapp, and members of the Committee, I appreciate the invitation and the opportunity to address you on the role of rail transport at Fort Bragg. I will be providing facts and figures concerning rail, but fortunately for all of you, there will be no lobbying.

I'll cover three main points. First, I'll provide background on Fort Bragg rail use. Next, I'll provide an overview of how the Army makes rail transport and port use decisions. Lastly, I'll cover the factors involved in port selection.

For the background portion of the brief, it's important to know the large scope of Fort Bragg rail operations. Over the past five years, Fort Bragg has averaged using just over 3000 rail cars per year. About 950 cars per year are aviation fuel for Pope Air Force Base and Simmons Army Airfield. About 2050 of the rail cars carry equipment, containers, and cargo to and from ports. The cost of rail transport each year has averaged \$3.2 million. That's over a quarter of a million dollars a month.

The vast majority of rail to and from Fort Bragg goes to Charleston as a result of the robust port facilities and direct rail access. While Wilmington is closer, one of the specific issues with using Wilmington involves rail transport. There is direct access to the Port of Charleston by rail from Fort Bragg. In order to go to Wilmington, rail traffic from Fort Bragg must go to a switch and change tracks. This adds time, effort, and cost to the process. For example, switching tracks would add up to a full day for us in rail traffic to Wilmington. In the past year, only 3 ships with Fort Bragg cargo have used Wilmington, and then only because Charleston was overcapacity.

For the second part of the brief, I'll provide an overview of the Army rail and port decisions. The command that makes decisions on these matters is the Surface Deployment and Distribution Command, SDDC, under BG Fletcher, located at Fort Eustis, Virginia. The command was previously known as the Military Transportation and Movement Command, or MTMC--pronounced Mit-Mic--for those veterans in the audience. SDDC makes decisions on the deployment of equipment and cargo based on the most efficient use of taxpayer dollars using a list of factors that I will cover later in the brief.

Further, the Army provides Port Support Activities at selected locations based on these same factors. For example, the 597<sup>th</sup> Transportation Group, located at Sunny Point, has subordinate units that run Army port operations along the east coast. Most notably, the 597<sup>th</sup> has all full battalion, the 841<sup>st</sup> Transportation, at Charleston in addition to units in the Norfolk area and in Florida.

By way of comparison, the Marines normally have port support activities organic to their units since they have a maritime mission. The Army pre-positions port support activities based on port selection factors to maximize consolidated assets as much as possible.

savings to shippers that use an improved rail system over trucking; environmental savings as well; and billions of dollars saved by the states in avoided highway maintenance.

CSX policy with regard to public funding would be 1) Weighing each opportunity on a project-by-project basis. 2) Analyzing the clear public benefit as well of course as the benefit to us without endangering capacity and threatening economic loss. 3) Giving preference to public/private partnerships and tax incentives as preferred funding alternatives. 4) And Creating our own internal governance and accountability structure to properly staff and administer the program and coordinate communication and tightly control project selection.

These items sound simple and fairly common sense, I know, and there is also more depth to these philosophies, that in the interest of time I will not elaborate upon. But the message is CSX will evaluate programs and enter into partnerships where we believe success can be realized by all participating parties.

Of course, this applies to passenger projects as well. And passenger agencies can help themselves by communicating their intention early in the planning process, involving CSXT in studies and public meetings, and recognizing that CSX places safety above all else with capacity for our freight rail, compensation for the use of our rail system and proper liability protections in place.

And that is the last item I would like to mention. A few years ago, North Carolina, thanks to the member of this General Assembly and in partnership with NCDOT and the railroads, passed a bill that limited rail transportation liability for passenger rail services. This initiative was insightful, involved all entities that would participate in commuter operations and yet still provides victims in the event of such a catastrophe with ample insurance. I wish to commend you and to let you know that this bill is being used as the model for similar bills that will be introduced in several other states where CSX operates commuter trains.

It was a classic example of a partnership that was a win-win.

Thank you for your time and if I may, 'I'd like to reserve the right to call on my CSX colleagues to assist me with any questions you might have....

Lastly, I'll outline some key factors beyond rail access that the Army uses to determine port selection. Fort Bragg would like to have port access closer than Charleston, but we need to be clear that it is an Army decision that is based on several issues, one of the most important being the efficient use of taxpayer dollars. While rail access is a major factor for the use of any port, the other parameters also have a direct impact on these decisions. The location of permanent military port support activities is a definite factor. In addition, the Army considers the capacity of the port to include the number of slips, cranes, and gantries. The ability of the maritime industry in the area to surge to meet peak loads is also a significant consideration. The selection of ports is additionally affected by factors such as direct road access, rail yard space, unit personnel holding areas, and staging areas for equipment and vehicles. In many cases, a port can be selected based on the units being moved from different installations and the most geographically central port may be selected.

I hope that I have provided you with the information you need on how much rail traffic Fort Bragg uses and the selection criteria used by the Army to select the ports to be used. Again, thank you for the opportunity and I will take questions at your convenience.



**NORTH CAROLINA RAILROAD COMPANY  
NEWS RELEASE**

December 3, 2004

Contact: Kat Christian  
Public Affairs Director  
North Carolina Railroad Company  
(919) 954-7601, Ext. 247

**17 Miles of New Welded Rail Connects  
Neuse River Bridge Replacement**

RALEIGH, NC -- North Carolina Railroad Company (NCRR) is improving the railroad between New Bern and Kinston for freight trains by installing 17 miles of ribbon rail, replacing worn jointed rail dating to 1919. These improvements will result in occasional grade crossing closings of short duration, in most cases, 4 to 6 hours. The project will be complete in approximately three weeks as Norfolk Southern Railway Company workers install the rail. When completed, the \$5 million project will connect the new rail with the bridge recently completed over the Neuse River near Kinston to provide improved reliability and speed for rail-served customers in Lenoir, Craven, and Carteret Counties and to the Port at Morehead City.

"The rail was laid out in November, and Norfolk Southern is moving quickly to install it in order to minimize grade crossing disruptions between New Bern and Kinston," says Scott Saylor, President of NCRR. "They use highly specialized equipment and a crew of 50 people to complete the work in the least amount of time possible. The new track will allow heavier trains to run more smoothly and faster over the welded rail. The equipment operators thread the rail on the plates, set the width of the track, and drive in the spikes. The new heavy rail weighs 132 pounds per yard. Strands of 1440 feet are welded together, eliminating joints for a smoother ride with less noise and impact.

"This project is part of an on-going plan committed through 2008 to improve the railroad to better serve all of its industries and passenger trains across the NCRR line extending to Charlotte," says Saylor. "NCRR works with partners such as Norfolk Southern, the Port at Morehead City, and local economic developers to attract new industry and better serve expanding industries."

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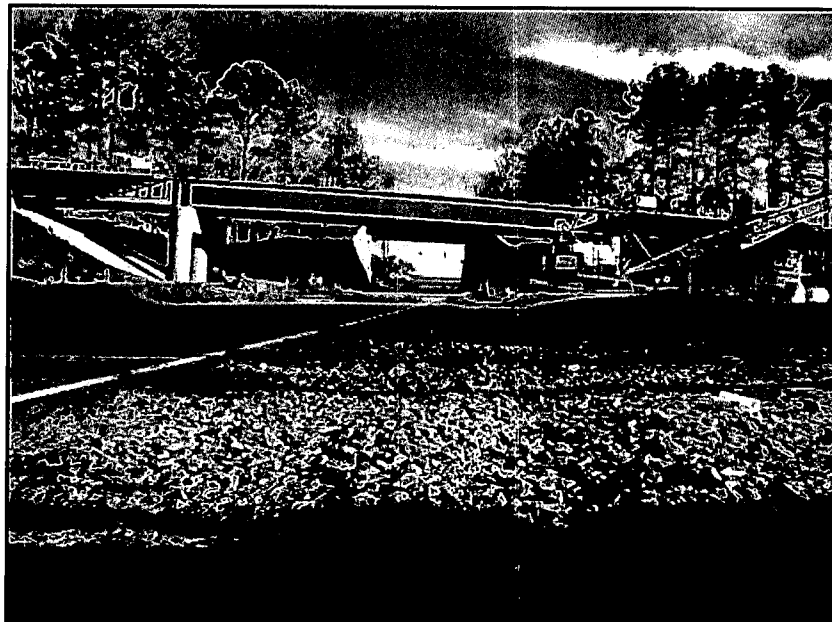


*North Carolina Railroad Company*  
*Capital Projects*

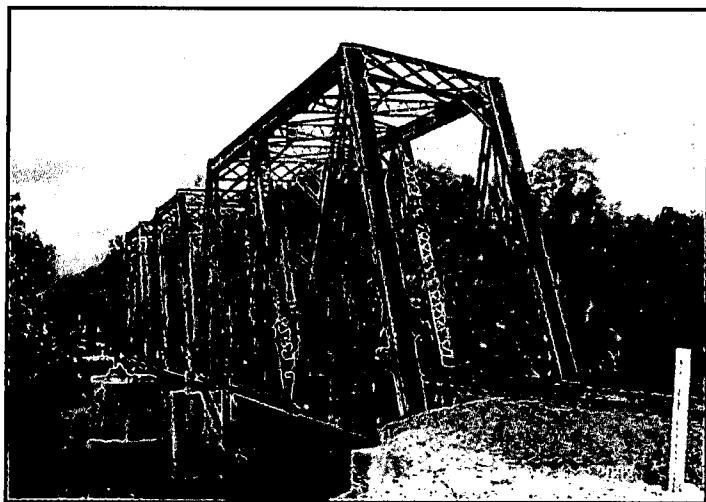
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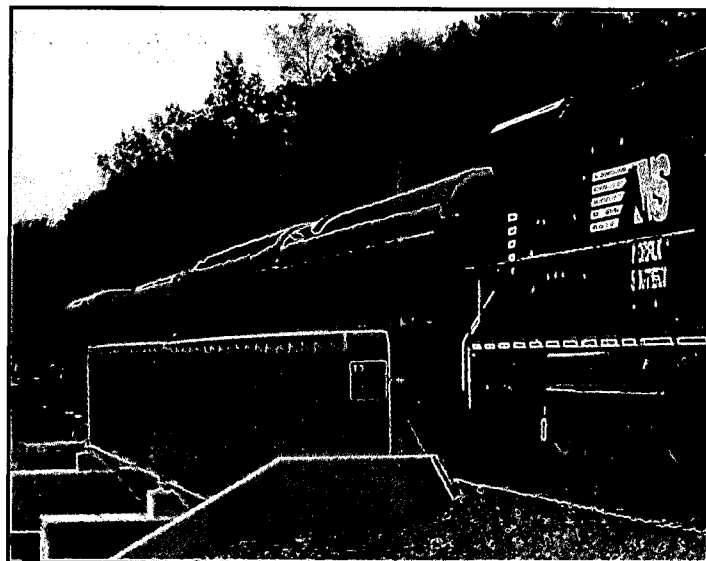
Highway 54 Bridge is height restricted, and has been a 2-lane bottleneck in RTP for many years. (Photo 2001)



The new rail bridge, to be completed in 2005, will allow five lanes under the bridge, with higher clearance, and can carry more trains since it will be double-tracked and positioned on a higher speed curve alignment. (Photo Dec. 2004)



The old Neuse River bridge was built in 1905 and was obsolete. (Photo 2002)



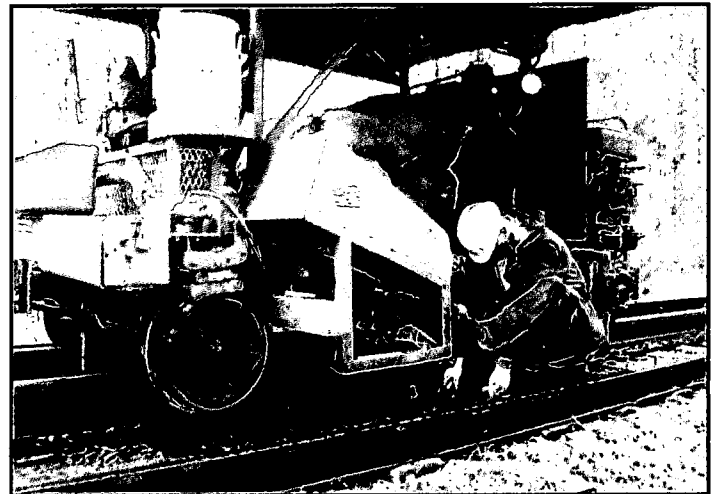
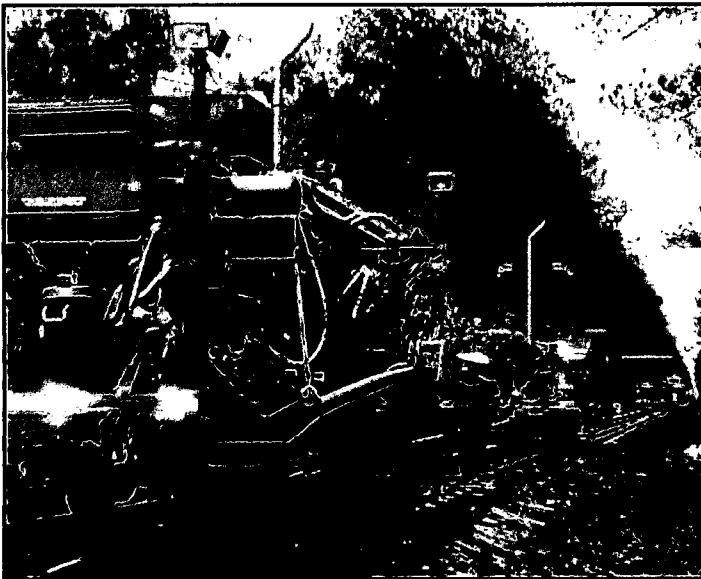
The new bridge, completed October, 2004, carries today's standard weight and size railcars and opens the way for easier rail transport to the Morehead City Port. (Photo Nov. 2004)



This bridge at Wilsons Mills in Johnston County was constructed in 1927. It has overhead railcar clearance restrictions and is scheduled for rebuild or replacement in 2005-6. (Photo Oct. 2004)



The crossing at Blackwell Street in Durham, adjacent to the American Tobacco Project and the Ball Park, was the site of a train-car collision as recently as December 10. With the addition of TTA trains, there will be freight, Amtrak and commuter rail at this crossing, along with significant pedestrian traffic. As cities and towns have more sidewalk improvement funds available for their use, sidewalks across the NCRR tracks present a growing safety, liability, and maintenance issue. (Photo Nov. 2004)



Seventeen miles of continuous welded rail being installed between Kinston and New Bern during the week of November 30. This replaces rail dating to 1919. (Photo Dec. 2004)



**NORTH CAROLINA RAILROAD COMPANY  
NEWS RELEASE**

November 29, 2004

Contact: Kat Christian  
Public Affairs Director  
North Carolina Railroad  
Company  
919-954-7601, ext. 247  
[katchristian@ncrr.com](mailto:katchristian@ncrr.com)

**Exhibit Opening: How the Railroad Shaped the State's Past, Present and Future  
Whistlestop at Company Shops Station...  
The Story of the North Carolina Railroad Company**

More than 150 years ago, powerful iron horses plowed through the engine house in downtown Burlington to be serviced by the skilled workers who lived there before carrying their loads of freight and passengers across the state and out into the world. The story of how the railroad was built and what it has meant for the state will be celebrated in a new exhibit opening Saturday, December 4 at 10:00 am at the only original remaining building of the maintenance and repair facility that created Burlington, Company Shops Station. The public is welcome and invited to attend the special opening from 10:00 am until 12:00 noon; the exhibit will be open for public viewing from that time forward, between the hours of 10:00 am and 5:00 pm, Tuesday through Sunday. Santa Claus will appear riding in the Operation Lifesaver train; there will be light refreshments and holiday music by the Elon College Dickens Carolers.

The exhibit consists of three kiosks filled with images and narratives that tell how the railroad improved the fortunes of the state and became the original engine for economic development as cities and towns grew up along its corridor. Burlington, a town established as the headquarters for the NC Railroad Company, also has its story told in the exhibit through a to-scale model taken from an original blueprint of Company Shops circa 1870 that shows buildings, people, trains, animals and provides, through incredible attention to detail, a real snapshot of life in North Carolina nearly 130 years ago. Two full-size train fronts coming through the wall of the engine house—one a steam engine like ones that would have come through in the 1800s and a General Electric Dash 9 Freight engine like Norfolk Southern uses today—add excitement to the experience. Additional murals and posters that explain train safety, the railroad's role in the Civil War and a "timeline" that offers highlights of the rail industry both internationally and

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919 - 954 - 7601 **phone** / 919 - 954 - 7099 **fax**

statewide complete the exhibit. A teachers' guide will be available after the first of the year for educators who are interested in using the exhibit as a teaching tool for North Carolina history, economic development and transportation studies.

"The commitment of our past leaders in completing the North Carolina Railroad at a time when rail service was very new and innovative speaks to their vision and courage," says Brad Wilson, Chairman of the Board of Directors for NCRR. "The Whistlestop exhibit reminds us of this vision and encourages us to look at the significance and potential that the railroad offers both today, and in the future, as a vital part of North Carolina's, and the south's, transportation infrastructure."

The North Carolina Railroad Company, chartered in 1849, has been a driving force in the state's growth and development since its beginning. Today, it serves the state and the eastern seaboard as a major transportation artery for both freight and passenger service. It is the state's oldest corporation and remains a vital economic development force. The help of many people and institutions made this exhibit possible, especially the people of Alamance County, NC-based exhibit designer and builder Peter Ruocchio, Operation Lifesaver and the Norfolk Southern Corporation.

Please contact Kat Christian at 919-954-7601 for pictures of the exhibit, special story ideas or more information.

END



**NORTH CAROLINA RAILROAD COMPANY  
NEWS RELEASE**

December 3, 2004

Contact: Kat Christian  
Public Affairs Director  
North Carolina Railroad Company  
(919) 954-7601, Ext. 247

**17 Miles of New Welded Rail Connects  
Neuse River Bridge Replacement**

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Good Afternoon! I am Todd Burchette of the Yadkin Valley Railroad in Rural Hall. We operate 93 miles through Forsyth, Stokes, Surry & Wilkes Counties moving 1,500,000 tons annually. I have been asked to speak on behalf of all the Shortline Railroads in the State. We are smaller companies that operate railroads in the more urban parts of the State. Mr. Chairmen, if I might, I would like to ask that all railroads present please stand up and introduce themselves.

Shortline's are so-called spin offs of the larger Class I Railroads that more than likely would have been abandoned and removed if not for us. The Class I's saw these lines as losing money and wanted to get rid of them. Because of the major infrastructure difference of the Class I's and a Shortline, we have proven to operate these lines with less overhead and maintain service into the small towns of the State.

There are currently twenty one Shortlines in the state that operate approximately 765 miles of track ranging in size of three miles to 140 miles. Combining all employees, there are approximately 161 full time employees paying state and local taxes. We also move approximately 11,000,000 tons annually, which is equivalent to 335,000 trucks that are not traveling on our roads and a 2002 study estimated savings on pavement damage costs at six million dollars per year in our State. The same study determined that one 80,000-pound truck does damage equivalent to 9,600 automobiles. We service 200 companies in the state ranging from 1 car per year to several thousand cars per year.

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Some of our customers are: Borden, Unilever HPC, Burlington Ind., Perdue Farms, Mountaire Farms, Jordan Lumber, Ferrell Gas, Star Milling, International Paper, CommScope, Good Year, Pilkington Glass, Murphy Brown, Royster Clark, Lowes Inc., Shale Brick, Georgia Pacific, Colonial Oil, Exxon, Corn Products, Owens Brockway Glass, Ready Mixed Concrete, Braswell Milling, Carolina Steel, Pactiv, Frye Grain, Henson Timber, Vulcan Materials, Southern States, CA Perry, Nucor Steel, Golden Peanut, Resinall, 3-M, Hallman Foundry, Imperial Fertilizer, Coastal Carolina Cotton Gin, Pungo Lime, Wayne Farms, Louisiana Pacific, Certainteed, Tyson Farms and NC Foam.

Our lines operate in the following 42 counties: Moore, Hoke, Cumberland, Montgomery, Mecklenburg, Cabarrus, Chatham, Stanly, Iredell, Alexander, Columbus, Jackson, Swain, Graham, Macon, Cherokee, Guilford, Randolph, Davidson, Hoke, Scotland, Anson, Beaufort, Lee, Northhampton, Bertie, Hertford, Currituck, Camden, Pasquotank, Perquimans, Chowan, Catawba, Caldwell, Rutherford, Surry, Stokes, Forsyth, Wilkes, Nash, Carteret and New Hanover.

We primarily service the small towns in these counties. We must strive to maintain this service and not forget about the small towns. Our larger cities are almost expanded to their maximum capacity; therefore I feel that any future industries locating to our state will have to turn to a smaller town. The traffic levels in the larger cities are at a maximum and rail service improves highway safety, congestion and provides a more environmental friendly way of transportation.

For a Shortline to remain a cost-effective shipper, we must keep up with the industry standards. One of the major standards that we are facing today is the heavier car loading. The maximum weight per car has been 263,000 pounds, but the standard has been raised to 286,000 pounds per car. A Shortline must upgrade its track to this standard or face losing their business.

A customer wants to take every advantage that they can on transportation costs, but unless we upgrade, our customers cannot get the reduced freight rates that are issued for a heavier carload. This will leave our customers with options that we do not want to see them use. They will either relocate, possibly out of state, or turn to using trucks rather than rail. Either choice taken will in the end cost NC money. Either by job loss or the additional pavement costs associated with the additional truck traffic.

A Shortline operator can operate and maintain these small lines and hopefully make a profit, but the large capital expense of upgrading our tracks cannot be accomplished alone. These upgrades alone will cost Shortlines millions of dollars in North Carolina. We are asking that you look for any assistance that may be available for us to continue to operate and keep our customer located and continue to use rail versus trucks. I ask that Shortlines play a vital role in maintaining industries located in our State without the additional 300,000 trucks annually on our roads.

There are a couple of options that have already been passed and established. One, our Great State has already established a one-time grant program that we must match the funds. Second, the Federal Government passed a three year law taking effect January 1, 2005 that issues a maximum of \$3,500 per track mile tax credit to Shortlines. This type of assistance is extremely important to us and it does help us to continue to operate. At the least, I ask that the one-time grant program be made a permanent program for us to be able to continue to operate.

In closing Mr. Chairmen, I would like to say Thank You from all the Shortlines for the invitation here today and your time. I also want to extend an invitation to each of you to join one of our future Association Meetings as well as a future meeting at one of our Shortlines. This will give you an opportunity to see how a freight railroad operates and we will be glad to let you ride on a train for a hands-on experience. I will be glad to answer any questions that you may have.

*Dail McConnell  
Atty General # 5*



**Thomas J. Eagar**  
Chief Executive Officer

December 14, 2004

The Honorable Louis M. Pate, Jr., Co-Chair  
607 Legislative Office Building  
Raleigh, NC 27601

The Honorable Raymond C. Rapp, Co-Chair  
2213 Legislative Building  
Raleigh, NC 27603

RE: House Interim Committee on Expanding Rail Service

Dear Representative Pate and Representative Rapp:

I want to commend you on your endeavors to fully explore the creation of integrated freight and passenger rail plans for the State of North Carolina. While a challenging task, such plans will likely have a positive impact on economic development opportunities for our state.

Enhancing North Carolina's economy is the mission of the N.C. State Ports Authority. In fact, activities at our Ports in Morehead City and Wilmington help provide more than 48,000 jobs statewide, and \$29 million in tax revenues. The Authority is an enterprise agency within state government, generating revenues necessary to cover operating expenses at our two deepwater ports and inland terminals in Charlotte and in the Piedmont Triad.

Our Ports are also two of only fifteen public ports nationwide designated as "strategic military ports" – requiring that we be ready, willing and able to efficiently and safely support the movement of military equipment and personnel. Not only is this significant to national security and the state's BRAC initiative, it is also a source of revenue for the Authority.

The port industry worldwide projects that the container market will grow annually by 9-10%. At this rate, the market will double every six to seven years. Also container vessels are getting larger. We are already seeing demonstrated growth as a result of the new 42-foot navigational channel to the docks at the Port of Wilmington. In Wilmington, this container traffic is restricted to truck movements in the absence of rail service alternatives. Port-generated truck traffic in Wilmington last year was over 330,000 one-

**NORTH CAROLINA STATE PORTS AUTHORITY**

P.O. Box 9002 ▪ Wilmington, NC 28402 ▪ Tel: (910) 343-6232 ▪ Fax: (910) 343-6237 ▪ Email: tom\_eagar@ncports.com  
<http://www.ncports.com>



Gerald S

Letter to Representative Pate and Representative Rapp

December 14, 2004

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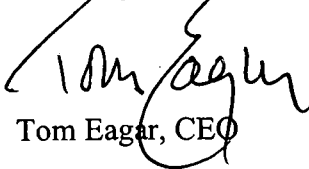
way trips. Based on market trends, truck traffic out of Wilmington is projected to increase by 40% in the next two years. This will further strain already burdened highway infrastructure.

Morehead City's position as the number two natural rubber port in the United States depends on infrastructure keeping pace with requirements. Future development of our prime real estate on Radio Island, as well as the continued growth of two of our major customers – PCS Phosphate and Nucor Steel, both of which provide much needed jobs and economic development in eastern North Carolina – also depends on infrastructure enhancements. One major improvement for the rail infrastructure in Morehead City would be to replace the bascule bridge over the Newport River linking the port with Radio Island.

Rail service that is competitive – in service options and in price – is of paramount importance to the NC State Ports Authority so we can realize our full potential for maintaining our current business and expanding our future business opportunities. Presently each of our ports is served by a single railroad. Our competitors who are successful and most able to meet the challenges in growth are served by dual rail service.

I appreciate your consideration of our needs and would be glad to provide further information.

Sincerely,



Tom Eagar, CEO

CC: Member of the House Interim Committee on Expanding Rail Service  
Evan Rodewald, Fiscal Research Division, NC General Assembly  
Bob Weiss, Fiscal Research Division, NC General Assembly

Attachments

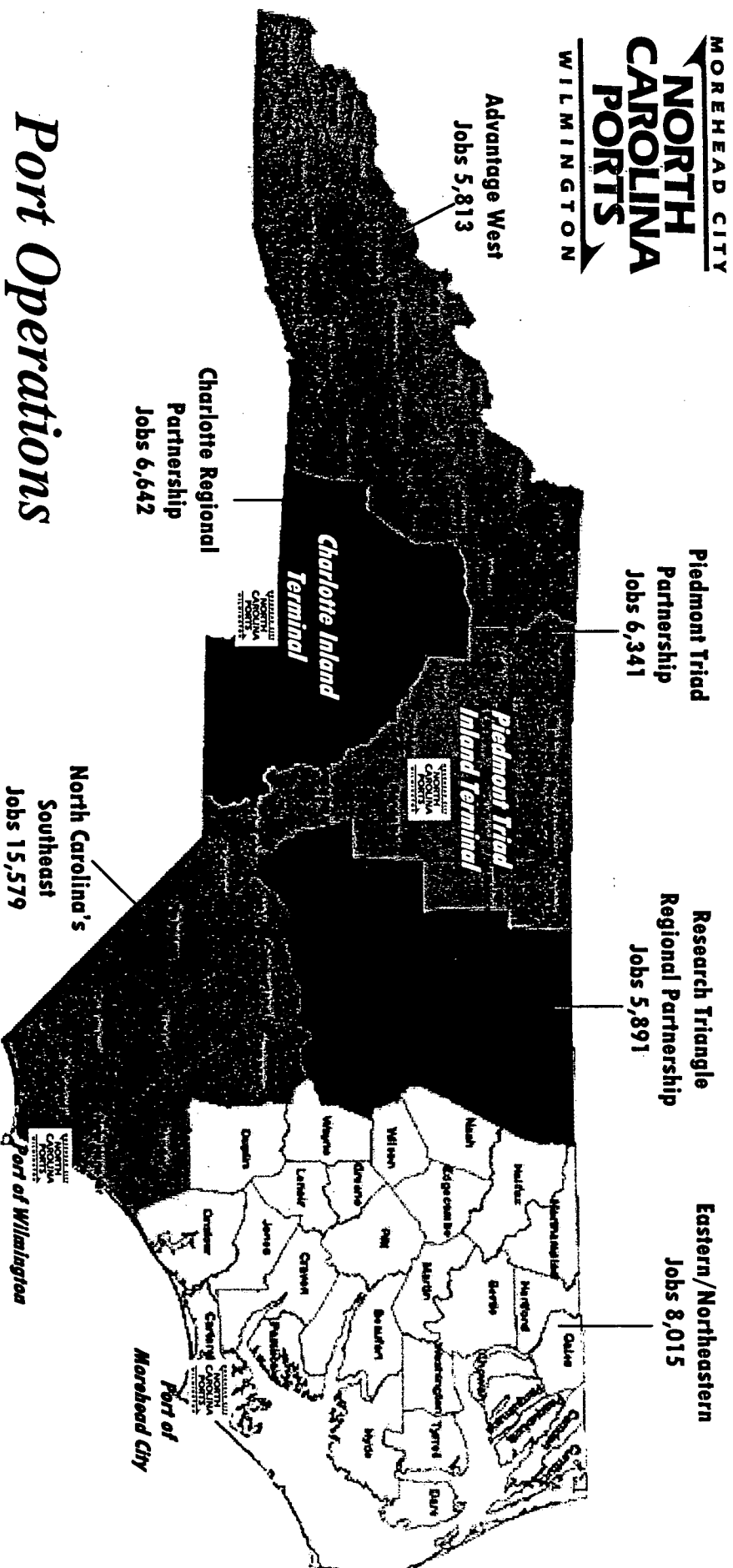
# NC State Ports Authority



## Facts-at-a-glance

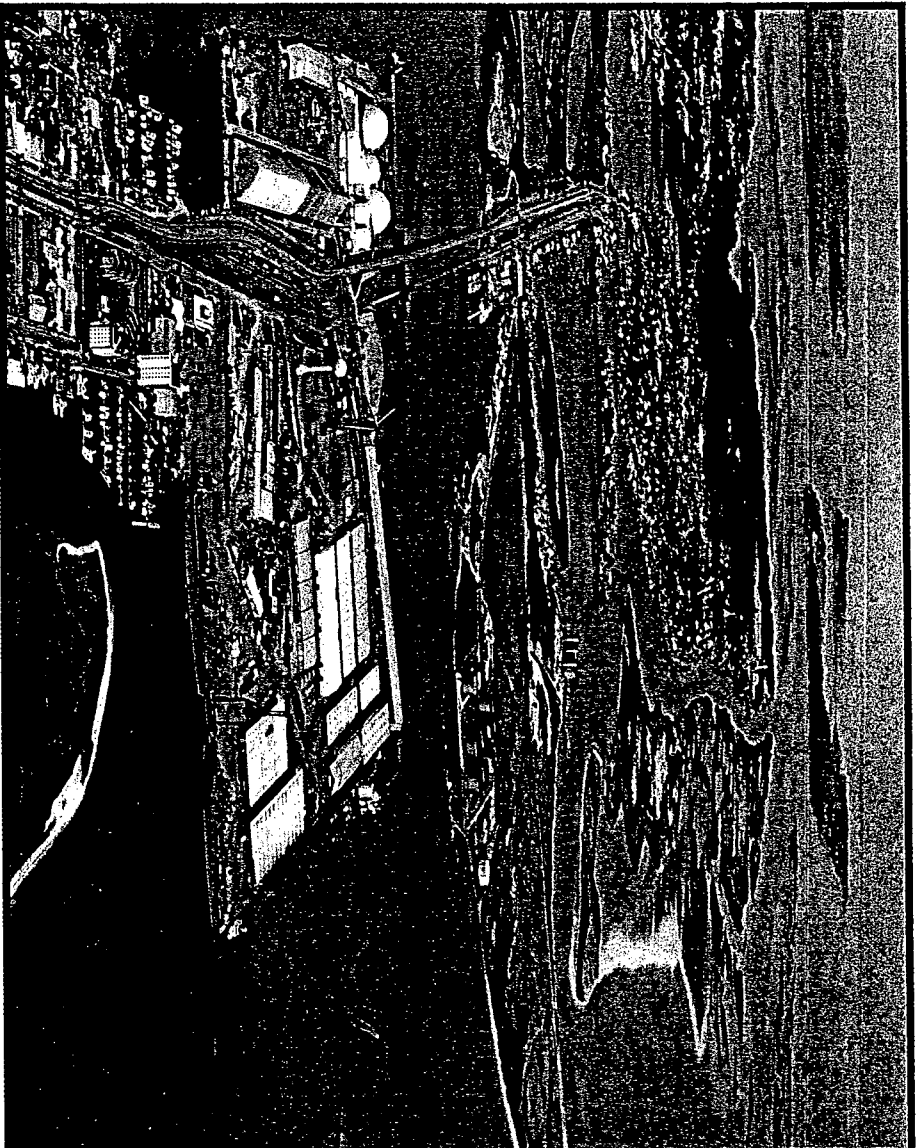
- **The Ports Authority owns and operates deepwater terminals in Morehead City and Wilmington, plus inland terminals in Charlotte and the Piedmont Triad in Greensboro.**
- **This system links the state's consumers, businesses and industry to world markets and serves as magnets attracting business and industry desiring access to these markets.**
- **The Ports Authority mission is to enhance the economy of North Carolina.**
  - o **Managed like a business focused on the requirements of our customers**
  - o **Recognized for self-sustaining operations, highly efficient workforce, satisfied customers and modern, well-maintained facilities and equipment.**

**MOREHEAD CITY  
NORTH  
CAROLINA  
PORTS  
WILMINGTON**



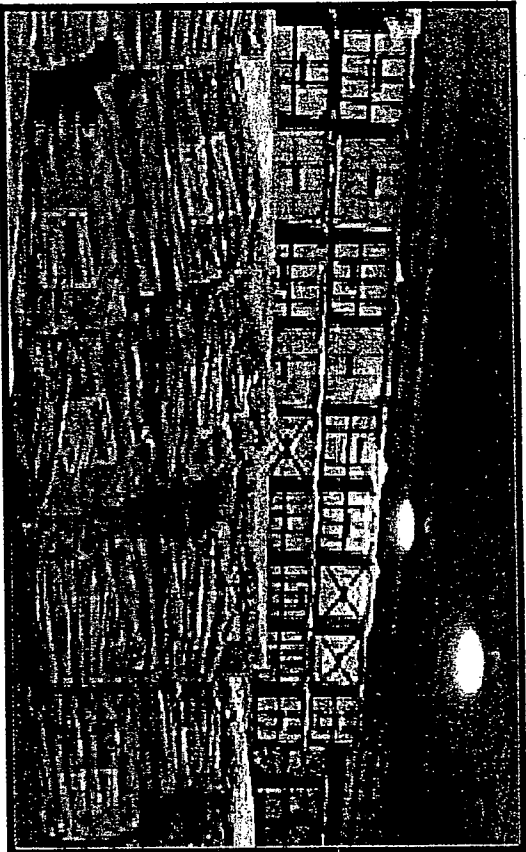
- 48,300 jobs and
- \$29 million in tax revenues statewide

# Port of Morehead City, NC

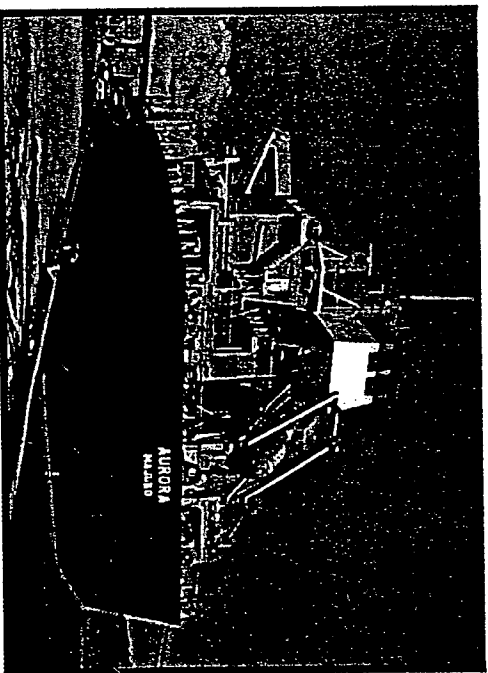


- Size – 128 acres
- Volume – 2.05 million tons
- Value - \$727 million
- Key commodities/ business lines – scrap steel, fertilizer, asphalt, rubber, military
- Near-term development – terminal modernization, equipment, security enhancements
- Future development – Radio Island, widen entrance channel, US Hwy. 70 limited access
- Identified Capital Needs - \$66.8 next 5 years

# Port of Morehead City

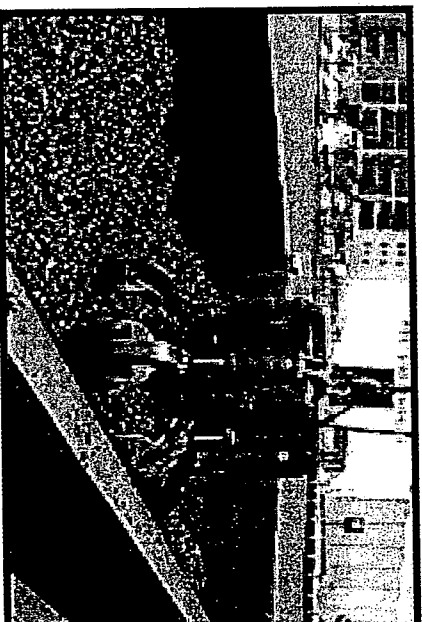
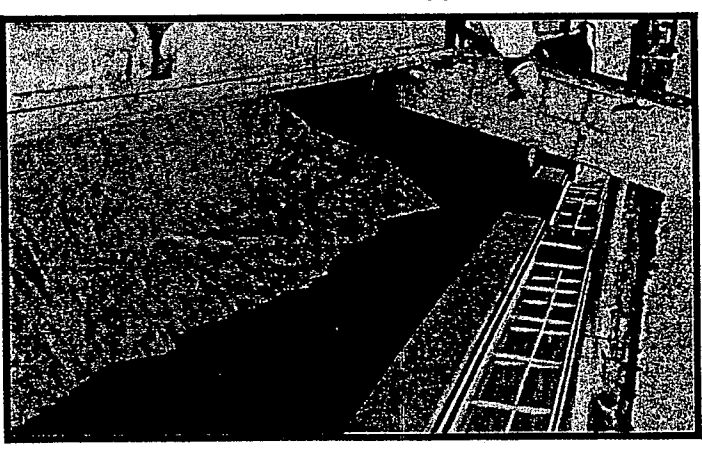


➤ rubber imports held steady –  
Morehead City is #2 rubber port in US



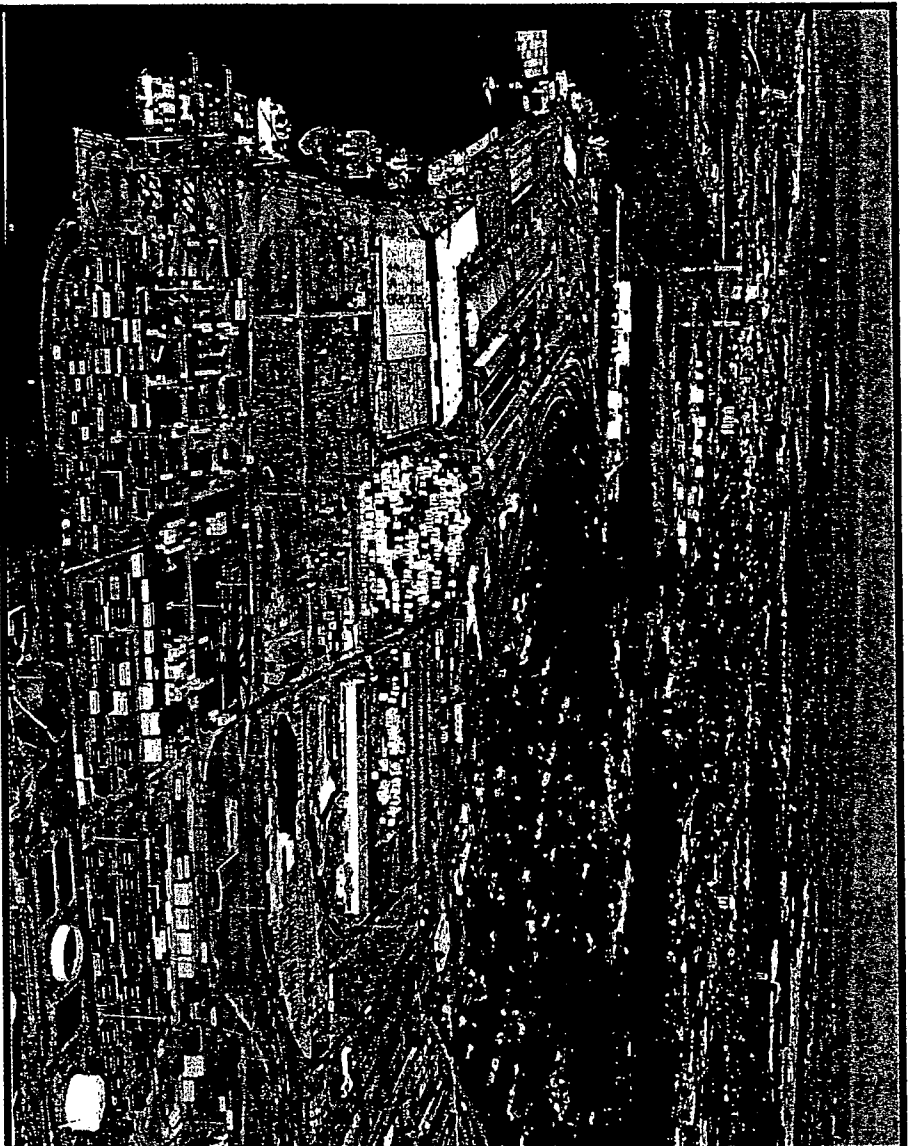
➤ Sulphur imports rose 35%

➤ phosphate exports  
rose 55% to top 1  
million tons for first  
time in four years



➤ scrap steel  
volumes  
tripled

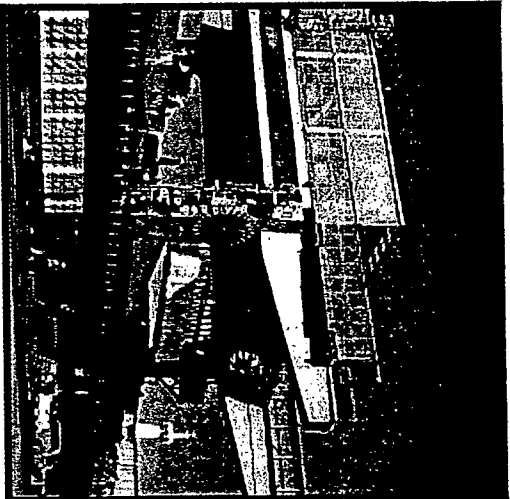
# Port of Wilmington, NC



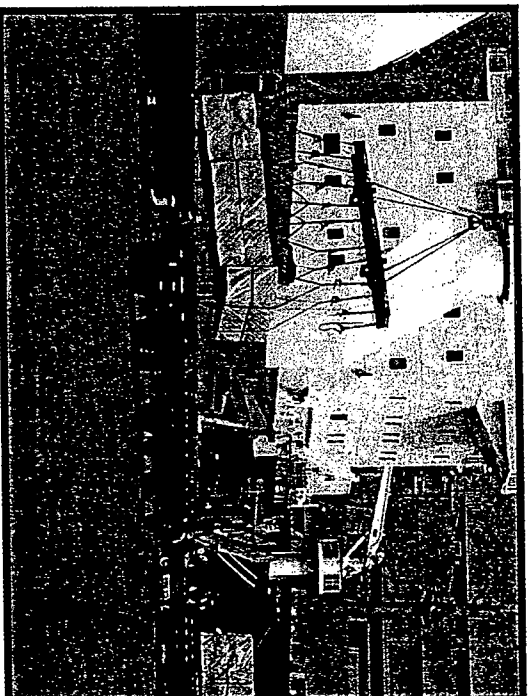
- Size – 284 acres
- Volume – 2.3 million tons
- Value - \$2.8 billion
- Key commodities/ business lines - container, lumber, wood pulp, steel, fertilizers, animal feed, military
- Near-term development – Harbor Deepening project 42 ft. navigation channel, terminal modernization (crane rail, dockside improvements for 42-ft. channel, internal transportation corridor, security enhancements)

- Future development – I-74, Cape Fear Skyway, North Terminal, container terminal expansion
- Identified Capital Needs - \$91.6

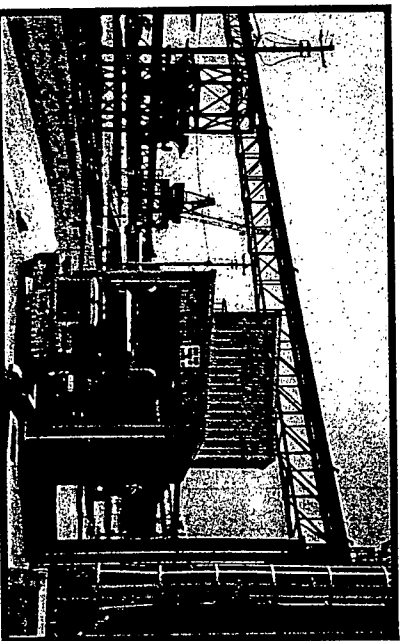
# Port of Wilmington



➤ Breakbulk cargo broke 1 million ton mark, exceeding 2002 record

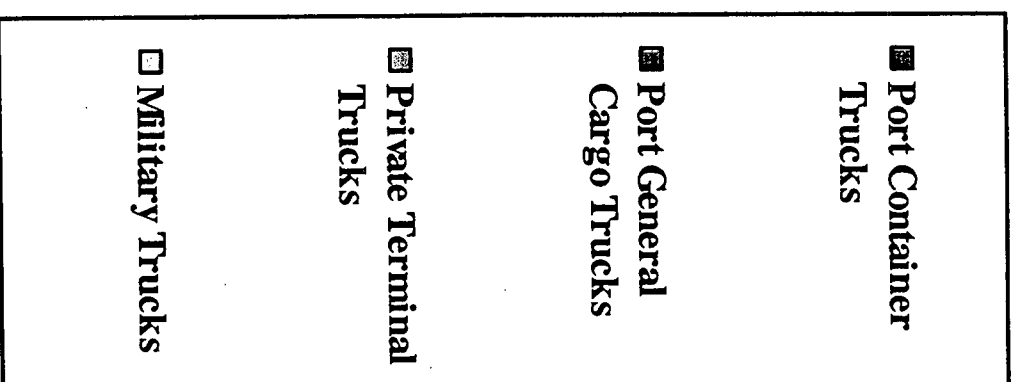
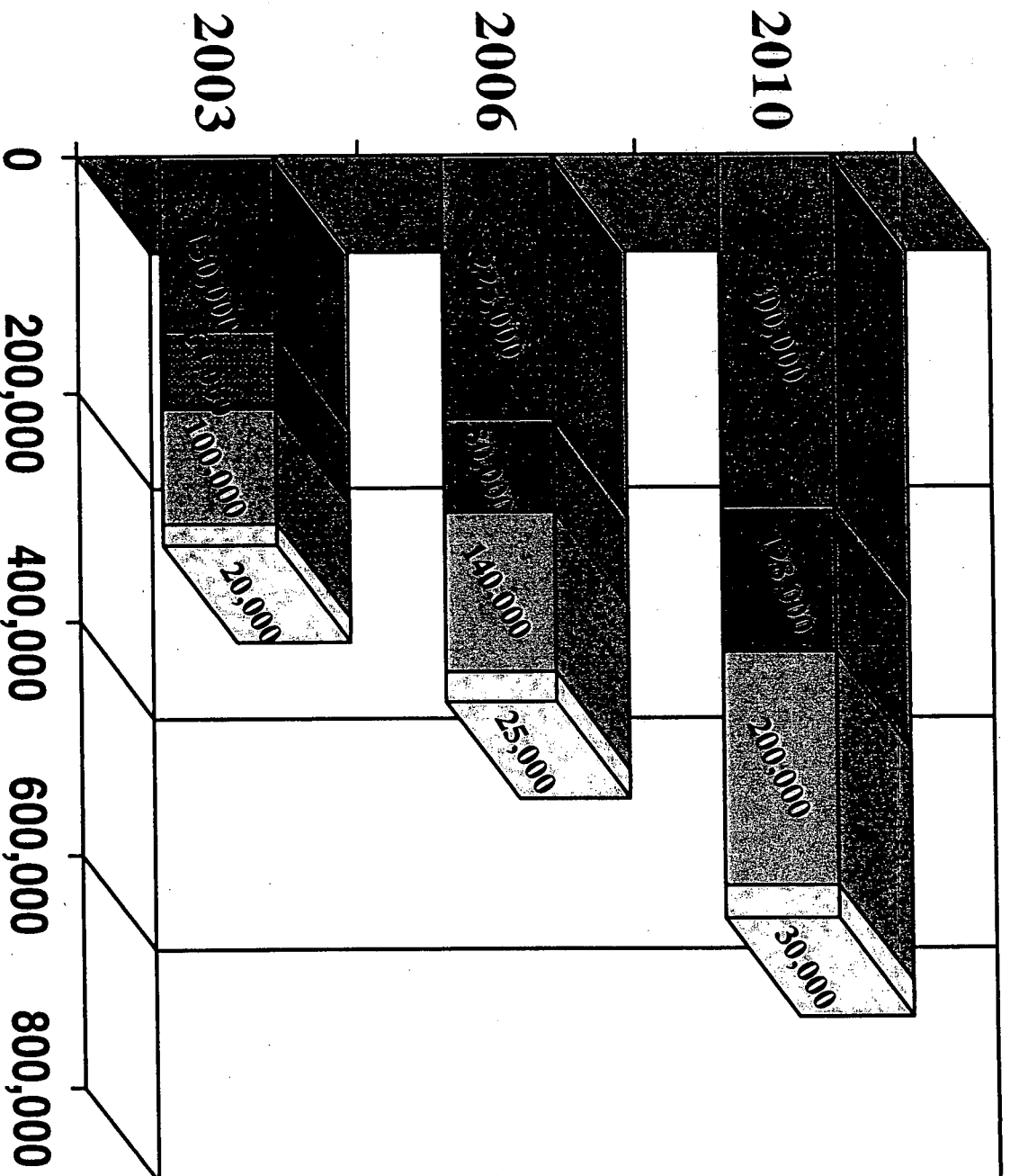


➤ Lumber imports rose 50%



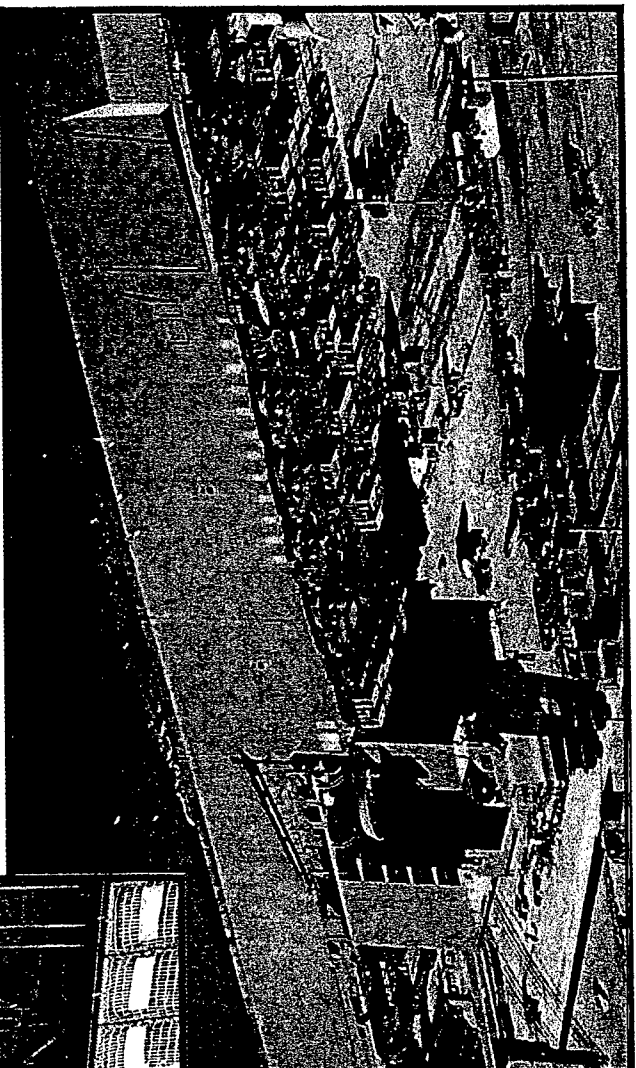
➤ Cement imports more than doubled

# Port of Wilmington Truck Traffic Projections

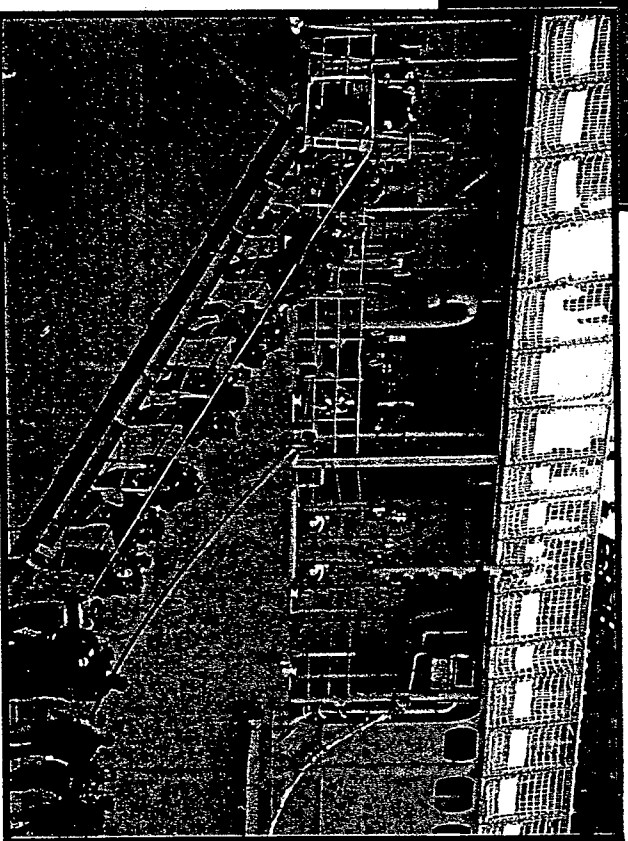




# Ports of Morehead City & Wilmington



➤ Strong military growth at both ports moving troops and equipment to support the war in Iraq



# **NCSPA Strategic Transportation Initiatives**

## **Port of Morehead City**

US-70 between Morehead City and Raleigh

Bypasses and Interstate grade improvements

Northern bypass - Havelock to Radio Island

Gallants Channel Bridge

## **Port of Wilmington**

US-74 between Wilmington and Charlotte

Bypasses and Interstate grade improvements

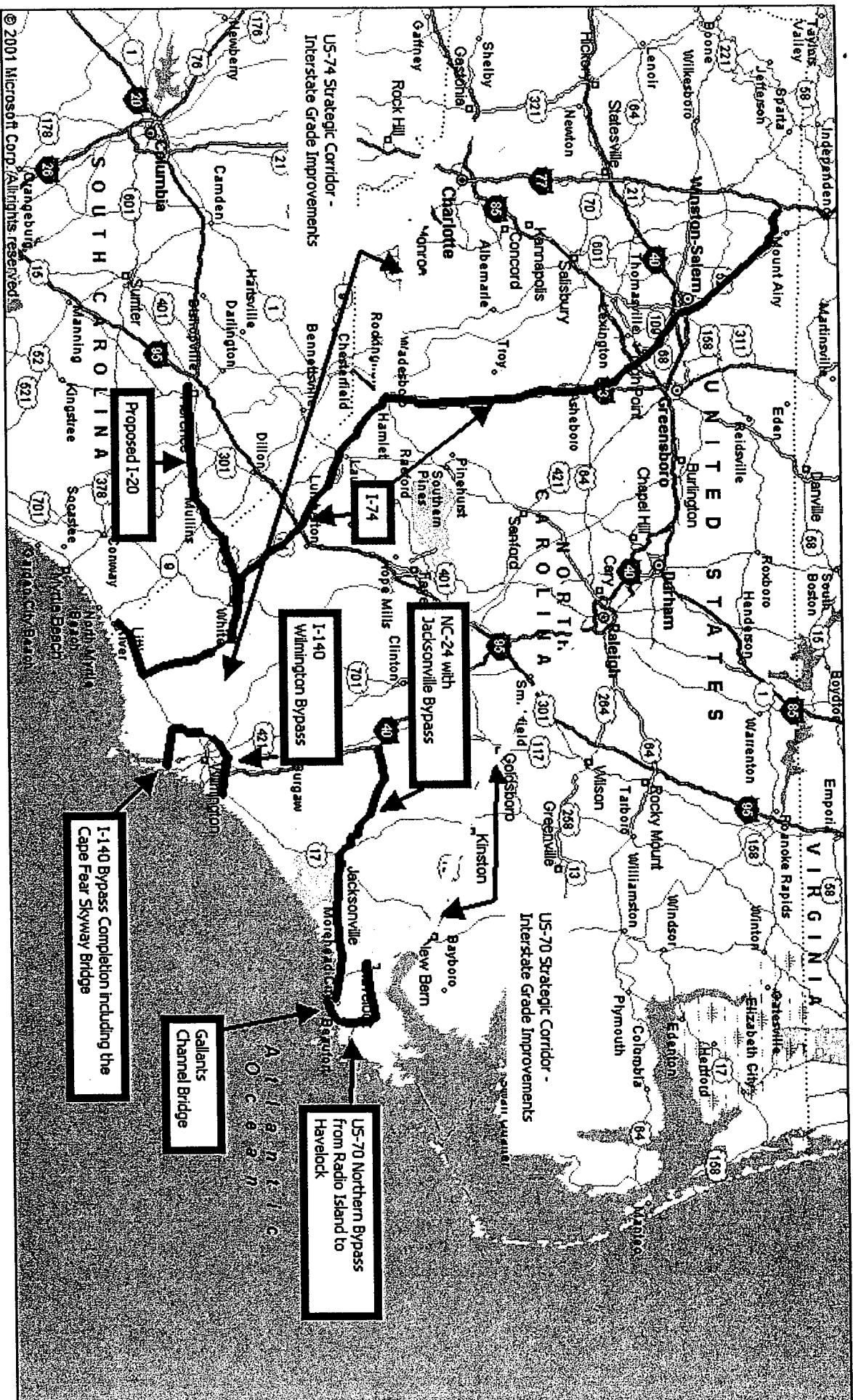
Southern portion of I-140 bypass

Cape Fear Skyway Bridge

I-74 & I-20 with designation to the I-140 bypass

Competitive Rail Service—CSX and Norfolk Southern

—at both ports



# NCSPA Freight Corridor Priorities

# Facing the Future

- Planning for growth must incorporate port and other freight traffic generators.
- Planning and partnering at local, State and Federal governmental levels.
- Quality of life in our region depends on diversified economy and requires safe and efficient transportation systems.

➤ **Ports Authority is ready and willing to help.**

# **North Carolina's Ports Poised For Success**

- Expansion capabilities
- Infrastructure improvements
- Strong State support

# NC State Ports Authority



## Vision

**The North Carolina State Ports Authority, our employees and customers, working together with policy makers, will achieve the growth in business and revenue to sustain expansion and be recognized as a premier East Coast port facility and an economic engine driving growth and development in our State.**

# Questions?

# **Earl F. Brinkley, Sr.**

- Born and reared in Duplin County (Teachey, NC). Father was a Farmer and John Deere Dealer
- Graduated from Wallace-Rose Hill High School, Teachey, NC in 1961

## **Secretary of FFA / Beta Club**

- Graduated from NC State University with BS in Agricultural Education in 1965

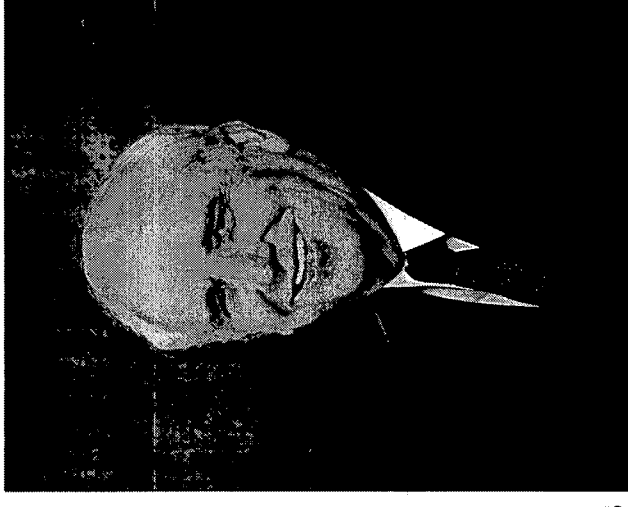
## **Dean's list / Kappa Phi Kappa**

- Obtained an MBA from Emory University, Atlanta, GA in 1991
- Taught Vo Ag in Coats, NC during the 65-66 school year
- Went with John Deere in July 66 and worked for them for 38 years

- Retired as Director, Worldwide Logistics (Chief Logistics Officer) of John Deere in Dec 2003
- Was responsible for the Worldwide movement of Raw Materials, Finished Goods, and Service Parts for all of John Deere at the time of retirement.

- Started Accu-Track Logistics in July 2004 with Mrs. Marcia Taylor, Owner and CEO of Bennett International Group, McDonough, GA

- Accu-Track is involved with Logistics Consulting, starting a centralized Logistics Operation Center for new customers and opening "The Transportation Store" in Wallace.



Speaker 1  
attached # 6



# **North Carolina**

## **Economic Growth Through Global Logistics**

I would like to discuss with you today my views of how North Carolina can obtain economic growth by playing a major role in Global Logistics.

I will discuss a recent article from Logistics Today, a major magazine in the field of logistics. I will give you some facts about one port, compare that port to Wilmington and Morehead City, briefly discuss how companies today are global in their supply chain and how we can benefit from the current state of affairs. I will offer you a concept on how North Carolina can more effectively and efficiently move both material and people, two of the key element for economic growth through logistics.

## **Disclaimer ---**



**The concepts I will describe are based on my personal studies and experiences in the field of Logistics. The opinions expressed are strictly personal and do not represent those of other individuals or interested parties.**

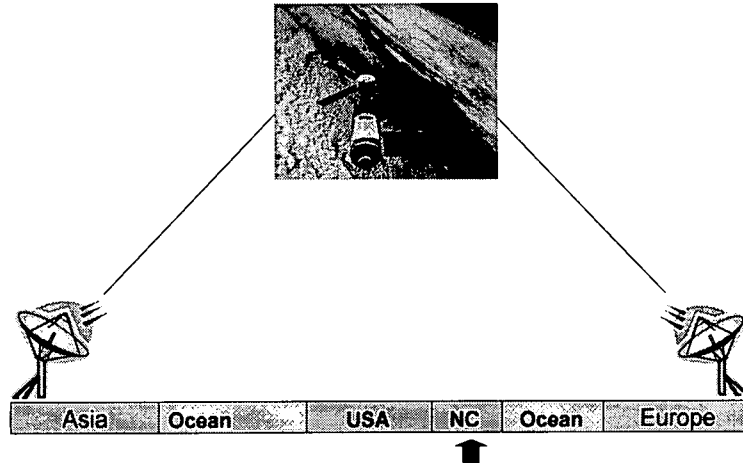
**I have no political or economic ties that have influenced my opinions in any way.**

Earl F. Brinkley, Sr.

First, I need to let you know that the concepts I will present are based solely on my personal studies and experiences. The opinions expressed are strictly personal and do not represent those of other individuals or interested parties including my previous employer.

I have no political or economic ties that have influenced my opinions in anyway. I have been gone from North Carolina for nearly 40 years only recent returning to my roots.

## Strategic Look at North Carolina



Cannot Look at North Carolina as an Individual Entity

Let's step back for a few minutes and view the world. Let's do not look at North Carolina as an individual entity but look at the role it can play in the globalization process.

"The world has evolved from a collection of Nationalist based economies with import and export activities to a Global economy. we have gone far beyond just imports and exports."

Satish Jandiel  
Consultant

# LogisticSTODAY

## "America's 50 most logistics-friendly cities"

By Logistics Today Staff (October 2004)

### Factors considered:

- The overall transportation & distribution industry climate
- Workforce / labor cost / availability / skill levels
- Road / highway basic infrastructure and spending
- Road density / congestion / truck safety
- Road conditions
- Fuel taxes & fees
- Railroad access
- Water ports (both river/lake and ocean)
- Air service
- Interstate highway access (both main and auxiliary routes)



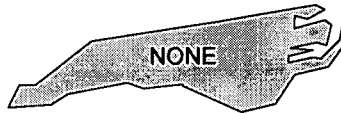
In the October 2004 issue of the magazine, Logistics Today the staff researched and wrote an article entitled "America's 50 Most Logistics-Friendly cities. Those factors considered were

- . The overall transportation and distribution climate
- . Workforce / labor cost / availability / skill levels
- . Roads – The basic infrastructure and spending
- . Road conditions
- . Road Density / congestion / truck safety
- . Fuel taxes and other fees
- . Railroad access
- . Water ports, both river, lake and ocean
- . Air service
- . And finally, Interstate highway access both main and auxiliary routes

# LogisticSTODAY

## Surrounding Locations included:

- Savannah, GA (No. 17 in 2004 but was No. 1 for 2003, 2002, and 2001)
- Baltimore, MD (No. 8)
- Jacksonville, FL (No. 21)
- Norfolk-Virginia Beach-Newport News, VA (No. 26)
- Nashville, TN (No. 27)
- Richmond-Petersburg, VA (No. 33)
- Memphis, TN (No. 38)
- Bergen, NJ (No. 47)



Let's look at some of those cities that made the list.

- . Savannah, GA was 17<sup>th</sup> and number one in 2001,2002,and 2003
- . Baltimore, MD
- . Jacksonville, FL
- . Norfolk, VA
- . Nashville, TN
- . Richmond – Petersburg, VA
- . Memphis, TN
- . Bergen, NJ

Please note there are no North Carolina locations or South Carolina locations

## Port of Charleston, SC

(Did not make the top 50 list)



### Facts

- 2,385 ships in Fiscal 2004 with cargo valued at more than \$39 Billion annually
- 1.72 Million TEU's (20-ft equivalent units/containers)
- 281,660 jobs paying \$9.4 Billion in wages
- Pumps \$23 Billion into the state's economy
- Generates \$2.5 Billion in state and local taxes.
- IT has not received Operating or Capital Subsidies in more than two decades (Structured as a private business).

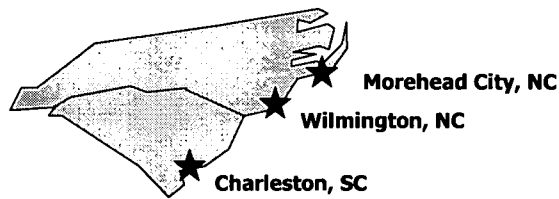


See [www.scsipa.com](http://www.scsipa.com), South Carolina State Ports Authority

Let's look at the Port of Charleston, SC and remember it was not on the list. What is the value of that port to the area and to the state of South Carolina.

1. 2,385 ships and barges called on Charleston with a cargo valued at more than \$39 Billion.
2. 1, 720,000 containers
3. Creates 281,660 jobs that pay \$9.4 Billion in wages
4. Pumps \$23 Billion into the states economy
5. Generates \$2.5 Billion in state and local taxes

Also, this port has not received any operating or capital subsidies in more than two decades. It is structured as a private business.



### **Port Comparisons**

| <b>Category</b>       | <b>CHS</b> | <b>ILM</b> | <b>MHC</b>          |
|-----------------------|------------|------------|---------------------|
| No. of Ships / Barges | 2,385      | 376        | 418                 |
| No. of TEU's          | 1,720,000  | 96,077     | 0                   |
| Depth of Channel      | 45 ft      | 42 ft      | <b><u>47 ft</u></b> |
| Miles to the Sea      | ???        | 26         | <b><u>4</u></b>     |

**In 1995 Wilmington had 596 ships and barges and Morehead City had 825.**

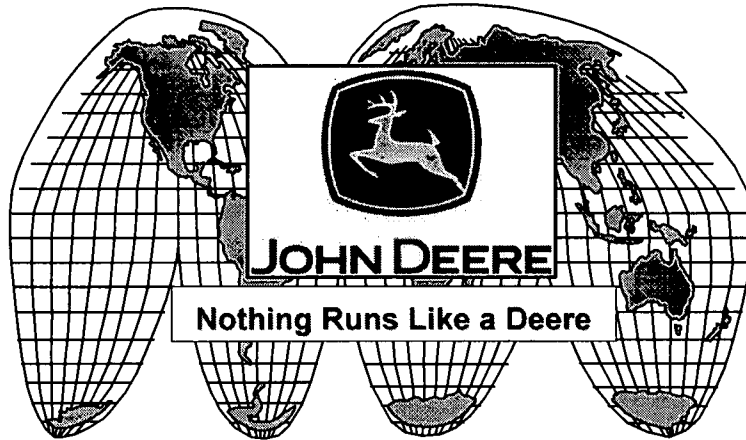
Let's compare Charleston to our ports of Wilmington and Morehead City.

| <b>Category</b>              | <b>CHS</b>       | <b>ILM</b>    | <b>MHC</b>          |
|------------------------------|------------------|---------------|---------------------|
| <b>No. of Ships / Barges</b> | <b>2,385</b>     | <b>376</b>    | <b>418</b>          |
| <b>No. of TEU's</b>          | <b>1,720,000</b> | <b>96,077</b> | <b>0</b>            |
| <b>Depth of Channel</b>      | <b>45 ft</b>     | <b>42 ft</b>  | <b><u>47 ft</u></b> |
| <b>Miles to the Sea</b>      | <b>???</b>       | <b>26</b>     | <b><u>4</u></b>     |

I believe that Morehead City has one of the deepest channels on the East coast and definitely the shortest distance to the sea. These are key elements in the world of container shipping.

**\*\* Example \*\***  
**Global Supply Chain**

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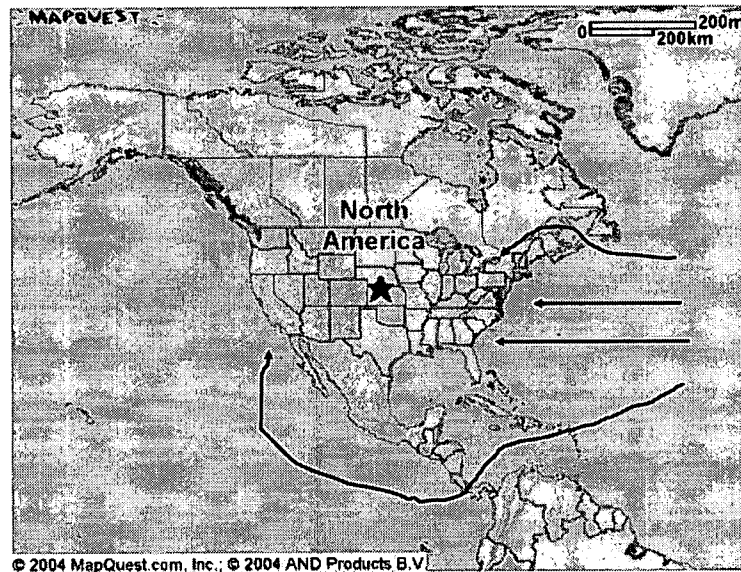
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**74 Units - 16 Countries**  
**Ship to Customers in 160 Countries**

US companies are becoming more and more global with their supply chain. John Deere when I left had 74 operational units located in 16 countries. The supply base was worldwide. We imported raw materials from throughout the world and we also exported raw materials to factories in other countries. Finished Goods were exported and imported as Deere shipped to customers located in 160 countries.

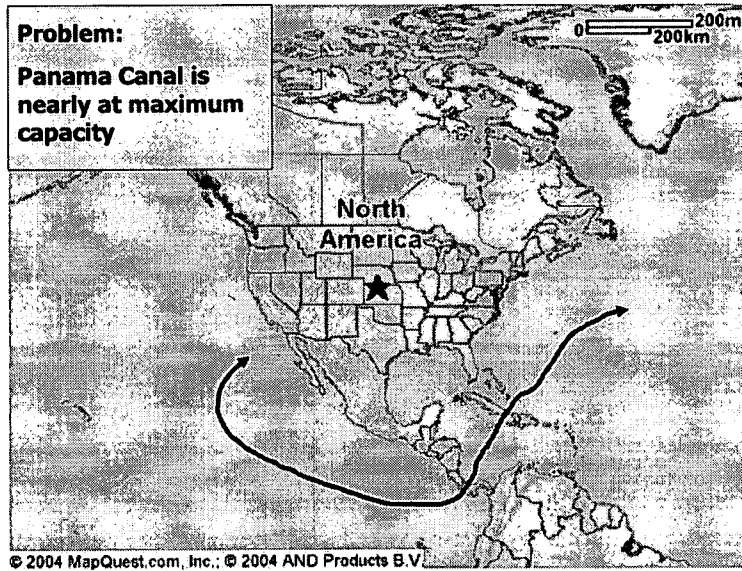


# European West Bound



Goods and material from Europe come to various Eastern US ports and via the St Lawrence to Waterway to Montreal. Some containers are shipped to the West coast via the Panama Canal.

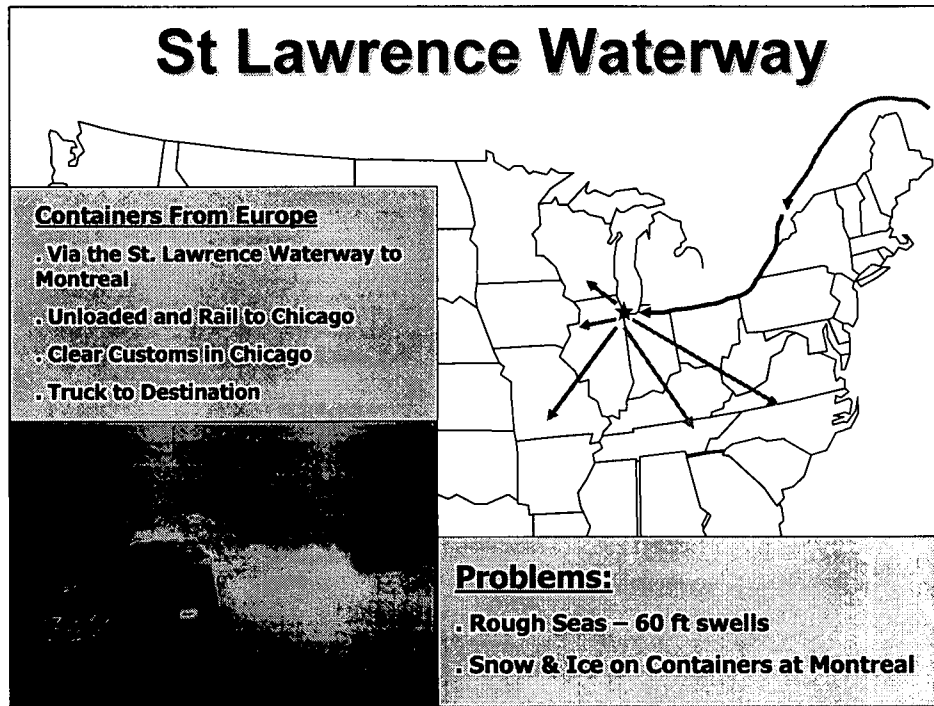
# Panama Canal



There are some problems.

First, the Panama Canal is nearly at maximum capacity.

*+ Large container ships cannot go through it.*

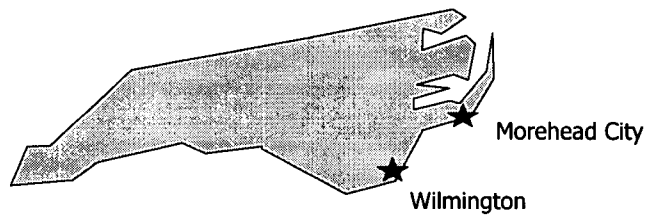


Second the St. Lawrence route has problems with rough North Seas and this is an actual picture from the captain of the ship. Once the containers get to Montreal, they are unload and ship by rail to Chicago where they clear customs, then onto final destination. In 2002, the heavy snow and ice during the winter created unloading and shipping problems from Montreal to Chicago. We struggled to keep containers moving so the assembly lines would not go down.

# **North Carolina**

## **\*\* Ports \*\***

**One of the Keys to Global Logistics**

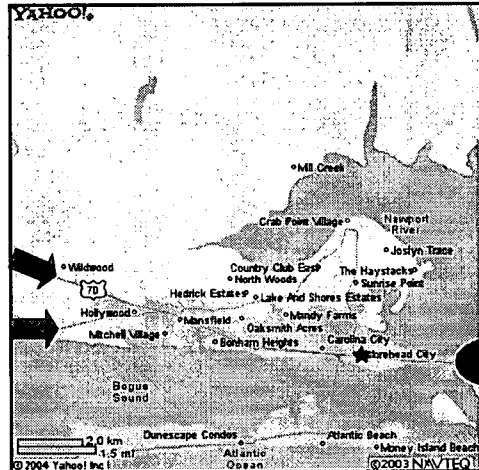


**Let's look at each of the Ports**

As you saw previously, the ports are one of the keys to logistics globalization. Let's look at each of North Carolina's ports.

# Current Port Logistics

## Port of Morehead City



. Trucks use US 70 and 24 that go completely through the city before arriving at the port.

. Many stop lights, traffic.

. Very time consuming.

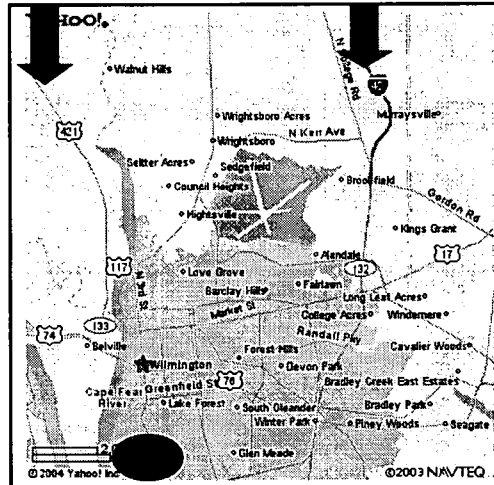
. Damage to Road Beds

. Local Citizens concerned with too many trucks on local roads.

As you can see from the map of Morehead City, trucks must travel through town to the port. The truck must go through stop lights that create delays in schedules. The trucks will damage road beds and heavy container traffic will create calls from concerned citizens to city hall and other elected officials.

# Current Port Logistics

## Port of Wilmington



. Via 421 is very narrow streets, single lane.

. I-40 ends at near city limits, then regular streets to the port.

. Must go all the way through the city to reach ports.

. Stop and go traffic

. Concern of citizens with too many trucks on the road.

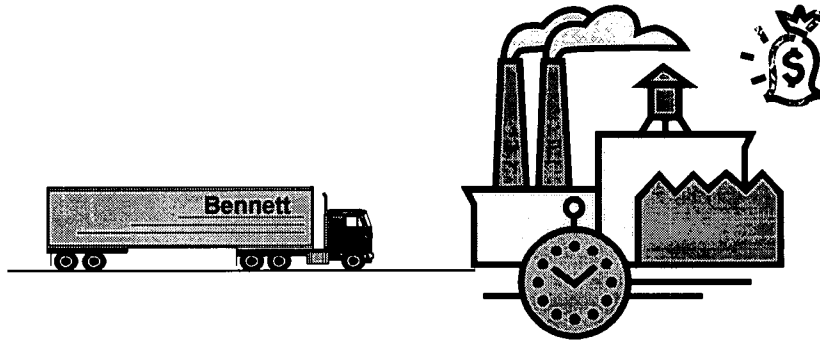
. Damage to road beds.

. Time consuming

Look at this map as well. Wilmington, NC has a similar problem. Since I-40 ends at the city limits, both routes to the port are through city streets. Again the trucks must go through the city to reach the port which is time consuming. Also, creating calls from concerned citizens.

## **Current Port Logistics**

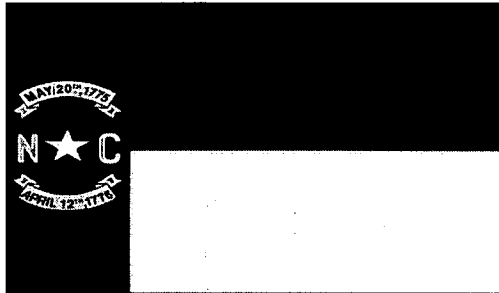
### **Carriers**



- . No easy quick access to the interstate system / time consuming
- . Carriers are paid by the mile
- . Create additional cost to the carrier / drayage company

North Carolina port logistics has problems in that there is no easy and quick access to the interstate highway system. This is time consuming for carriers and become more costly as they are paid by the mile. When carrier cost goes up, the price of production goes up.

## **North Carolina has an Advantage!**



**If we have the vision!**  
**If we seize the opportunity!**



You would think from what I have indicated that North Carolina is in a helpless state. However, I contend that North Carolina has an advantage ...

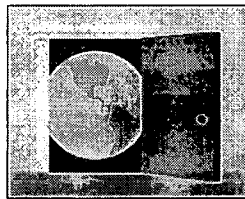
If we have the vision

If we seize the opportunity



# Opportunity

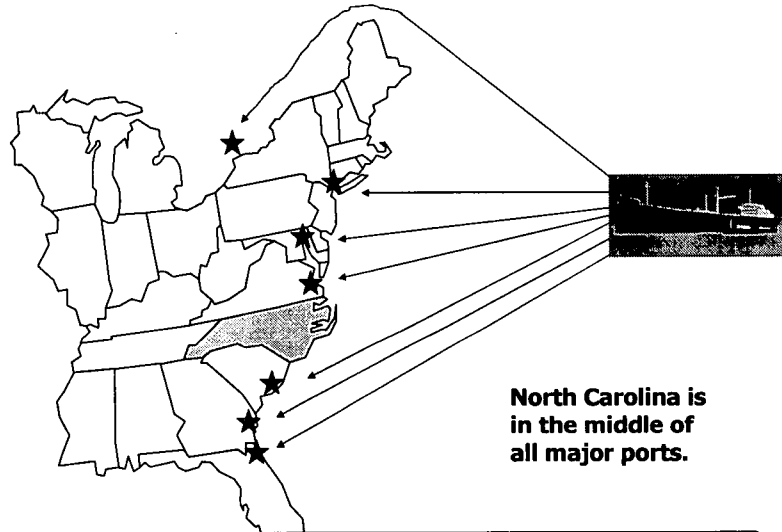
- . The current situation could be our best opportunity
- . We can design / create new concepts utilizing both ports.
- . Better use of Global TransPark
- . Make shipping through North Carolina easy for Ocean Carriers, Truck Carriers and final customer.



**Morehead City could be developed into a Major port!**

We have an opportunity, because of the current situation. We can design and create new concepts that utilize both ports as one through improved rail and making better use of our Global TransPark. If we really want to, we can open the door to world markets for North Carolina by making shipping through North Carolina easy for ocean carriers, easy for truck carriers and efficient for customer. I do believe that Morehead City and the rail are keys. Morehead City could become one of the major ports on the East coast.

## Major Eastern Ports



North Carolina is  
in the middle of  
all major ports.

Nothing Could be Finer than to Ship through Carolina

First look at where we are located. North Carolina is in the center of all major ports in the US. What does the US do? Make current big ports bigger or create a new one. We need to make sure that the world knows that "Nothing could be finer than to ship through Carolina."

*L.A. Ports Backed up*

*- 90 ships*

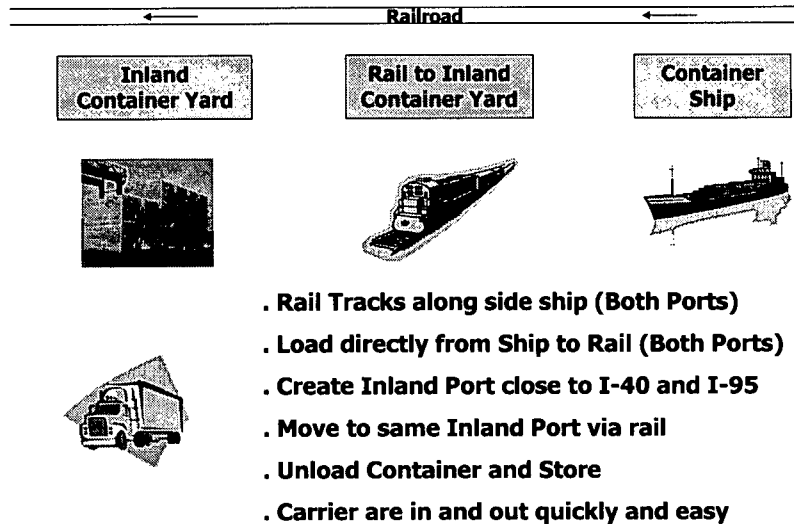
*- 10 to 11 days to Unload*

*Cannot*

*new 7000 TEU ships ~~can~~ cannot go through the Panama Canal.*

*- we can offer a Better way.*

## New Concept for NC Ports Treat them as One



Let's look at a new concept for North Carolina. I am sure there are many others, but let's look at this one.

First, place rail tracks in both Wilmington and Morehead so they will be directly along side the ship.

Second, unload the ships and place directly on to rail cars. No storage at ports where property cost will soar.

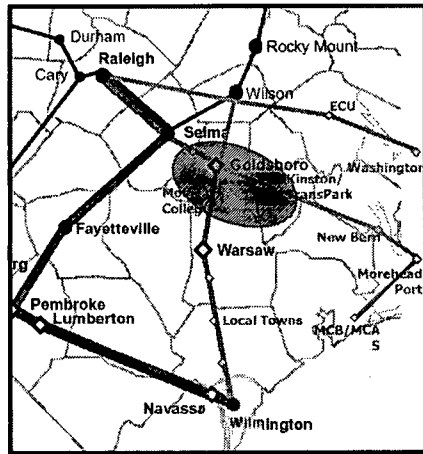
Third, create an inland port for containers close to I-40 and I-95.

Fourth, move containers from both ports to same inland port.

Fifth, unload and store container at the inland port.

This will be easy for trucks to get in and out quickly.

# Create Inland Port



- . Where rail lines meet
- . Easy Quick Access to I-95 / I-40
- . Close to Global TransPark
- . Close to Military Air Base

**Opportunities!!**  
**Opportunities!!**  
**Opportunities!!**



Where should we create an Inland Port.

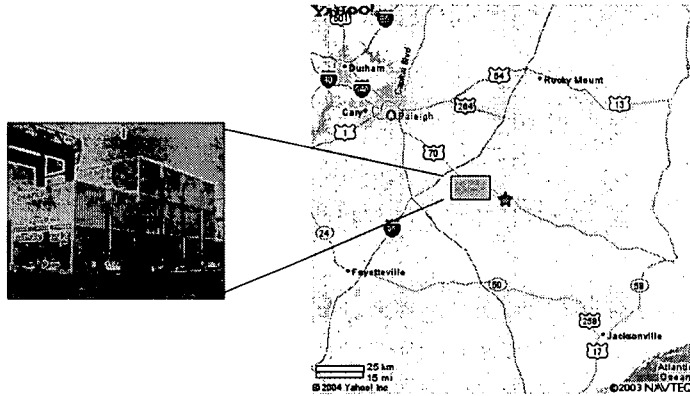
First, it should be close to where the rail lines meet from Wilmington and Morehead City.

Second, and you have heard this many time now, it must be close to I-40 and I-95

Third, close to the Global TransPark and close to the Military Air Base

The area in green seem to be the best location to fit all needs.

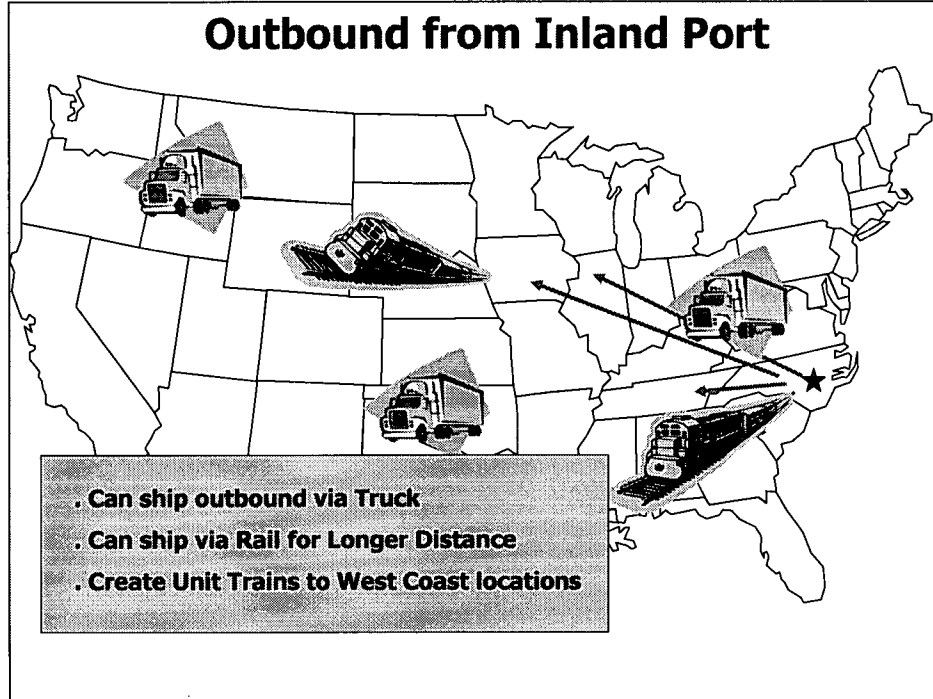
## Inland Container Yard Near Goldsboro, NC



- . Where the rail lines from the ports come together
- . Easy and Quick access to I-40 and I-95

As you can see, an inland container yard Northwest of Goldsboro would be close to both interstate I-40 and interstate I-95 as well as just beyond where the rail lines meet from Morehead City and Wilmington.

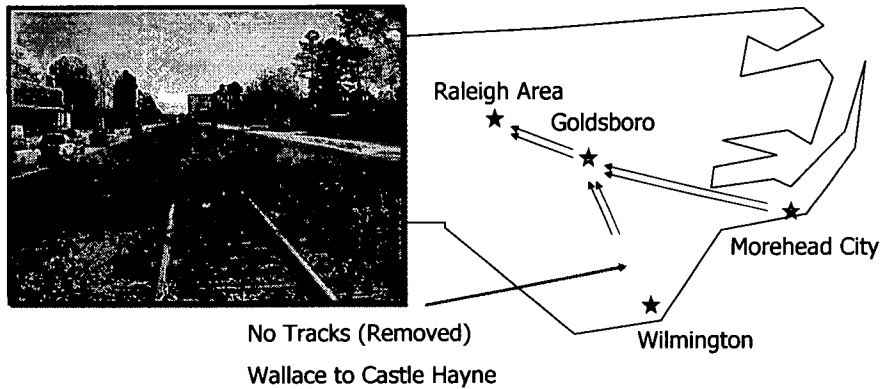
I do believe property cost in the rural Goldsboro area would be much much cheaper than at the ports -- if any were available.



From the inland port, we could ship goods via truck or via rail for longer distances. We could even create unit trains to specific locations.

# Problem with Rail Tracks

Track has been removed



**First Step – Replace Track**

However, we do have a basic problem with rail. The tracks South of Wallace to Castle Hayne has been removed. These MUST be replace.

# Another Opportunity

## Are we ...

A community of many citizens



Or

Citizens of Many Communities



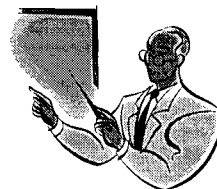
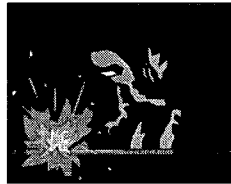
We have talked about moving materials. Now let's look at moving people. We need to decide that in the future years if we are going to be a community of many citizens or are we going to be citizens of many communities. Are we going to concentrate in cities and urban areas or are going to take advantage of our beautiful state for beach to mountains and live in rural based communities.



## **Citizens of Many Communities**

**If so ...**

**How do we get the rural citizens to the urban areas  
where there are jobs.**

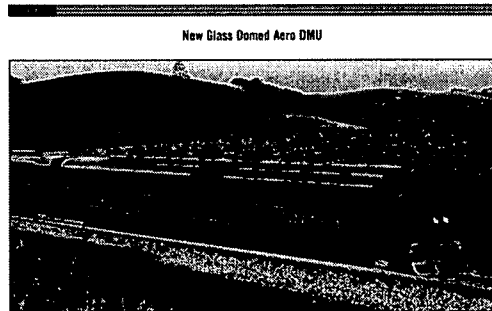


I contend we are going to be or want to be, if possible, Citizens of many communities. If that is the case, then how are going to get our rural citizens to the urban areas where there are jobs. How do we move factory workers, executives, medical staff, clerical staff and professors from their rural homes to urban places of work.

These rural communities already exist. I personally live in one. Some communities have invested in infrastructure that might lie wasted and become a financial drag on our state due to the decline in the tobacco industry.

Therefore we need to find a way to provide jobs in the communities or an affordable access to jobs. Let's do both.

# Re-invent Railroads



## **Same Tracks used for dual purposes**

- . Scheduled Container / Freight Traffic between Ports and Inland Terminal**
- . Scheduled Passenger traffic between Research Triangle Park and Wilmington, Morehead City and any other city.**

One way is to Re-Invent the railroads. We can use the same tracks that moves material to also move people. We can schedule containers and freight traffic between the ports and inland terminal and also schedule passenger traffic from between RTP and any other towns or cities, including Wilmington and Morehead City.

North Carolina has invested heavily in highway expressways and a cargo ready airport. We have a rather expansive, but unused rail grid network that needs to be re-invented and used.

The expressways, the Global TransPark, the ports, and the rail, now need to come together to create an efficient logistics network that will drive down cost for companies located in North Carolina. I firmly believe, the investment we make towards this end will give us a fantastic return – in dollars and in people.

## **Congestion**

**When this happens you do not move material or people**

**A decision must be made and NO decision is a decision**

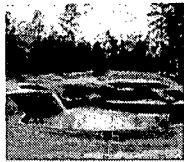
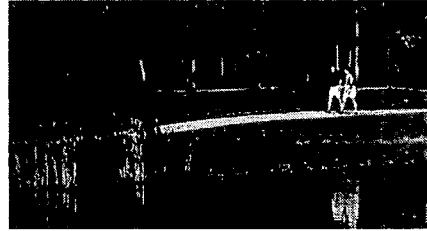
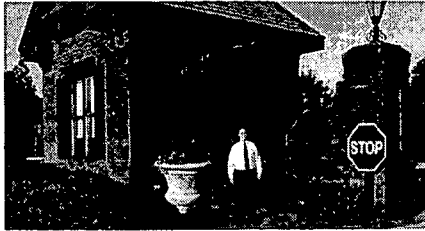


Are our city street congested. Just look at Raleigh as you drive around it. When congestion occurs on main routes, you do not efficiently move material or people. This drives up cost.

Are we not at a stage where  
a road here and road there,  
an expansion here and an expansion there or  
a bridge here and a bridge there  
will NOT solve the overall problem. Should we not look at new concepts and how others are moving both material and people.

A decision must be made and as we practiced at Deere, No decision was a decision and we had to live with.

## **Living in Small Towns / Rural Areas Versus City / Urban Areas**



### **Advantages**

- . Cheaper Taxes / Lower Cost of Living**
- . Less Congestion / Traffic / Noise**
- . Builds Tax Base for Small Towns / Rural Area**

Linda and I are planning to build our retirement home in River Landing located in Wallace, which are the pictures you see. The advantages of living in these and other types of rural areas offer some advantages.

There are cheaper taxes and an overall lower cost of living.

There is less Traffic congestion and less noise

We also help to build a larger tax base for smaller towns and rural areas.

Most importantly, we need to keep our best people from moving out of state and we can better protect North Carolina's environment.

## The Day that changed the United States We Must Change the Way We Think



We all know what this is and where we were.

It changed our world forever and it will force us to change the way we think.

*+ The way we do things*

*We must view tomorrow as today  
+ plan accordingly.*

# Important

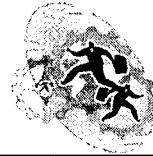
## Points to Consider ...

- . We must put aside partisan politics
- . We must put aside regional interest
- . We must put aside any personal gain
- . We must do what is best for our nation
- . We must do what is best for the state of North Carolina



**If not, we will fail to provide a means for North Carolina to be a major player in Global Logistics and provide a means for economic growth. We must ...**

- . Effectively and Efficiently move material
- . Effectively and Efficiently move people



As we look at globalization and our state becoming a larger player, there can be tremendous economic growth. Since I have no political ties or economic ties I can make these point that we must consider.

- . We must put aside partisan politics
- . We must put aside regional interest
- . We must put aside change purely for personal gain
- . We must do what is best for our nation
- . We must do what is best for the great state of North Carolina

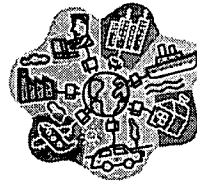
If not we fail to provide a means for North Carolina to be a major player in global logistics and provide a means for sustained economic growth.

We must . Effectively and efficiently move material

We Must . Effectively and efficiently move people

## Closing Comment

- North Carolina will never realize its full potential in Global Logistics if we are not able to put aside regional and personal issues and view the opportunity purely from a Global perspective.
- We must be able to show potential customers how North Carolina fits into a defined Global network of partners to meet their needs.
- Let's build a business Culture and Structure that will have industry bidding for NC locations instead of our bidding and providing incentives for them to come.
- Let's help all NC located companies, current and future, be more efficient rather than helping a few.



I want to close with these comments.

. North Carolina will never realize its full potential in global logistics if we are not able to put aside regional and personal issues and view the opportunity purely from a Global perspective.

We must be able to show potential customers how North Carolina fits into a defined Global network of logistics partners to meet their needs.

Let's build a business culture and structure that will have industry bidding for North Carolina locations instead of our bidding and providing incentives for them to come to us.

Let's help all North Carolina companies, current and future, be more efficient rather than helping a few.

# North Carolina



- **Known for its commitment to higher education. World known as one of the best university system in the nation.**
- **This includes the Community College System**



- **Known for the Research Triangle Park and its commitment to industry. It has attracted many many companies to the area.**



- **We can also be just as world known for our leading edge programs in Logistics (material and people)**
- **Will attract Industry to the area just like RTP did!**

**Just do it!**

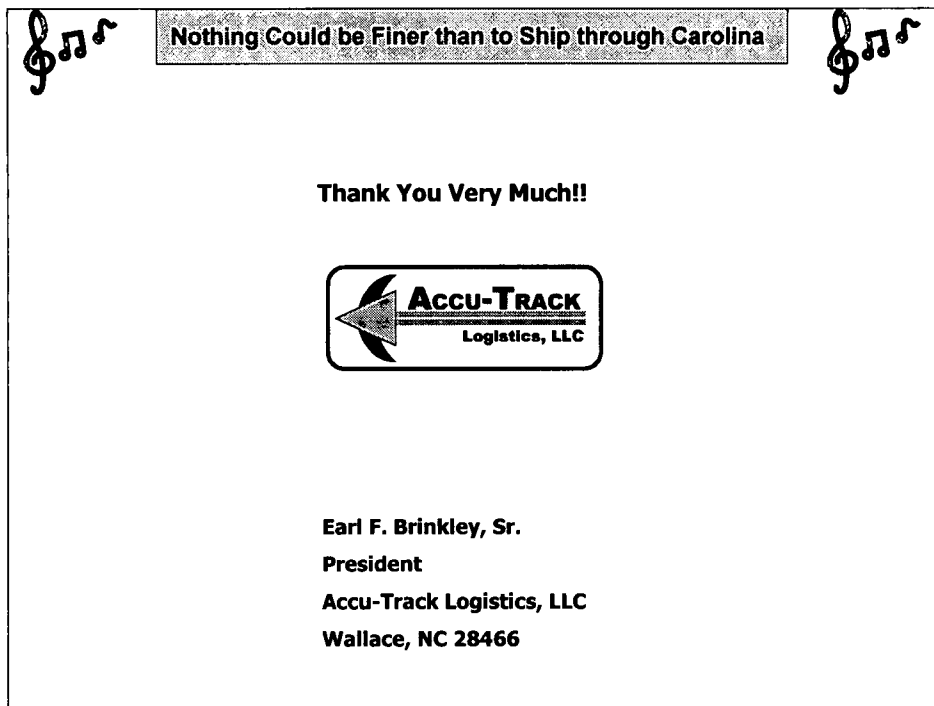
North Carolina is known for many things. As I have traveled throughout the world, I can tell you North Carolina is known for its commitment to higher education. We are known to have one of the best university system in the nation and that includes our community colleges.

North Carolina is also known for the Research Triangle Park and its commitment to industry. No one will deny that many many companies have located to the area, including the Worldwide Headquarters of the Lawn and Grounds Care Division of John Deere Company.

We can be just as well known for our leading edge programs in logistics to move both material and people fast and efficiently. We can attract industry just like RTP did.

We need to develop and attitude to "Just do it!" Then make the commitment to do what it takes to results.





I hope I have helped to show you how Nothing could be finer than to ship through Carolina. I thank you for your time.

Thank you for your time and Have a very merry CHRISTMAS.

## **Earl F. Brinkley, Sr.**

- Born and reared in Duplin County (Teachey, NC).  
Father was a Farmer and John Deere Dealer

- Graduated from Wallace-Rose Hill High School,  
Teachey, NC in 1961

Secretary of FFA / Beta Club

- Graduated from NC State University with BS in  
Agricultural Education in 1965

Dean's list / Kappa Phi Kappa

- Obtained an MBA from Emory University, Atlanta, GA in 1991

- Taught Vo Ag in Coats, NC during the 65-66 school year

- Went with John Deere in July 66 and worked for them for 38 years

- Retired as Director, Worldwide Logistics (Chief Logistics Officer) of John Deere in Dec 2003

- Was responsible for the Worldwide movement of Raw Materials, Finished Goods, and Service  
Parts for all of John Deere at the time of retirement.

- Started Accu-Track Logistics in July 2004 with Mrs. Marcia Taylor, Owner and CEO of Bennett  
International Group, McDonough, GA

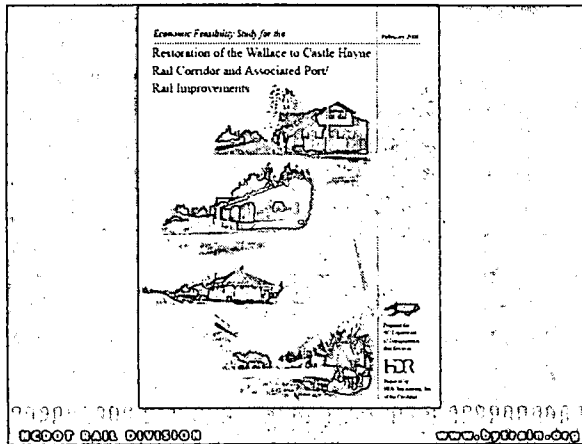
- Accu-Track is involved with Logistics Consulting, starting a centralized Logistics Operation  
Center for new customers and opening "The Transportation Store" in Wallace.



Our speaker is Earl Brinkley. He was born and reared in Duplin County where his father was a farmer and a John Deere Dealer. He graduated from Wallace-Rose Hill High School in 1961 and was Secretary of the local FFA chapter and member of the Beta Club. He graduated from NC State University in 1965 with a BS in Education and was a member of Kappa Phi Kappa. He obtained his MBA from Emory University of Atlanta in 1991. He taught VoAg at Coat's High School for one year prior to joining John Deere Company where he spent the next 38 years. He retired in Dec 2003. At the time of his retirement Earl was the Director of Worldwide Logistics and Chief Logistics Officer. He was responsible for the worldwide movement of all raw materials, finished goods and service parts for all of John Deere. During his career with Deere Earl was know for his high energy level, creative spirit and love of logistics.

In July 2004 he started Accu-Track Logistics with Mrs. Marcia Taylor, owner and CEO of Bennett International Group, McDonough, GA. Accu-Track is involved with Logistics Consulting, starting a centralized Logistics Operation Center for new customers and opening of "The Transportation Store" in Wallace, NC.

Earl and his wife Linda have two children and six grandchildren. They are relocating from the Midwest, Moline, IL to Wallace where they will make their retirement home.

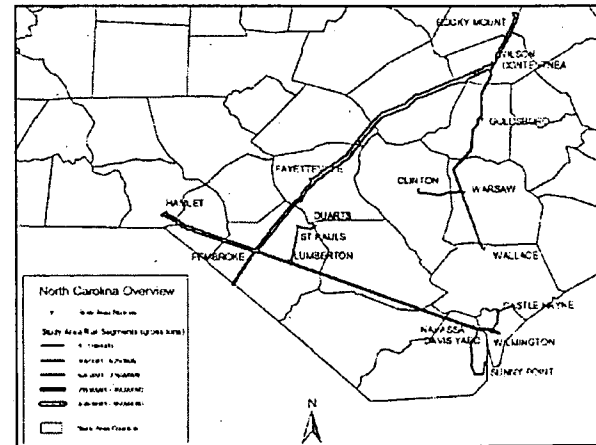
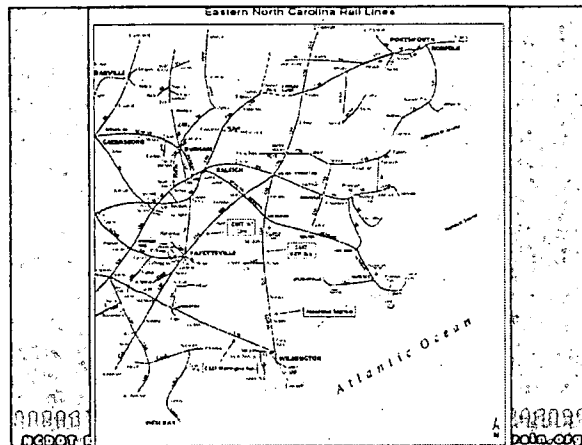


### Wallace to Castle Hayne

- Chartered as a part of Wilmington to Weldon line in 1836
- "As if in fee"
- Deeded to NCDOT by CSX in 1994
- 27.1 miles, 135 feet wide, track removed
- NCCS 136-44.35 Corridor Preservation
- NCDOT partnered w/State Ports Authority to complete analysis

*Completion to Analyst*

NCDOT RAIL DIVISION www.ncdot.org



## Economic Feasibility to Restore

- Single line rail access to Port of Wilmington
- Clearance constrains cargo size
- Indirect access for agricultural interests
- Rail facilitates larger scale economic development
- Over the fence analysis

NCDOT RAIL DIVISION [www.ncdot.org](http://www.ncdot.org)

Figure 5.12

### Grain Handling Capacity by Mode (62,000-ton Grain Ship)

1 Grain Ship = 10 Unit Trains = 2,464 Truckloads



NCDOT RAIL DIVISION [www.ncdot.org](http://www.ncdot.org)

## Study Method

- Proof of Concept
- Analyze new operating scenarios
- Determine infrastructure needs and costs
- 40 mph freight operation
- Assess potential cost savings and benefits
- Stakeholder interviews
- Determine feasibility of re-opening

NCDOT RAIL DIVISION [www.ncdot.org](http://www.ncdot.org)

## Assumptions

- CSX Class III Standards, 40 mph, 286,000 capable, 141# welded rail, block signals
- Active crossing warning devices
- Minimal additional ROW to acquire
- 5 new rail served industries over 20 years

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## Findings

- Traffic North & Northwest of WLM advantaged
- Neutral traffic impacts West and Southwest
- Eliminate numerous constraints
- < distances
- < crew changes
- Bypass congested Hamlet and Davis Yards
- < congestion on CSXT A line

NCDOT RAIL DIVISION

www.bytrain.org

## Opportunities

- Export grain at Port of Wilmington
- > back haul opportunities
- Avoid high-wide limitations
- Direct access to port and Sutton plant
- New rail-served industries
- Add Port access North of Castle Hayne

NCDOT RAIL DIVISION

www.bytrain.org

## Potential Economic Benefits

- < cost to CSXT and shippers
- > volumes of freight at port and on rail
- < highway maintenance costs
- New business opportunities
- Improved access to MOTSU

NCDOT RAIL DIVISION

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## Operational Options

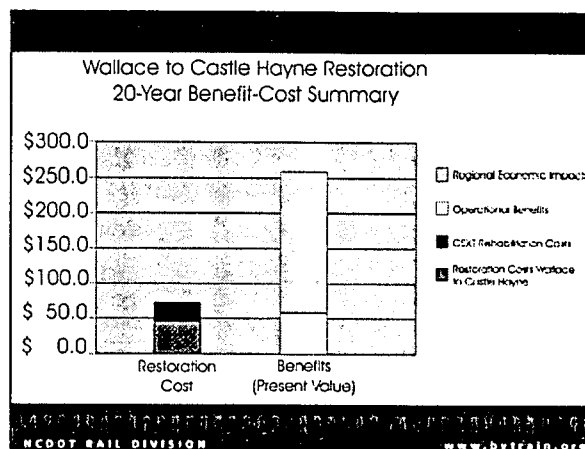
- CSXT determines to operate or not
- Potential short-line
- Wilmington Terminal Railroad expands
- NCDOT/NCSPA to negotiate operations

NCDOT RAIL DIVISION

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| Benefit-Cost Summary      |                  |                          |              |                    |
|---------------------------|------------------|--------------------------|--------------|--------------------|
|                           | Restoration Cost | Benefits (Present Value) | Net Benefits | Benefit-Cost Ratio |
| Restoration Cost          | \$49.3M          |                          |              |                    |
| CSXT Rehabilitation Costs | \$31.6M          |                          |              |                    |
| Benefits                  |                  |                          |              |                    |
| Operational Benefits      |                  | \$64.2 M                 |              |                    |
| Regional Economic Impacts |                  | \$195.5 M                |              |                    |
| Total                     | \$80.9M          | \$259.7 M                | \$178.8 M    | 3.2/1              |

NCDOT RAIL DIVISION [www.bytrain.org](http://www.bytrain.org)



## VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

December 15, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

|                  |                                              |
|------------------|----------------------------------------------|
| Matt Shaw        | Goldsboro News-Argo<br>Goldsboro NC          |
| Billy Barker     | Rep. Mike McIntyre                           |
| Roger Hall       | NC Southeast Econ. Dev.<br>Elizabethtown, NC |
| Helen King       | Moore & Van Allen                            |
| Katherine Miller | Moore & Van Allen                            |
| Patrick Simmons  | NC DOT                                       |
| John Goodman     | Hiley Associates                             |
|                  |                                              |
|                  |                                              |
|                  |                                              |
|                  |                                              |
|                  |                                              |

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December 15, 2004

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NAME

FIRM OR AGENCY AND ADDRESS

COL AL AMCOCK

FORT BRAGG GARRISON COMMAND (ATTN: AFZA-6C)  
FORT BRAGG, NC 28307

DON STEWART

SECRETARY'S RAIL ADVISORY COUNCIL  
FAYETTEVILLE

Malcolm D. Quick

WAYNE COUNTY CHAMBER OF COMMERCE  
TRANSPORTATION COMMITTEE  
PO BOX 2023 GOLDSBORO, NC 27533

SANFORD L. KORSCHON

PRESIDENT - EASTERN NORTH CAROLINA  
RAILROAD ALLIANCE

Stacey Holzinger

Fayetteville Area Chamber of Commerce

Edwin S. DEEVER

MAYOR, TOWN OF HOPE MILLS, NC  
CHAIR, THE FAX AREA

Joel Strickland

Fayetteville Area Metropolitan Planning Organization  
130 Gillespie Street, Fayetteville, NC 28301

Earl F. Brinkley, Sr.

Former Chief Logistics Officer for Deere.  
Currently President, Accu-Track Logistics.

MICHAEL JONES

MARTIN MARIETTA MATERIALS  
2700 WYCHIFFE RD, SUITE 104  
RAI, NC 27607 787-9504

CRIS MOWREN

NC STATE PORTS

Susan Markham

NC PORTS



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NAME

FIRM OR AGENCY AND ADDRESS

|                         |                                                                                                         |
|-------------------------|---------------------------------------------------------------------------------------------------------|
| Gail McDonald           | NC State Ports gail-mcdonald@ncports.com                                                                |
| Lynda Clay              | Chair, and DERPD (TAC) member<br>Carteret County Bd of Commissioners                                    |
| Dave Inscoc             | 3615 Arendell St. Morehead City, NC 28577<br>Carteret County Econ. Dev. Council dede@carteretcounty.com |
| TABITHA DEMAREST        | NC DOT - Rail Div.                                                                                      |
| Shirley Williams        | NC DOT - Rail                                                                                           |
| Chris Padgett           | Eastern Carolina Council                                                                                |
| Jim Daughtry            | Eastern Carolina Council<br>Eastern Carolina RPO                                                        |
| John McHugh             | Gov Office                                                                                              |
| Mark Brown              | Capital Group                                                                                           |
| Mr. Lillard W. Brinkley | Accu-Truck Logistics, LLC                                                                               |
| Mr. Jeff Moberg         | NC special asst. for Railways                                                                           |

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EXPANDING RAIL SERVICE COMMISSION

December 15, 2004

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

|                 |                                                       |
|-----------------|-------------------------------------------------------|
| Jason Sulham    | Rep. Bob Etheridge                                    |
| Nelson High     | CSX 2501 S. Main Rocky Mount N.C.                     |
| Angie Hawn      | Maurice Taylor                                        |
| Lyman Cooper    | Consultant                                            |
| CB NBDL7        | Maurice Taylor                                        |
| Scott Saylor    | N.C. Railroad Corp.                                   |
| Janet Robertson | Lumber River RPO 4721 Fay. Rd<br>Lumberton 28358      |
| WIN BATTEN      | MAYOR - TOWN OF WARSAW<br>P O BOX 464 WARSAW NC 28384 |
| Frankie Maness  | Town of Warsaw                                        |
| Laura Padgett   | Wilmington - Mayor Pro Tem<br>Vice Chair TAL          |
| Laura Wilson    | Wilmington - State Ports Bd.                          |

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EXPANDING RAIL SERVICE COMMISSION

December 15, 2004

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Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

|                 |                                                         |
|-----------------|---------------------------------------------------------|
| Robert Menzies  | Aberdeen, Carolina & Western Ry                         |
| Bred Oritt      | Cherokee & Albemarle RR<br>North Carolina & Virginia RR |
| Barbara Marum   | Railway Assn of NC                                      |
| TODD BURCHETTE  | YADKIN VALLEY R/R                                       |
| Ronnie McKenzie | Guilford and Ohio Railways                              |
| Kat Christian   | NC Railroad                                             |
| CHARLES Burnell | NC RAILROAD                                             |
| Billy Tucker    | WILMINGTON TERMINAL RAILROAD                            |
| Pat T. McArthur | Aberdeen & Rockfish R.R.                                |
| EDWARD LEVIN    | ABERDEEN & ROCKFISH R.R.                                |
| Ronald Taylor   | Norfolk Southern Ry                                     |

# **House Interim Committee on Expanding Rail Service**

**January 11, 2005**

**1:00 p.m.  
Room 1027LB**

## **AGENDA**

**Chairs: Representatives Pate and Rapp**

### **Rail Opportunities and Needs**

- Introduction
  - Chairs
- The Honorable James B. Hunt, Jr., Former Governor of North Carolina
- The Honorable James G. Martin, Former Governor of North Carolina
- Southeastern Economic Alliance
  - Terry Chastain, Vice-President for Governmental Affairs  
Southeastern Economic Alliance and the Atlanta Chamber of Commerce
- Amtrak
  - Drew Galloway, Senior Director, Strategic Planning
  - Jeff Mann, Principal Officer of Contract Administration
- Go-21 Growth Options for the 21<sup>st</sup> Century
  - Lainey Edmisten Shumaker, Grassroots Coordinator
- Rail Transit Projects in North Carolina
  - Miriam Perry, Director, Public Transportation Division, DOT
- Financing Options for Rail Projects
  - Pat Simmons, Director, Rail Division, DOT
- Next Steps – Recommendations to the General Assembly
  - Chairs

## **MINUTES**

### **HOUSE INTERIM COMMITTEE ON EXPANDING RAIL SERVICE**

**January 11, 2005**

**1:00 PM**

**Room 1027 Legislative Building**

The House Interim Committee on Expanding Rail Service met on Tuesday, January 11, 2005 at 1:00 PM in Room 1027 of the Legislative Building. Committee Members in attendance were: Representative L. Pate, C. Allred, B. Earle, R. Eddins, M. Gillespie, B. Goforth, M. Hilton, D. Ross, F. Steen, B Stiller, R. Sutton, and Staff Giles Perry, Bob Weiss, Evan Rodewald.

Representative Pate presided, calling the meeting to order at 1:00 PM and informed the Committee of Representative Ray Rapp's recent hospitalization being the reason that he could not be in attendance. He acknowledged the staff and the Sgt.-at-Arms including Tom Wilder and James Worth. He recognized elected officials from various parts of the state including L. S. Guy and Jim Harris from Duplin County. Representative Pate stated, "In looking at the possibilities of what rail means to NC, Representative Rapp and I were delighted that we could get this Committee formed and get it instituted and started having hearings. We felt that the people who would really put the cream on the cake, so to speak, would be our two former Governors because they have such an interest in rails and felt they would be able to contribute to this meeting. We were able to get both Governors Hunt and Martin to agree to be here." Then Representative Pate introduced the Honorable James B. Hunt, Jr., former Governor of North Carolina for his comments.

#### **Presentations**

The Honorable James B. Hunt, Jr., former Governor of North Carolina had the following to say: "I want you to know that I am such an advocate for rail and for passenger rail that all the members of this Committee are precious in my sight, but more importantly, you are in the sight of your constituents. I want to tell you folks that rail transportation is popular in NC; I know that because I rode on it one time. During the Governor's campaign in 1996 in Charlotte, I remember setting out the idea that I would like for us in the next four years to reduce the time for passenger service from Charlotte to Raleigh, which was probably 3 1/2 hours, down to 2 hours. I said that to the NC Railroad people and they started telling me all the problems with it. We didn't own it all, so I spent a great part of my last four years in office getting the ownership of the remaining stock in the North Carolina Railroad. My predecessor and my successor, Governor Martin, worked very hard on that and I want to commend him. I know of the good work he did on this and I appreciated it and was proud to follow in his footsteps. It took two or three years to get the rest of the railroad and then negotiated with Norfolk Southern, and that was not easy. That was a time when they didn't think much of passenger rail, but now have changed their opinion and are for it and want to run it and make money from it. I

said these things to you all to say to you that this is something that has real possibilities. You are elected to do what the people want done. I think that people are very excited about passenger rail transportation, it is feasible and it is popular. I come to you today as a former Governor who has an interest in this and also as a NC Chairman of the Southeastern Economic Alliance. This is a group of fifteen city chambers over six states that are pushing to have a federal partnership for high-speed rail. We have a partnership; local, state, and federal on roads, on air transportation and even bicycles. The hole in that thing is where we don't have that partnership is rail, and we ought to have it. These cities and businesses ahead of Bank of America are pushing very hard to get high-speed rail in to the southeast. They have it in the northeast so why shouldn't we have it in the southeast. I found that people that were going to make decisions about investments and the creation of jobs were interested in two things - education and transportation. They are also interested in the business climate to reasonable taxes and regulations and things like that. They talked an awful lot about transportation. We're here in a state, unlike most states, where we have done a lot on this; most states don't have their own state railroad. One hundred years ago states built them because they needed the transportation. They didn't have roads that were very good. I remember reading books about Abraham Lincoln and he was a big advocate of building railroads. People needed the transportation links and that was one of the best ways to do it. We have a good DOT that has a strong commitment in this area. You, in the Legislature, have become interested in this, and I am impressed that you created the Virginia-North Carolina high-speed rail compact. That is very important because if we are going to make high-speed rail work, Virginia has got to build that link between the NC/Virginia line and Richmond. If we can get this rail in, it is going to be a big boost to economic development in North Carolina. We need to have high-speed rail from North to South. We need to have the NC Railroad operating effectively and quickly and make sure it goes into Winston Salem. We need to have the light rail, we are building it here in the Research Triangle and Charlotte is building a link now down south and getting right of way to go up towards Davidson and Mooresville and that area. Mecklenburg County voted to tax themselves ½ cent to do this. People will vote, in many cases, to tax themselves to do this. We need, in Kinston, to have a spur out to the Global Trans-Park, and need to have that missing link down on the coast from Wilmington to the North Carolina Railroad. We need that line from Virginia up to Richmond and I think that can get done. This needs to be done for a lot of reasons - the fact that we need fast transportation, the roads are clogged and because of air pollution. Health people at Chapel Hill convinced me that when we have those very bad air days, children with asthma and older people shouldn't be out doors. Rail is not going to solve it all of a sudden, but it sure can help and help take some of the burden off the future. My final suggestion is why don't you all suggest that we run passenger rail: we have the North Carolina Railroad and the State owns it. Norfolk-Southern is now ready to work with us. As a State, why don't you try out running the train from Raleigh to Selma, on to Princeton and might even need to go to Goldsboro. The Kinston Chamber is putting up \$200 thousand to fund some Delta flights in and out of that airport. If you, in this Committee, said you are going to put some money in and you want to

start running that train, Norfolk-Southern (or whoever does it), every day go down and back morning and afternoon, and lets see how it goes. I think it will happen in time and then build on it. I would like to see the train going to Asheville and back. We already have it down to Morehead and then Wilmington could be linked. All of it will not happen at once folks, but you have to have a vision and a goal and know what you are looking and working toward and then you have to work very hard to make it happen. You all are working very hard on this Committee and I am really proud of you. I have long hoped to see people really making passenger rail work in North Carolina. You are the ones who are doing it and I am sorry Ray Rapp couldn't be here today for he believes in it so strongly, as does our Chairman here and I commend you for what you are doing and urge you to push ahead. I know there are some people who are not for this; sometimes because they want all the money. This is right and the people of North Carolina want it and they need it." (See attachment # 1)

The Honorable James G. Martin, former Governor of North Carolina, expressed his thanks for the invitation to speak and offered some helpful practical thoughts. Governor Martin commended the Committee for interest in this subject, and made the following comments: "It is vital to the people and the economy of our State. You have heard from representatives of the Class I railroads as well as from the so-called "short line" companies. You have heard from prominent groups of those benefiting from the rail service we now have, and those who desire faster, higher capacity service, especially including passenger service. You understand the great importance of efficient rail service to industry and to the military bases in North Carolina. You have been given a considerable wish list of capital needs; for crossing gates, stronger bridges and passenger trains, as well as seaport improvements. You have also heard how challenging it can be to negotiate creatively with Class I Railroads, with their seemingly unalterable demands. They hold most of the trump cards. I would emphasize the need for you to form a strategic system of priorities, because the need is enormous and the available fiscal resources are limited. My opinion is that the method described to you for selection of grade crossings for new gates is best, without regard for the Class of the railway operator. This is about safety.

Passenger service ultimately depends upon willing riders, who accept this restricted mode of transportation, for whatever reason. They likely will not perceive any convenience to be an advantage, but they will favor speed and price. To gain any advantage of speed, you will have to build grade separation along a significant and unbroken sequence of what are currently grade-level crossings. Even with gates, grade level crossings still require trains to operate at slow speed, too slow to attract passenger volume. So, we need grade separation at a string of consecutive crossings, especially between cities.

There has been an appeal to you for tourist excursion service. While that cannot rank alongside populated areas with traffic congestion already in place, there are opportunities for you to look at. Let me cite the example of the Great Smoky

Mountain Railway. In 1988, we learned that Norfolk-Southern was about to abandon 67 miles of track from Sylva to Murphy. That was unavoidable, because they were losing \$250,000 a year just to pick up freight from four businesses along the route. They could not justify that or allocate marketing resources to win more customers. The appeal came to us from folks who asked us to approve saving the right-of-way, by dedicating it for a hiking trail or bike path along the Nantahala. That would have been a spectacular failure, comparable to losing the line (and right-of-way) from Wallace to Castle Hayne. We made a different proposal to Norfolk-Southern, offering to acquire the right-of-way and existing track for \$650,000. They agreed and as negotiations progressed, we began recruiting a short line company to operate trains along that section. A group with experience railroading in Florida formed the Great Smoky Mountain Railway, and the rest is history. They operate their freight business at night and in the daytime, they offer one of the premier attractions in western North Carolina; tourist excursions along various segments with popular stops at the Nantahala rafting centers using the same locomotives. If you can identify another section of track targeted for abandonment, my advice is to not just let it be saved as a bike path, but for its highest and best use - short-line railway service. Do not let any more railroad right-of-way escape. It is far too valuable a resource, especially for preserving some rail service. If a Class I rail company can't make it work, go with a smaller short-line.

The three ideas I have endorsed for you today are (a) to continue installing crossing gates, (b) to work with our three most dense urban areas to construct grade separations along some consecutive crossing sites, and (c) to save every foot of existing track and right-of-way from abandonment.

I urge you to not propose a raid on the Highway Trust Fund to pay for rail service. That tax was levied for the express purpose of building a continuous network of expressways across the State; divided highways with extensive grade separation at interchanges, and with limited access, extending within 10 miles of every county, and with a limited number of urban loops at large cities. It was intended to get people to their jobs in congested urban areas, and get jobs to the people in less dense rural areas. It promises to pave all secondary roads. I urge you not to propose another way to divert that away from its intended purpose, for that would betray a trusted commitment to a Trust Fund. " (See attachment # 2)

#### **Southeastern Economic Alliance**

Terry Chastain, Vice-President for Governmental Affairs, Southeastern Economic Alliance and the Atlanta Chamber of Commerce, told the Committee, from his perspective, that North Carolina is the leader in the southeast in rail expansion and made the following comments: "North Carolina is being recognized throughout the nation as having a model to copy for other states to expand their rail service and is to be commended for that. The business organizations are in support of high-speed rail. The Southeast Economic Alliance is not tied to any particular operator or operational system. We recognize, specifically, that the construction of the



Southeast High-Speed Rail network as designated by the federal government will provide the third leg of our transportation tool in conjunction with air and road enabling future mobility and fostering future economic expansion. The new model has significant departure from the current passenger rail system and includes a focus on privatizing operations, public/private partnerships, market driven route planning and changes in bonding structures for passenger rail. Our research indicates that operations should be opened up to competition. Currently Amtrak operates all passenger rails in the US. Rail service can benefit from competition because privatization allows the operator to choose the route to operate at which time and how frequently to operate that service. Our target rider is a time sensitive businessperson and short-haul leisure travelers within a 300-mile radius where the higher speed rail would be highly competitive with air. There should be a fundamental change in rail funding. Currently, Amtrak receives an annual appropriation for operation and infrastructure. The Federal government must make the initial investment here in high-speed infrastructure similar to what they have done with an airport and then a private operator should carry the risk and reward of operations.

The Southeast Corridor has the highest ratio of expected benefits to costs according to the 1997 US-Dot study. It offers the greatest flexibility in pricing as our city pairs have the highest average airfare of any other corridor. The Southeast Corridor is a corridor with strong support from both business and state leaders. Despite these advantages, federal funding does remain relatively scarce and the competition for these dollars to advance these projects is fierce. We would like to offer to partner with you as much as possible to include your needs and our request and push that forward at the federal level." (See attachment # 3)

Representative Pate asked if there were changes or additions to the December Minutes. Representative Sutton moved that the minutes be approved and they were approved.

#### **Amtrak**

Drew Galloway, Senior Director, Strategic Planning, gave a power point overview on the Amtrak Status Report – Corridor Evaluation Process and how the corridor initiative that has been undertaken fits within North Carolina more specifically and gave the following comments: "Amtrak has been around since 1971 and was organized by an act of federal congress, running about 450 trains across the nation with 46 of the 48 contiguous states being served. In 2002 Amtrak came within ten days of bankruptcy and near shutdown of the Northeast Corridor and commuter services. However, progress was made in FY 2003 and in 2004 Amtrak had a record rider-ship of over 25 million. Passenger Rail Corridor services is usually up to 500 miles and trains that make a difference have rider-ship increasing annually.

We undertook an evaluation, included it in our strategic plan last year as an appendix, and it focused on three key objectives. To access and understand what

the importance was and to assist policy makers in a time when policy is up in the air, because frankly reauthorization and legislation is up in the air and we don't know where it is going to end up. Going back to what is critical and I use the term of evaluation of readiness, because that is really the key. It is whether a state or region or authority has the resources and commitment to make investments to make a service, because without that it will not work." (See attachment # 4)

Jeff Mann, Principal Officer of Contract Administration, spoke on how the Corridor program fits within North Carolina and the activities within North Carolina and gave the following comments: "We are certainly excited that the North Carolina Corridor is one of only eight that meets the Tier I criteria. In 2004 Amtrak had 490,000 boarding and alightings within North Carolina, which is up almost 60,000 from the previous year. There are four long distance trains and two state supported corridor trains and employ 176 North Carolina residents contributing \$8.3 million in total wages. On North Carolina State supported service, 'Carolinian' there were over 300,000 riders daily on the New York to Charlotte service in FY04. The Piedmont has a daily Raleigh to Charlotte Service with over 45,000 riders in FY04. Amtrak welcomes the opportunity to continue the partnership." (See attachment #4 & 5)

Representative Pate asked about the compatibility between the freight line and the passenger lines. Are there problems or is it a myth or what does exist?

Mr. Galloway responded: "It can be compatible but it is not an easy process. A freight train can weight five to eight thousand tons and that operates at 40 or 50 miles an hour and has to be controlled safely and run economically. A typical passenger train weighs about three to four hundred tons and it goes two to three times as fast. Building a system that takes into account two very different methods of operation is a challenge, but it is done. The northeast corridor, which is the fastest railroad in this country, has extensive freight service on it, a lot of it at night but it is still out there. There have been safety measures built in to manage the differences between the two types of operations. There is an economic price too, when you have a very heavy train elevating or banking the curves of the railroad to improve the speed thru, it is counter productive in raising the operating expenses. You have to take that into account when you develop a budget to look at those things, but it is possible."

Representative Pate recognized Michael Testerman, President of the Virginia Association of Railway Patrons and Martin Wheeler President of the Carolinas Association of Passenger Trains. He made clarifications in the book of resolutions from the first meeting and welcomed many short-lines today that were present at our second meeting. He stated that the state of NC-DOT does own the right-of-way between Castle Hayne and Wallace and is completely owned by the State.

Pat Simmons, Director, Rail Division, DOT, reported that Go21's mission is to unite citizens in support of a stronger economy, effective solutions to highway congestion, a cleaner environment, and improved quality of life by advocating increased use of freight railroad transportation as an alternative to continued reliance on an overcrowded highway system and added the following comments: "This is an advocacy group formed by the "Class 1" railroads. The CEO of the six "Class 1" railroads is the Board of Directors for this group. Their objective is to develop public/private partnerships and find opportunities to work with governments to provide transportation solutions." (See attachment # 6)

### **Rail Transit Projects in North Carolina**

Miriam Perry, Director, Public Transportation Division, DOT provided handouts giving an update on the status of four transit rail initiatives that are currently underway in North Carolina, including a map that shows the planned corridor. The handout summarized the economic impact of the South Corridor Light Rail/Trolley Corridor, the Research Triangle Regional Public Transportation Authority, and the Piedmont Authority for Regional Transportation and the Eastrans. (See attachment # 7).

Representative Goforth asked, "You are talking about the cost of how many would have to ride, '3300 people' to be competitive with federal funding. Would federal funding take care of all the cost with the exception of the 3300 people?"

Ms. Perry responded: "No, federal funding would take care of environmental work, some final design, actual construction cost, but it would not cover the ongoing cost of the service."

Rep. Goforth asked: "How many passengers would it take to be neutral as far as income is concerned to break even?"

Ms. Perry responded: "I don't think that the federal got into that level of detail. The intent of the study was to see whether rail service in eastern Wake County was feasible. Those types of projections would be polished under more detail in the next phase planning process."

### **Financing Options for Rail Projects**

Pat Simmons: Director of the Rail Division, NCDOT delivered a power point presentation and gave the following comments: "Looking at financing options, you heard of this from both Go21 and from Norfolk Southern and others about public/private partnerships. Most are funded mostly with public funds. The reason is that when the benefits are assessed, most are accrued to the public interest and partnership is defined when there is a win/win and there is something in it for both sides. An example, in this country and one that congress will again consider this session, is called Project Create. Chicago Region and Environmental

Transportation Efficiency (CREATE). This is a \$1.5B project cost and around \$200M is identified in direct operating benefits to the railroad and they have agreed to fund that. They have identified \$3.8B in public benefits. In NC, at our first meeting, Norfolk Southern talked about the Charlotte Intermodal Project. That is Charlotte Douglas Airport looking to expand and add a runway. Norfolk Southern is looking for a capacity for their Intermodal operations in Charlotte. While you've got the civil work that the airport has got to do to level out the ground for the runway it makes sense to take advantage of this energy, if possible and do some more leveling in moving dirt and creating the Intermodal site in Charlotte. It also makes sense from the transportation perspective that you have a transportation infrastructure background at the airport with the access to the interstate and road system, parking and those kinds of things. The early book on that project is identified as a \$61M project cost. Norfolk Southern estimates their benefits at \$35M and you did hear Norfolk Southern say that there was a \$26M gap that needed to be closed in order to build that project in North Carolina. Some of the benefits that the public could achieve from some of these projects are not as tangible as driving to the bottom line on a financial sheet for a private entity. Increased safety and job creation, increased mobility and enhanced tax receipts, pollution and energy, congestion and enhanced land use. There is not a federal program that funds rail. Our department uses whatever is practical, e.g. CMAQ, S130, and TEP and earmarks. We work closely with our congressional delegation on earmarks. You have a good idea for a good project, congressmen in their district adopt that and we may have a project that crosses more than one district, we have multiple congress people to propose that. There is a limited pot of money that the Federal Government allocates for transportation and when you have an earmark or a project of congressional priority, that means that you asked for it and they told you how to spend your money. That is the process we go through annually, we compete in that where there are funds available and feel that we do well in that. There are a couple of project areas that are authorized and are possible for us, but we have not proposed that and there are two areas that congress talked about over the past two sessions and will be debating in the next two sessions. The first one is Railroad Infrastructure Finance Fund that is a loan. The government has jealously guarded that authority and not funded many projects. The second area where federal statutes allow us to increase our credit card limits or high speed rail bonds. It is eligible for us to invest state money or issue bonds when we build high-speed rail systems where the speeds are 125 miles per hour and above. The short answer to that is, we don't think that is practical for our program in North Carolina in the near future. We will have success at numbers that are less than 125 miles per hour. We have a lot of interest, a lot of activity and a lot of creative thinking. Gov. Martin's admonition not to go after the highway trust fund works not only in NC but also in Washington. We have to come up with some creative solutions as to how we could partner and make these investments."

Representative Pate gave the following comments: "Well, members of the Committee I am sorry we are down to the faithful few, but I think we have plowed over some very fertile ground in the past three meetings. I think we are on to

something based on the number of people who are here and have attended each one of our meetings I think we are on to something that is important to our State and something that bears looking into perhaps more in depth than we have been able to thus far in these meetings. I think a lot of things are riding on what the General Assembly chooses to do about rail transportation in our State and what the Federal Government chooses to do and I think we might be able to push that along somewhat and maybe fan the flames. Unfortunately, Representative Rapp is not able to be here today but, believe you me, he had great input into this and we have a draft of A BILL TO BE ENTITLED AN ACT TO CREATE THE JOINT LEGISLATIVE COMMISSION ON EXPANDING RAIL SERVICE which would go on into the 2005-2006 general assembly.” He asked Sergeant-At-Arms to pass them out to members. Giles Perry explained that the bill would be a joint bill between the House and Senate, a twelve-member commission for the next two years.

#### **Questions:**

Rep. Sutton asked if this Committee was going to make a report to the 2005 session, an interim or final report or if the bill was the only thing? Representative Pate responded: “We would just be reporting back to the house under our makeup. I think it would be good to tidy up everything that we have heard and present that to the House, because after all, the House Co-speakers appointed us. I think it would be good to report back to them what we have found thus far and also what our recommendations would be for the next General Assembly.”

Rep. Gillespie stated that on line 26 of the bill, he would like to see some language in there about studying how we can spur economic development and tourism as far as short- line railroads. Pat Simmons responded: “We do have on the book, the statute 13644.35 that provides that the legislature has found in previous sessions that it is the public purpose that we should inquire and preserve abandoned rail corridors. We do have the authority; we don’t have a pot of money that sits there available for when the next abandonment occurs. We do monitor the rail use in North Carolina and have some sense of when those may occur. We do work with the industry and within the statute to acquire and preserve the corridors. There are around 100 miles of corridors around the State. With respect to economic development, I hope that during the session we can come back to you with the results of a program that we use some of the North Carolina grant funds to invest in our short line railroads to partner with them on a 50/50 basis to build projects that would help them serve industries around the State. We’ve authorized projects; the grant funds are around \$2M of our funds to be matched with \$2M of their funds. One of the tax credit provisions adopted by the Congress was effective January 1, 2005. We do hope to come back to you during the session with a recommendation.”

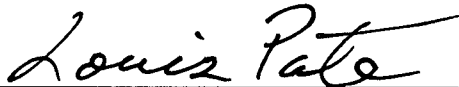
After a period of discussion, Representative Pate asked for a motion to adopt the bill as what we recommend to the 2005 General Assembly.

Giles Perry stated that Representative Gillespie moves to amend the bill on page 1 line 27 by adding subsection 5 'spurring economic development and tourism through further development of short line railroads'.

Representative Pate stated: "The bill is adequately before us and now we have an amendment by Representative Gillespie and you have heard the language of the amendment. The motion carried."

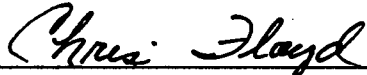
Representative Ross moved that on line 8 of the bill, the number be changed from twelve to sixteen, on line 10 the six be changed to eight and on line 12 the six be changed to eight and on line 6 of page 2 the word eleven should be changed to 9.

Representative Sutton made a motion to adopt the bill as amended, and was seconded by Rep. Goforth. The motion carried that this be the Committee's recommendation to the 2005 General Assembly. There, being no further business the meeting was adjourned at 3:25 pm.



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Louis Pate, Presiding Chair



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Chris Floyd, Committee Assistant

GENERAL ASSEMBLY OF NORTH CAROLINA

SESSION 2005

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D

BILL DRAFT 2005-RW-9 [v.1] (12/2)

(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)

12/2/2004 10:01:30 PM

Short Title: Expanding Rail Service Commission.

(Public)

Sponsors:

Referred to:

A BILL TO BE ENTITLED

AN ACT TO CREATE THE JOINT LEGISLATIVE COMMISSION ON  
EXPANDING RAIL SERVICE.

The General Assembly of North Carolina enacts:

**SECTION 1.(a)** Commission Established. – There is established in the  
General Assembly a Joint Legislative Commission on Expanding Rail Service.  
Commission.

**SECTION 1.(b)** Membership. – The Commission shall be composed of ~~12~~ <sup>16</sup>  
members as follows:

(2) ~~Six~~ <sup>8</sup> members of the House of Representatives appointed by the  
Speaker of the House of Representatives.

(3) ~~Six~~ <sup>8</sup> members of the Senate appointed by the President Pro Tempore of  
the Senate.

**SECTION 1.(c)** Duties of Commission. – The Commission shall study the  
following matters related to expanding rail service in North Carolina.

(1) The cost and benefits of expanding and upgrading rail service in the  
State, including the effect the expanded service would have on  
economic development.

(2) the feasibility, cost and benefits of establishing commuter rail service  
in the State to transport workers to cities from outlying areas,  
including the effect the commuter service would have on increasing  
the economic opportunities of those who live in the outlying areas.

(3) The cost and benefits of expanding passenger rail service to the  
western and eastern areas of the State, including the effect the  
expanded service would have on tourism.

(4) Ways to preserve unused or abandoned rail corridors for future rail  
needs.

1           **SECTION 1.(d)** Vacancies. – Any vacancy on the Commission shall be  
2 filled by the appointing authority.

3           **SECTION 1.(e)** Cochairs. – Cochairs of the Commission shall be designated  
4 by the Speaker of the House of Representatives and the President Pro Tempore of the  
5 Senate from among their respective appointees. The Commission shall meet upon the  
6 call of the chairs. A quorum of the Commission shall be ~~eleven~~ <sup>seven</sup> members.

7           **SECTION 1.(f)** Expenses of Members. – Members of the Commission shall  
8 receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1,  
9 138-5, or 138-1, as appropriate.

10           **SECTION 1.(g)** Staff. – Adequate staff shall be provided to the Commission  
11 by the Legislative Services Office.

12           **SECTION 1.(h)** Consultants. – The Commission may hire consultants to  
13 assist with the study. Before expending any funds for a consultant, the Commission  
14 shall report to the Joint Legislative Commission on Governmental Operations on the  
15 consultant selected, the work products to be provided by the consultant, and the cost of  
16 the contract, including an itemization of the cost components.

17           **SECTION 1.(i)** Cooperation. – The Commission may call upon any  
18 department, agency, institution, or officer of the State or any political subdivision  
19 thereof for facilities, data, or other assistance.

20           **SECTION 1.(j)** Meetings During Legislative Session. – The Commission  
21 may meet during a regular or extra session of the General Assembly, subject to approval  
22 of the Speaker of the House of Representatives and the President Pro Tempore of the  
23 Senate.

24           **SECTION 1.(k)** Meeting Location. – The Commission shall meet at various  
25 locations around the State in order to promote greater public participation in its  
26 deliberations. The Legislative Services Commission shall grant adequate meeting space  
27 to the Commission in the State Legislative Building or the Legislative Office Building.

28           **SECTION 1.(l)** Report. – The Commission shall make an interim report of  
29 its findings and recommendations to the 2006 Regular Session of the 2005 General  
30 Assembly and shall make a final report of its findings and recommendations to the 2007  
31 General Assembly. Upon the filing of its final report, the Commission shall terminate.

32           **SECTION 1.(m)** Appropriation. – Of the funds appropriated to the General  
33 Assembly, the Legislative Services Commission shall allocate sufficient funds for the  
34 expenses of the Commission.

35           **SECTION 2.** This act is effective when it becomes law.



**GENERAL ASSEMBLY OF NORTH CAROLINA**  
**SESSION 2005**

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D

**BILL DRAFT 2005-RW-9 [v.2] (12/2)**

**(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)**  
**1/19/2005 10:47:53 AM**

Short Title: Rail Service Study Commission.

(Public)

Sponsors:

Referred to:

A BILL TO BE ENTITLED  
AN ACT TO CREATE THE JOINT LEGISLATIVE COMMISSION ON  
EXPANDING RAIL SERVICE.

The General Assembly of North Carolina enacts:

**SECTION 1.(a)** Commission Established. – There is established in the General Assembly a Joint Legislative Commission on Expanding Rail Service Commission.

**SECTION 1.(b)** Membership. – The Commission shall be composed of 16 members as follows:

(2) Eight members of the House of Representatives appointed by the Speaker of the House of Representatives.

(3) Eight members of the Senate appointed by the President Pro Tempore of the Senate.

**SECTION 1.(c)** Duties of Commission. – The Commission shall study the following matters related to expanding rail service in North Carolina.

(1) The cost and benefits of expanding and upgrading rail service in the State, including the effect the expanded service would have on economic development.

(2) The feasibility, cost and benefits of establishing commuter rail service in the State to transport workers to cities from outlying areas, including the effect the commuter service would have on increasing the economic opportunities of those who live in the outlying areas.

(3) The cost and benefits of expanding passenger rail service to the western and eastern areas of the State, including the effect the expanded service would have on tourism.

(4) Ways to preserve unused or abandoned rail corridors for future rail needs.

(5) Spurring economic development and tourism through further development of short line railroads.

**SECTION 1.(d)** Vacancies. – Any vacancy on the Commission shall be filled by the appointing authority.

**SECTION 1.(e)** Cochairs. – Cochairs of the Commission shall be designated by the Speaker of the House of Representatives and the President Pro Tempore of the Senate from among their respective appointees. The Commission shall meet upon the call of the chairs. A quorum of the Commission shall be nine members.

**SECTION 1.(f)** Expenses of Members. – Members of the Commission shall receive per diem, subsistence, and travel allowances in accordance with G.S. 120-3.1, 138-5, or 138-1, as appropriate.

**SECTION 1.(g)** Staff. – Adequate staff shall be provided to the Commission by the Legislative Services Office.

**SECTION 1.(h)** Consultants. – The Commission may hire consultants to assist with the study. Before expending any funds for a consultant, the Commission shall report to the Joint Legislative Commission on Governmental Operations on the consultant selected, the work products to be provided by the consultant, and the cost of the contract, including an itemization of the cost components.

**SECTION 1.(i)** Cooperation. – The Commission may call upon any department, agency, institution, or officer of the State or any political subdivision thereof for facilities, data, or other assistance.

**SECTION 1.(j)** Meetings During Legislative Session. – The Commission may meet during a regular or extra session of the General Assembly, subject to approval of the Speaker of the House of Representatives and the President Pro Tempore of the Senate.

**SECTION 1.(k)** Meeting Location. – The Commission shall meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Commission in the State Legislative Building or the Legislative Office Building.

**SECTION 1.(l)** Report. – The Commission shall make an interim report of its findings and recommendations to the 2006 Regular Session of the 2005 General Assembly and shall make a final report of its findings and recommendations to the 2007 General Assembly. Upon the filing of its final report, the Commission shall terminate.

**SECTION 1.(m)** Appropriation. – Of the funds appropriated to the General Assembly, the Legislative Services Commission shall allocate sufficient funds for the expenses of the Commission.

**SECTION 2.** This act is effective when it becomes law.

#1  
DRAFT

Governor James B. Hunt, Jr.

House Interim Committee on Expanding Rail

Tuesday, January 11, 2005

1:00 PM

Room 1027/1128, Legislative Office Building

- Thank you Chairmen Representative Ray Rapp and Representative Louis Pate for inviting me here today. I value your leadership and the work of this Committee as you examine the costs and benefits of expanding and upgrading the role of rail in our North Carolina's transportation program.
- This Committee recognizes the role a healthy rail system can play in providing mobility for freight and passengers. You also understand the importance of making strong rail linkages with our State Ports and with our highways.
- Today I am here as your former Governor, but also in my role as the North Carolina Chairman of the Southeastern Economic Alliance. This is a group of fifteen (15) Chambers of Commerce from six (6) states that have pooled their resources to lobby for a federal partnership to build high-speed rail. Our staff director, Terry Chastain from the Metro Atlanta Chamber of Commerce, will provide more information about this effort later on your agenda.
- I have been working on this issue for some time. In fact, I have campaigned on it. When I recruited business and industry to locate in North Carolina, they were always concerned about two main issues:

education and transportation. Today I'm here to talk about transportation.

- At the first meeting of this Committee you received a notebook of resolutions adopted by Towns, Cities, Counties, Chambers of Commerce and economic development organizations from across this North Carolina. The citizens of this State, and their local leaders recognize the value of rail for transportation and for economic development. To date some one hundred thirty-five (135) groups have endorsed this work. Investment in rail is something our people understand. And want.
- North Carolina is doing our part. With the strong support of the Legislature, our Department of Transportation has developed a comprehensive rail program that addresses safety, freight and economic development, and passenger service. North Carolina has achieved a national reputation for leadership in this arena—but we all know that we can do more.
- Just last session you helped create the Virginia-North Carolina High Speed Rail Compact. This compact will seat members of this body, together with members of the legislature from Virginia who will be

responsible for planning, building and operating the new high speed rail system.

- It was my good fortune during my tenure as Governor that a ninety-nine (99) year lease of the North Carolina Railroad termed out. This provided an extraordinary opportunity for us to assure that the railroad would forever more be operated in the best interests of the citizens of this state. North Carolina now owns 100% of the shares of this private company and it is managed by a Board of very capable citizens who are appointed by the Governor and the leadership of the General Assembly. Norfolk Southern is the freight operator, and they pay for the privilege. The proceeds from this lease are re-invested into improving the railroad.
- Norfolk Southern also has developed a strong working relationship with our State DOT. This has facilitated investment in improving safety and reducing travel time between Raleigh and Charlotte.
- When I inaugurated the daily *Piedmont* service in May 1995 it took three (3) hours and forty-five (45) minutes to make the trip. Today it takes just over three (3) hours to make the same journey. I had wanted to make the trip in 2 hours by the year 2000. We are not there yet, but

we now have the tools to achieve this goal. And we are making progress.

- Development of high-speed rail between Charlotte and Washington, DC will provide the spine for feeder services from west and east in our State.
- Given that we must adopt reasonable budgets with constrain and oversight, I believe that North Carolina must make investments that demonstrate good value. We have built a strong foundation and North Carolina is well positioned to complete this work. I have three (3) recommendations I would like this Committee to consider:

1. Join with me, the business community and local governments to advocate for a federal funding partner. The fifteen (15) Chambers that comprise the Southeastern Economic Alliance as well as the North Carolina Citizens for Business and Industry recognize and support the importance of this action. Much of the work we have completed has been with our own money. These improvements not only help North Carolina, they also have private sector and interstate benefits and therefore should thus be a shared responsibility. The Governor, the Legislature and our business community can communicate the importance of developing a

federal funding partner to our Congressional delegation. Our members of Congress will work for a better North Carolina. Rail is the only mode of transportation where the federal government is not a partner. That must change. However, until that changes, we must examine our State funding so that we may increase investment and keep these rail projects on track to accommodate our State's very strong economic growth. This will put us in a most competitive position when federal funding does become available.

2. Encourage business to work with government on some specific projects. Charge the State Ports Authority, the North Carolina Railroad, Norfolk Southern, CSX Transportation and others to plan cooperatively on projects of mutual benefit. Adopt reasonable time frames for these projects but provide oversight and hold them responsible. Examples of projects that will have solid public and private benefits are improved rail service to our state ports, development of intermodal terminals, distribution centers and the like.
3. We are well on our way to implementing commuter rail service here in the Triangle and in Charlotte, but we also should invest in some service demonstrations where practical. For example,



commuter service between Raleigh and Selma. Through the North Carolina Railroad we own the railroad, Norfolk Southern can build it to accommodate freight and passenger traffic and DOT can manage the service. I believe such a service would be practical and economical to add, and it could be up and running in as little three (3) years. I know personally, as a commuter that uses US-70 from Clayton to Raleigh, anyone who faces the daily grind of that route and I-40 from Johnston County would appreciate having an alternative and use it.

- Thank you for the opportunity to be with you today, and again I encourage the work of this Committee.

Third North Carolina Forum on **Freight** **Economic**  
**MOBILITY & PROSPERITY**

**TENTATIVE AGENDA**

**Friday, January 28, 2005, 9:15 am to 2:45 pm**  
**The Hilton Charlotte University Place Hotel, 8629 J. M. Keynes Drive**  
**Charlotte, North Carolina**  
**(704) 547-7444**

*This is the third in a series of three North Carolina Freight Forums designed to bring together elected and appointed officials, transportation professionals, transportation companies, shippers, and economic development agencies, to address the following objectives:*

- *Identify global issues and needs concerning freight logistics that specifically affect North Carolina*
- *Learn from shippers and other customers about their logistics issues and transportation needs, and identify a sustainable process to obtain information from shippers and customers to support freight planning*
- *Identify appropriate government responses*

**9:15**

**REGISTRATION AND COFFEE**

**Moderator:**

*David King, Deputy Secretary, NC DOT*

**10:00 Goals for Today**

*David King, Deputy Secretary, NC DOT*

**10:10 Welcome**

*The Honorable Pat McCrory, Mayor  
City of Charlotte*

*Tom Eagar, Chief Executive Officer  
North Carolina State Ports Authority*

**10:20 Intermodal Freight Transportation  
Planning for Progress -Video**

*John Sullivan, Division Administrator  
Federal Highway Administration  
North Carolina Division*

**10:40 International Trade Impacts:  
Latin American Trade and  
Transportation Study**

*Paula Dowell, PhD  
Wilbur Smith Associates*

- |       |                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-------|----------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11:00 | <b>Freight Planning:<br/>A Competitive Imperative</b>                      | <i>Roger Nober</i> , Chairman<br>Surface Transportation Board<br>United States Department of Transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 11:20 | <b>Charlotte's Intermodal Future</b>                                       | <i>David Cline</i> , Chairman<br>Charlotte Airport Authority<br><i>Jerry Orr</i> , Aviation Director<br>Charlotte/Douglas International Airport<br><i>Steve Eisenach</i> , Director Public Partnerships<br>Norfolk Southern                                                                                                                                                                                                                                                                                                                                                                        |
| 11:45 | <b>Getting Stakeholders Involved</b>                                       | <i>Harry Caldwell</i> , Senior Vice President<br>Regal Decision Systems, Inc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 12:10 | <b>LUNCHEON</b>                                                            | <i>Courtesy of NC DOT</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|       | <b>Introduction of Speaker</b>                                             | <i>Marion Cowell, Jr.</i> , Board Member<br>N.C. Board of Transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|       | <b>Freight Planning in Florida</b>                                         | <i>Terry Kraft</i> , Project Manager<br>Florida Department of Transportation<br>Office of Policy and Planning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1:15  | <b>Panel Discussion:<br/>Freight Planning<br/>Issues and Opportunities</b> | <b>Moderator:</b> <i>Carl J. Stewart Jr.</i> , Chairman<br>North Carolina State Ports Authority<br><br><b>Freight Planning and Economic Development</b><br><i>Derek Chen</i> ,<br>NC Commerce Department<br><br><b>Transportation Planning in North Carolina</b><br><i>Nancy Dunn</i> , Board Member<br>North Carolina Board of Transportation<br><br><b>Data for Freight Planning</b><br><i>Mike Bruff</i> , Branch Manager<br>Transportation Planning Branch<br><br><b>Prioritizing Freight Transportation Solutions</b><br><i>Calvin Leggett</i> , Branch Manager<br>Program Development Branch |
| 2:00  | <b>Freight Planning Process for NC</b>                                     | <i>Lance Grenzeback</i> , Vice President<br>Cambridge Systematics                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2:40  | <b>Wrap up</b>                                                             | <i>David King</i> , Deputy Secretary, NC DOT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 2:45  | <b>ADJOURN</b>                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

Presentations from previous Freight Forums can be accessed using the following address  
[www.geoearth.uncc.edu/transpol/](http://www.geoearth.uncc.edu/transpol/) under Freight Forum select either UNC Wilmington or Greensboro.

Remarks to House Interim Committee on Expanding Rail Service  
North Carolina General Assembly  
Raleigh, North Carolina  
January 11, 2005

Co-Chairmen Pate and Rapp;  
Members of the Committee and your dedicated staff;  
Ladies and Gentlemen:

I am here at your kind invitation, extended on your behalf by Representative Pate. I must confess at the outset to being a "railroad buff" of long standing. So, I thank you.

Having reviewed your Minutes of the previous two meetings, I want to commend each of you for your interest in this subject. It is vital to the people and the economy of our State. You have heard from representatives of the Class I railroads, as well as from the so-called "short line" companies. You have heard from prominent groups of those benefiting from the rail service we now have, and those who desire faster, higher capacity service, especially including passenger service. You understand, therefore, the great importance of efficient rail service to industry and to the military bases in North Carolina.

You have been given a considerable wish list of capital needs: for crossing gates, stronger bridges and passenger trains, as well as seaport improvements. You also have heard how challenging it is to negotiate creatively with Class I railroads, with their seemingly unalterable demands. They hold most of the trump cards. As a practical matter, you may find little alternative but to do things their way, or else build redundant track on expensive, new rights-of-way.

I will not repeat those lessons already learned. I would only emphasize the need for you to form a strategic system of priorities, because the need is enormous and the available fiscal resources are limited. I expect even that truth is already clear and dear to you.

It is reassuring that State revenues from our North Carolina Rail Road are being devoted to rail improvements, especially crossing gates. That is probably the highest and best use of a revenue source that regrettably is inadequate for the magnitude of the need. I appeal to you not to let that be diverted. My opinion is that the method described to you for

selection of grade crossings for new gates is best, without regard for the Class of the railway operator. If a short line crossing has the higher incidence of fatal accidents, that site should get the higher priority order for improvements. This is about Safety.

Crossing gates will only marginally enhance the attractiveness of passenger service, however. Let's consider that a moment. Passenger service ultimately depends upon willing riders, who accept this restricted mode of transportation, for whatever reason. They likely will not perceive any convenience to be an advantage, but they will favor speed and price. To gain any advantage of speed, you will have to build grade separation along a significant and unbroken sequence of what are currently grade-level crossings. Nothing is gained by construction of scattered grade separations, because the remaining grade-level crossings will still control train speed. Even with gates, grade level crossings still require trains to operate at slow speed, too slow to attract passenger volume. So, we need grade separation at a string of consecutive crossings, especially between cities.

In the foreseeable future, the only justifiable areas for establishing local, rail passenger service are the three communities you have heard from: (a) the Capitol and Triangle area, (b) the Triad area, and (c) the Charlotte area, and (d) the corridor connecting them. This may require new rights-of-way and new track, in order to avoid conflicts with freight trains. The capital costs may well be beyond your means even for these populous areas. By starting sooner rather than later, however, you may be able to avoid having to dig tunnels in some locations. I am not expert on that, but I know you already have heard heavy interest in those three areas for state and federal assistance for what they already regard as a near-term necessity.

There has been an appeal to you for tourist excursion service. While that cannot rank alongside populated areas with traffic congestion already in place, there are opportunities for you to look at. Let me cite the example of the Great Smoky Mountain Railway. In 1988, we learned that Norfolk-Southern was about to abandon 67 miles of track from Sylva to Murphy. That was unavoidable, because they were losing \$250,000 a year just to pick up freight from four businesses along the route. They could not justify that or allocate marketing resources to win more customers. The appeal came to us from folks

who asked us to approve saving the right-of-way, by dedicating it for a hiking trail or bike path. That would have been spectacular. It would also have been a spectacular failure, comparable to losing the line (and right-of-way) from Wallace to Castle Hayne.

We made a different proposal to Norfolk-Southern, offering to acquire the right-of-way and existing track for \$650,000 (the scrap value of the iron track). They agreed. As negotiations progressed, we began recruiting a short line company to operate trains along that section. A group with experience railroading in Florida formed the Great Smoky Mountain Railway, and the rest (as they say) is history. Last I heard, they handle far more freight than Norfolk-Southern ever did, and deliver that to Norfolk-Southern at Canton. They set out to operate their freight business at night. In the daytime, they offer one of the premier attractions in western North Carolina: tourist excursions along various segments with popular stops at the Nantahala rafting centers. Same locomotives.

Can that be duplicated elsewhere? I would not advise having any government try to operate such a service, because no one will have a lasting stake in making it successful. But if you can identify another section of track targeted for abandonment, my advice is to not just let it be saved as a bike path, as fun as that might seem. Save the right-of-way for its highest and best use: short line railway service. You should invite the owners of the Great Smoky Mountain railway to share with you how they do it. They may have trade secrets to discuss in private, but I believe they will agree they owe you that.

This then is my strongest advice to you. Do not let any more railroad right-of-way escape. It is far too valuable a resource, especially for preserving some rail service. If a Class I rail company can't make it work, go with a smaller short line.

We commissioned a study of how to reclaim the right-of-way abandoned by CSX between Wallace and Castle Hayne. Perhaps CSX will work with you to reacquire that from the adjoining property owners, to whom it was returned before we could figure out how to save it. Or you might find another short line able to make it a practical project.

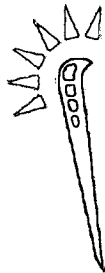
The cost to the State should be justifiable as a means to restore rail service in the East, adding competition if necessary. It would have the added advantage of reconnecting the Wilmington seaport to the Global TransPark at Kinston.

The three ideas I have endorsed for you today are (a) to continue installing crossing gates, (b) to work with our three most dense urban areas to construct grade separations along some consecutive crossing sites, and (c) to save every foot of existing track and right-of-way from abandonment. There are other appeals before you. These just seem to me to offer the greatest measure of strategic benefit from scarce funding resources. If you can find any that yield "more bang for the buck", you have my blessings.

I cannot close however, without raising one different appeal. I urge you not to propose a raid on the Highway Trust Fund, or what's left of it, to pay for rail service. That tax was levied for the express purpose of building a continuous network of expressways across the State: divided highways with extensive grade separation at interchanges, and with limited access, extending within 10 miles of every county, and with a limited number of urban loops at large cities. It was intended to get people to their jobs in congested urban areas, and get jobs to the people in less dense rural areas. The added highway user tax had little opposition, because people of both political parties and all regions could see they would get something for their money. As an added sweetener, it promised to pave all secondary roads. I urge you not to propose another way to divert that away from its intended purpose, for that would betray a trusted commitment: to a Trust Fund.

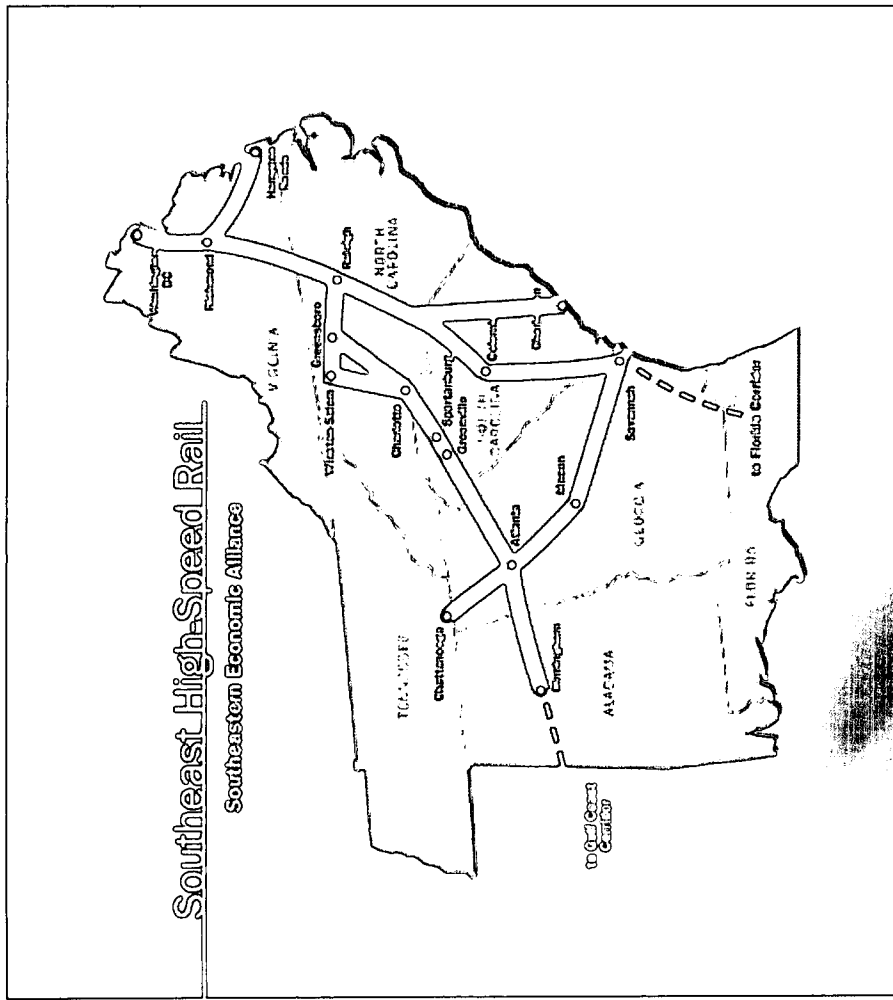
These are some of my views on the subject. I do hope they will be of some help to you. Were I in office, I would do what I could to implement them. Now I am retired from public office, and the responsibility is yours. As always, I am content to rely upon your best judgement about what can and should be done. You have my political and personal best wishes as you wrestle with these important issues, and frame the best priorities.

Thank you for your courtesy in having invited me. It was good to be back.



# SOUTHEASTERN ECONOMIC ALLIANCE

## A Business Approach to High-Speed Rail



**HAMPTON  
ROADS**  
Chamber of  
Commerce

**Birmingham  
Regional**  
Chamber of Commerce

**COASTAL CHAMBERS ALLIANCE**  
a coalition of Chambers of Commerce along the coast of South Carolina

**Metro  
Atlanta**  
Chamber of Commerce

**CHATTANOOGA**  
Chamber of Commerce

**Greater  
Richmond**  
Chamber of Commerce

**GREENSBORO**  
Chamber of Commerce

**Greater Columbia**  
Chamber of Commerce

**Spartanburg**  
Chamber of Commerce

**Chamber of Commerce  
Greenville SC**

**Charlotte  
CHAMBER**

**ACORN**  
Chamber of Commerce

**winston-salem**  
chamber of commerce

**SAVANNAH**  
Chamber of Commerce

**The Chamber**  
Greater Raleigh Chamber of Commerce



## Alliance Proposes Different Business Model for High-Speed Rail

|                                      | Status Quo                                                                       |   | New Model                                                                                                                                                                                                                                                    |
|--------------------------------------|----------------------------------------------------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Service:                             | Amtrak operates all passenger rail                                               | ➔ | Operations open to competition, projected to make a profit                                                                                                                                                                                                   |
|                                      | Focus on long distance train service                                             |   | No continuous long distance routes – focus on connecting city pairs ~300 miles apart.<br>Example: train leaves Atlanta for Charlotte, the same time a train leaves Charlotte for Raleigh.<br>Actual routes and stops dictated by demand, decided by operator |
|                                      | Target customer is time insensitive, rail nostalgic                              |   | Target customer is time sensitive business traveler                                                                                                                                                                                                          |
| Infrastructure:<br>Track & Crossings | Amtrak maintains both infrastructure & operations via annual appropriation       | ➔ | Federal Government should invest in initial high-speed rail infrastructure. Capital costs should be separate from operations. Demonstration project costs estimated at \$5.5B.                                                                               |
|                                      |                                                                                  |   |                                                                                                                                                                                                                                                              |
| Role of Freight:                     | Passenger rail typically shares track with freight, impacting freight's capacity | ➔ | Freight should be a partner – use existing right of way, but build dedicated track so as to not impact capacity                                                                                                                                              |
|                                      |                                                                                  |   |                                                                                                                                                                                                                                                              |

**Southeast should serve as a demonstration project for the new business model.**

Page 1

## The Southeast is the Best Investment for Expanding High-Speed Rail

### The Southeast Corridor....

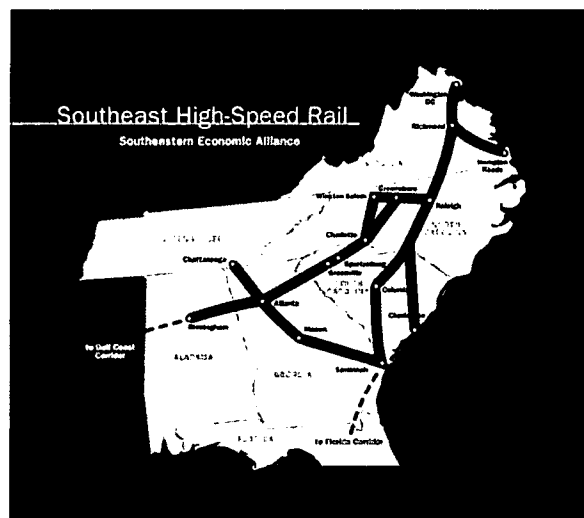
...has the highest ratio of expected benefits to costs according to the 1997 US DOT study

...offers the greatest flexibility in pricing as our city pairs have the highest average airfare of any other corridor

...leverages the investments in the Northeast by creating a seamless high-speed rail network connecting the east coast, home to a third of the nation's population

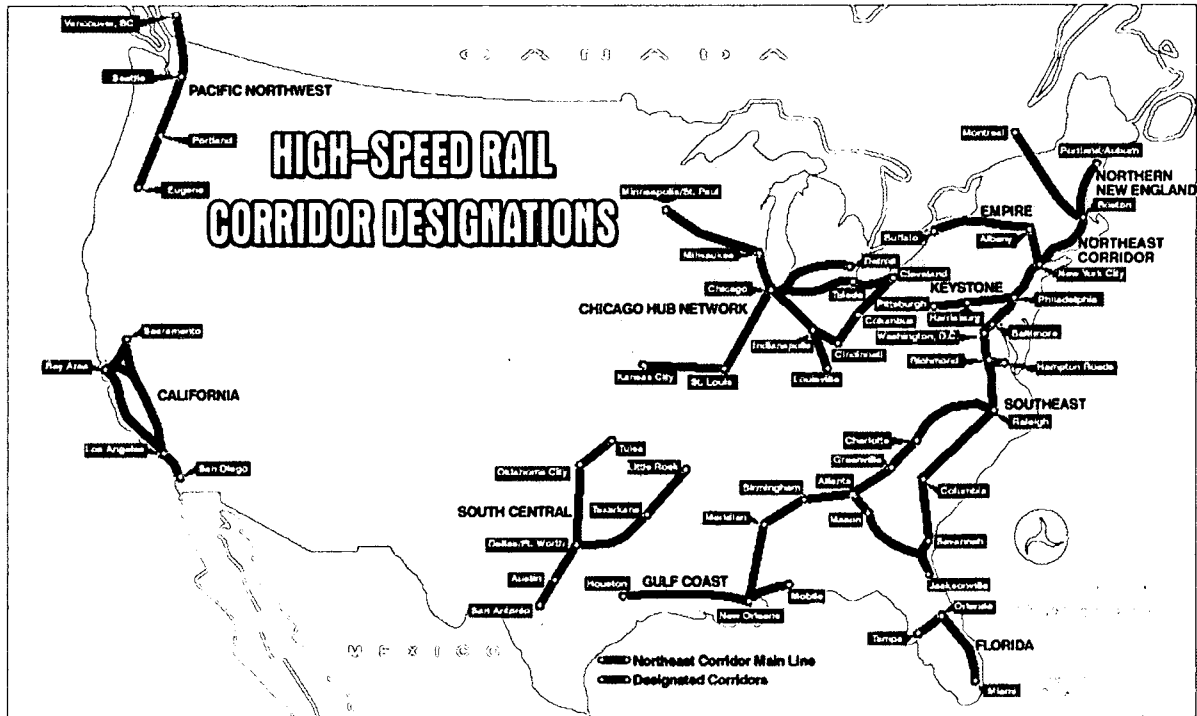
...is a corridor with strong support from both business and state leaders

- Southeastern Economic Alliance is the first organization of its kind in the country
- State DOTs in the Southeast work together



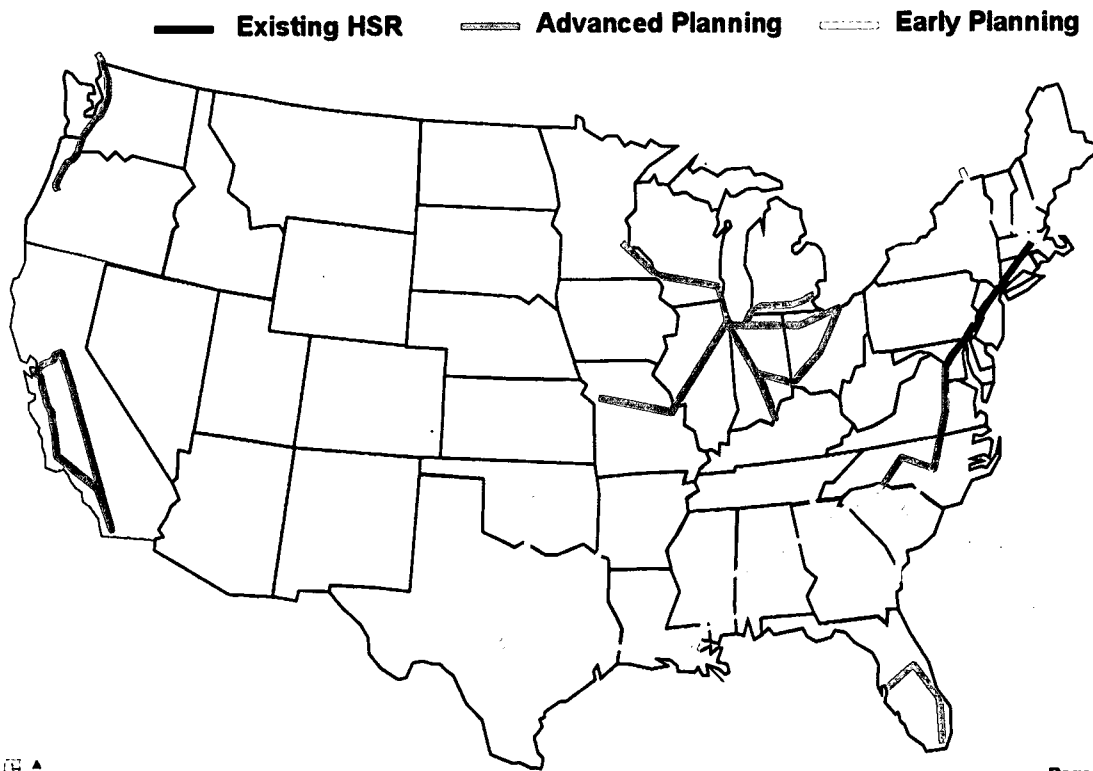
Page 2

## The Federal Corridors



Page 3

## The Southeast Faces Tough Competition From Other HSR Corridors We Can't Be Left Behind In The Race For High-Speed Rail



Page 4

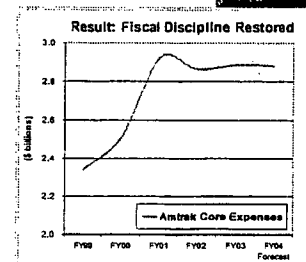
## Amtrak

# STATUS REPORT - CORRIDOR EVALUATION PROCESS

AMTRAK

## Progress in FY03-04

- Transparent, GAAP financials
- Zero-based budgeting
- Strict headcount control
- Focus on day-to-day passenger operations
- Increased maintenance on plant & equipment



January 2005

## Amtrak in 2002 A Point of Crisis

- Years of inadequate funding
- Despite introduction of Acela Express.....
  - infrastructure and equipment worn and outdated
  - virtually no capital program
- Unrealistic expectations of self-sufficiency
  - 1997 Amtrak Reauthorization Act
  - Administration Policy
- Near bankruptcy
  - Near shut-down of Northeast Corridor
  - Near shut-down of all commuter services operated by Amtrak

AMTRAK

January 2005

## FY04 Vital Stats

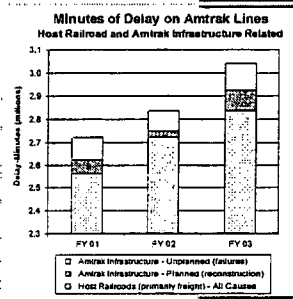
- Despite unprecedented weather interruptions and growth in freight traffic....
  - Record Ridership of over 25 Million in FY04
  - Total FY04 Operating Revenue over \$1.8B
  - Total Expenses \$40M under budget
- *Record ridership*  
Almost 26 Million passengers projected for FY05

AMTRAK

January 2005

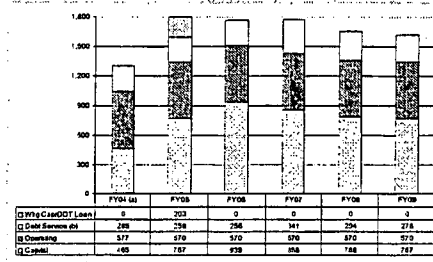
## Continuing Challenges

- Host railroad performance
  - Continuing deterioration in capacity and infrastructure
- Amtrak plant & equipment
  - Long-term – failures from deferred investment
  - Short-term – delays from reconstruction



January 2005

## Five Year Funding Needs\* (\$ millions)



(a) Based on April 2004 Review. FY04 funding needs: Appropriations and debt service over three years.  
(b) Includes possible early funding needs for debt service over three years.  
\* Three of capital funding needs may not be met due to state/federal debt limits on funding requirements, impact capacity constraints, and other factors for transportation of passengers. Operating funding needs may be met by other sources.

January 2005

## FY05 Amtrak Funding

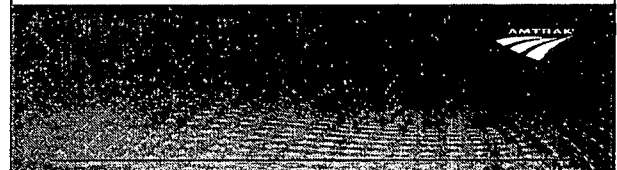
- FY04 Funding = \$1.218 B
- FY05 Amtrak Request = \$1.798 B
- FY05 Approved Federal Funding Grant = \$1.2 B
  - Must defer some capital projects
  - Little room for unforeseen circumstances
  - Slows progress in returning Amtrak to a state-of-good repair

| Amtrak Funding Needs              | Grant Request |
|-----------------------------------|---------------|
| Capital                           |               |
| Infrastructure                    | 352           |
| Fleet                             | 349           |
| Other (e)                         | 90            |
| Subtotal, Capital                 | 791           |
| Operating                         | 570           |
| Debt Service                      | 282           |
| Working Capital                   | 75            |
| Subtotal                          | 1,638         |
| DOT Loan Repayment                | 100           |
| <b>Total, with Loan Repayment</b> | <b>1,738</b>  |

(a) Environmental compliance, locomotive technology, test track, maintenance and other

January 2005

## Corridor Investment Opportunities



## Passenger Rail Corridors

- Up to 500 miles
- Multi-frequency, daylight service
- Travel times competitive with auto and sometimes air
- Ideally connect to transit/airports
- Investment often benefits commuter and freight

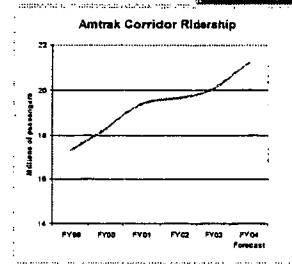
*"[Rail] can provide an effective alternative to both automobile and air service in markets between 100 and 500 miles. Congested highways can make automobile travel both unpredictable and arduous...[Airports] could be more effectively utilized if some short flights could be replaced with high-speed corridor development."*

American Association of State Highway and Transportation Officials (AASHTO), Intercity Passenger Rail Transportation, 2002

January 2005

## Corridors Background

- Intercity passenger trips
  - 81% are under 500 miles
- Growing intercity rail corridor service
  - Ridership up 22% since FY99
  - 45% of Amtrak departures are state-supported corridor trains
- Growing freight/commuter traffic on many corridors



January 2005

## Corridor Services - Trains that make a difference

### Number of Annual Riders

|                  |                  |
|------------------|------------------|
| • Acela - (HSR)  | 2,960,000        |
| • East-Regionals | 10,545,000       |
| • Midwest        | 1,570,000        |
| • Pacific Coast  | <u>4,645,000</u> |
|                  | 19,720,000       |

#### Notes:

- 1) Includes State-Supported trains
- 2) Excludes Long-Distance trains



January 2005

## Corridors State Efforts

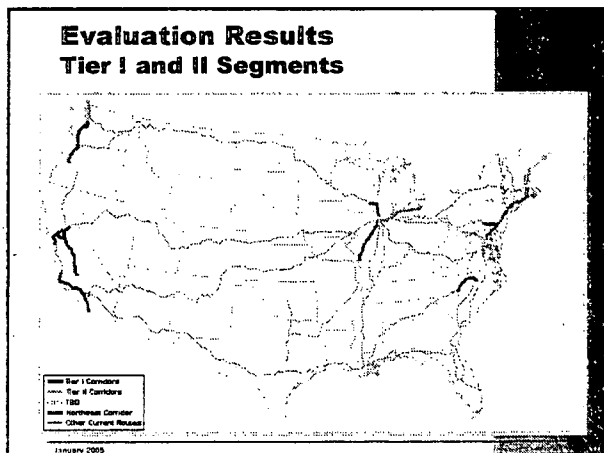
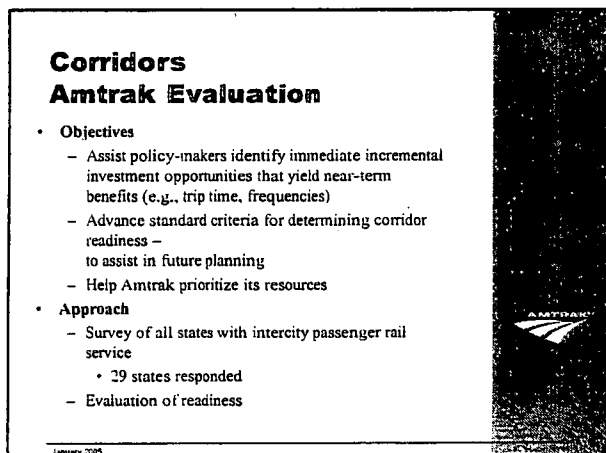
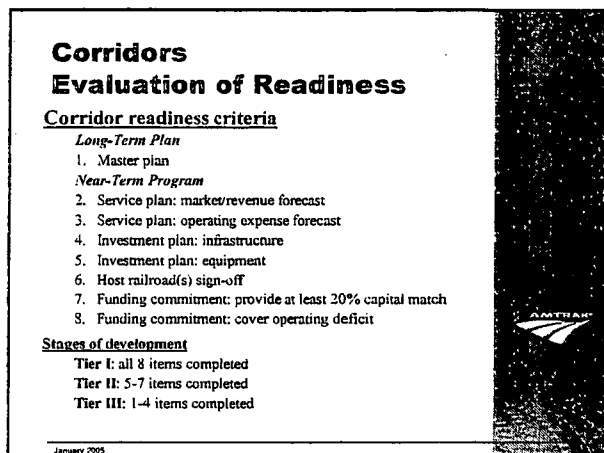
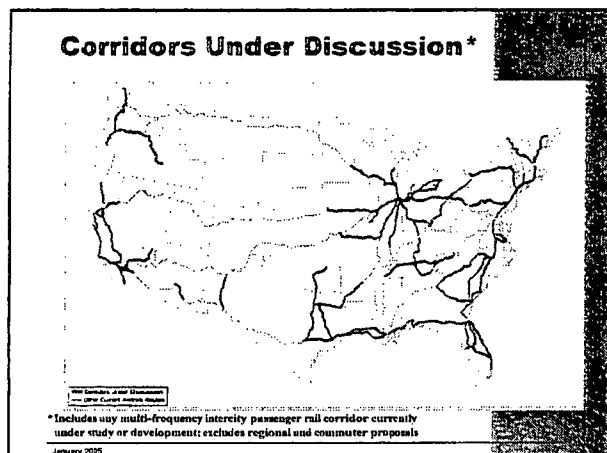
- Passenger/freight mobility deteriorating nationally
- States turning to rail as part of transportation strategy
  - Rail capacity often more cost-effective than highway/air
- Corridor development held back
  - Federal capital funding imbalance
  - Tightening state budgets

Highway congestion costs nation \$70B annually  
Texas Transportation Institute, 2003

### Capital Funding Imbalance

| Mode     | Federal-Match |
|----------|---------------|
| Highways |               |
| Transit  | 50-100%       |
| Aviation |               |
| Maritime |               |
| Rail     | 0%            |

January 2005



[illegible]

- **Approximately 490,000 Boardings and Alightings**
  - Increase of over 57,000 from FY03 level
- **Four long distance trains, two state supported corridor trains**
- **Over \$5.4 Million expended for goods and services**
- **Employed 176 North Carolina residents**
- **\$8.3 Million in total wages to North Carolina employees**



- *National Needs Assessment*
  - Replacement of existing fleet
  - Expansion due to increased demand
- *Agree to Functional Requirements*  
**Maximize economies-of-scale opportunities**
  - Performance
  - Amenities
- *Develop Procurement and Financing Plans*
- *Develop Bid Specifications*



- **Daily New York to Charlotte Service**
  - Over 300,000 riders in FY04
  - Over 325,000 riders projected in FY05
  - Recent improvements include:
    - 35+ minute schedule reduction
    - 11% increase in capacity to 338 seats
    - Refurbished equipment
    - Multi-ride ticket availability within NC



## **NC State Supported Service Piedmont**

- **Daily Raleigh to Charlotte Service**
  - Over 45,000 riders in FY04
  - 14.5% ridership increase over FY03
  - Recent improvements include:
    - 3:15 minute schedule between RGH and CL
    - Multi-ride ticket availability

January 2005

**Amtrak**

## **STATUS REPORT - CORRIDOR EVALUATION PROCESS**

Amtrak  
House Internal Committee on Transportation and Infrastructure  
Subcommittee on Railroads

## **North Carolina Corridor Development**

### **Amtrak Participation** (varying levels)

- **Southeast Corridor**
  - Charlotte to Raleigh (increased frequency)
  - Raleigh to Richmond to Washington
  - Charlotte to Atlanta
- **Potential Regional Services**
  - Asheville
  - Wilmington
- *Amtrak welcomes the opportunity to continue the partnership*

January 2005





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About Go21

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This single train is  
carrying as much cargo  
as 500 trucks

More rail advantages.

## About Go21

Go21's Mission: Unite citizens in support of a stronger economy, effective solutions to highway congestion, a cleaner environment, and improved quality of life by advocating increased use of freight railroad transportation as an alternative to continued reliance on an overcrowded highway system.

Our goals and methods are simple: inform and involve community leaders across the nation. Our economy and population are growing, and our need for freight transportation is expected to increase tremendously over the next 20 years. How well we deal with this growth will effect our economy, our environment, and our well being - and since everyone will feel the impact, everyone should get involved.

America's freight railroads are an overlooked option for handling increased freight traffic. By focusing attention on our freight rail system's capabilities and potential, we hope to strengthen our nation's economy, make our roads safer and our air cleaner, and improve our quality of life.

## Policy Issues

- Public Private Partners
- When There's No Rush  
Rush Hour
- AASHTO Freight-Rail B  
Line Report

**GoRail >>****Congestion  
Study >>**

## Also in this section

- Staff
- Contact Us
- Go21 Links

## **Commuter Rail in North Carolina**

There are a number of rail transit projects in the process of being implemented or in the planning stage in North Carolina. The two project types that have been proposed in North Carolina are light rail and commuter rail.

**Commuter rail** (also called **metropolitan rail**, **regional rail**, or **suburban rail**) is, "...an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services, which means that for any given trip segment (i.e., distance between any two stations), more than 50% of the average daily ridership travels on the train at least three times a week." [taken from the definitions posted on the American Public Transportation Association site] There are 3 commuter rail type projects in North Carolina. The Triangle Transit Authority's (TTA) regional rail project is in final design. Charlotte's North Corridor rail project is in the preliminary engineering phase. The Piedmont Authority for Regional Transportation is completing an Alternatives Analysis study that has identified commuter rail service between Greensboro and Winston-Salem as the preferred option.

**Light Rail** (streetcar, tramway, or trolley) is, "... lightweight passenger rail cars operating singly (or in short, usually two-car, trains) on fixed rails in right-of-way that is not separated from other traffic for much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph." [taken from the definitions posted on the American Public Transportation Association web site] Charlotte's South Corridor Light Rail project is a light rail type project.

## **Answers to Questions**

**Q: Commuter rails are under construction or are being considered in Charlotte, Raleigh and the Triad. What conditions/factors have led to the need and desire for commuter rails in these urban areas?**

The common factors that have led agencies in the three areas to consider commuter rail transit are the heavy congestion in the existing highway corridors, air quality problems and a need for alternative mobility options to maintain economic competitiveness. Although the construction of interstate highways and other major arterials were necessary components of a comprehensive transportation system to tie regions together and to meet

the demand for rapidly growing numbers of intra-regional trips, adding all the additional interstate and arterial lanes and routes needed to meet the demand is not feasible monetarily or environmentally. To maintain economic competitiveness, to meet capacity demands, to address air quality problems and to provide mobility for growing numbers of elderly and disabled citizens, a multimodal transportation network is required in North Carolina.

The Transit 2001 Commission, appointed by Governor Hunt in 1995, laid out the plan for the rail transit services portion of a multimodal network in its report. Simply put, the Commission called for the institution of rail transit services in the three major metropolitan areas – the Triangle, the Triad and the Metrolina regions – along with significant increases in bus services in those regions. The Department, in partnership with the local project sponsor in each region, is working to meet the recommendation of the Transit 2001 Commission. The recently completed update of the Statewide Transportation Plan calls for the federal and state transportation funds available in North Carolina in a way to be programming to provide more funding for the growth of rail and bus transit services, as well as for highway maintenance projects and other transportation modes. [The Plan is available on the Department's web site – [www.ncdot.org](http://www.ncdot.org) – under the Secretary's Office tab.]

**Q: What do you envision is the future for commuter rails within NC? i.e. what should we expect to see in 10 years' time?**

The 10 year vision for commuter rail services includes commuter rail services operating in the Charlotte and Triangle regions along with a project under construction in the Triad region. Additional commuter rail services may be in the planning stages by then; however, the additional projects being planned at this time are expected to result in light rail or bus rapid transit services.

The current schedule for the TTA regional rail projects calls for the start of service by July, 2008 for the initial operating segment of 12 stations from downtown Raleigh to 9<sup>th</sup> Street in Durham. Sometime after the start of service work should start on the remaining 4 station segments in Durham and north Raleigh.

Charlotte is planning for a service start up in the North Corridor by 2010. However, the project is at the start of the preliminary engineering (PE) phase. As the PE work is progressed, Charlotte will develop a better estimate of the date of the start of operations.

PART hopes to have its commuter rail service well into construction within 10 years. However, the project is still in the planning stage and any projection of an opening date at this time is a rough guess.

In addition to the commuter rail services, greatly enhanced bus services are expected to be in place within 10 years, both to feed riders into the rail services and to meet other regional travel needs, Charlotte has already begun a dramatic increase in its bus fleet and

services in anticipation of the light rail and commuter rail projects' completions. TTA is working with Triangle region's municipal bus systems to complete a plan for enhanced bus services throughout the region, including feeder services into the TTA commuter rail stations.

**Q: How will these commuter rail systems be operated -- through public or private means? And how are they being funded?**

The commuter rail systems will be operated by the public agencies that constructed the projects -- TTA, the City of Charlotte and PART. One or more of those agencies may contract with a rail operations firm to do the actual operation of the rail service or may choose to hire its own employees to operate the system. Funding for the operation of the rail services will be through a combination of fares from riders, federal urbanized area formula funds (commonly referred to as Section 5307 funds), state operating assistance funds (Urban and Regional Maintenance Program funds) and local government funds or regional transportation authority revenues (such as rental car taxes and a portion of the motor vehicle registration fee).

The funding for the capital costs of the projects are expected to be 50% federal funds, 25% state and 25% local. Although the federal transportation reauthorization legislation, currently under development, could impact this funding ratio, North Carolina fully expects that the federal share will not be less than 50%. The General Assembly has already appropriated approximately \$195,000,000 toward the State share of the TTA regional rail and Charlotte Light Rail projects. The expected annual appropriations in the "recurring" portion of the State's budget for rail transit projects will provide the remaining funding needed for the State share of the two projects. As costs and schedules for any new projects are firmed up, the legislature will be asked to appropriate funds for those projects.

## **City of Charlotte**

The 2025 Integrated Transit/Land Use Plan for Charlotte-Mecklenburg serves as the vision for Charlotte's growth. The plan recognizes that no single mode of transportation can serve the travel needs of the citizens of Charlotte, the plan uses several types of services including light rail transit, streetcar, bus rapid transit, commuter rail, buses and other services such as vanpool, employment center shuttles and carpooling services.

The South Corridor, running from Center City Charlotte to I-485 along the existing railroad right of way, is scheduled to begin Light Rail Transit (LRT) in 2006.

### **Service Description:**

- Runs from Uptown Charlotte to I-485 near Pineville for a distance of 9.6 miles
- Trolley runs from South End to Uptown
- 15 stations (7 park and ride lots)
- Operate seven days a week from 5:00 am to 1:00 am
- Service frequency – Rush hours: 7.5 minutes Non-rush hour: 15 minutes
- Project Budget \$398.7 million
- Start of Service – October 2006

### **Economic Impact of South Corridor Light Rail/Trolley Corridor Development**

- 20 major developments started and/or completed in the last 3 years
- 8 other major developments announced pre-selling residential component
- Added over 800,000 square feet of office/retail space
- Added 900 residential units
- Increased tax revenue from \$240,650 to \$4.7 million annually
- Value of new developments as of 2000: \$393.2 million

### **Examples of development along the South Corridor**

#### **Grandview Summit - \$70 million project**

- 266 high-end residential rentals
- 465 parking spaces
- 4,000 square feet of retail

#### **200 East Morehead - \$36 million project**

- Office – 296,000 square feet
- Parking deck with 886 spaces

#### **Childress-Klein Building**

- Mixed-use Office/Retail

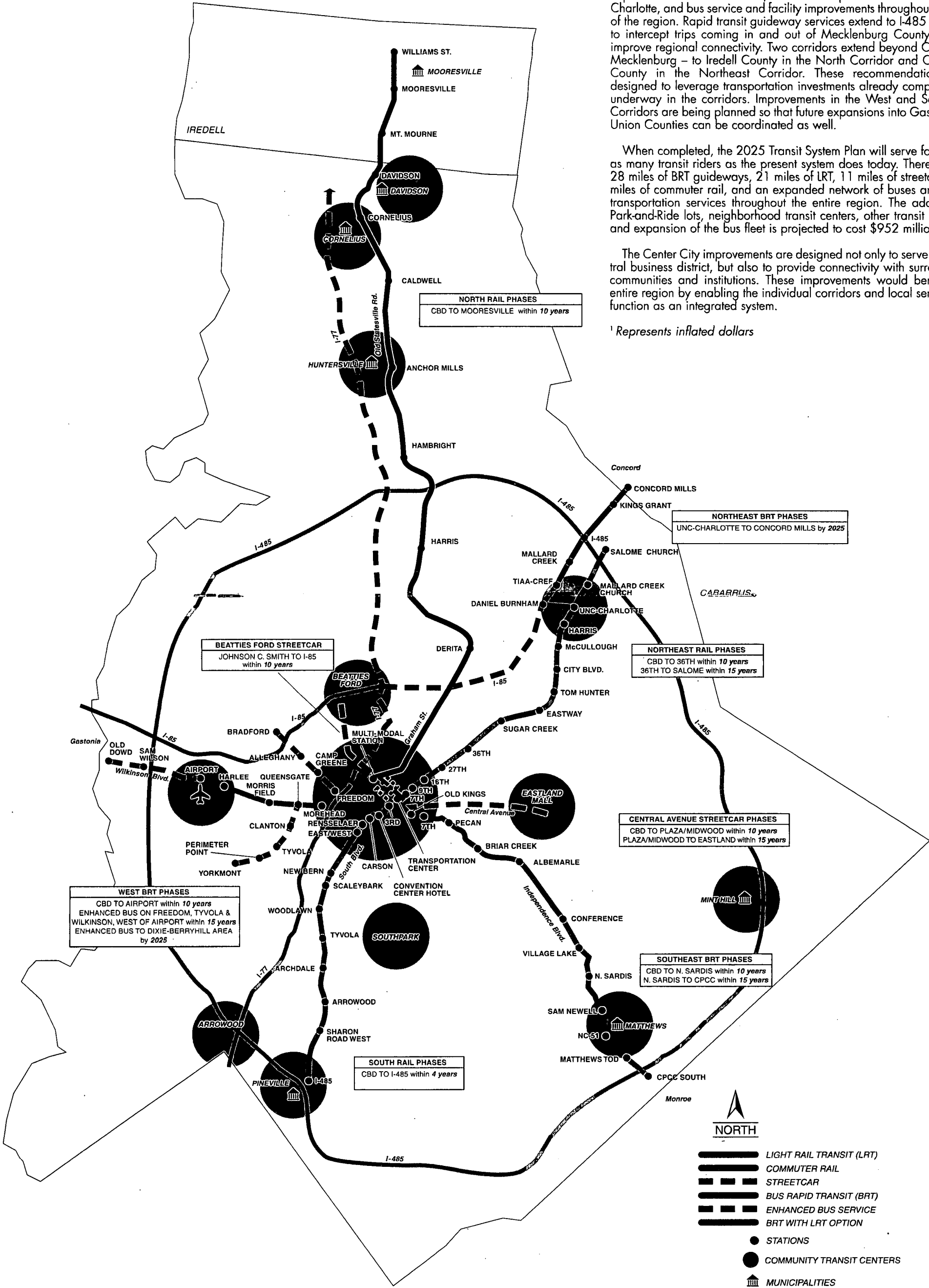
# THE SYSTEM PLAN

The 2025 Transit System Plan consists of multiple rapid transit improvements in five corridors, a series of improvements in Center City Charlotte, and bus service and facility improvements throughout the rest of the region. Rapid transit guideway services extend to I-485 in order to intercept trips coming in and out of Mecklenburg County and to improve regional connectivity. Two corridors extend beyond Charlotte-Mecklenburg – to Iredell County in the North Corridor and Cabarrus County in the Northeast Corridor. These recommendations are designed to leverage transportation investments already completed or underway in the corridors. Improvements in the West and Southeast Corridors are being planned so that future expansions into Gaston and Union Counties can be coordinated as well.

When completed, the 2025 Transit System Plan will serve four times as many transit riders as the present system does today. There will be 28 miles of BRT guideways, 21 miles of LRT, 11 miles of streetcars, 30 miles of commuter rail, and an expanded network of buses and other transportation services throughout the entire region. The addition of Park-and-Ride lots, neighborhood transit centers, other transit facilities and expansion of the bus fleet is projected to cost \$952 million.<sup>1</sup>

The Center City improvements are designed not only to serve the central business district, but also to provide connectivity with surrounding communities and institutions. These improvements would benefit the entire region by enabling the individual corridors and local services to function as an integrated system.

<sup>1</sup> Represents inflated dollars



## **Research Triangle Regional Public Transportation Authority (TTA)**

The Triangle Transit Authority (TTA) provides regional transit services in Wake, Durham and Orange Counties. Established by the General Assembly in 1989 as a unit of local government, TTA provides bus, shuttle and paratransit service; vanpool, carpool and transportation demand management services; long range transportation planning and regional rail service beginning in 2008.

The first segment of the regional rail project will extend from Downtown Durham to the Government Center in Raleigh, with 12 stations. The project consists of 28 miles of track, 27 bridges and 33 grade crossings. The remaining four stations (Duke Medical Center and 3 North Raleigh stations) will be completed in approximately 3/12 years after completion of the first segment.

### **Service Description (initial segment):**

- Runs from 9<sup>th</sup> Street in Durham to Government Center (between Harrington Street and Capital Blvd.) for a distance of 28 miles
- 12 stations (10 park and ride lots – none at NC State University and Government Center)
- Operate seven days a week from 6 am to midnight
- Service frequency – Rush hours: 15 minutes (weekday) Non-rush hour and weekends: 30 minutes
- Project Budget \$694.6 million (budget currently undergoing review)
- Start of Service – December 2008

### **Economic Impact of Station Area Development**

The construction of, and transit oriented development around, the built-out 16 station system has the potential to generate:

- \$46 million in nonrecurring tax revenue during construction
- \$2.1 billion from station area development construction (non-recurring)
- \$399 million in new material purchases in the region
- 9,900 construction-related jobs
- \$229 million in annual recurring tax revenues after construction
- 46,600 new jobs – direct and indirect - after construction
- 35,800 residents

Duke Medical Center Station

Located between Duke Medical Center and VA Hospital, this station will speak to everything Duke. It will connect employees, patients, students and visitors to Duke Medical Center, the Veterans Hospital and surrounding offices. Students and employees will have easy access to Duke's West Campus, while Wallace Wade Stadium and Cameron Indoor Stadium are only a pass, lay-up and score away from Blue Devils fans.

9th Street Station

This station is in the heart of a melting pot of art, culture and business with a variety of attractions. Rich in industrial history, the 9th Street Station area reflects Durham's past and creates a vision of the future. Located off Main Street, along Erwin Road, this station will connect 9th Street, Erwin Square, Duke's East Campus, and the Old West Durham and Watts Hospital-Hillandale neighborhoods.

Downtown Durham Station

This station is surrounded by Durham's revitalization efforts, sports and entertainment destinations such as Brightleaf Square, the Durham Bulls Athletic Park, the Carolina Theatre and the Durham Civic Center. The station will link rail users to the historic Liggett Myers Warehouse, American Tobacco Campus, and passenger rail service and local bus connections.

Alston Avenue/North Carolina Central University (NCCU) Station

This diverse area, home to musicians, artists and writers, holds the keys to Durham's future through Durham Technical Community College and North Carolina Central University. Historical and cultural landmarks include the Hayti Heritage Center, the Golden Belt and Hosley Mill restoration projects.

North RTP Station

Driven by technology and science, Research Triangle Park (RTP) is the largest research park in the nation. The North RTP Station will be located near IBM's South Miami Boulevard entrance, and connect major national and international businesses with more than 40,000 employees.

Triangle Metro Center Station

Located near Nortel Network's corporate campus, this station will be linked to the Triangle Metro Center, a compact development that will include housing, offices, a hotel, retail and restaurants right in the heart of RTP. This station will feature easy shuttle access to Raleigh-Durham International Airport.

Northwest Cary Station

Known as "Technology Town," Cary will have new commuting options as residents make their way to work in Durham, RTP, Raleigh and across the Triangle. This mostly residential area will find relief from congested roadways during rush hour traffic, leaving more time to enjoy the natural surroundings, family and friends.

Downtown Cary Station

Located in the heart of Downtown Cary, this station is close to Cary Town Hall and the Page Walker Arts Center. As part of Cary's Town Center Area Plan, the station will provide excellent mobility choices for commuters as well as people visiting Downtown Cary attractions, such as the annual Lazy Daze Festival. This station also will link riders to Amtrak passenger rail service.

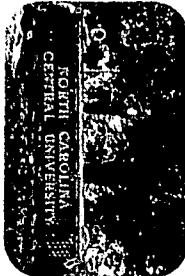
Duke Medical Center



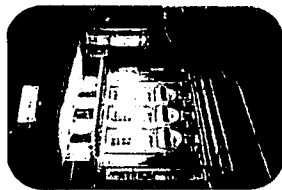
9th Street

Downtown Durham

Alston Avenue

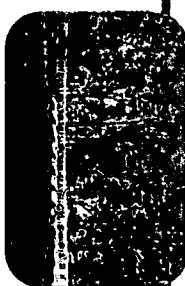


Ellis Road Rail Operation and Maintenance Facility



North RTP

RDU International Airport



Triangle Metro Center

Downtown Cary



Northwest Cary

Connecting Us to the Places Where We Live, Work and Play

People often ask how the 16 Regional Rail Transit stations were selected. The answer: very carefully. Local elected officials, city planners and designers, citizens, business leaders, employers, neighborhood organizations and environmental groups participated in the selection process. The process identified station sites that provide access to major activity centers and that have the potential to support future growth at higher densities.

West Raleigh Station

The West Raleigh Station will provide easy access to the Raleigh Corporate Center, an office park that includes a variety of employers. As envisioned in Raleigh's Arena Small Area Plan, the West Raleigh and State Fairgrounds Stations will energize redevelopment between I-40, Blue Ridge Road and Wade Avenue.

State Fairgrounds Station

This station is a hub of cultural, social and athletic events year round. Located on Hillsborough Street across from Dorton Arena, this station will connect the Triangle to the State Fairgrounds and the entertainment and athletic events at the RBC Center and Carter-Finley Stadium.

North Carolina State University (NCSU) Station

Located on NCSU's campus, just north of Reynolds Coliseum, this station will connect university staff, students, faculty and visitors to the Triangle. It also will provide access to the university and its cultural activities. In the future, plans are to link the station to an innovative people-mover system connecting Centennial Campus.

Downtown Raleigh Station

The Downtown Raleigh Station will be located on Hargett Street, just a few blocks from the new Convention Center and revitalized Fayetteville Street Mall. As a gateway to the Capital City, this station will connect residents, employees and visitors to Raleigh's downtown. It is anticipated that this station will foster opportunities for more housing, businesses, restaurants and entertainment.

Government Center Station

Located between Harrington Street and Capital Boulevard, the Government Center Station will provide a commuting solution for many government employees. Triangle residents and visitors will be able to access the State Capitol, museums, downtown neighborhoods and the Glenwood South area.



Spring Forest

New Hope Church Road

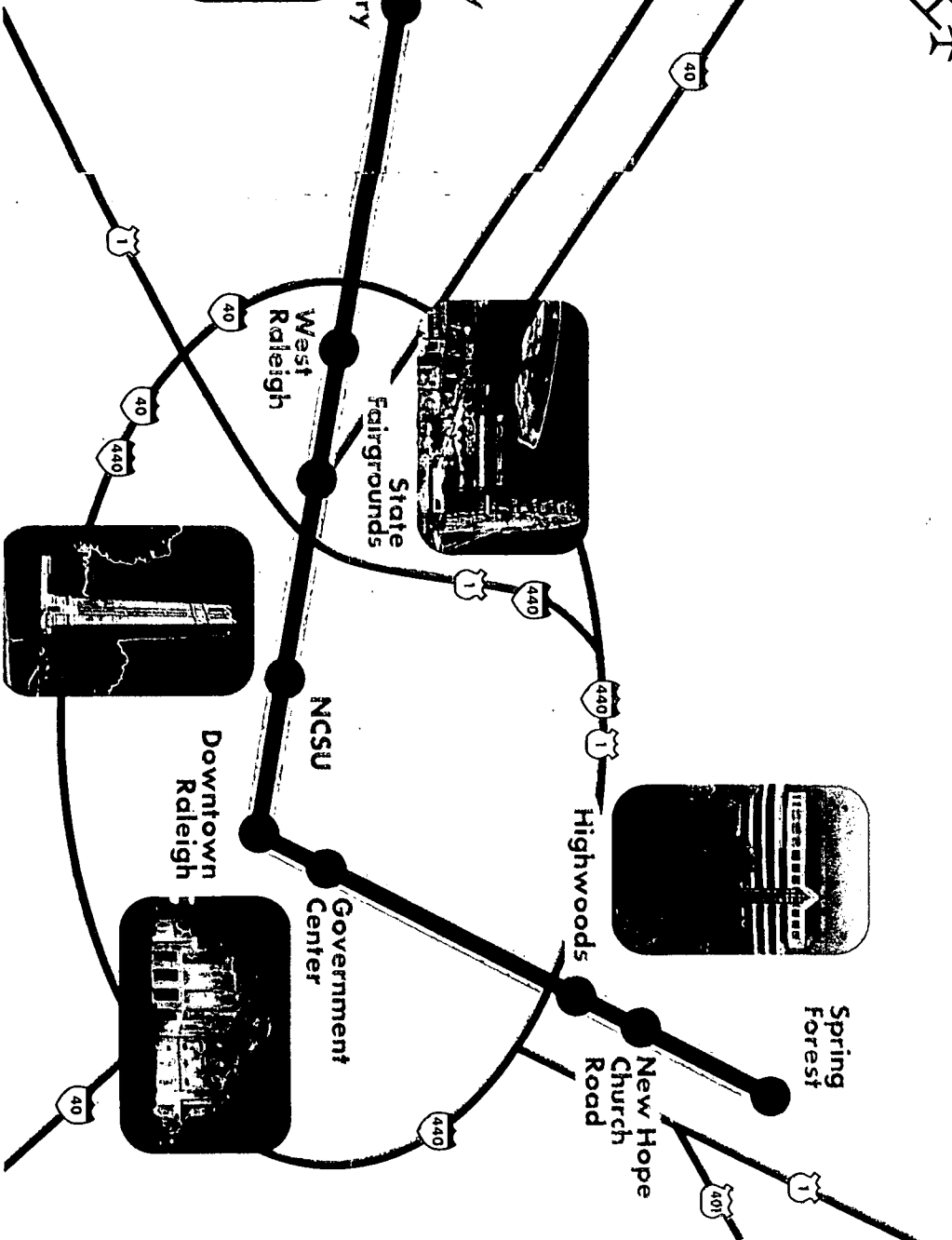
**Highwoods Station**  
The Highwoods Station is located just north of the Raleigh Beltline. This stop will provide easy bus access to the Raleigh Community Hospital area and the Highwoods employment center. It also will provide park-and-ride opportunities for nearby residents to commute to Cary, Durham, RTP and Raleigh.

New Hope Church Road Station

This station will provide transit connections for the large residential areas and the office buildings along Old Wake Forest and Falls of Neuse Roads. Some homes and offices are within walking distance, while others will be easily connected by a short bus trip or the park-and-ride facilities.

Spring Forest Station

This station will be located within easy walking distance of apartments, town houses and compact single family neighborhoods. Its proximity to the Capital Boulevard corridor will provide an opportunity for northern Wake County residents to avoid traffic as they travel between home and work.





## **Piedmont Authority for Regional Transportation (PART)**

In June 1997, the North Carolina General Assembly authorized the formation of a Regional Transportation Authority in the Triad. The NC General Assembly also appropriated \$750,000 to conduct two separate rail corridor studies in the Triad to be administered by the new Regional Transportation Authority. The Piedmont Authority for Regional Transportation (PART) was created for the purpose of improving transportation in the Triad through regional cooperation. PART member counties include Alamance, Davidson, Guilford, Forsyth, Randolph, Rockingham and Surry.

With funding provided by the General Assembly and the NC Department of Transportation, a major investment study (MIS) of all feasible alternatives has been undertaken. The four corridors of interest were:

- Burlington to Clemmons: I-40 and the Norfolk Southern and North Carolina Railroad Corridors (NCRR)
- High to Greensboro: I-85 and NCRR corridors
- High Point to Piedmont Triad Airport : NC 68 Corridor
- High Point to Winston-Salem: US 311 Corridor

The corridors were developed to a level of detail that would facilitate the comparative analysis of the potential levels of service, order of magnitude cost estimates, ridership estimates and potential environmental impacts. The Burlington to Clemmons Corridor had the highest ridership levels, regardless of the technology used. On a performance basis, the shorter segment of that corridor from North Carolina A&T State University to Hanes Mall serves the majority of the major population concentrations and major destinations of the longer corridor, while avoiding many of the environmentally sensitive areas. The study concluded with a recommendation to further study an initial segment of a locally preferred corridor (LPC) from NC A&T to Hanes Mall to Clemmons. The 33-mile corridor runs from east Greensboro to western Winston-Salem. This is also an active freight corridor.

The first phase of the Piedmont Triad Regional Transportation Alternatives study was completed in fall 2003. The study provided preliminary results and identified future needs, as follows:

- Determined that it is not feasible to build enough roads to accommodate future traffic;
- Reviewed various transportation alternatives/options;
- Identified the major activity and employment centers;
- Identified the priority corridor between Hanes Mall in Winston-Salem and NC A&T in Greensboro for further study;
- Determined a need for efficient connections to bus service;
- Developed preliminary ridership estimates, which need to be reviewed and refined;
- Determined that land uses along corridor will provide significant economic development opportunities;
- Determined that good land use guidelines and policies need to be established;

- Concluded that the High Point to Winston-Salem and Greensboro to High Point corridors could not support a major transit capital investment at this time;
- Identified the need to select the type of technology (i.e., rail, bus, transportation system management);
- Identified the need to serve different populations; and
- Determined that station locations and types of stations need to be refined.

Phase II of the study, known as alternatives analysis, will analyze potential transit improvement alternatives in the preferred corridor of Burlington to Clemmons and identify a locally preferred alternative (LPA). PART has begun Phase II of the study. This phase will build upon previous work and is structured to advance the project into the federal New Starts development process.

The current schedule calls for PART to request of the Federal Transit Administration (FTA) in late 2005 or early 2006 that the LPA be allowed to enter the Preliminary Engineering/ Environmental Impact Statement phase of the project.

# Study Corridor and Transit Alternatives

The Triad region is growing and is expected to add about 37 percent more people and jobs between 1994-2005. Congestion is increasing and automobile use is likely to increase beyond what the existing transportation infrastructure can support. Providing transportation choices in addition to the single-occupancy vehicle will be critical in the coming years. PART examined four Triad-region corridors for transportation investment and identified a number of potential transit solutions that could ease the problems. All corridors were evaluated for Bus Rapid Transit (BRT) and rail Diesel Multiple Unit (DMU) service.

## Burlington–Clemmons (including airport):

At 60 to 65 miles, this is the longest corridor studied. The Rail DMU Alternative would start in Burlington at the Amtrak station and follow the existing NCRK corridor, the NS "K" line in the Greensboro area, and the NS "L" line from Winston-Salem to Clemmons. Service to Piedmont Triad International Airport (PTI) would be provided by a two-mile, single-track spur line.

*Stations: Burlington CBD, Elon CBD, Greensboro East Loop, NC A&T, Greensboro CBD, UNC-Greensboro/Coliseum, Guilford College Road, PTI Airport, Kernersville CBD, East Winston-Salem, Winston-Salem CBD, Wake Forest Medical Center, Hanes Mall and Clemmons*

The BRT Alternative also would start at the Amtrak station and continue on-street along US 70/Church Street and NC 62/Alamance Road to I-40/I-85. Here, the BRT Alternative would enter a busway in the highway right-of-way. The BRT Alternative would run in a busway in the highway and use local streets for airport service and in urban areas.

*Stations: Burlington CBD, St. Marks Church Road, Rock Creek Center, Greensboro East Loop, and NC A&T, Greensboro CBD, UNC-Greensboro, PTI Airport, Kernersville CBD, East Winston-Salem and the existing downtown WSTA terminal.*

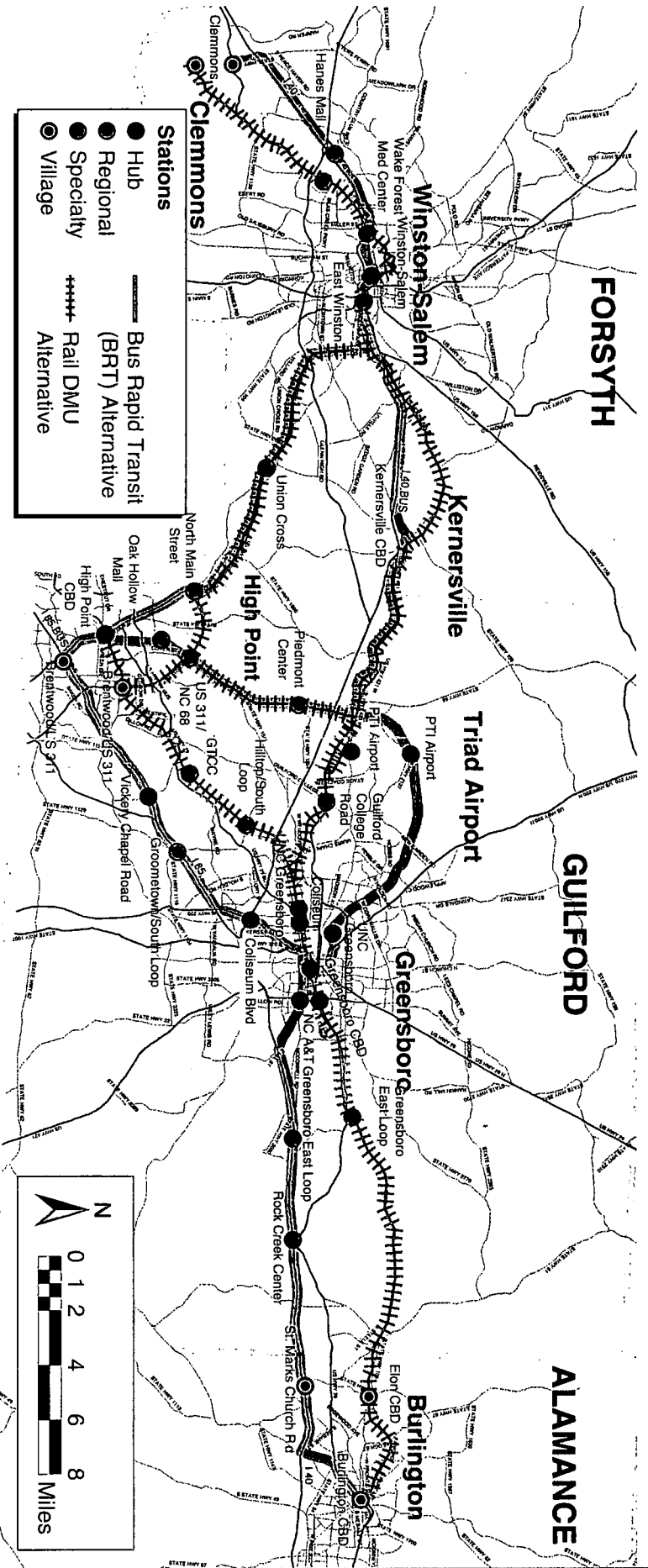
## High Point to Greensboro:

This 15 to 16-mile corridor connects the downtowns of High Point and Greensboro. The Rail DMU Alternative would start at the renovated Greensboro downtown Multimodal Transportation Center and follow the NCRK right-of-way, roughly parallel to High Point Road, to the existing renovated station in downtown High Point.

*Stations: Greensboro CBD, UNC-Greensboro/Coliseum, Hilltop/South Loop, GTCC, Brentwood/US 311, High Point CBD.*

The BRT Alternative would also start at Greensboro Multimodal Transportation Center and travel on Freeman Mill Road to I-85 where the BRT Alternative would enter a busway. At South Main Street (US 311), BRT Alternative would exit the busway and travel along South Main Street to the downtown rail station.

*Stations: Greensboro CBD, Coliseum Boulevard, Groometown Road/South Loop, Vickery Chapel Road, Brentwood/US 311, High Point CBD.*



## High Point to Airport:

At 12 to 14 miles, this is the shortest corridor studied. From High Point, the Rail DMU Alternative would follow the NCRK right-of-way to the new US 311 Bypass, continue along to NC 68/Eastchester Drive and north on NC 68 in an exclusive right-of-way to the NS "K" line, and turn east to connect with the new spur line into PTI.

*Stations: High Point CBD, US 311/Brentwood, US 311/NC 68, Piedmont Center, PTI Airport.*

The BRT Alternative would start at the High Point Amtrak station and run in mixed traffic along North Centennial Street and NC 68 approaching Penny Road, where the BRT Alternative would enter a busway. From Penny Road, the BRT Alternative would run in a busway to PTI where it would reenter mixed traffic.

*Stations: High Point CBD, Oak Hollow Mall, Piedmont Center, PTI Airport.*

## High Point to Winston Salem:

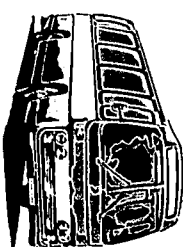
This corridor is 18-23 miles long, depending on mode. The Rail DMU Alternative would follow the same route from High Point as the other High Point rail DMU Alternatives—via the NCRK right-of-way to the US 311 Bypass. From here the alignment would use the US 311 right-of-way north, enter the future right-of-way for the US 331/I-74/Eastern Beltway, and pick up the NS "K" line near Business I-40 into downtown Winston-Salem.

*Stations: High Point CBD, US 311/Brentwood, US 311/NC 68, North Main Street, Union Cross, East Winston-Salem, Winston-Salem CBD.*

The BRT Alternative would operate in mixed traffic on North Main Street to US 311. The BRT Alternative would use a busway in the US 311 right-of-way and in the planned US 311/I-74/Eastern Beltway to the NS "K" line at Business I-40. The BRT Alternative, like the rail DMU Alternative, would use the NS "K" line right-of-way into downtown Winston-Salem.

*Stations: High Point CBD, North Main Street, Union Cross, East Winston-Salem, Winston-Salem CBD.*

# Regional Bus Services Ready to Roll!



Beginning September 30, the Piedmont Triad Regional Buses services will be up and running. The buses will connect High Point, Greensboro and Winston-Salem, including the Piedmont Triad International Airport. Service will run every 30 minutes during the morning peak hours, 6:00 a.m. to 9:00 a.m. and the evening peak hours, 3:00 p.m. to 6:30 p.m. Buses will run every hour between 9:00 a.m. and 3:00 p.m. One-way fares will be \$2.00, and PART tickets will be honored on municipal buses.

PART has been promoting the upcoming services with major employers in High Point and Greensboro and has developed a promotional video that highlights the benefits of the new bus services. Over 20,000 riders in PART's service area could take advantage of the new services. PART plans to expand the bus services to other jurisdictions that comprise the PART membership as ridership increases.

| PART                                     |  | Burlington-Clemmons                                                                      |             | High Point-Greensboro |           | High Point-PTI Airport |          | High Point-Winston-Salem |           |
|------------------------------------------|--|------------------------------------------------------------------------------------------|-------------|-----------------------|-----------|------------------------|----------|--------------------------|-----------|
| TRANSPORTATION SERVICE                   |  | BRT                                                                                      |             | BRT                   |           | BRT                    |          | BRT                      |           |
| Dedicated ROW                            |  | Partial                                                                                  | Yes         | Partial               | Yes       | Partial                | Yes      | Partial                  | Yes       |
| Trip Time (in minutes)                   |  | 143                                                                                      | 82          | 36                    | 28        | 30                     | 28       | 32                       | 44        |
| Average Speed (in mph)                   |  | 25                                                                                       | 48          | 25                    | 33        | 27                     | 30       | 42                       | 31        |
| Weekday Frequency (in minutes)           |  | 15                                                                                       | 15          | 15                    | 15        | 15                     | 15       | 15                       | 15        |
| Annual Riders                            |  | 950K-2.6M                                                                                | 1.08M-3.12M | 290K-780K             | 200K-570K | 180K-500K              | 60K-170K | 200K-540K                | 270K-800K |
| Number of Stations                       |  | 14                                                                                       | 14          | 6                     | 6         | 4                      | 5        | 5                        | 7         |
| Stations with Parking                    |  | 11                                                                                       | 11          | 4                     | 4         | 2                      | 3        | 3                        | 5         |
| ENVIRONMENTAL IMPACTS                    |  | 15% of the census tracts in the BRT alternative have minority concentrations over 78%.   |             |                       |           |                        |          |                          |           |
| Impacts on Sensitive Populations (2000)  |  | 20% of the census tracts in the Rail alternative have minority concentrations over 78%.  |             |                       |           |                        |          |                          |           |
| Impacts on Low-income Populations (1990) |  | 17% of the census tracts in the BRT alternative have low-income concentrations over 78%. |             |                       |           |                        |          |                          |           |
| COSTS                                    |  | 388.8                                                                                    | 716.4       | 104.3                 | 382.0     | 105.5                  | 442.6    | 57.5                     | 545.2     |
| Capital Costs (in millions of dollars)   |  | 12.4                                                                                     | 31.8        | 3.2                   | 12.6      | 3.0                    | 12.4     | 3.2                      | 17.0      |
| Operating Costs (in millions of dollars) |  |                                                                                          |             |                       |           |                        |          |                          |           |

## Eastrans

*all 16*

A study to examine the feasibility of instituting commuter rail service east of Raleigh began as an outgrowth of concerns the eastern Wake town of Knightdale, Wendell and Zebulon had regarding opportunities for future growth while avoiding the worst features of sprawl. The issues revolved around how to accommodate growth and maintain an economically viable region while providing an alternative means of travel. Additional municipalities became interested in the possible benefits of commuter rail. The project scope grew from the initial eastern Wake to Raleigh corridor to a larger Wilson to Raleigh to Goldsboro corridor. Commuter rail service is seen as one part of the solution to help the Raleigh region and areas east accommodate the growth so that all areas benefit and the strains of development do not overwhelm any one town. The efforts of these groups culminated into the Eastrans Commuter Rail Feasibility Study.

The Town of Knightdale led the planning effort which was funded by the Capital Area Metropolitan Planning Organization (CAMPO). The study, completed in April 2004, examined three corridors:

- Norfolk Southern from Raleigh to Wilson, with stops in Knightdale, Wendell and Zebulon (53 miles)
- North Carolina Railroad from Raleigh to Goldsboro, with stops in Clayton and Selma (51 miles)
- CSX connection in Raleigh central business district

The Eastrans service would link to two of Triangle Transit Authority's stations in downtown Raleigh.

~~The study only examined~~ commuter rail technology, with a focus on costs and performance. The only ridership projections made were to identify levels of ridership needed to make the services viable. The study determined the following:

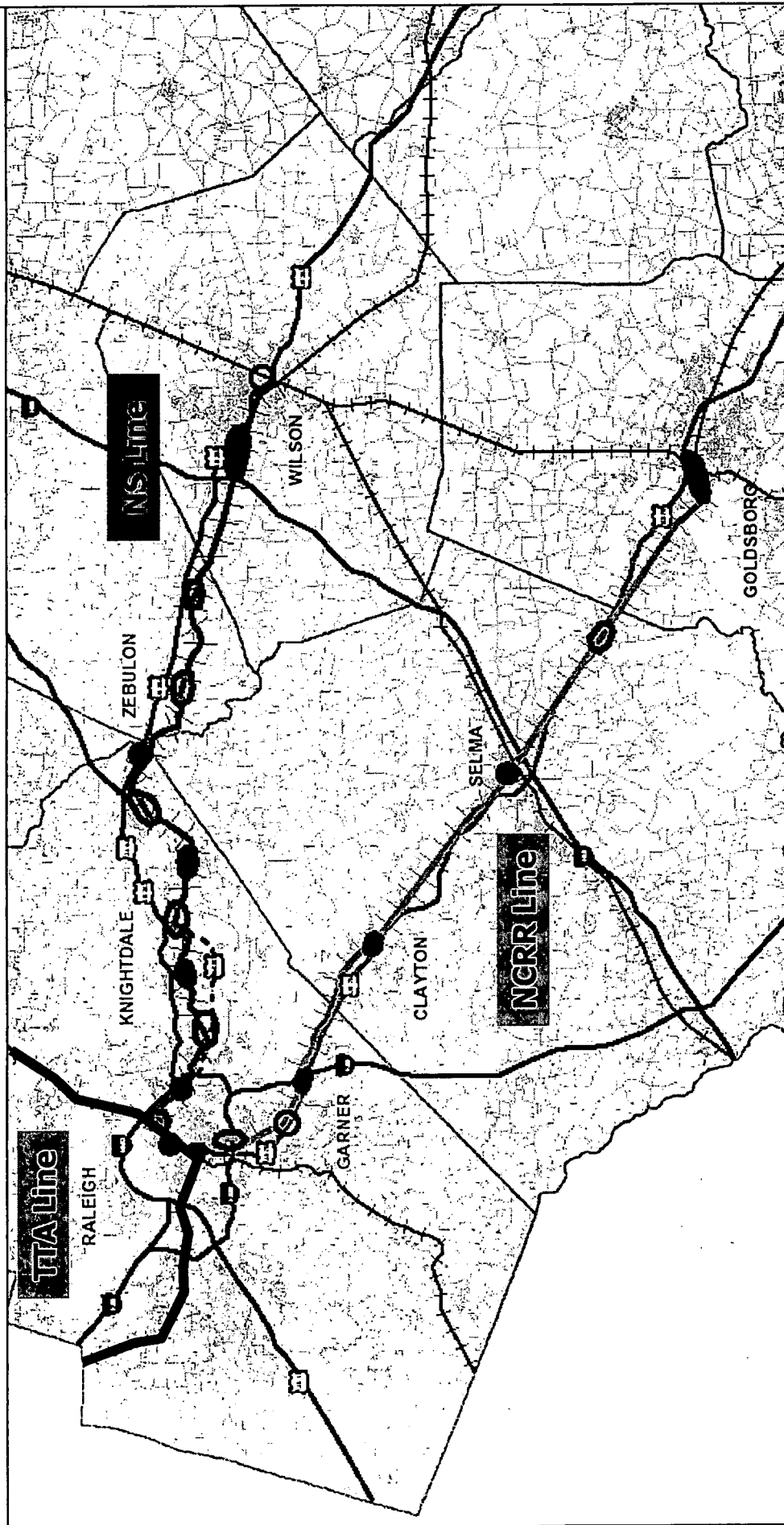
- Commuter rail is feasible
- Norfolk Southern and the North Carolina Railroad are interested
- Costs are reasonable
- Some segments have challenges
- Federal funding is possible

Both low cost and high cost alternatives were examined. The low cost alternative includes 2 trains each way daily with few stations and using refurbished locomotives, while the high cost alternative includes 6 trains daily in the peak hours, one midday train, more stations and diesel multiple units (DMU) versus locomotives. The projected capital cost of the low cost alternative for the full 100 mile system is projected at approximately \$126 million as compared to \$301 million for the high cost alternative. Estimated annual operating costs for the full 100 mile system are \$4.7 million for the low cost alternative and \$11.1 million for the high cost alternative.

It is projected that for the low and high cost alternatives, 1,350 and 3,300 people, respectively, would have to use the service daily to make it competitive for federal funding. The most promising service is the Raleigh to Selma segment since the travel time is most competitive with the automobile.

*next step for*  
The project is currently not in CAMPO's Long Range Transportation Plan (LRTP) as a corridor for future study. The LRTP subcommittee of CAMPO will meet in February at which Easttrans will be discussed.

# CONCEPTUAL EASTRANS CORRIDORS



|                                                                                          |                                              |                                                                      |                                                                                                                    |
|------------------------------------------------------------------------------------------|----------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| <p>Streets</p> <p>Major Highways</p> <p>NS</p> <p>NCRR</p> <p>Non-Eastrans Corridors</p> | <p>County Boundary</p> <p>Urban Boundary</p> | <p>Initial Station Vicinity</p> <p>Supplemental Station Vicinity</p> | <p>Prepared by</p> <p>Wilbur Smith Associates</p> <p>Raleigh, NC</p> <p>(919) 755-0583</p> <p>Date: March 2004</p> |
|------------------------------------------------------------------------------------------|----------------------------------------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|

0 1.5 3 6 9 12 Miles

WILSON TRUCK RAILROAD

## Financing Options

House Interim Committee on  
Expanding Rail  
January 11, 2005

## Public Private Partnerships

- Most public-private projects are funded mostly with public funds
- When benefits are assessed, most accrue to the public interest

## Project Create

- Chicago Region and Environmental Transportation Efficiency (CREATE)
- \$1.5B project cost
- \$200M railroad benefits
- \$3.8B public benefits

## Charlotte Intermodal

- Charlotte Douglas Airport & Norfolk Southern
- \$61M project cost
- \$35M benefits to Norfolk Southern
- \$26M unfunded



## *Source* Public Benefits

- > *increased* safety & jobs *creation*
- > *increased* mobility & *enhance* tax receipts
- < pollution & energy
- < congestion
- multiplier effect
- *extra* land use

## Federal Funds

- DOT uses wherever practical, e.g. CMAQ, S130, TEP and earmarks
- Railroad Infrastructure Finance Loans
- High Speed Rail Bonds. *eligible for use to secure bonds.*
- Tax Credits *for freight RR.*
- Tax Credit Bonds

# VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

January 11, 2005

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

|                     |                                      |
|---------------------|--------------------------------------|
| Richard Vestbrode   | United Transportation Union          |
| SL Lamm             | United TRANSPORTATION Union          |
| Deborah Boyette     | City of Wilson                       |
| Martha A. McConnell | Carolinan Healthcare                 |
| Angie Hain          | Kaupin Taylor                        |
| Larry Beck          | City of Lexington                    |
| DAN MIKKELSON       | CITY OF SALISBURY                    |
| Bob McMurray        | Black Mountain Chamber of Commerce   |
| Freddie Killough    | Marion Downtown Business Association |
| ROBERT C. WATTS     | Town of Black Mountain               |
| Larry Johnson       | Town of Valdese                      |

# VISITOR REGISTRATION SHEET

EXPANDING RAIL SERVICE COMMISSION

January 11, 2005

Name of Committee

Date

VISITORS: PLEASE SIGN IN BELOW AND RETURN TO COMMITTEE CLERK

NAME

FIRM OR AGENCY AND ADDRESS

|                  |                                                                                |
|------------------|--------------------------------------------------------------------------------|
| Jeff Mann        | Amtrak                                                                         |
| Drew Galloway    | Amtrak                                                                         |
| Tim Abbott       | Nash County Railroad 100 Coast Line St. Suite 321 <sup>27804</sup> Rocky Mount |
| James McKeever   | Hamlet & Southern 401 Hester St Hamlet, TN 37902                               |
| TODD BURCHETTE   | YADKIN VALLEY R/R P.O. Box 1218 RURAL HALL, NC 27045                           |
| Kat Christen     | NC Railroad Co <sup>2809 Highwoods Blvd</sup> Raleigh NC 27609                 |
| Scott Sayler     | NC Railroad Co - "                                                             |
| Shirley Williams | NC DOT Rail 18. Wilmington St                                                  |
| CRIS MOWREN      | NC State Ports                                                                 |
| George Kostzau   | CAA                                                                            |
|                  |                                                                                |

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|                    |                                                                                                       |
|--------------------|-------------------------------------------------------------------------------------------------------|
| Tim Holverson      | Fayetteville Area Chamber of Commerce<br>P.O. Box 9<br>Fayetteville NC 28301                          |
| Joel Strickland    | Fayetteville Area Metropolitan Planning Organization<br>130 Gillespie Street<br>Fayetteville NC 28301 |
| DONALD BAUMGARDNER | CRAVEN COUNTY 28562<br>406 CRAVEN STREET NEW BERN NC<br>CITIZENS FOR Transportation Alternative       |
| Jesse Wimbenley    | P.O. BOX 758 West End N.C. 27376                                                                      |
| Jason Sullivan     | Congressman Bob Etheridge<br>225 Hillsborough St, Suite 490, Raleigh, NC 27601                        |
| Smarrkham          | NC State Ports Authority                                                                              |
| TABITHA DEMARCO    | NC Rail Div.                                                                                          |
| Laura Wilson       | NC State Ports Authority, BOD                                                                         |
| Arl McDonald       | NCSPR, Dir. of Rail Rel, Wilmington, NC                                                               |
| Woody Brinson      | P.O. Box 929 Kenansville, NC 28649<br>Duplin County Econ. Dev. Commission                             |
| Pam Davis          | NC DOT, 1553 MSC, Raleigh NC 27699<br>RAIL DIV                                                        |

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|                 |                                                                            |
|-----------------|----------------------------------------------------------------------------|
| Helen King      | Moore & Van Allen 100 North Tryon Street Suite 4700<br>Charlotte, NC 28202 |
| Kevin G Leonard | WCSR                                                                       |
| Jack Benetz     | Railinc                                                                    |
| Gordon Sinker   | Railinc 7001 Weston Parkway<br>Cary, NC 27513                              |
| PEGGY McIntyre  | Railinc 7001 WESTON PARKWAY, STE 200<br>CARY, NC 27513                     |
| Mark Sutton     | Capital Group - NC Railroad Company                                        |
| William Deal    | Lexington Passenger Rail Committee<br>337 Pinnix Dr Lexington NC 27295     |
| Tony Beasley    | City of Lexington<br>31 W 1st St. Lexington, N.C. 27292                    |
| Laura Padgett   | City of Wilmington, Mayor Pro Tem PO 1810<br>Wilmington, NC 28402          |
|                 |                                                                            |
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|                  |                                                                                                   |
|------------------|---------------------------------------------------------------------------------------------------|
| Vickie Oventine  | Town of Valdese - Burke Co.                                                                       |
| Ron George       | City of Macon<br>PO Box 3448 Macon NC 28680                                                       |
| Wanda O. Dyer    | Passenger Rail Service Committee<br>403 W. 2nd Ave., Lexington, NC 27292                          |
| Ramona L. Phelps | Passenger Rail Service Committee<br>703 Evergreen Ave., Lexington, N.C. 27292                     |
| Robert C Phelps  | Passenger Rail Service Committee<br>703 Evergreen Ave., Lexington, N.C. 27292                     |
| Tammy Kepley     | City of Lexington (Passenger Rail Advisory Committee)<br>31 West First Street, Lexington NC 27292 |
| Miles Croom      | City of Lexington, Passenger Rail Com.<br>31 West 1st St., Lexington NC, 27292                    |
| Rick Austin      | CITY OF LEXINGTON<br>28 W CENTER ST., LEXINGTON, NC                                               |
| Betsy Bailey     | NC Public Transportation Assn.                                                                    |
| DON STEWART      | SECRETARY'S RAIL ADVISORY<br>COUNCIL                                                              |
|                  |                                                                                                   |
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| NAME                            | FIRM OR AGENCY AND ADDRESS                                                                      |
|---------------------------------|-------------------------------------------------------------------------------------------------|
| Tom Cunningham                  | Greater Wilmington Chamber of Commerce<br>One E. 10th St. Place<br>Wilmington, NC 28401         |
| Don Eggert                      | Cape Fear COG<br>1400 Harbour Dr Wilmington 28401                                               |
| MARTIN WHEELER, JR<br>President | CAROLINAS ASSOCIATION FOR PASSENGER TRAINS<br>521 N. GRAHAM ST, #1A, CHARLOTTE, N.C. 28202      |
| ROBERT BISCHOFF<br>CO-FOUNDER   | CITIZENS for EFFICIENT MASS TRANSIT<br>P.O. BOX 35571, CHARLOTTE, NC 28235                      |
| Patrick<br>McDonough            | The Village Project<br>901-A N. Greensboro St.<br>Carrboro, NC 27510                            |
| Charles P. TAYLOR               | WAYNE COUNTY RR TASK FORCE<br>PO Box 787<br>Wendell, NC 27533                                   |
| MALCOLM D. QUICK                | WAYNE COUNTY CHAMBER OF COMMERCE XPRA COMM.<br>P.O. BOX 2023<br>CHAIRMAN<br>GOLDSBORO NC. 27533 |
| Jim Daughtry                    | Eastern Carolina RPO<br>P.O. Box 1717<br>New Bern, NC 28563                                     |
| Kurt Freitag                    | Transportation Planning Branch NCDOT                                                            |
| Dan Smith                       | Carolinas Association for Passenger Trains (CAPT)<br>305 Cheryl Ave. Durham NC 27712            |
| Charles Pittman                 | City of Wilson NC.<br>P.O. Box 10, Wilson, N.C. 27892                                           |

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|                 |                                                                        |
|-----------------|------------------------------------------------------------------------|
| Julia Jarema    | NCDOT Rail Division<br>MSC 1553 - Raleigh NC 27699                     |
| Joan Bagherpour | NCDOT Rail Division<br>MSC 1553 Raleigh NC 27699                       |
| Douglas Golden  | Carolina Coastal Ry<br>116 N Bellevue Ave Suite 206 Langhorne PA 19047 |
| Edward Lewis    | ABERDEEN & ROCKFISH R.R.<br>ABERDEEN, NC 28315                         |
| Ron Taylor      | NS Railway<br>1500 Carson St<br>Raleigh, NC 27608                      |
| Paul T. McARDLE | Aberdeen & Rockfish RR<br>P.O. Box 1845<br>FAY, N.C. 28312             |
| Barbara J. Guy  | P.O. Box 55<br>Faison, N.C. (Duplin County)                            |
| N. S. Guy Jr    | P.O. Box 55 - COUNTY COMMISSIONER<br>FAISON, N.C. 28341 (Duplin)       |
| Jim Harris      | 208 Charlie Frederick Rd<br>WARSAW NC 28398 (Duplin)                   |
| WIN BATTEN      | MAYOR<br>TOWN OF WARSAW NC (Duplin County)                             |
| Frankie Mancus  | Town of Warsaw<br>PO Box 464 Warsaw NC 28398                           |



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|                     |                                                                                                  |
|---------------------|--------------------------------------------------------------------------------------------------|
| Mark B. Sullivan    | Secretary's Rail Advisory Council, NCDOT<br>2618 Wade Ave., Raleigh 27607<br>railplanner@aol.com |
| Jubith Calvert Ray  | Chair WNC Rail Corridor Committee<br>127 Upper Grassy Branch Rd.<br>Asheville, NC 28805          |
| Janet Robertson     | Lumber River RPO & COG<br>4721 Fayetteville Road<br>Lumberton, NC 28358                          |
| Robert Menzies      | Aberdeen, Carolina & Western Railway                                                             |
| Michael Kozak       | NCDOT Public Transportation Division<br>Raleigh                                                  |
| Miriam Perry        | NCDOT - Public Transp Div. - Raleigh                                                             |
| Dee Freeman         | Triangle V Council of Gov'ts                                                                     |
| Ernest W. Robt      | E.H. Robt Photography, Durham NC                                                                 |
| Michael Testerman   | Virginians for High Speed Rail<br>5701 Monument Ave.<br>Richmond, VA 23230                       |
| SANFORD L. KORSCHUN | EASTERN NC RR ALLIANCE -                                                                         |
| ISAAC DEAN Gurley   | Wayne Transportation & EDC 27534<br>1045 West New Hope Rd, Goldsboro, NC.                        |