

2025 Goldsboro City Council Retreat Agenda
Goldsboro Event Center - 1501 S. Slocumb Street, Goldsboro, NC 27530

Thursday, January 16, 2025

Business Development and Strategic Planning Focus

8:00 – 8:30	Breakfast (Retreat Goals and Objectives)	(Matt Livingston, ICM)
8:30 – 8:35	Invocation/Call to Order/Adoption of the Agenda	(Mayor Gaylor)
8:35 – 8:50	Review of Current Priorities	(Matt Livingston, ICM)
8:50 – 9:45	Discussion of Current and New Priorities	(Joe Durham, Facilitator)
9:45 – 10:00	Break	
10:00 – 10:30	Priority Polling Exercise	(Kelly Arnold, IACM)
10:30 – 11:30	Business Development Visioning a). Panel Discussion	(Samantha Darlington, NCDOC) (Kelly Arnold)

Finance and Utilities Focus

11:30 – 12:15	Working Lunch - Revaluation Update a). Estimated Ad Valorem Value	(Alan Lumpkin, Wayne Co.)
12:15 – 1:00	Financial Modeling of Debt Service	(Ted Cole, Davenport)
1:00 – 1:45	CIP Review and Funding a). CIP Funding for Level A-High Priority Items	(Ted Cole, Davenport) (Octavius Murphy)
1:45 – 2:00	Break	
2:00 – 2:30	Public Utility Rates	(David Hyder, Stantec)
2:30 – 3:00	Wastewater Treatment Plant Update	(Rick Prosser, Crowder)
3:00- 3:30	Utility Rate Discussion	(David Hyder, Stantec)

Personnel and Organization Focus

3:30 – 4:15	Pay and Compensation Plan	(HR & MAG)
4:15 – 4:50	Organization Study and Discussion	(HR & MAG)
4:50 – 5:00	Closing Comments/Wrap-up	(Mayor Gaylor)

2025 Goldsboro City Council Retreat Agenda
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Friday, January 17, 2025

City Council Priorities and Issues Focus

7:30 – 8:00	Breakfast (Recap of prior day)	(Matt Livingston, ICM)
8:00 – 8:05	Invocation/Call to Order/Adoption of the Agenda	(Mayor Gaylor)
8:05 – 8:45	Council Team Building a). Do's and Don'ts Code of Ethics b). Roles, Goals and Expectations	(Kelly Arnold, IACM and Joe Durham, Facilitator)
8:45 – 9:30	Non-Profit and Other Agency Funding Discussion	(Joe Durham, Facilitator)
9:30 – 9:45	Break	
9:45 – 10:30	Code Enforcement Concerns and Priorities	(Joe Durham, Facilitator)
10:30 – 11:15	Civic Plus Training Session/Paperless Agenda	(Laura Getz)
11:15 – 12:00	Downtown Parking Management Reset	(Joe Durham, Facilitator)
12:00 – 1:00	Working Lunch (Year in Review & Best Practices)	(Department Heads)
1:00 – 2:15	Budget Estimates/Funding Scenarios FY25/26 a). Estimates for Pay Study and Major CIP Initiatives	(Catherine Gwynn)
2:15 – 2:30	Break	
2:30 - 3:00	Budget Process Calendar and Budget Workgroup	(Matt Livingston, ICM)
3:00 – 3:30	FY25-26 Council Budget Guidance/Recommendations a). Property Tax Rate Discussion (if needed)	(Joe Durham, Facilitator)
3:30 – 4:00	Retreat Decisions/Next Steps and Wrap-up	(Joe Durham, Facilitator)
	Closing Comments/Evaluation	(Mayor Gaylor)

City of Goldsboro Annual Retreat Goldsboro Event Center January 16th and 17th

Retreat Goals and Objectives

Retreat Theme Strive to Thrive in 2025

Let's thrive in 2025! That's our theme. To do and be better we must know where we want to go as an organization and what we aspire to. We have numerous plans, policies and procedures that help guide us and ensure that we adhere to best practices and importantly comply with the many rules and regulations at the local, state and federal levels. The city has made a concerted effort to update many of its plans. Documents such as the Comprehensive Land Use Plan will provide guidance for decades to come as the city continues to grow. The land use and parks and recreation master plans are very important long-range tools designed to accomplish specific objectives over time.

In addition to long range planning, as a city we need to implement short term strategic objectives with actionable items that tie into our long-range planning goals. It's been said that the hardest part of any journey is the first step. To thrive in 2025, we must determine the preferred way ahead. The path should be clear and a direction we all believe in and be champions for. Understanding our mission, purpose and direction, is foundational to organizational success. Without such vision nothing of significance can be achieved. Some of the sessions are geared to more short-term action-oriented goals such as the development of a work plan for code enforcement with specific priorities identified by district.

The limited resources the city has makes it imperative that we focus on top priorities and develop goals and objectives that will further the quality of life and well-being of our citizens. The City Council, in January of 2024 identified top priorities. Most if not all these priorities are still applicable today, however, some of the priority ranking has likely shifted and or new priorities may need to be added as issues, challenges or projects get resolved or accomplished. The identification of top priorities will continue to serve as a guide to budget and policy development as we work to continuously improve our city. As such, we thought it important to start where we left off last year by re-visiting our priorities.

This year's retreat also has an important team building session designed to encourage your participation and make certain all voices are heard as we improve upon our communications and understanding of each other's needs, desires and expectations. We know we are not going to solve every issue over the two retreat days we have, however, this is tended for us to provide direction for the future, not just for budgeting purposes, but for strategic planning purposes as well. What follows this is a summary of each session's activities and any expected city council action that is requested.

I want to thank you in advance for your participation and engagement in this process. Our time together is very valuable and is very much appreciated by all city staff.

Sincerely,

Matthew S. Livingston
Interim City Manager

Thursday, January 16, 2025

Business Development and Strategic Planning Focus

Retreat Sessions and Background Information:

8:50 – 9:45 Discussion of Current and new Priorities (Joe Durham, Facilitator)

This session will be discussing and updating our current priorities and seeing if there are any new priorities. It may require that we revisit this list at the end of our session on Friday. Retreat facilitator Joe Durham will be moderating this discussion. This is an informal setting whereby we are looking to gauge the current needs and desires of the council as we anticipate that general priorities may have shifted and or new ones have been identified. The goal here is to also group priorities into subcategories where possible. For example, a major area of need might be infrastructure. This may be a top priority, however, we need to identify what infrastructure you would rate higher within the city such as roads, stormwater, etc.

Council Requested Action: The Council is to generally review old priorities as provided and presented by retreat facilitator Durham. The council will then be asked if they have any new priorities they wish the Board to consider. Staff will then do an electronic polling exercise in order to rank the priorities.

10:30 – 11:30 Business Development Visioning	(Samantha Darlington)
a). Panel Discussion	(Kelly Arnold)

The NC Department of Commerce has been assisting the city with a potential update to our Business Development Plan. We recently held a visioning session and did come away with a vision statement.

The City of Goldsboro, a strategic gateway between the coast and the state capital, serves as a thriving hub where agriculture, national defense, and transportation converge to fuel economic growth and business development. With a deep-rooted heritage and a cooperative spirit, we are maximizing our assets to foster a resilient, sustainable economy and enhance quality of life for all. Goldsboro is where dreams take flight and people and businesses grow.

This session will consist of a brief update from Community and Economic Development Planner Samantha Darlington then a Panel Discussion with some of our local experts on Economic and business development. Some of the topics will be the current state of

businesses in Goldsboro and Wayne County and an update on current economic development strategies and opportunities.

This session is all about growth and development of our large and small business community and the importance of Main Street and the mall. Specifically, questions such as what the city and its partners can or should be doing to help recruit and retain business. What is the difference between business development and economic development?

Council Requested Action: The Council is to ask our panel group specific questions regarding business and economic development. A few of the questions have been pre-selected, however, council can and is encouraged to ask their own questions.

Finance and Utilities Focus

11:30 – 12:30 Working Lunch - Revaluation Update

(Alan Lumpkin)

a) Estimated ad valorem value

This session will be a presentation updating the City Council on what a county wide real property revaluation is and is not. Additionally, we have requested updated estimates on what the new value will be. Property market values have risen dramatically over the last several years resulting in tax values that are far below the market rate. To correct this, Wayne County was required to do a county wide revaluation of property. Counties are required to do revaluation a minimum of one every 8 years, however, many have chosen to do revaluation once every 4 years.

There is a need in most urban communities to do revaluations every four years. This is something Johnston County will be doing now. Should Wayne County be doing this as well? Should the city make a recommendation to the county?

Council Requested Action: Listen to the information as presented and ask any questions if needed or desired.

12:15 – 1:00 Financial Modeling of Debt Service

(Ted Cole, Davenport)

This session will be a brief overview of the city current financial status as well as our current bond rating and next steps to get a secondary bond rating. For several years, the city has not been able to adequately do long term financing due to late audits that resulted on being on the local government commission unit assistance list or UAL. Staff has worked diligently to meet departments needs through other methods such as pay go and the use of

general fund balance which is less than ideal. Simply put, a city the size of Goldsboro cannot rely on pay go as the primary means to fund capital needs. We need a borrowing plan which is in part what a CIP does. The presentation will center on current debt modeling and affordability in terms of recently approved debt and FY 26 debt modeling. It will also include recommendations on future fund balance policies for discussion purposes.

Council Requested Action: Presented as information only

1:00 – 1:45	CIP Review and Funding	(Ted Cole, Davenport)
	a). CIP Funding Level A-High Priority Items	(Octavius Murphy)

This is a work session with staff and consultant where staff will give a brief overview of the process of developing the CIP over the last several months into priority rankings. Generally speaking, if funding allows high level (A) would be areas for immediate consideration. Oftentimes, a level A high priority capital item is a mission critical item such as a new sanitation truck that must be purchased to provide service.

Davenport has modeled future (beyond 25/26) level A high priority CIP items and modeled them for Board consideration as part of the Managers Initiative in recapitalizing the essential needs of the city which have not been able to be met due to not being able to take on long term debt.

Council Requested Action: Make recommendations or general guidance as to funding levels for Level A High priority items.

Note: Discussion of funding levels that you feel the city can reasonably assume, not specific capital items.

2:00 – 2:30	Public Utility Rates	(David Hyder, Stantec)
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To better understand our rate structure and determine our financial needs to adequately cover our costs while preparing for future known expenses the city has used Stantec Consulting. Mr. David Hyder will be presenting his findings and will be available for questions if needed.

Council Requested Action: Presented as information only. Questions may be asked if needed or desired.

2:30 – 3:00 Wastewater Treatment Plant Update (Rick Prosser, Crowder)

As aware, the city recently hired Hazen (Engineers) and Crowder (Builder) to start the waste-water treatment plant expansion design build project. This session will be an update and an overview of the process that will only further explain why this project is crucial to the future growth of Goldsboro. It's important to keep in mind this will be the largest single item capital project the city has undertaken estimated at \$100 million dollars, however, without an expansion the city cannot effectively do future economic development or plan for growth of existing industry, Seymour Johnson or new development such as large housing developments expected to occur over the next 5-10 years. Such a facility expansion cannot occur with a rate structure that would support it.

Council Requested Action: Presented as information only. Questions may be asked if needed or desired.

3:00- 3:30 Utility Rate Discussion (David Hyder, Stantec)

David Hyder will provide more detail on his rate structure proposal as needed and answer any further questions the Council may have.

Council Requested Action: Discuss proposed rate structure as recommended by Stantec representative David Hyder and determine next steps on rates for inclusion into the recommended 25/26 budget.

Personnel and Organization Focus

3:30 – 4:15 Pay and Compensation Plan (HR & MAG)

This session is a review of the pay and compensation plan presented to the City Council on January 6th, 2025. The City Council authorized staff to conduct the study on the heels of implementing a pay study for police and firefighters in the current budget. In addition to market study adjustments the plan does recommend a 3% cola adjustment. More time is now allotted for further review and discussion of the proposed plan. Additionally, the MAG team and HR will be able to answer questions the board may have.

Council Requested Action: Discuss proposed pay and compensation plan as presented by MAG consultant Dr. Russell Campbell and determine next steps. Recommend inclusion or not in the FY25/26 budget.

4:15 – 4:50

Organization Study and Discussion

(HR & MAG)

This session is a review of the Organizational study presented to the City Council on January 6th 2025.

Council Requested Action: Discussion only. No action required at this time.

Friday, January 17, 2025

City Council Priorities and Issues Focus

8:05 – 8:45

Council Team Building

(Joe Durham, Facilitator)

This is a further review and teambuilding exercise regarding our general expectations, do's and don'ts and roles of the Mayor, Council and City Manager. This session will be with the City Management team, City Council, City Attorney and facilitator only. Department Heads will not be attending. The objective is to openly discuss roles and goals and determine what changes, if any, are needed or desired as part of our general expectations or Board Code of conduct. To that end, some discussion regarding a Code of Ethics/Code of Conduct may be discussed. The goal is to identify areas that we can improve upon as a governing body, what changes may be needed so that we can become a more effective governing body.

Council Requested Action: Discussion of expectations of one another, development of potential ground rules or other measures that will increase our effectiveness and improve communications.

8:45 – 9:30

Non-Profit Funding Discussion

(Joe Durham, Facilitator)

Several non-profits have historically requested funding from the city through the years. This session is a discussion around the most equitable and efficient way to fund non-profits should the city continue to fund them. What is or should our role be? This is not a discussion on the funding of partner agencies whereby we have written agreements for service and have a tangible return such as the Chamber of Commerce.

Unfortunately, the city has not really developed a means to truly vet or even determine how funding should be awarded. This led to funding decisions being made somewhat arbitrarily and not always consistent with city initiatives or goals. The city did in FY23/24 use the United Way and allocated 100k of which 10k was set aside to administer the funding and do the proper vetting. This was effective from the city staff standpoint because it was far less political and took the administrative burden off staff.

Council Requested Action: Discussion only no action required but staff does seek guidance on this matter for current and future budget direction.

9:45 – 10:30 Code Enforcement Concerns and Priorities (Joe Durham)

From the elimination of slum and blight, nuisance/overgrown lots, junked vehicles, and many code enforcement challenges, this session is geared towards identifying code enforcement needs and strategies to address the challenges they present. This is a work session where our Planning Director and code enforcement staff will listen, learn and discuss city council code enforcement priorities by district. It is intended to serve as a foundation or basis for the development of an annual work plan.

Council Requested Action: Discussion. City Council members are asked to share their concerns and top code enforcement priorities within their district

10:30 – 11:15 Civic Plus Training /Paperless Agenda (Laura Getz)

This is a hands-on training for elected officials on how we will be using our agenda management software as we move towards a paperless agenda.

11:15 – 12:00 Downtown Parking Management Reset (Joe Durham, Facilitator)

In December 2024, Council effectively paused enforcement of the downtown 2-hour parking management plan. This item is to be discussed as requested by City Council. Also, staff did a survey, and the results of that survey will be discussed.

Council Requested Action: Discussion only. No action required at this time.

12:00 – 1:00 Year in Review & Best Practices (Department Heads)

Department Heads and staff have worked to give the City Council a year in review and best practices static display. Council members are encouraged to visit/view the displays and discuss them with Department Heads throughout lunch or during breaks. City Council will be voting on the displays for various categories such as most effective, best practices or most creative display.

Council Requested Action: Discussion only. No action required at this time.

1:00 – 2:15 Budget Estimates/Funding FY25/26 (Catherine Gwynn)

a). Estimates for Pay Study and Major CIP Initiatives

The Finance Director, as directed by the City Manager, will provide an overview of the estimated costs and budget impacts that some of our major initiatives would be if implemented at various levels such as debt service and funding, and the pay and classification plan.

Council Requested Action: Discussion only. No action required at this time.

2:30 - 3:00 Budget Workgroup (Matt Livingston, ICM)

The Manager will discuss the role of the Law and Finance Committee serving as a budget workgroup.

Council Requested Action: Discussion only. No action required at this time.

3:00 – 3:30 FY25-26 Budget Recommendations (Joe Durham, Facilitator)

a). Property Tax Rate Discussion (if needed)

Retreat Summary Report:

On January 18th 2024 the Mayor and City Council held a special public meeting to focus as a new Board on main priorities. This was not intended to be a budget retreat. It was intended however, to provide an overall framework for the upcoming budget session. Through the identification and prioritization of long term challenges and opportunities the new Mayor and City Council will be facing. As part of the management staff's desire to evaluate our strategic planning sessions an overall survey was requested from the Mayor and Council. Each topic matter was asked to be ranked or scored in accordance with how they felt about the presentation or subject material. They were ranked from (1) very low to (5) very high. We received a total of six responses. In some cases, not all respondents answered or rated the category so adjustments were made to the average for comparative purposes. This can be seen by the number of scores given in each category. Also, included is a section on comments for each rating category and overall comments. The objective is to better understand what the Mayor and City Council felt was important and why and what the City Management team can change or do differently in the future to add value to future events.

Overall Evaluation Results Summary:

Overall General Comments:

- 1). Great event
- 2). I like stuff like this!
- 3). All necessary

Comments on program expectations:

- 1). Thank you for all your hard work. I loved being able to gather informally!
- 2). Yes! This is so necessary as we move forward as a group to move the city forward.
- 3). I did not have expectations but overall experience was great.

Other Comments:

- 1). Light sandwiches and diet soda everything was amazing.
- 2). Fruit and healthier options

Was the retreat location/environment setting conducive to learning/interaction with others?

						Total Score	Average
5	5	5	5	5	4	29	4.8

The event location was rated high. The City has invested substantially in the event center and it has now become a very popular and affordable attraction for many Goldsboro residents and out of town guests. It also has worked well for city sponsored events and informal gatherings.

How would you rate overall retreat environment?

						Total Score	Average
4	5	5	5	5	4	28	4.6

Do you feel there was ample food and drink?

						Total Score	Average
4	5	4	4	3		19	3.8

Was the food and drink satisfactory?

						Total Score	Average
4	5	4	4	4	3	24	4

How would you rate Strategic Plan Update?

						Total Score	Average
4	5	4	4	5	3	25	4.1

Session rating on group dynamics?

						Total Score	Average
4	5	5	5	5	5	29	4.8

10 Highly effective Habits session?

						Total Score	Average
4	5	3	4	5	5	26	4.3

Visioning and Prioritization session?

						Total Score	Average
4	5	5	4	5	5	28	4.6

Did the program content meet expectations?					Total Score	Average
5	5	5	4		19	4.75
Overall Satisfaction?					Total Score	Average
5	5	5	4	5	24	4.8

Future Recommendations:

The Mayor and Council felt that this special session was successful and needed to help guide the city's future. Based on the survey feedback and discussions with the Mayor and Council the following recommendations are given.

- Have a better selection of food and drink options. If retreat or special session is happening over the course of a day have breakfast/lunch or dinner options available
- An informal atmosphere is preferred among the Board members. Future sessions should emphasize informal attire and a more casual atmosphere.
- Room setup should optimize group and table interactions that encourage maximum participation and exchange of thoughts and ideas.

Using a form of priority budgeting based on planning and special strategy sessions does add value and provide benefit to the Mayor, Council and City Administration. It can be particularly effective for framing the budget at a very high level. When drafting the retreat agenda, it was challenging to keep the meeting to 2.5 hours while affording enough time to address all the issues. Fortunately, we were able to keep the meeting just under 2.5 hours, however, it should be noted that there is significantly more follow-up work to be done. The prioritization process was simply our initial first step. The next and likely most challenging step is researching and recommending strategies and action items as part of a series of implementation goals. This will require in-depth discussion and evaluation of significant priorities as identified by the Mayor and Council to ensure that City Management and staff have a clear understanding of the expectations and specific goals associated with the cities adopted main priorities. This would be followed up with the drafting of a long-range strategy to address the main priorities over the next several years.

Roles & Expectations:

The purpose of the roles and expectations was to develop a framework and better understanding amongst the new Mayor, Council and Administrative staff. Oftentimes, with new Boards there are issues or concerns that may go unspoken or undetermined because in some cases others the Mayor or other Board members may not recognize the situation or understand how it may be a concern or an issue to another Board member, the Mayor or City Manager.

How do you see the role of the...

Mayor

- Provide leadership and vision for the city.
- Spokesperson for the city.
- Engage constituency understand the needs of the city.
- Help to advance the city's priorities.
- A leader who has sound judgement and can represent the city well
- Keep an open mind.
- Be open to ideas.
- Be the voice of the city government.
- Go between liaison and mediator.
- Be a leader and a collaborator.
- Connect with all people.
- Communicate effectively.
- Fair and impartial.
- Lead by example.

Council

- Responsible for setting policy
- Make decisions on budget allocations, land use, and organizational goals and objectives.
 - Ensure the city complies with all ordinances, laws and regulations.
 - Evaluate the performance of the Manager.
 - Communicating with the community to make sure citizens voices matter.
 - To provide leadership.
 - Plan for the future as well as enact policies.
 - Ensure quality of life for all citizens

City Manager

- Administer day to day operations of the city.
- Implementation of policies and recommendations to the City Council
- Encourage financial responsibility and provide transparent financial reports.
- Serve as the liaison between City Council, staff and community.
- Manage the city on a daily basis.
- Provide information to the Council/Mayor to aid in the decision-making process.
- Serves as the information hub and standard bearer.
- Serves at the pleasure of the City Council.

Assistant City Manager

- Assist and advise the City Manager.
- Manage half the departments.
- Support the City Manager.
- To help assist the City Manager.
- Have a set of priorities/goals/subjects that they work on independently.
- Fact finder.
- What works and doesn't work.
- Subject matter expert.
- Assist City Manager in overseeing various departments.

Clerks Office

- Critical role.
- Maintain city records.
- Public Access to information.
- Ensuring legal compliance with record keeping.
- Go to for all things.
- Gatekeeper has the knowledge to assist the City Manager/Council/Mayor
- Responsible for office running smoothly.
- Support staff
- Record keeper
- Navigator/advisor
- Maintain accurate records.

- Source of communication between Council and Manager
- Gateway between Manager and elected officials

What are your expectations of the ...

Mayor

- Be a leader.
- Be open minded.
- Chair all Council Meetings
- To be a mediator

Council

- Communicating with the community to make sure the citizens have a voice
- Set the vision mission and policy.
- Provide leadership and help plan for the future.
- Read agenda information and be prepared as much as possible for official meetings.

City Manager

- Be responsible for what staff do and don't do.
- Follow through with Council guidance/directives.
- Be unbiased.

Do's and Dont's

Do's

Mayor

- Do be open to ideas.
- Do be the voice of City government.
- Do communicate effectively.
- Do be fair and impartial.
- Do lead by example.
- Do keep council focused on achieving goals.
- Do be the spokesman of the group.
- Do respect the will of the few.

Council

- Do be open minded and understanding that all citizen concerns matter as well as how they feel.
- Do advocate for citizens as well as for the things in the best interest of the city.
- Do ask questions.
- Do be decisive.
- Do be prepared for meetings.
- Do be open minded.
- Do focus on constituents needs and agenda.
- Do help promote efficiency in government.
- Do be a liaison with the community.
- Do change policy as needed to meet expectations.

City Manager

- Do remember that everyone thinks and feels differently.
- Do manage to the best of your ability while also working with Mayor and Council.
- Do communicate to all Council equally send information to one send it to all.
- Do include Council on decisions deemed necessary.
- Do conduct business as transparently as possible.
- Do implement city policy as directed.

- Do manage day to day operations of the city.
- Do guide and advise Council.

Assistant City Manager

- Do assist City Manager in overseeing various departments.

Clerks Office

- Do Maintain accurate records
- Do be a source of information and communication between Council and Manager.
- Do be the gateway between Manager and elected officials.

Dont's

Mayor

- Do not make a decision that the Council should.
- Do not direct staff.
- Do not show bias or favoritism.
- Do not abuse power or use influence of office for a self-agenda.

Council

- Do not be publicly disrespectful of each other or staff.
- Do not do favors.
- Do not be vindictive and refrain from personal attacks.
- Do not camp in breakrooms.
- Do not use influence to sway enforcement actions
- Do not micromanage.

City Manager

- Do not act when you don't have the authority.
- Do not support one council member over another.
- Do not withhold information based on personal opinion

- Do not make decisions that are council level
- Do not micromanage.
- Do not undermine the values of Council

Clerk's Office

- None given.

Priorities and Future Vision Session:

Table #1

Councilwoman Taylor, Councilwoman Jones, City Manager Salmon, Deputy Clerk Jones:

What growth would you like to see, if any and where?

- Would like to see economic growth and expansion to include jobs, businesses, stockholders.
- Would like to see more affordable housing for all income levels.
- Would like to see growth in our Police Department Fire/public safety.

What problems/issues would you like to see reduced/resolved?

- Crime
- Blight
- Unhoused

What problems should we be prepared for?

- Infrastructure needs above and underground as our economy grows.
- Public Safety complex
- Herman Park Center
- Possibility of catastrophes/unknown pandemic breakouts

Table #2

Mayor Gaylor, Councilwoman Weeks, Councilman Boyette, Assistant to the City Manager Murphy:

What growth would you like to see, if any and where?

- Would like to see population growth.
- Would like to see economic expansion new business and Industry.
- Would like to see growth in recreational activities both private and publicly owned.
- Would like to see more community respect and engagement.

What problems/issues would you like to see reduced/resolved?

- Need to address gaps in activities for youth.
- Need a more walkable city.
- Need effective communications to all constituents.
- Need to shorten planning and review timelines.
- Development services must be more customer friendly.

What problems should we be prepared for?

- Water and sewer expansion to meet the needs of growth.
- Need for additional housing.
- Public service capacity (police, fire, etc.)

Table #3

Mayor Pro-tempore Matthews, Councilman White, Assistant City Manager Livingston:

1). We've all been a part of teams or groups before in considering that, what does it mean for you to be a part of a team or a group? What are the traits you feel great team or groups exhibit or must have to be successful? What about unsuccessful experiences with groups or teams you may have had?

Answer:

Effective: Good teams have mutual respect for one another and welcome everyone's thoughts and are playing on the same team.

Ineffective: Leading with self-interests instead of the city as a whole.

2). As newly elected leaders you now have a lot of community expectations upon you. It can be a bit overwhelming, however, we also should consider the obligations and responsibilities we have to each other as a working, dynamic elected body. What are your expectations of each other in your leadership roles?

Answer:

Show respect, share information, be honest, creative and open minded

3). What is your future vision for the City of Goldsboro?

Answer:

A city where we all feel welcome and included having thriving businesses, neighborhoods, schools. Abolish systems that used to be exclusive.

4). Are there specific priorities you believe we must address to achieve your vision of the future?

Answer:

- Open communication
- Innovation
- Commitment to staying in the weeds if that's what it takes
- Go through charter and city ordinances

"There is no one person bigger than the group" We all traveled the same road to get here.

Prioritization exercise:

The Mayor and City Council were given a list of fifteen significant issues or items that have been previously discussed and considered important matters to the community. The Mayor and Council was also given the flexibility to add additional items they felt were needed. It was noted that all of the topics were very important to the City Council. This is also reflected in the individual and group scoring sheets. The Mayor and each council member was given a total of nine votes by way of sticky dots. A red dot represented the Board members highest rated priority, yellow was the second highest and green was the third highest rated priority. As the highest priority red dots were assigned five points. The green and yellow dots represented a higher and higher priority category and were assigned a rating of 3 and 4 respectively. The below list is what was given to them for prioritization purposes.

1). **Violent Crime and gang activity**

Violent crime, such as homicides, armed robberies, burglaries have all increased dramatically. The homicides and gun violence has been particularly troubling as many of our very young in the community are being killed or seriously injured. Gang related violence is seen as a primary driver for many of the shooting and other gun related and violent crimes.

★ ★ ★ ★ ★ ★ ★ 7 highest priority votes

7 votes total

2). **City Finances and overall financial health**

The City of Goldsboro finances have improved tremendously over the past 4 years in all funds, however, while this is excellent news, the picture still needs to improve to be on par with some of our similar sized sister cities. The City remains behind on its FY 22/23 audit submittal and as such cannot borrow funds and remains on the UAL or Unit Assistance List.

★ ★ ★ ★ ★ ★ 6 highest priority votes

6 votes total

3). **Homelessness/Unhoused**

While not a new challenge the matter of homelessness or unhoused population is becoming more problematic as those numbers rise and new camps crop up. There has also been a noticeable uptick in crime within these communities. There is also growing concern as significant crime is being seen amongst those that are

unhoused. The community will continue to turn to City elected leaders and ask for a solution...we have no plan in place.

★ ★ ★ 3 highest priority votes

★ ★ 2 Higher priority vote

5 votes total

4). **Job Creation/Economic Development**

The creation and retention of jobs is essential to the well-being and quality of life of our region. Without commerce and job retention and creation there can be no growth and economic well-being in our community. At present, the City works with others such as Wayne County Development Alliance to assist with economic development matters but does not have a specific internal plan or a way ahead when it comes to an overall economic development strategy.

★ ★ ★ 3 highest priority votes

★ 1 Higher priority vote

4 votes total

5). **WWTP expansion**

The City of Goldsboro is beginning to see significant new growth particularly in its suburbs. We welcome this growth as it can potentially address some of the issues the City has been struggling to keep up with, such as affordable housing in close proximity to our major employers such as Seymour Johnson Air Force base. That said, new growth will continue to reduce our available capacity at our wastewater treatment plant which already has an average daily flow of 62% plant capacity. Such expansion will be needed soon or the City may be faced with a development moratorium in five to seven years depending on the rate and extent of growth. Expansion would be funded through the water and sewer fund.

★ ★ ★ ★ ★ ★ ★ ★ 8 Higher priority votes

8 votes total

Affordable housing

- 6). The cost and demand for housing has risen exponentially over the past 5 or more years in part due to increasing demand, stagnating supply and increasing costs associated with building and financing homes. At present, the City has approved over 2,500 new residential homes, much of that in the past 18 months and more growth is expected. However, that will take 5-10 years or more to build out.

* 1 highest priority vote.

* * * * 4 Higher priority vote.

* 1 high priority vote.

6 votes total

- 7). **Elimination of blight throughout the city**

Blight has been somewhat of an unchecked cancer around the city. This is particularly true of those areas surrounding the downtown area. There are many who believe the key to revitalization is the elimination of slum and blight encouraging reinvestment and redevelopment of those areas for affordable workforce housing. Little investment has occurred in these areas and crime is an issue. Until such time as blight is removed, many are afraid to invest in these areas as property values are declining.

* 1 highest priority vote.

* * * * * 5 high priority vote.

6 votes total

- 8). **Employee recruitment and retention**

The City of Goldsboro, like other local governments, struggles to recruit and retain qualified employees throughout the organization. However, the City has not conducted and implemented a full pay study in over a decade. Our HR office often does in house pay and salary comparisons when filling open positions and when able tries to compensate for the gap in salary as compared to other more competitive locations such as Raleigh, Wilson, Johnston County and Clayton to name a few. One of the most often cited reasons for employees leaving is higher pay. This is a situation throughout the organization and is not simply a police and fire challenge.

* * 2 Higher priority votes

2 votes total

9). **City beautification/appearance**

When you drive around Goldsboro you can see a city in need of beautification. Outside of downtown Goldsboro, the City has significant challenges with trash and debris that greatly detracts from the appearance of the City. This is especially true in the lower to moderate income and public housing authority locations where trash has accumulated over time in the ditch lines and culverts.

* * * 3 high priority votes.

3 votes total

10). **Maintaining General Fund Infrastructure**

This consists of City roads, sidewalks, recreation facilities, and City owned buildings/property. In short, there is much to take care of, roads in particular in certain areas of the City are in very poor shape. Most funding in this area comes from the general fund where balances are relatively low when compared to need. Some of our buildings such as the Public Safety Center have significant issues that if left unchecked could result in a health and safety issue for our employees.

** 2 high priority votes.

2 votes total

11). **Water and Sewer Infrastructure maintenance**

The City of Goldsboro has an aging water and sewer collections and distribution system, the backbone of which was put in place over 70 years ago. As such, many of our lines have aged or are aging out making it critical for us to replace them. Not replacing them leads to further demise of our system and increasing costs through inflow and infiltration. Money for this infrastructure is funded through water and sewer revenues.

** 2 high priority votes.

2 votes total

12). **Police-Fire/Public safety equipment**

The City has major personnel shortfalls within the police and fire department, but it also has needs for new and improved equipment such as radios, fire apparatus, station improvements/renovations etc. There is also a need to bulk up our

community policing initiative which presently has very little capability due in part to a shortage of personnel and funding.

* * * 3 Higher priority votes

* * 2 high priority votes.

5 votes total

13). **Parks and Recreation/open space planning**

Several years ago, the City spent over 500k to design a new Herman Park Center. The estimated cost for the new center was around 11 million. The plan was to replace the now defunct old Herman Park Center which the city has secured some demolition funding for. Considering inflation, it is estimated that the same building would now cost over 15 million. There is also a need as the City grows to consider future open spaces and parks, however, the City's Parks and Recreation Master Plan is over 10 years old and as such is considered outdated for grant application purposes.

* * * * * 5 high priority votes.

5 votes total

14). **Community and cultural relations**

The City of Goldsboro is a racially and culturally diverse community which has been blessed by good relations throughout the City. However, to maintain and improve upon community relations, the city must stay focused and allow all people an equal voice and equal opportunities. The Commission on Community Relations and Development works to make sure this continues to happen by planning or sponsoring events and educating the public.

* 1 Higher priority votes

1 vote total

15). **Quality of life more opportunities for youth**

Quality of life is sometimes a difficult concept for us all to completely acknowledge. We understand it but yet it means different things to different people. For example, to dog owners, a nice dog park within walking distance from their home would drastically improve their quality of life, however, to those who have no dogs it would hold little if any value. In most cases, quality of life is seen as having access to a

good education system, affordable housing, top notch healthcare system, various forms of entertainment both indoor and outdoor, low crime, community walkability, open space, and a low cost of living.

* 1 high priority vote.

1 vote total

The below table is a summary of the 15 priorities discussed and voted on by the Mayor and City Council at the January 18th special work session. The weighted score was determined by the assigned values represented by sticky dots whereby each red dot as the highest rated priority would receive a score of 5. Yellow dots would get a four and green dots would get a 3. It is important to remember that all 15 issues are of great importance to the Mayor and City Council. Naturally, it was challenging for them to differentiate between a higher priority and the highest priority. Also, it's important to remember that this represents a snapshot in time and priorities often change.

Below assigned values are.

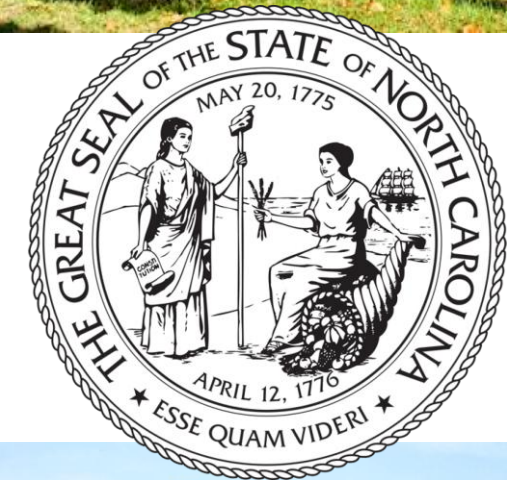
Green:	high priority	3	points
Yellow	higher priority	4	points
Red	highest priority	5	points

<u>Priorities</u>	<u>Assigned Value</u>	<u>Total Votes</u>	<u>Weighted Score</u>
Violent Crime and Gangs	*****	7	35
WWTP Plant Expansion	*****	8	32
City finances & Fiscal health	*****	6	30
Affordable Housing	*****	6	24
Unhoused/homeless	***	5	22
Elimination of blight in the city	*****	6	20
Job Creation/Economic Dev.	***	4	19
Public safety equipment	*****	5	18
Parks and Rec/Open Space	*****	5	15
City Beautification/appearance	**	3	9
Employee Recruitment/retention	**	2	8
Maintaining G/F Infrastructure	**	2	6
Water/Sewer Infrastructure maint.	**	2	6
Community & Cultural Relations	*	1	4
Quality of life/Opportunities/youth	*	1	3

The City Council was also given the opportunity to identify or list any other significant priorities. The one listed was completion of audits and was given highest a red or highest priority rating.

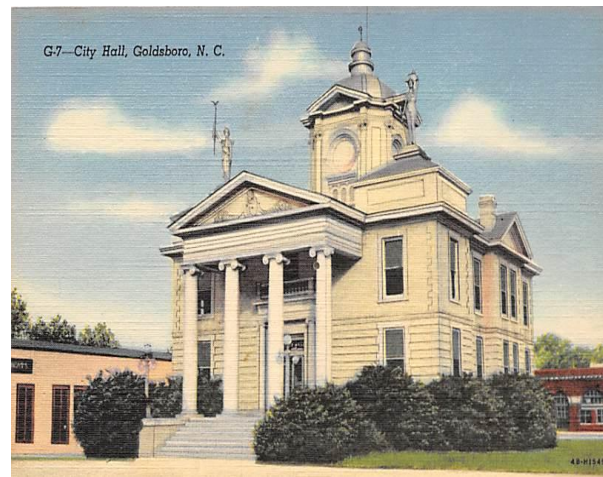
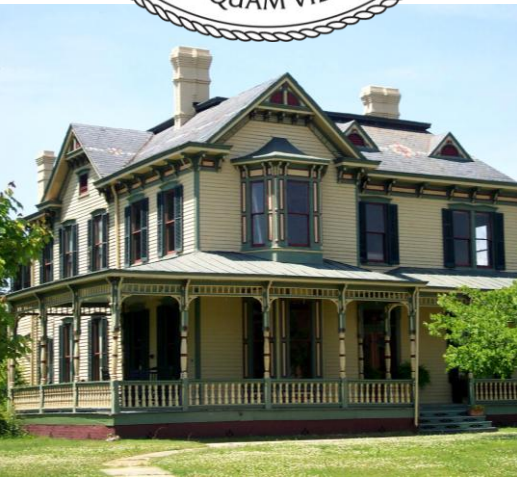
Other Finish Audits

One highest priority (Red Dot) vote



CREATING A VISION STATEMENT THE CITY OF GOLDSBORO, NC

Samantha Darlington,
North Carolina Department of Commerce, Main Street & Rural Planning Center



NC Main Street & Rural Planning Center

Rural Economic Development Division
North Carolina Department of Commerce

Who are we?

Mission: The NC Main Street & Rural Planning Center works in regions, counties, cities, towns, downtown districts, and in designated North Carolina Main Street communities, to inspire place making through building asset-based economic development strategies that achieve measurable results such as investment, business growth, and jobs.



MS&RP
NC MAIN STREET & RURAL PLANNING CENTER
DEPARTMENT OF COMMERCE



**NC DEPARTMENT
of COMMERCE**
RURAL ECONOMIC
DEVELOPMENT

City of Goldsboro Community Economic Development Assessment & Plan: May 2022

Goldsboro Community Economic Development Assessment – 2022

Economic Positioning Statement: *Goldsboro is eastern North Carolina's center for innovation, national defense, affordable living, and cultural diversity. In our community, dreams take flight while people and businesses grow.*

Housing	Business	Culture	Education
Strategy: Support diversified housing initiatives Goal: Increase housing options and availability in the City <i>Objectives: Increase infill housing, increase market rate housing, increase owner occupancy</i>	Strategy: Support business development Goal: Retain, expand, and grow the local economy <i>Objectives: Increase the number of businesses, increase number of available jobs, strengthen businesses, increase workforce development programs that support local industries</i>	Strategy: Celebrate the City's cultural diversity and historic assets Goal: Recognize and appreciate all cultures and history within the City <i>Objectives: Increase cultural offerings and programs, increase support at the local level, preserve and enhance historic assets, increase the number of new visitors</i>	Strategy: Improve perception of local schools Goal: Identify opportunities for the City to support the school system <i>Objectives: Increase support of city schools, increase enrollment in Career and College Promise program</i>
Actions: 1. Explore National Register of Historic Places districts in older neighborhoods to utilize state and federal tax credits for income-producing and non-income-producing properties 2. Implement neighborhood plan for residential areas surrounding downtown 3. Identify land available to build market rate housing	Actions: 1. Support the Wayne Occupational Readiness Keys for Success (WORKS) initiative and customized training solutions 2. Better promote the LaunchGoldsboro.com website to assist local entrepreneurs by expanding access to business training and financial resources 3. Develop a comprehensive City Economic Development Plan, with 3, 5, and 10-year goals and objectives 4. Expand wastewater capacity to accommodate future industrial growth 5. Develop a prospectus for business recruitment and video to entice potential residents to Goldsboro	Actions: 1. Measure and assess current owner business diversity 2. Host an annual Multi-Cultural Business Fair 3. Revisit the Union Station study and work with interested developers to acquire land 4. Coordinate cultural diversity plans with Seymour Johnson Air Force Base 5. Develop a program to attract visitors outside the local community and enhance the long-term growth of the travel industry in Goldsboro and Wayne County	Actions: 1. Develop a committee (comprised of City representatives, Seymour Johnson Air Force Base, Wayne County Commissioners, Wayne County Development Alliance, and Wayne Community College) to meet with County School Superintendent to learn ways the City can best support the city schools and their programs 2. Work with local sports tournaments and Goldsboro Parks and Recreation to use city school facilities 3. Assist promotion of the Career and College Promise program to students and the community by sharing success stories of former program participants and providing transit via Goldsboro-Wayne Transit Authority

- The CEDAP is a short-term, efficient assessment that will "jump-start" communities' economic development efforts by providing action items.
- Completed by the MS&RP team in May of 2022, Business Development was a main strategy identified in the plan.

3. Develop a comprehensive City Economic Development Plan, with 3, 5, and 10-year goals and objectives

Where does the City fit into the economy? What role or gaps is the city taking on?

- **Downtown Goldsboro Development Corporation**

The DGDC provides leadership dedicated to the improvement of Downtown Goldsboro by creating and facilitating downtown development, promotion and preservation activities. The DGDC strives to enhance the appearance, desirability and vitality of Downtown Goldsboro.



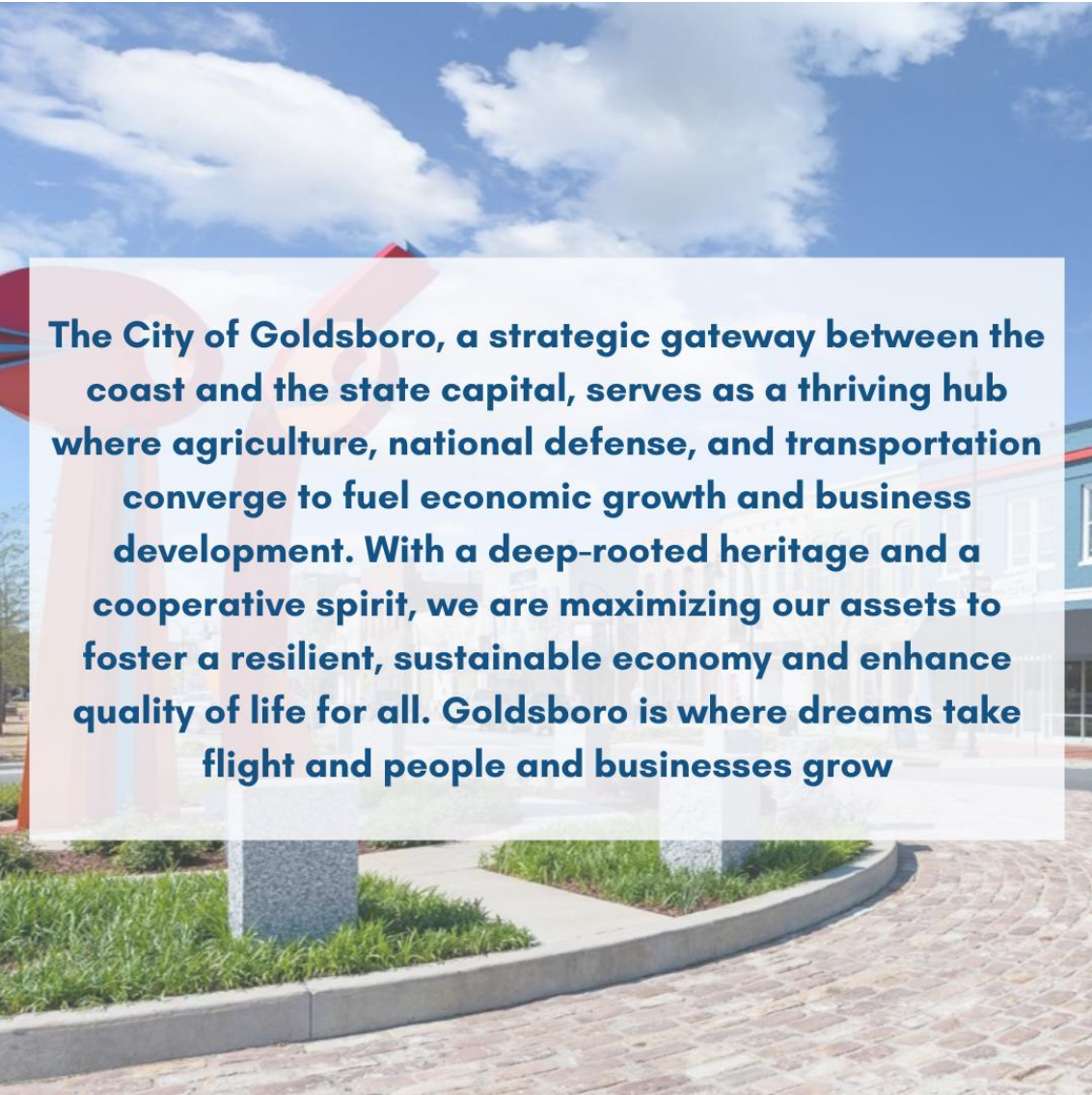
- **Wayne County Development Alliance**

The WCDA's five-year strategic plan pursues opportunities to build product (available industrial buildings and sites) and collaborate with allies to attract new companies and assist existing industries with expansion in Wayne County.



WAYNE COUNTY
DEVELOPMENT ALLIANCE

City of Goldsboro Updated Vision Statement



The City of Goldsboro, a strategic gateway between the coast and the state capital, serves as a thriving hub where agriculture, national defense, and transportation converge to fuel economic growth and business development. With a deep-rooted heritage and a cooperative spirit, we are maximizing our assets to foster a resilient, sustainable economy and enhance quality of life for all. Goldsboro is where dreams take flight and people and businesses grow

Findings and Recommendations

- Identified Gaps:
 - Small Business Development (specifically outside of downtown)
 - Quality of Life Issues that retain residents and businesses
 - Housing
 - Child Care
 - Family Friendly Amenities
 - Revitalization beyond Downtown
 - Stronger Partnerships and Communication
 - Community Engagement and Transparency



Findings and Recommendations



1. Develop a Comprehensive Economic Development Strategic Plan
2. Focus on small business growth and local economic development
3. Prioritize neighborhood revitalization and community investment
4. Improve inter-organizational collaboration and communication
5. Enhance citizen engagement and transparency
6. Consider the role of an economic development professional
7. Support for family friendly initiatives
8. Encourage broader citizen Participation

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*Thank
You!*

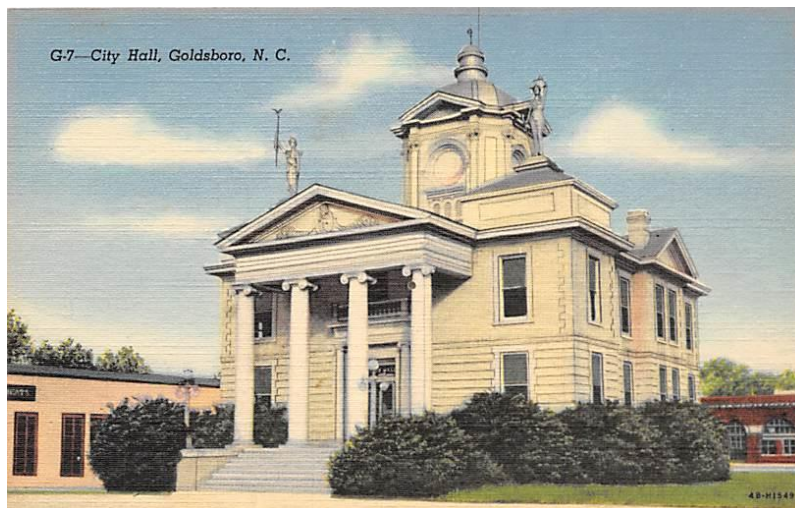


**NC DEPARTMENT
of COMMERCE**
**RURAL ECONOMIC
DEVELOPMENT**

City of Goldsboro

Economic Positioning Statement Forum Report

January 2025



**For City of Goldsboro by the
North Carolina Department of Commerce
Rural Economic Development Division
NC Main Street and Rural Planning Center**

Acknowledgements

City of Goldsboro – Economic Positioning Forum

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Councilmember Jamie Taylor, District 3

Councilmember Brandi Matthews, District 4

Councilmember Beverly Weeks, IV, District 5

Councilmember Roderick White, District 6

Matt Livingston – Interim City Manager

Laura Getz – City Clerk

City Website goldsboronc.gov

Planning and Economic Development Assistance



North Carolina Department of Commerce

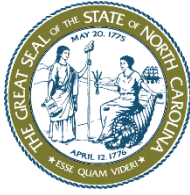
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**NC DEPARTMENT
of COMMERCE**
**RURAL ECONOMIC
DEVELOPMENT**



Economic Positioning Statement Forum Findings Report

City of Goldsboro

Facilitated by the Rural Planning Program

Overview

The City of Goldsboro's Economic Visioning Forum was conducted by the Rural Planning Program as a follow-up to the 2022 Comprehensive Economic Development Assessment Plan (CEDAP). The primary goal of the forum was to assess the current status of economic development in Goldsboro, revisit and refine the city's economic positioning statement, and evaluate whether the city still requires a comprehensive economic development plan. The forum involved a wide range of local stakeholders, including city officials, business leaders, nonprofit organizations, community representatives, and economic development experts.

At the heart of this process was the development of a revised economic positioning statement that encapsulates the unique opportunities and priorities for Goldsboro. This statement was designed to serve as a foundation for future economic development activities and ensure alignment among all stakeholders involved in driving the city's growth and prosperity. The statement developed through this forum is:

"The City of Goldsboro, a strategic gateway between the coast and the state capital, serves as a thriving hub where agriculture, national defense, and transportation converge to fuel economic growth and business development. With a deep-rooted heritage and a cooperative spirit, we are maximizing our assets to foster a resilient, sustainable economy and enhance quality of life for all. Goldsboro is where dreams take flight and people and businesses grow."

This vision encapsulates the city's strategic location, key economic drivers, and a commitment to fostering a sustainable and inclusive economy, while highlighting the critical intersection between the city's heritage and future opportunities. This updated vision is an important step toward a more coordinated approach to economic growth and development in Goldsboro.

Process Overview

The economic visioning process was designed to be inclusive, engaging key community stakeholders and fostering a collaborative environment. Through a facilitated workshop and discussion, participants provided input on a range of critical topics, including economic drivers, key challenges, and potential growth opportunities. An updated SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis was conducted, providing valuable insights into Goldsboro's current position in the regional economy.

1. Review of Existing Plans:

The forum began with a review of the 2022 CEDAP to determine which aspects of the plan had been successfully implemented and which remained areas for focus. It was reaffirmed that the city's needs have evolved, and the 2022 plan laid a solid foundation, but updates were necessary to address emerging trends, challenges, and opportunities in the city's economic landscape.

2. Tour of the City

The City Manager, Matt Livingston, facilitated a tour for the Rural Planning Program representative. During this tour, staff was able to see key commercial areas, opportunity zones, and industrial sites. Staff was also able to speak to multiple stakeholders about the economic conditions of the City.

3. Collaborative Visioning Process:

Stakeholders worked together to update the economic vision and refine the city's development priorities. By revisiting Goldsboro's position as a strategic gateway between the coast and the state capital, participants identified new ways to leverage the city's location and assets. The forum also updated the list of local economic partners, focusing on strengthening relationships between the city government, businesses, educational institutions, nonprofit organizations, and other key players.

4. Assessment Update:

Through the update of the community assets, economic drivers and SWOT analysis, the group identified several key insights about the city's current and prospects:

Community Assets

Economic Assets	Cultural Assets	Natural/Recreational
Transportation	Historic Housing	Cliffs of the Neuse State Park
I-795	Downtown Goldsboro	Parks

Future I-42	Maxwell Center	Herman Park
Active Rail	Bryan Sports Complex	Stoney Creek Park/ Bike Path
Sidewalks	Goldsboro Event Center	Golf Courses
Bicycle Lanes	Union Station	Walnut Creek
Restaurants	Festivals	Baseball Fields
SJAFB	Downtown Events	Soccer Fields
Downtown Goldsboro	History of the City	Walking Trail Behind Hospital
Sports Complex	Dillard Alumni	Mountains-to-Sea Trail
Low cost of housing	Air Show	Sports tournaments
Agriculture	Freedom Festival	Proximity to the Beach
Parks	Arts Community	Proximity to development
Greenways	Public Art	Location
Goldsboro Business Park	Paramount	
Global Transpark	The Hub	
Land Availability	The Firehouse	
Hotels	Progressive small-town atmosphere	
Wastewater Treatment	Museum	
Financial Institutions	Water Tower	
Institutional	Community	Governmental Assets
Wayne Community College	All Civic Groups/Non-Profits	Bryan Sports Complex
Wayne Memorial Hospital	Leadership	Maxwell Center
Wayne Country Day School	SJAFB	Fire & Police Department

University of Mount Olive	Caring People	Paramount Theatre
Wayne School of Engineering	United Way	Union Station
Wayne Early/Middle College	Kitty Askins (hospice)	Goldsboro Event Center
Religious Institutions (100+)	Values and Quality of Life	County TDA
Wayne Co School of Tech Arts	Chamber of Commerce	Water Tower
Wayne Co. Public Schools	YMCA	SJAFB
Cherry Hospital	Boys & Girls Club	Wayne Executive Jetport
	Faith Based Orgs	Financial Management of WCDA
	Diverse Demographics	Library
	Cry Freedom	
	Treatment Centers	
	Housing Shelters	

Economic Drivers

Economic Drivers

SJAFB	Wayne Community College
Transportation (Jetport, rail, 1-42)	Small Town Progressive Atmosphere
Industries	Case Farms
Wayne Memorial Hospital/Healthcare	Cost of Living
Cherry Hospital	Location
Maxwell Center	Mount Olive Pickle Company
UNC Health	Industrial Parks
Downtown	

S.W.O.T. (Strengths, Weaknesses, Opportunities, and Threats)

Strengths	Weaknesses
Low cost of housing in County	Lack of affordable and available Work Force Housing
People	Lack of affordable and available Subsidized Housing
Community Advocates	Lack of County Public Transportation
Proximity	Lack of Trained Workforce
Strong business Resources	Limited sewer capacity
Downtown	Local Perception – schools, hospital, nightlife, divisive
Transportation (rail, highway, jetport)	Blighted Property
Developable Property	Aesthetics/ UDO
Historic Heritage	Shortage of leaders/volunteers
Key Property or condition	Infrastructure
Wayne Community College	Low government revenues
Education Resources	No industrial growth or reduction
Industrial Growth	Reliance on Grants for Funding
Global TransPark	No Functional Passenger Train Station
Historic Properties	No/low residential growth
Vacant Lots/Infill	Lack of destination or anchor businesses
Industrial Parks	Population growth
Opportunity Zones (5)	Code Enforcement and building code
Downtown Master Plan	Low Sales Tax
Neighborhood Plan	Low Wage jobs
Community Events	Collaboration & Communication between gov and partners
Agriculture and Crops	Crime and Safety

Value Added Food Products	Lack of Plans and Cohesive Strategy
SJAB and Military Affairs communication	Education system and perception of schools
Attracting a higher tax bracket	Political Challenges
Location	City Blight
Culinary Scene	Gentrification
Recreational Assets/ Number of Parks	Local and County gov revenue
	Growth of Floodplain
	Lack of Diverse Housing Stock

Opportunities	Threats
SJAFB	Public School System – lack of funding
Global TransPark	Vidant
Developable properties	Progress of other cities
Connectivity to environmental strengths	Inflation
Industrial and residential growth	Middle class flight
Future aircraft at SJAFB	Perception
Renewal/renovation of neighborhoods	Aging aircraft at SJAFB
Attract outside investment or resources	Availability and cost of Childcare
Federal money	
Business Incubator/ Makers Space	

Key Findings and Observations

1. Key Roles of Local Economic Development Entities:

The forum made it clear that Goldsboro's economic development is supported by several key organizations that each focus on distinct aspects of the city's growth:

- The **Wayne County Development Alliance** is primarily responsible for large-scale industrial recruitment, attracting significant employers, and supporting manufacturing growth. Their efforts have been instrumental in bringing large employers to the area and fostering industrial growth.
- The **Downtown Goldsboro Development Corporation (DGDC)** focuses on revitalizing the downtown area, supporting businesses within the downtown footprint, and enhancing the city's urban center as a hub of economic and cultural activity.

Identified Gaps: Despite these efforts, several gaps were identified in the city's overall economic development strategy:

- There is a lack of focused attention on **small business support**, particularly outside of downtown, and more efforts are needed to nurture and grow local businesses that form the backbone of Goldsboro's economy.
- There is also an opportunity to better address **quality of life** issues that are essential for attracting and retaining residents and businesses, including housing, childcare, and family-friendly amenities.

2. Revitalization Beyond Downtown:

One of the key themes of the forum was the need for a balanced approach to revitalization. While downtown development is crucial, the revitalization efforts must extend to areas outside of the downtown district. These areas play a vital role in the overall appeal of the city, and investment in these neighborhoods will improve the city's attractiveness to potential new businesses, residents, and visitors.

3. Stronger Partnerships and Communication:

A significant barrier identified during the process was the **lack of coordinated communication** among local stakeholders, including the city government, the housing authority, county government, educational institutions, and nonprofit organizations. Many community leaders and organizations are doing important work, but there is insufficient centralized communication and collaboration to maximize their collective impact.

The forum underscored the importance of developing stronger partnerships across these sectors, which could foster more effective resource sharing, better coordination of efforts, and the creation of shared goals for community development.

4. **Community Engagement and Transparency:**

A critical issue that surfaced during discussions was the **need for greater citizen engagement** in the development process. Residents expressed concerns about the potential for **gentrification** and the displacement of long-standing communities as a result of new development and revitalization efforts. This fear often stems from a lack of transparency and communication about the nature and impact of development activities.

The forum strongly recommended that the city improve its communication with residents, involving them in the planning process, to ensure that they are informed, involved, and confident in the direction of development efforts. Public forums, town halls, and other citizen engagement methods could be employed to foster transparency and address community concerns.

Key Recommendations

Based on the findings from the Economic Visioning Forum, the following recommendations were identified to guide Goldsboro's economic development efforts moving forward:

1. **Develop a Comprehensive Economic Development Strategic Plan:**

A comprehensive economic development plan should be developed with the updated vision serving as the foundation. This plan must incorporate strategies to support small businesses, improve neighborhoods, and address quality of life issues, particularly as they relate to housing, childcare, and family-friendly amenities. This strategic plan should also include clear goals and measurable outcomes to guide the city's development efforts in the coming years.

2. **Focus on Small Business Growth and Local Economic Development:**

Goldsboro should prioritize creating an environment that supports small businesses, entrepreneurs, and local innovation. This includes offering resources for business incubation, mentorship, and workforce development, as well as creating incentives that encourage investment in businesses that directly benefit the community.

3. **Prioritize Neighborhood Revitalization and Community Investment:**

Revitalization efforts should not be confined to the downtown area. A comprehensive approach should include revitalizing underdeveloped

neighborhoods, improving public spaces, and creating infrastructure that enhances the living experience for residents. Investment in these areas will not only improve quality of life but will also enhance the city's appeal to potential business investors.

4. **Improve Inter-Organizational Collaboration and Communication:**

Goldsboro should foster stronger partnerships between the city government, local businesses, educational institutions, and nonprofit organizations. The creation of a central communication hub or task force could improve coordination and ensure that all stakeholders are working together toward common goals.

5. **Enhance Citizen Engagement and Transparency:**

Greater transparency in development processes is critical. The city should create platforms that encourage regular feedback and involvement from residents to ensure that development aligns with their needs and desires. Strategies for addressing concerns about gentrification and displacement should be built into the planning and development process to ensure equity for all residents.

6. **Consider the Role of an Economic Development Professional:**

The city should explore the possibility of creating an economic development role within the city government or contracting with a professional economic developer. This person or team would be responsible for driving the city's economic strategy, building partnerships, and coordinating development efforts across all sectors.

7. **Support for Family-Friendly Initiatives:**

To attract and retain families, Goldsboro should focus on developing family-friendly amenities and services, including expanding childcare options and offering more recreational and cultural activities for all age groups.

8. **Encourage Broader Citizen Participation:**

Broader citizen involvement in planning and development is essential to ensuring that Goldsboro's economic future is inclusive and representative of the community's diversity. This will help prevent burnout of the small group of active community leaders and foster a sense of ownership and pride in the city's future.

Conclusion

The Economic Visioning Forum provided valuable insights into the current state of Goldsboro's economic development and outlined several key areas for growth. The vision that emerged from the forum highlights the city's unique assets and positions it to maximize its potential as a thriving hub where agriculture, national defense, and transportation converge. However, the city's economic future will depend on focused

efforts to support small businesses, revitalize neighborhoods, and improve quality of life for residents.

To achieve this vision, Goldsboro must develop a comprehensive economic development strategic plan that is inclusive, transparent, and rooted in strong partnerships. By addressing these key areas of focus, Goldsboro can create a resilient and sustainable economy that not only attracts businesses but also supports the growth and well-being of its residents. The next steps will involve taking the recommendations from the forum and translating them into actionable goals that can drive Goldsboro's continued success.

Next Steps:

- Explore hiring an expert that can help the City create a Comprehensive Economic Development Plan. This could be through a consultant or the local COG.
- Establish a task force or subcommittee responsible for coordinating the plan's development and implementation.
- Increase citizen engagement through public forums, surveys, and other platforms to ensure that the community's needs are heard and addressed.
- Strengthen partnerships and communication across stakeholders to foster collaborative efforts and maximize resources.

Discussion Materials

City of Goldsboro, North Carolina



January 16, 2025



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Contents / Agenda

3 Credit Rating Overview

5 General Fund Operations and Fund Balance

7 Existing Tax Supported Debt Profile

10 Capital Improvement Plan Overview

13 Capital Improvement Plan Analysis

Appendix

A Appendix A: General Fund Proposed Capital Improvement Plan Detail

B Appendix B: Total Existing Debt Detail

C Appendix C: City's Financial Policies

Credit Rating Overview

Credit Rating Overview

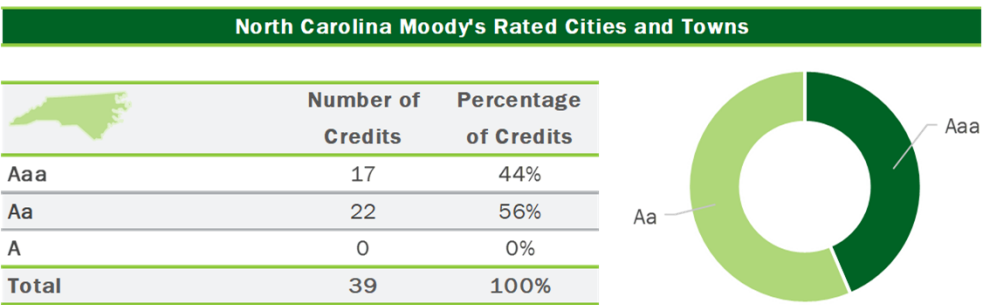
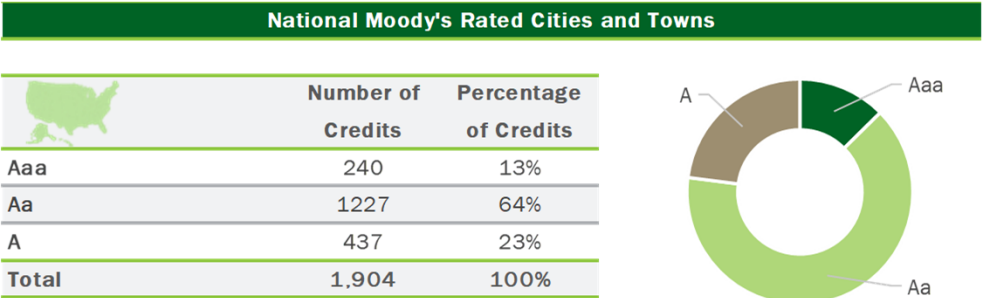
- The City is currently rated ‘AA’ by Standard and Poor’s.
 - Last Rating Report: 7/1/2021
 - Last Review Date: 2/2/2024
 - Last Rating Change: Upgraded to ‘AA’ (7/10/2018)

Moody's Investors Service	Standard & Poor's	Fitch Ratings
Aaa	AAA	AAA
Aa1	AA+	AA+
Aa2	AA	AA
Aa3	AA-	AA-
A1	A+	A+
A2	A	A
A3	A-	A-
Baa1	BBB+	BBB+
Baa2	BBB	BBB
Baa3	BBB-	BBB-
Non Investment Grade		

- The City has adopted a Bond Rating Policy that states the City will maintain a very strong/high bond rating to be considered a “low-risk” borrower when obtaining funding for projects. The City will target the Moody’s Aa1 / S&P AA+ rating; at no time shall the rating drop below Aa2/AA without Council notification.

Rating Peer Comparatives

- The following pages contain peer comparatives based on the Moody’s rating categories below:



- NC 'Aaa':

Apex, Asheville, Cary, Chapel Hill, Charlotte, Concord, Davidson, Durham, Fuquay-Varina, Greensboro, Huntersville, Mooresville, Morrisville, Raleigh, Wake Forest, Wilmington, Winston-Salem
- NC 'Aa':

Carrboro, Clayton, Fayetteville, Garner, Gastonia, Greenville, Hickory, High Point, Holly Springs, Indian Trail, Jacksonville, Kannapolis, Matthews, Monroe, Mount Holly, Nags Head, River Bend, Rocky Mount, Sanford, Thomasville, Wilson, Zebulon
- NC 'A':

None.

Note: The data shown in the peer comparatives is from Moody’s Municipal Financial Ratio Analysis database. The figures in the chart above are from May 2024. The peer comparison data is derived from FY 2021 figures in most cases.

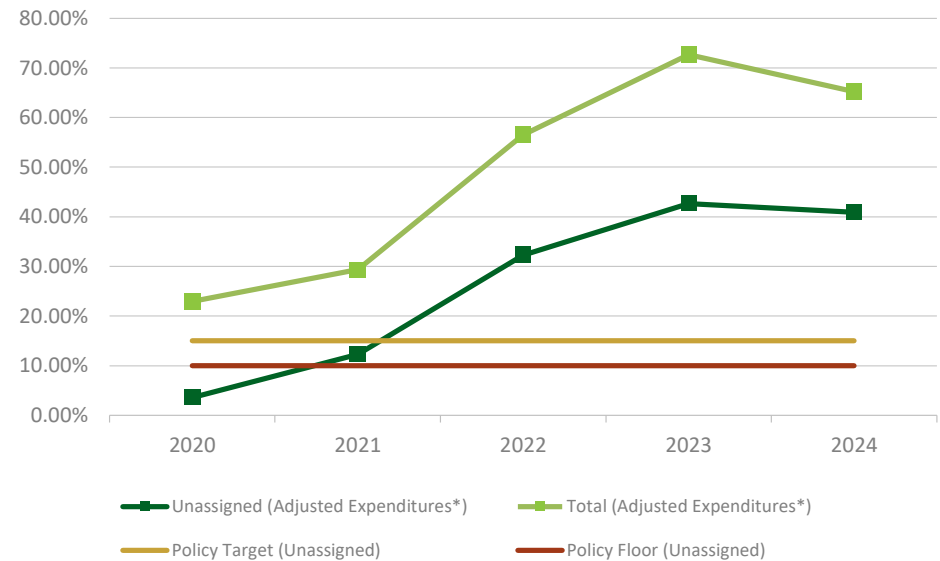
General Fund Operations and Fund Balance

Current General Fund Balance Policy (Unassigned)

General Fund Balance Policy

- The City of Goldsboro will strive to maintain the unassigned fund balance in the General Fund at a level sufficient to meet its objectives.
 - The City will target an unassigned fund balance at the close of each fiscal year equal to at least **15%** of General Fund operating expenditures and transfers out; at no time shall the unassigned fund balance fall below **10%** of General Fund operating expenditures and transfers out without Council approval.
- The City Council may, from time-to-time, appropriate fund balances that will reduce unassigned fund balances below the 10% policy for the purposes of a declared fiscal emergency or other such global purpose as to protect the long-term fiscal security of the City of Goldsboro.
 - In such circumstances, the Council will adopt a plan to restore the unassigned fund balances to the policy level within 36 months from the date of the appropriation. If restoration cannot be accomplished within such time period without severe hardship to the City, then the Council will establish a different but appropriate time period.
- *Based on preliminary discussions with City Staff, Davenport recommends that the City consider amending the current Unassigned Fund Balance policy to a target of **20%** with a floor of **15%**.*

General Fund Balance as a % of Expenditures and Transfers Out



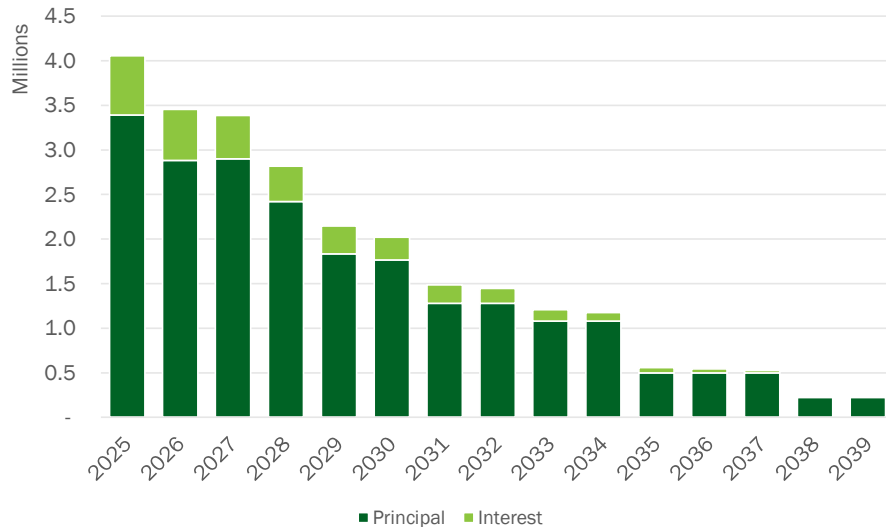
*FY 2022 Adjusted Expenditures inclusive of General Fund Personnel Expenses paid from one-time ARPA Revenue.

Source: City Audits

Existing Tax Supported Debt Profile

Existing Tax Supported Debt

Tax Supported Debt Service



Par Outstanding – Estimated as of 6/30/2024

Type	Par Amount
General Obligation Bonds	\$7,838,754
IPCs / LOBs / Other	\$14,027,653
Total	\$21,866,407

Tax Supported Debt Service

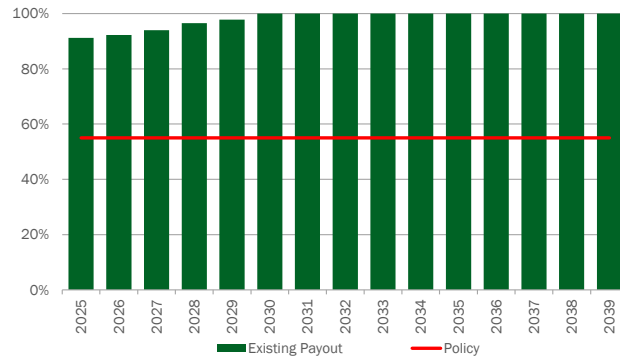
FY	Principal	Interest	Total	10-yr Payout
Total	21,866,407	3,423,930	25,290,337	
2025	3,390,862	664,874	4,055,736	91.08%
2026	2,882,271	571,123	3,453,394	92.15%
2027	2,901,323	483,347	3,384,670	93.91%
2028	2,421,950	395,093	2,817,043	96.45%
2029	1,833,000	314,619	2,147,619	97.81%
2030	1,766,000	256,057	2,022,057	100.00%
2031	1,281,000	204,291	1,485,291	100.00%
2032	1,280,000	166,639	1,446,639	100.00%
2033	1,080,000	129,019	1,209,019	100.00%
2034	1,080,000	94,400	1,174,400	100.00%
2035	500,000	59,297	559,297	100.00%
2036	500,000	43,328	543,328	100.00%
2037	500,000	27,219	527,219	100.00%
2038	225,000	10,969	235,969	100.00%
2039	225,000	3,656	228,656	100.00%

- The City's Tax Supported Debt consists of obligations paid for from the General Fund and from Occupancy Tax.

Note: Does not include the planned FY 2025 Vehicle and Equipment financing for General Fund Rolling Stock.

Key Tax Supported Debt Ratios

10-Year Payout Ratio



Existing 10-year Payout Ratio

— FY 2025: **91.08%**

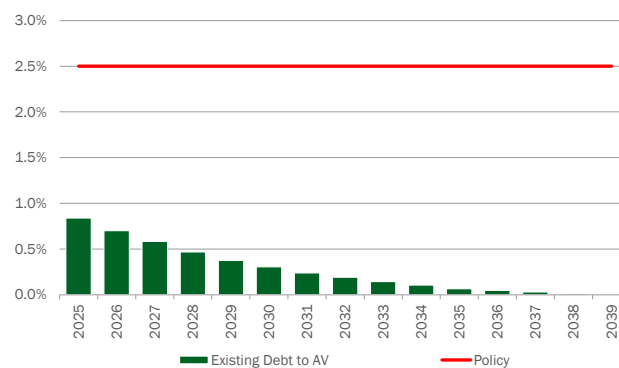
- The 10-Year Payout Ratio measures the amount of principal to be retired in the next 10 years.

- The City has a Policy establishing a minimum 10 Year Payout Ratio of **55%**.

Credit Considerations:

- S&P: A payout ratio greater than 65% results in a one point positive qualitative adjustment to the Debt & Contingent Liabilities section of S&P's General Obligation rating methodology.

Debt to Assessed Value



Existing Debt to Assessed Value

— FY 2025: **0.83%**

Assumed Future Growth Rates

— 2025 Budgeted AV: \$2,638,143,599
— 2026 & Beyond: 1.00%

- The City has a Policy establishing a maximum Debt to Assessed Value of **2.50%**.

Credit Considerations:

- S&P: A positive qualitative adjustment is made to the Debt and Contingent Liabilities score for a debt to market value ratio below 3.00%, while a negative adjustment is made for a ratio above 10.00%.

Debt Service to Expenditures



Existing Debt Service vs. Expenditures

— FY 2025: **9.58%**

Assumed Future Growth Rates

— 2024 Adjusted Expenditures: \$37,922,542
— 2025 & Beyond: 1.00%

- The City has a Policy establishing a maximum Debt Service to Expenditures of **15%**.

Credit Considerations:

- S&P: At 9.58%, the City falls into S&P's strong category, which ranges from 8% to 15%.

Capital Improvement Plan Overview

Capital Improvement Plan Overview

- The City is in the process of establishing / updating its Capital Improvement Plan (“CIP”). As a long-range plan, the CIP reflects the City’s policy regarding long range physical and economic development. By providing a planned schedule of public improvements, the CIP outlines present and future public needs and priorities.
- As part of the CIP process, a Prioritization Matrix System is implemented in order to assist in the setting of priorities for capital projects.
 - The Prioritization Matrix includes **Priority** (High, Medium or Low) and **Criteria** (1, 2, 3 or 4). Within the Matrix there are associated **Funding Levels** (A, B or C), as shown in the graphic below.

Prioritization Matrix		Priority		
		High	Medium	Low
Criteria	1	Funding Level A		
	2		Funding Level B	
	3			Funding Level C
	4			

Funding Levels

Level A:	Highest consideration for funding resources
Level B:	Moderate consideration for funding resources
Level C:	Least consideration for funding resources

Priority Categories

High:	Project mandated by local, state, or federal regulations, or Project is a high priority of the Town Board, or Project substantially reduces losses or increases revenues.
Medium:	Project maintains existing service levels, or Project results in better efficiency or service delivery, or Project reduces operational costs, or Project improves work force morale.
Low:	Project is not mandated, or Project improves service levels, or Project improves quality of life.

Criteria Categories

1:	Health/Safety/Welfare - projects that protect the health, safety and welfare of the community and the employees serving it.
2:	Maintenance/Replacement - projects that provide for the maintenance of existing systems and equipment.
3:	Expansion of Existing Programs - projects which enhance the existing systems and programs allowing for expansion of existing services.
4:	Expansion of New Programs - projects that allow for expansion into new programs and services.

Proposed Capital Improvement Plan Summary

All City Funds

A	B	C	D	E	F	G	H	I	
Capital Improvement Plan Summary									
1	Fiscal Year	2025	2026	2027	2028	2029	2030	2031	Total
2									
3	General Fund								
4	Funding Level A	5,935,243	2,782,600	2,486,600	1,992,600	877,600	117,000	242,000	14,433,643
5	Funding Level B	411,900	2,627,020	20,534,920	5,384,920	5,729,920	1,933,800	3,353,800	39,976,280
6	Funding Level C	-	300,000	60,000	100,000	-	210,000	-	670,000
7	Total	6,347,143	5,709,620	23,081,520	7,477,520	6,607,520	2,260,800	3,595,800	55,079,923
8									
9									
10	Utility Fund								
11	Funding Level A	5,835,000	23,135,000	76,215,000	100,974,833	78,090,000	11,032,154	-	295,281,987
12	Funding Level B	86,000	3,490,000	2,901,375	725,000	1,958,011	20,732,155	-	29,892,541
13	Funding Level C	-	-	-	-	-	-	-	-
14	Total	5,921,000	26,625,000	79,116,375	101,699,833	80,048,011	31,764,309	-	325,174,528
15									
16									
17	Stormwater Fund								
18	Funding Level A	86,000	-	-	-	-	-	-	86,000
19	Funding Level B	-	395,000	230,000	300,000	225,000	240,000	-	1,390,000
20	Funding Level C	-	-	-	-	-	-	-	-
21	Total	86,000	395,000	230,000	300,000	225,000	240,000	-	1,476,000
22									
23									
24	Occupancy Tax Fund								
25	Funding Level A	-	-	-	-	-	-	-	-
26	Funding Level B	-	-	550,000	-	-	-	-	550,000
27	Funding Level C	-	-	-	-	-	-	-	-
28	Total	-	-	550,000	-	-	-	-	550,000
29									
30	Grand Total	12,354,143	32,729,620	102,977,895	109,477,353	86,880,531	34,265,109	3,595,800	382,280,451

Capital Improvement Plan Analysis

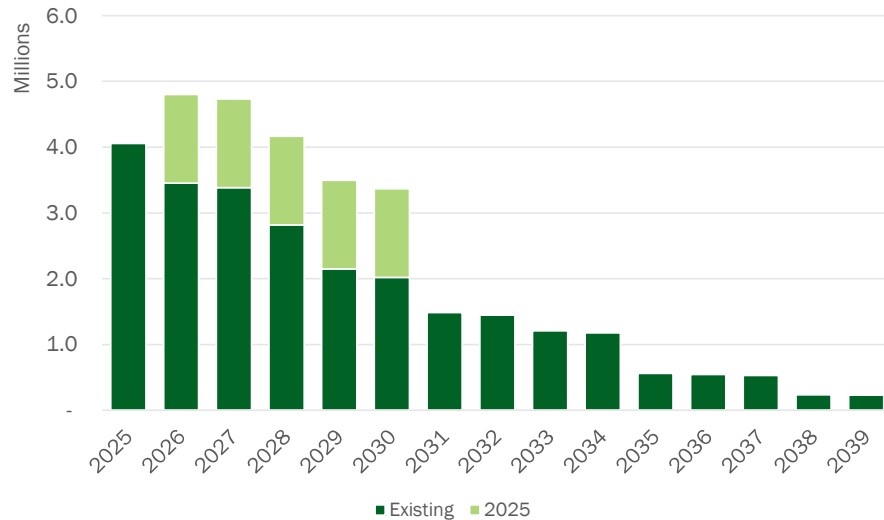
Scenario 1

FY 2025 Rolling Stock Financing Only

Proposed Debt Service

General Fund Projects | FY 2025 Rolling Stock Financing Only

Proposed Debt Service



Proposed Principal



Financing Summary

■ Financing Assumptions:

— Term:

— Radios/Rolling Stock/IT Equipment: 5 Years

— Interest Rate: 5.00%

— Amortization:

— Radios/Rolling Stock/IT Equipment: Level Debt Service

— First Principal: FY after Issuance

— First Interest: FY after Issuance

■ Debt Issued:

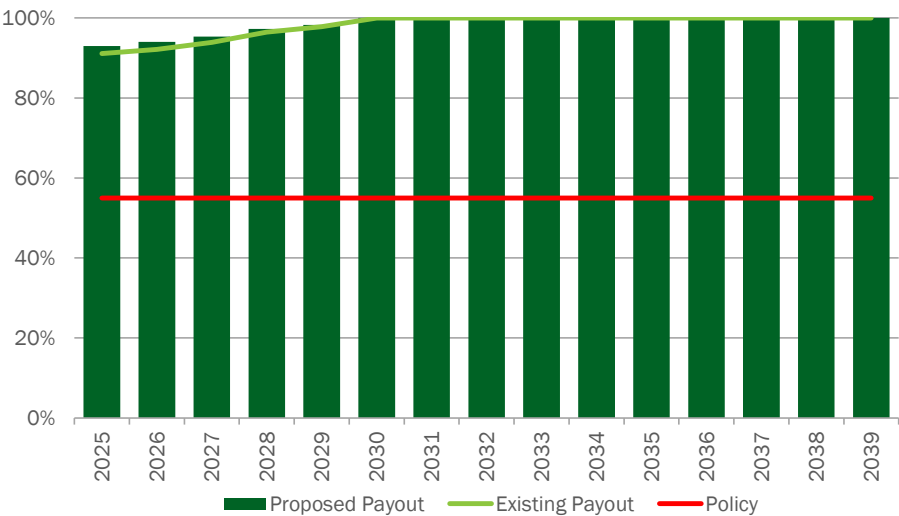
— FY 2025 (Rolling Stock/IT Equipment/Fire Truck): \$5,834,243

■ Total Debt Service: \$6,737,815

Key Debt Ratios

General Fund Projects | FY 2025 Rolling Stock Financing Only

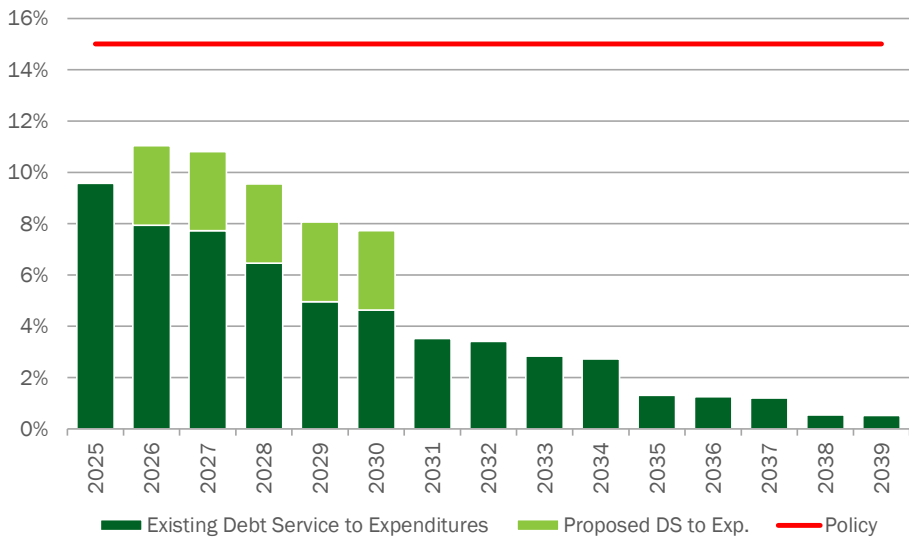
10-Year Payout



Debt to Assessed Value



Debt Service to Expenditures



Debt Affordability Analysis

Existing and Proposed City Capital | FY 2025 Rolling Stock Financing Only

Option A: Additional Equivalent Revenues/Reserves Required

A	B	C	D	E	F	G	H	I	J	K	L	M	N
	Capital Funding Requirements					Revenue Available for DS			Cash Flow Surplus (Deficit)		Add'l Rev.	Adj. Surplus/ (Deficit)	
Fiscal Year	Existing Long-Term Debt Service	Existing Vehicle & Equipment Debt Service	Proposed Debt Service	CIP Pay-Go Cash	Total Requirements	General Fund Budgeted Debt Service	Other Revenues Available	Total Revenues Available	(I - F)		Additional Equivalent Revenue Impact	(J + L)	
									Annual Surplus/ (Deficit)	Capital Reserve Balance		Adjusted Surplus/ (Deficit)	Adjusted Capital Reserve Balance
2024										\$0			\$0
2025	\$ 2,752,791	\$ 1,302,945	\$ -	\$ -	\$ 4,055,736	\$ 4,055,736	\$ -	\$ 4,055,736	\$0	0		\$0	0
2026	2,445,971	1,007,423	1,347,563	-	4,800,957	4,055,736	-	4,055,736	(745,221)	(745,221)	745,221	0	0
2027	2,377,605	1,007,065	1,347,563	-	4,732,234	4,055,736	-	4,055,736	(676,498)	(1,421,719)	676,498	0	0
2028	2,304,239	512,804	1,347,563	-	4,164,606	4,055,736	-	4,055,736	(108,870)	(1,530,589)	108,870	0	0
2029	2,078,823	68,796	1,347,563	-	3,495,182	4,055,736	-	4,055,736	560,554	(970,035)		560,554	560,554
2030	2,022,057	-	1,347,563	-	3,369,620	4,055,736	-	4,055,736	686,116	(283,920)		686,116	1,246,670
2031	1,485,291	-	-	-	1,485,291	4,055,736	-	4,055,736	2,570,445	2,286,525		2,570,445	3,817,114
2032	1,446,639	-	-	-	1,446,639	4,055,736	-	4,055,736	2,609,097	4,895,622		2,609,097	6,426,212
2033	1,209,019	-	-	-	1,209,019	4,055,736	-	4,055,736	2,846,716	7,742,339		2,846,716	9,272,928
2034	1,174,400	-	-	-	1,174,400	4,055,736	-	4,055,736	2,881,335	10,623,674		2,881,335	12,154,264
2035	559,297	-	-	-	559,297	4,055,736	-	4,055,736	3,496,439	14,120,113		3,496,439	15,650,703
2036	543,328	-	-	-	543,328	4,055,736	-	4,055,736	3,512,408	17,632,521		3,512,408	19,163,110
2037	527,219	-	-	-	527,219	4,055,736	-	4,055,736	3,528,517	21,161,038		3,528,517	22,691,627
2038	235,969	-	-	-	235,969	4,055,736	-	4,055,736	3,819,767	24,980,805		3,819,767	26,511,394
2039	228,656	-	-	-	228,656	4,055,736	-	4,055,736	3,827,080	28,807,885		3,827,080	30,338,474
2040	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	32,863,620		4,055,736	34,394,210
2041	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	36,919,356		4,055,736	38,449,946
2042	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	40,975,092		4,055,736	42,505,681
2043	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	45,030,828		4,055,736	46,561,417
2044	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	49,086,564		4,055,736	50,617,153
2045	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	53,142,300		4,055,736	54,672,889
Totals	\$ 21,391,305	\$ 3,899,033	\$ 6,737,815	\$ -	\$ 32,028,153		\$ -				\$1,530,589		

(Note 1)

(Note 2)

Note 1: Equal to debt service on Vehicles and Equipment.

Note 2: General Fund Budgeted Debt Service equal to FY 2025 Long-Term and Vehicle/Equipment Debt Service.

Additional Note: Value of a Penny in FY 2025 equal to \$263,814, per FY 2025 Budget. Assumed to grow at 1.00% in future years.

Annual surpluses represent future funding affordability for Capital.

Debt Affordability Analysis

Existing and Proposed City Capital | FY 2025 Rolling Stock Financing Only

Option B: Tax Equivalent Impact – As Needed

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	Capital Funding Requirements					Revenue Available for DS			Cash Flow Surplus (Deficit)		Additional Revenue		Adj. Surplus/ (Deficit)	
									(I - F)				(J + M)	
Fiscal Year	Existing Long-Term Debt Service	Existing Vehicle & Equipment Debt Service	Proposed Debt Service	CIP Pay-Go Cash	Total Requirements	General Fund Budgeted Debt Service	Other Revenues Available	Total Revenues Available	Annual Surplus/ (Deficit)	Capital Reserve Balance	Equivalent Incremental Tax Impact	Equivalent Tax Impact Revenue	Adjusted Surplus/ (Deficit)	Adjusted Capital Reserve Balance
2024										\$0				\$0
2025	\$ 2,752,791	\$ 1,302,945	\$ -	\$ -	\$ 4,055,736	\$ 4,055,736	\$ -	\$ 4,055,736	\$0	0	-	-	\$0	0
2026	2,445,971	1,007,423	1,347,563	-	4,800,957	4,055,736	-	4,055,736	(745,221)	(745,221)	2.80¢	745,221	0	0
2027	2,377,605	1,007,065	1,347,563	-	4,732,234	4,055,736	-	4,055,736	(676,498)	(1,421,719)	-	752,674	76,176	76,176
2028	2,304,239	512,804	1,347,563	-	4,164,606	4,055,736	-	4,055,736	(108,870)	(1,530,589)	-	760,200	651,330	727,506
2029	2,078,823	68,796	1,347,563	-	3,495,182	4,055,736	-	4,055,736	560,554	(970,035)	-	767,802	1,328,356	2,055,862
2030	2,022,057	-	1,347,563	-	3,369,620	4,055,736	-	4,055,736	686,116	(283,920)	-	775,480	1,461,596	3,517,458
2031	1,485,291	-	-	-	1,485,291	4,055,736	-	4,055,736	2,570,445	2,286,525	-	783,235	3,353,680	6,871,138
2032	1,446,639	-	-	-	1,446,639	4,055,736	-	4,055,736	2,609,097	4,895,622	-	791,067	3,400,165	10,271,303
2033	1,209,019	-	-	-	1,209,019	4,055,736	-	4,055,736	2,846,716	7,742,339	-	798,978	3,645,694	13,916,997
2034	1,174,400	-	-	-	1,174,400	4,055,736	-	4,055,736	2,881,335	10,623,674	-	806,968	3,688,303	17,605,300
2035	559,297	-	-	-	559,297	4,055,736	-	4,055,736	3,496,439	14,120,113	-	815,038	4,311,477	21,916,777
2036	543,328	-	-	-	543,328	4,055,736	-	4,055,736	3,512,408	17,632,521	-	823,188	4,335,596	26,252,373
2037	527,219	-	-	-	527,219	4,055,736	-	4,055,736	3,528,517	21,161,038	-	831,420	4,359,937	30,612,309
2038	235,969	-	-	-	235,969	4,055,736	-	4,055,736	3,819,767	24,980,805	-	839,734	4,659,501	35,271,811
2039	228,656	-	-	-	228,656	4,055,736	-	4,055,736	3,827,080	28,807,885	-	848,131	4,675,211	39,947,021
2040	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	32,863,620	-	856,613	4,912,348	44,859,370
2041	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	36,919,356	-	865,179	4,920,915	49,780,285
2042	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	40,975,092	-	873,831	4,929,566	54,709,851
2043	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	45,030,828	-	882,569	4,938,305	59,648,156
2044	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	49,086,564	-	891,395	4,947,130	64,595,286
2045	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	53,142,300	-	900,309	4,956,044	69,551,330
Totals	\$ 21,391,305	\$ 3,899,033	\$ 6,737,815	\$ -	\$ 32,028,153		\$ -				2.80¢			
	(Note 1)					(Note 2)								

Note 1: Equal to debt service on Vehicles and Equipment.

Note 2: General Fund Budgeted Debt Service equal to FY 2025 Long-Term and Vehicle/Equipment Debt Service.

Additional Note: Value of a Penny in FY 2025 equal to \$263,814, per FY 2025 Budget. Assumed to grow at 1.00% in future years.

Annual surpluses represent future funding affordability for Capital.

Scenario 2

General Fund – Funding Level A Only

City Capital Improvement Plan Summary

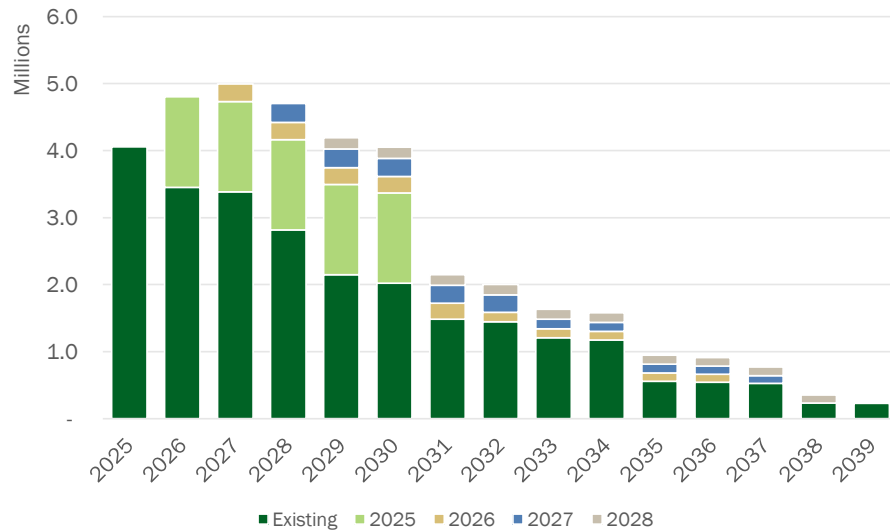
General Fund Projects | Funding Level A

	A	B	C	D	E	F	G	H	I	J
1 Fiscal Year			2025	2026	2027	2028	2029	2030	2031	Total
2 Uses of Funds	Department									
3 FY 2024 Equipment / Rolling Stock	Various Departments		1,784,924	-	-	-	-	-	-	1,784,924
4 Boiler and Controls Replacement	Information Technology		-	345,000	-	-	-	-	-	345,000
5 Computer Replacement Plan	Information Technology		-	-	500,000	-	-	-	-	500,000
6 Radios	Fire Department		-	399,000	-	-	-	-	-	399,000
7 Fire Engine F-1074	Fire Department		-	-	1,125,000	-	-	-	-	1,125,000
8 Fire Engine F-1075	Fire Department		-	-	-	1,125,000	-	-	-	1,125,000
9 Side Loader Refuse Truck (Replacing W-1268)	Public Works		400,000	-	-	-	-	-	-	400,000
10 Police Fleet Replacement (Patrol)	Police Department		459,000	765,600	765,600	765,600	765,600	-	-	3,521,400
11 Fire Truck Replacement F-566	Fire Department		873,952	-	-	-	-	-	-	873,952
12 Fire Truck Replacement (Pumper) F- 746	Fire Department		-	1,125,000	-	-	-	-	-	1,125,000
13 Ford F-150 Crew Cab	Public Works		48,000	-	-	-	-	-	-	48,000
14 F-250 Service Body Truck	Public Works		69,000	-	-	-	-	-	-	69,000
15 2024 Econic Loadmaster XL Rear-Load Garbage Truck	Public Works		310,000	-	-	-	-	-	-	310,000
16 Fully Automated Leaf Truck	Public Works		300,000	-	-	-	-	-	-	300,000
17 86 Tasers	Police Department		417,663	-	-	-	-	-	-	417,663
18 Kubota Tractor	Parks & Recreation		76,860	-	-	-	-	-	-	76,860
19 Mower Attachment - Befco Super Flex Mower	Parks & Recreation		27,000	-	-	-	-	-	-	27,000
20 Aerator - Stec CB200	Parks & Recreation		43,500	-	-	-	-	-	-	43,500
21 Self-Driven Greens Roller	Parks & Recreation		30,000	-	-	-	-	-	-	30,000
22 Network Equipment	Information Technology		500,000	-	-	-	-	-	-	500,000
23 Wireless Equipment	Information Technology		150,000	-	-	-	-	-	-	150,000
24 Tractor with Flail Mower	Public Works		154,344	-	-	-	-	-	-	154,344
25 IT Vehicles	Information Technology		70,000	35,000	-	-	-	-	-	105,000
26 UPS Unit Replacement	Information Technology		120,000	-	-	-	-	-	120,000	240,000
27 Firehose/Appliance	Fire Department		41,000	50,000	30,000	33,000	40,000	45,000	50,000	289,000
28 Self Contained Breathing Apparatus (SCBA)	Fire Department		60,000	63,000	66,000	69,000	72,000	72,000	72,000	474,000
29 Total Funding Level A Projects			\$ 5,935,243	\$ 2,782,600	\$ 2,486,600	\$ 1,992,600	\$ 877,600	\$ 117,000	\$ 242,000	\$ 14,433,643
30 Sources of Funds										
31 Debt			5,834,243	1,524,000	1,625,000	1,125,000	-	-	-	10,108,243
32 Pay-Go			101,000	1,258,600	861,600	867,600	877,600	117,000	242,000	4,325,400
33 Grants/Other			-	-	-	-	-	-	-	-
34 Total			\$ 5,935,243	\$ 2,782,600	\$ 2,486,600	\$ 1,992,600	\$ 877,600	\$ 117,000	\$ 242,000	\$ 14,433,643

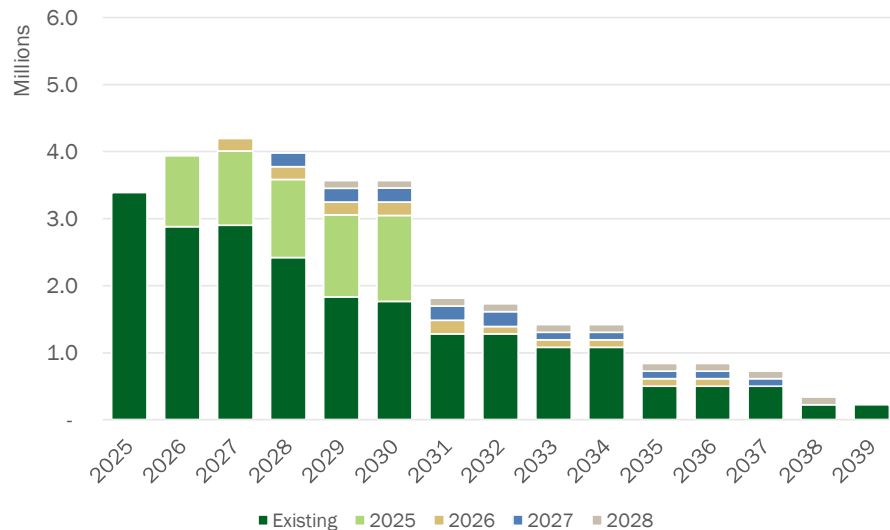
Proposed Debt Service

General Fund Projects | Funding Level A

Proposed Debt Service



Proposed Principal



Financing Summary

Financing Assumptions:

Term:

- Fire Engines/Pumper & Loader Trucks: 10 Years
- Radios/Rolling Stock/IT Equipment: 5 Years
- Interest Rate: 5.00%

Amortization:

- Fire Engines/Pumper & Loader Trucks: Level Principal
- Radios/Rolling Stock/IT Equipment: Level Debt Service
- First Principal: FY after Issuance
- First Interest: FY after Issuance

Debt Issued:

- FY 2025 (Rolling Stock/IT Equipment/Fire Truck): \$5,834,243
- FY 2026A (Pumper Truck): \$1,125,000
- FY 2026B (Radios): \$399,000
- FY 2027A (Fire Engine): \$1,125,000
- FY 2027B (Computer Replacement): \$500,000
- FY 2028A (Fire Engine): \$1,125,000
- Total Debt Funded Projects: \$10,108,243**

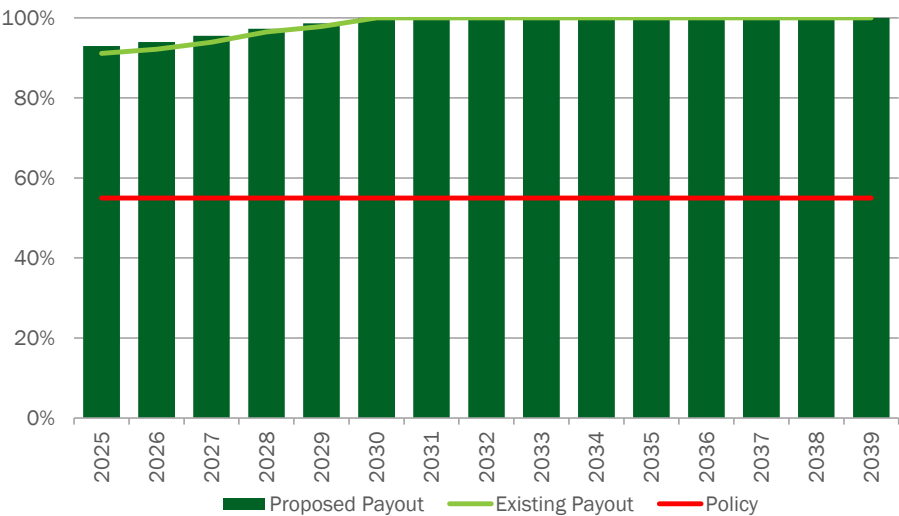
Total Debt Service: \$12,079,172

Cash Funded Projects: \$4,325,400

Key Debt Ratios

General Fund Projects | Funding Level A

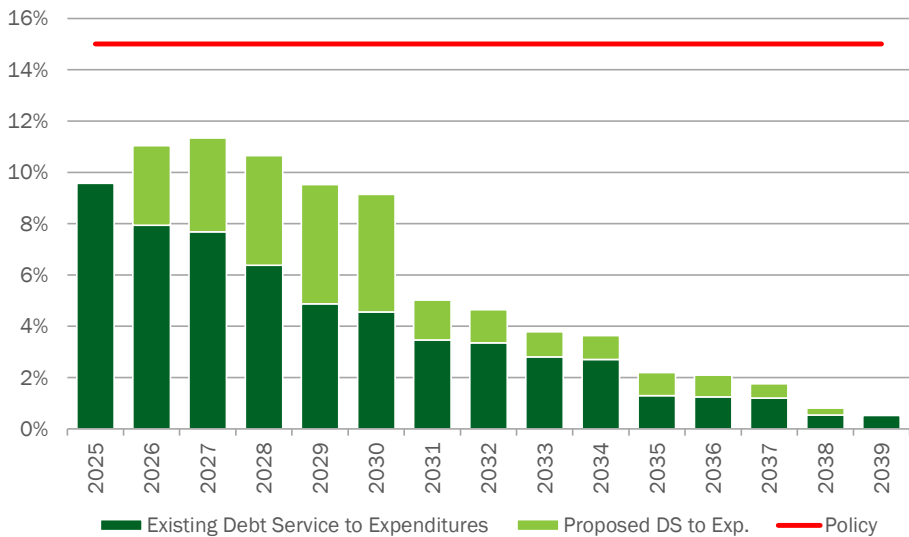
10-Year Payout



Debt to Assessed Value



Debt Service to Expenditures



Debt Affordability Analysis

Existing and Proposed City Capital | Funding Level A

Option A: Additional Equivalent Revenues/Reserves Required

A	B	C	D	E	F	G	H	I	J	K	L	M	N
	Capital Funding Requirements					Revenue Available for DS			Cash Flow Surplus (Deficit)		Add'l Rev.	Adj. Surplus/ (Deficit)	
Fiscal Year	Existing Long-Term Debt Service	Existing Vehicle & Equipment Debt Service	Proposed Debt Service	CIP Pay-Go Cash	Total Requirements	General Fund Budgeted Debt Service	Other Revenues Available	Total Revenues Available	(I - F)		Additional Equivalent Revenue Impact	(J + L)	
									Annual Surplus/ (Deficit)	Capital Reserve Balance		Adjusted Surplus/ (Deficit)	Adjusted Capital Reserve Balance
2024										\$0			\$0
2025	\$ 2,752,791	\$ 1,302,945	\$ -	\$ 101,000	\$ 4,156,736	\$ 4,055,736	\$ -	\$ 4,055,736	(\$101,000)	(101,000)	101,000	\$0	0
2026	2,445,971	1,007,423	1,347,563	1,258,600	6,059,557	4,055,736	-	4,055,736	(2,003,821)	(2,104,821)	2,003,821	0	0
2027	2,377,605	1,007,065	1,608,472	861,600	5,854,742	4,055,736	-	4,055,736	(1,799,007)	(3,903,828)	1,799,007	0	0
2028	2,304,239	512,804	1,887,084	867,600	5,571,727	4,055,736	-	4,055,736	(1,515,992)	(5,419,820)	1,515,992	0	0
2029	2,078,823	68,796	2,044,584	877,600	5,069,803	4,055,736	-	4,055,736	(1,014,067)	(6,433,887)	1,014,067	0	0
2030	2,022,057	-	2,027,709	117,000	4,166,767	4,055,736	-	4,055,736	(111,031)	(6,544,918)	111,031	0	0
2031	1,485,291	-	663,271	242,000	2,390,562	4,055,736	-	4,055,736	1,665,173	(4,879,744)		1,665,173	1,665,173
2032	1,446,639	-	554,237	-	2,000,876	4,055,736	-	4,055,736	2,054,860	(2,824,884)		2,054,860	3,720,033
2033	1,209,019	-	421,875	-	1,630,894	4,055,736	-	4,055,736	2,424,841	(400,043)		2,424,841	6,144,875
2034	1,174,400	-	405,000	-	1,579,400	4,055,736	-	4,055,736	2,476,335	2,076,293		2,476,335	8,621,210
2035	559,297	-	388,125	-	947,422	4,055,736	-	4,055,736	3,108,314	5,184,606		3,108,314	11,729,524
2036	543,328	-	371,250	-	914,578	4,055,736	-	4,055,736	3,141,158	8,325,764		3,141,158	14,870,682
2037	527,219	-	241,875	-	769,094	4,055,736	-	4,055,736	3,286,642	11,612,406		3,286,642	18,157,324
2038	235,969	-	118,125	-	354,094	4,055,736	-	4,055,736	3,701,642	15,314,048		3,701,642	21,858,966
2039	228,656	-	-	-	228,656	4,055,736	-	4,055,736	3,827,080	19,141,128		3,827,080	25,686,045
2040	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	23,196,864		4,055,736	29,741,781
2041	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	27,252,600		4,055,736	33,797,517
2042	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	31,308,335		4,055,736	37,853,253
2043	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	35,364,071		4,055,736	41,908,989
2044	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	39,419,807		4,055,736	45,964,725
2045	-	-	-	-	-	4,055,736	-	4,055,736	4,055,736	43,475,543		4,055,736	50,020,460
Totals	\$ 21,391,305	\$ 3,899,033	\$ 12,079,172	\$ 4,325,400	\$ 41,694,909		\$ -				\$6,544,918		
	(Note 1)					(Note 2)							

Note 1: Equal to debt service on Vehicles and Equipment.

Note 2: General Fund Budgeted Debt Service equal to FY 2025 Long-Term and Vehicle/Equipment Debt Service.

Additional Note: Value of a Penny in FY 2025 equal to \$263,814, per FY 2025 Budget. Assumed to grow at 1.00% in future years.

Annual surpluses represent future funding affordability for Capital.

Debt Affordability Analysis

Existing and Proposed City Capital | Funding Level A

Option B: Tax Equivalent Impact – As Needed

A	B					C					D					E					F					G					H					I					J					K					L					M					N					O					P																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Fiscal Year	Existing Long-Term Debt Service					Existing Vehicle & Equipment Debt Service					Proposed Debt Service					CIP Pay-Go Cash					Total Requirements					General Fund Budgeted Debt Service					Other Revenues Available					Total Revenues Available					(I - F)					Annual Surplus/ (Deficit)					Capital Reserve Balance					Equivalent Incremental Tax Impact					Equivalent Tax Impact Revenue					Additional Equivalent Revenue Impact					(J + N)					Adjusted Surplus/ (Deficit)					Adjusted Capital Reserve Balance																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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(Note 1)

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Note 2: General Fund Budgeted Debt Service equal to FY 2025 Long-Term and Vehicle/Equipment Debt Service.

Additional Note: Value of a Penny in FY 2025 equal to \$263,814, per FY 2025 Budget. Assumed to grow at 1.00% in future years.

Annual surpluses represent future funding affordability for Capital.

Appendix A

General Fund Proposed Capital Improvement Plan Detail

Proposed Capital Improvement Plan Detail

General Fund Only | Funding Level A, B and C

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Project Name	Fund	Department	Funding Level	Criteria	Priority	2025	2026	2027	2028	2029	2030	2031	Total
FY 2024 Equipment / Rolling Stock	GF	VARIOUS	Level A			1,784,924	-	-	-	-	-	-	1,784,924
Boiler and Controls Replacement	GF	IT	Level A	1. Health/Safety/Welfare		-	345,000	-	-	-	-	-	345,000
Computer Replacement Plan	GF	IT	Level A	2. Maintenance/Replacement	H	-	-	500,000	-	-	-	-	500,000
Radios	GF	FD	Level A	1. Health/Safety/Welfare		-	399,000	-	-	-	-	-	399,000
Fire Engine F-1074	GF	FD	Level A	2. Maintenance/Replacement	H	-	-	1,125,000	-	-	-	-	1,125,000
Fire Engine F-1075	GF	FD	Level A	2. Maintenance/Replacement		-	-	-	1,125,000	-	-	-	1,125,000
Side Loader Refuse Truck (Replacing W-1268)	GF	PW	Level A	2. Maintenance/Replacement		400,000	-	-	-	-	-	-	400,000
Police Fleet Replacement (Patrol)	GF	PD	Level A	1. Health/Safety/Welfare	H	459,000	765,600	765,600	765,600	765,600	-	-	3,521,400
Fire Truck Replacement F-566	GF	FD	Level A	1. Health/Safety/Welfare		873,952	-	-	-	-	-	-	873,952
Fire Truck Replacement (Pumper) F- 746	GF	FD	Level A	1. Health/Safety/Welfare		-	1,125,000	-	-	-	-	-	1,125,000
Ford F-150 Crew Cab	GF	PW	Level A	2. Maintenance/Replacement		48,000	-	-	-	-	-	-	48,000
F-250 Service Body Truck	GF	PW	Level A	2. Maintenance/Replacement		69,000	-	-	-	-	-	-	69,000
2024 Eonic Loadmaster XL Rear-Load Garbage Truck	GF	PW	Level A	2. Maintenance/Replacement		310,000	-	-	-	-	-	-	310,000
Fully Automated Leaf Truck	GF	PW	Level A	2. Maintenance/Replacement		300,000	-	-	-	-	-	-	300,000
86 Tasers	GF	PD	Level A	2. Maintenance/Replacement		417,663	-	-	-	-	-	-	417,663
Kubota Tractor	GF	P&R	Level A	2. Maintenance/Replacement		76,860	-	-	-	-	-	-	76,860
Mower Attachment - Befco Super Flex Mower	GF	P&R	Level A	2. Maintenance/Replacement		27,000	-	-	-	-	-	-	27,000
Aerator - Stec CB200	GF	P&R	Level A	2. Maintenance/Replacement		43,500	-	-	-	-	-	-	43,500
Self-Driven Greens Roller	GF	P&R	Level A	2. Maintenance/Replacement		30,000	-	-	-	-	-	-	30,000
Network Equipment	GF	IT	Level A	2. Maintenance/Replacement		500,000	-	-	-	-	-	-	500,000
Wireless Equipment	GF	IT	Level A	2. Maintenance/Replacement		150,000	-	-	-	-	-	-	150,000
Tractor with Flail Mower	GF	PW	Level A	2. Maintenance/Replacement		154,344	-	-	-	-	-	-	154,344
IT Vehicles	GF	IT	Level A	2. Maintenance/Replacement		70,000	35,000	-	-	-	-	-	105,000
UPS Unit Replacement	GF	IT	Level A	2. Maintenance/Replacement		120,000	-	-	-	-	-	120,000	240,000
Firehose/Appliance	GF	FD	Level A	2. Maintenance/Replacement		41,000	50,000	30,000	33,000	40,000	45,000	50,000	289,000
Self Contained Breathing Apparatus (SCBA)	GF	FD	Level A	2. Maintenance/Replacement		60,000	63,000	66,000	69,000	72,000	72,000	72,000	474,000
Server/Storage Replacement Plan	GF	IT	Level B	2. Maintenance/Replacement	M	-	-	450,000	-	-	-	-	450,000
Network Update	GF	IT	Level B	2. Maintenance/Replacement		-	-	-	-	-	-	600,000	600,000
MDT Replacement	GF	IT	Level B	2. Maintenance/Replacement		-	-	-	-	-	-	600,000	600,000
Phone System Upgrade	GF	IT	Level B	2. Maintenance/Replacement	M	-	-	200,000	-	-	-	-	200,000
Herman Park Center Construction	GF	P&R	Level B	2. Maintenance/Replacement		250,000	-	16,000,000	-	-	-	-	16,250,000
Fairview Park Parking Lot Paving	GF	P&R	Level B	2. Maintenance/Replacement		-	-	-	-	500,000	-	-	500,000
Comprehensive Master Plan	GF	P&R	Level B	2. Maintenance/Replacement		43,000	45,000	-	-	-	-	-	88,000
Shelter Construction- Herman Park	GF	P&R	Level B	2. Maintenance/Replacement		-	-	-	-	-	120,000	-	120,000
Shelter Construction- HV Brown Park	GF	P&R	Level B	2. Maintenance/Replacement		-	-	150,000	-	-	-	-	150,000
Berkeley Park Parking Lot Paving	GF	P&R	Level B	2. Maintenance/Replacement		-	-	-	500,000	-	-	-	500,000
Heavy Equipment Power Lifts	GF	PW	Level B	2. Maintenance/Replacement		-	55,000	-	-	-	-	-	55,000
2001 John Deere tractor (E-913)	GF	PW	Level B	2. Maintenance/Replacement		-	80,000	-	-	-	-	-	80,000
Maintenance Equipment Storage Building	GF	PW	Level B	2. Maintenance/Replacement		42,000	-	-	-	-	-	-	42,000
10 Ton Dump Truck	GF	PW	Level B	2. Maintenance/Replacement		-	180,000	-	-	-	-	-	180,000
16 Ton Tandem Dump Truck	GF	PW	Level B	2. Maintenance/Replacement		-	245,000	-	-	-	-	-	245,000
16 Ton Tandem Dump Truck	GF	PW	Level B	2. Maintenance/Replacement		-	245,000	-	-	-	-	-	245,000
Compact Skidsteer Loader (E-1318)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	75,000	-	-	-	75,000
Front End Loader (wheeled) (E-1377)	GF	PW	Level B	2. Maintenance/Replacement		-	-	-	-	330,000	-	-	330,000
Pothole Patcher (E-1494)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	225,000	-	225,000
Open Body Dump Truck (T700)	GF	PW	Level B	2. Maintenance/Replacement		-	180,000	-	-	-	-	-	180,000
Rear Loader (G788)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	275,000	-	-	-	-	275,000
Side Loader Refuse Truck (W1269)	GF	PW	Level B	2. Maintenance/Replacement		-	400,000	-	-	-	-	-	400,000
Knuckle Boom (T1149)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	250,000	-	-	250,000
Open Body Dump Truck (T881)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	180,000	-	-	-	180,000
Side Loader Refuse Truck (W1270)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	400,000	-	-	-	-	400,000
Open Body Dump Truck (T827)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	180,000	-	-	-	-	180,000
Side Loader Refuse Truck (W1279)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	400,000	-	-	-	400,000
Automated Leaf Truck (T1176/Machine E-1202)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	300,000	-	-	-	-	300,000
Road Tractor (K1019)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	250,000	-	-	-	250,000
Rear Loader Refuse Truck (G1057)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	275,000	-	-	-	275,000

Proposed Capital Improvement Plan Detail

General Fund Only | Funding Level A, B and C

A	B	C	D	E	F	G	H	I	J	K	L	M	N	
	Project Name	Fund	Department	Funding Level	Criteria	Priority	2025	2026	2027	2028	2029	2030	2031	Total
58														
59	Knuckle Boom Truck (T1357)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	250,000	-	250,000
60	Automated Leaf Truck (T1401/Machine E-1238)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	300,000	-	300,000
61	Rear Loader Refuse Truck (G1173)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	275,000	-	-	275,000
62	Rear Loader Mini Refuse Truck - SJAFB (G1432)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	200,000	-	200,000
63	Front Loader Refuse Truck - SJAFB (W1430)	GF	PW	Level B	2. Maintenance/Replacement		-	-	-	-	-	400,000	-	400,000
64	Utility Pickup Truck (P-1372)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	60,000	-	60,000
65	Front Loader Refuse Truck (W-1566)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	400,000	-	-	400,000
66	Golf Cart Replacement	GF	P&R	Level B	2. Maintenance/Replacement		-	-	-	-	300,000	-	-	300,000
67	MRAP Tires (4)	GF	PD	Level B	2. Maintenance/Replacement	M	-	-	-	-	50,000	-	-	50,000
68	(20) In Car Camera	GF	PD	Level B	2. Maintenance/Replacement		46,400	46,400	92,800	92,800	92,800	92,800	92,800	556,800
69	(20) Body Cameras	GF	PD	Level B	2. Maintenance/Replacement		30,500	30,500	61,000	61,000	61,000	61,000	61,000	366,000
70	Bedrooms station 1	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	75,000	-	-	-	-	75,000
71	Kitchen Station 1	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	-	70,000	-	-	70,000
72	Parking lot Station 1	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	100,000	-	-	-	-	100,000
73	Bay floor station1	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	75,000	-	-	-	75,000
74	Bathroom Station 1	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	100,000	-	100,000
75	Station 2 Roof	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	70,000	-	-	-	70,000
76	Joint Public Safety Complex	GF	FD	Level B	3. Exiting Program Expansion	H	-	-	-	3,000,000	3,000,000	-	-	6,000,000
77	Station 5 Roof Replacement	GF	FD	Level B	2. Maintenance/Replacement		-	60,000	-	-	-	-	-	60,000
78	Fire Engine F-1276	GF	FD	Level B	2. Maintenance/Replacement		-	-	-	-	-	-	2,000,000	2,000,000
79	Staff Vehicle A-925	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	55,000	-	-	-	-	55,000
80	Staff Vehicle P-1223	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	70,000	-	-	-	-	70,000
81	Staff Vehicle B-1190	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	75,000	-	-	-	75,000
82	Staff Vehicle B-1204	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	-	80,000	-	-	80,000
83	Staff Vehicle P-1285	GF	FD	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	75,000	-	75,000
84	Training Ground Expansion	GF	FD	Level B	3. Exiting Program Expansion		-	-	130,000	-	-	-	-	130,000
85	HV Brown Park Playground	GF	P&R	Level B	2. Maintenance/Replacement		-	400,000	-	-	-	-	-	400,000
86	Berkeley Park Playground	GF	P&R	Level B	2. Maintenance/Replacement		-	-	300,000	-	-	-	-	300,000
87	Staff/Response Vehicle Replacement (A-979)	GF	FD	Level B	2. Maintenance/Replacement		-	83,000	-	-	-	-	-	83,000
88	Police Fleet Replacement (Admin)	GF	PD	Level B	2. Maintenance/Replacement		-	141,120	141,120	141,120	141,120	-	-	564,480
89	Rear Loader Refuse Truck (G-689)	GF	PW	Level B	2. Maintenance/Replacement		-	275,000	-	-	-	-	-	275,000
90	Pickup Truck (P-1119)	GF	PW	Level B	2. Maintenance/Replacement		-	50,000	-	-	-	-	-	50,000
91	Pickup Truck (P- 1120)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	50,000	-	-	-	50,000
92	Pickup Truck (P-1197)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	50,000	-	-	50,000
93	Utility Pickup Truck	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	80,000	-	-	80,000
94	Crew Cab Pickup Truck (P-1334)	GF	PW	Level B	2. Maintenance/Replacement	M	-	-	-	-	-	50,000	-	50,000
95	Extended Cab Pickup Truck (P-1287)	GF	PW	Level B	2. Maintenance/Replacement		-	-	-	55,000	-	-	-	55,000
96	Crew Cab Pickup (P-1098)	GF	PW	Level B	2. Maintenance/Replacement		-	50,000	-	-	-	-	-	50,000
97	Crew Cab Pickup (P-1170)	GF	PW	Level B	2. Maintenance/Replacement		-	-	55,000	-	-	-	-	55,000
98	Herman Park Gazebo Replacement	GF	P&R	Level B	2. Maintenance/Replacement		-	61,000	-	-	-	-	-	61,000
99	Add 4 Large Bays to Garage	GF	PW	Level B	3. Exiting Program Expansion		-	-	1,500,000	-	-	-	-	1,500,000
100	Tractor (E-1165)	GF	PW	Level B	2. Maintenance/Replacement		-	-	-	85,000	-	-	-	85,000
101	Crew Cab Pickup (P-1171)	GF	PW	Level B	2. Maintenance/Replacement		-	-	-	-	50,000	-	-	50,000
102	In Park Walking Paths	GF	P&R	Level C	3. Exiting Program Expansion		-	50,000	-	-	-	-	-	50,000
103	Park House Restoration	GF	P&R	Level C	2. Maintenance/Replacement		-	-	-	-	-	210,000	-	210,000
104	Bryan Multi-Sports Complex Walking Path	GF	P&R	Level C	3. Exiting Program Expansion		-	250,000	-	-	-	-	-	250,000
105	Playground Equipment	GF	P&R	Level C	3. Exiting Program Expansion		-	-	-	100,000	-	-	-	100,000
106	Station 3 Survey	GF	FD	Level C	3. Exiting Program Expansion	L	-	-	60,000	-	-	-	-	60,000
107	Total CIP						\$ 6,347,143	\$ 5,709,620	\$ 23,081,520	\$ 7,477,520	\$ 6,607,520	\$ 2,260,800	\$ 3,595,800	\$ 55,079,923

Appendix B

Total Existing Debt Detail

Total Existing Debt Summary

Series	Par Outstanding	Credit Type	Call Date	Call Price	Coupon Range	Tax Status	General Fund	Utility Fund	Stormwater Fund
1 2011 Revolving Loan	2,687,737	Revolving Loans	Current*	n/a	2.500%	Tax-Exempt	-	2,687,737	-
2 2013 Revolving Loan	1,323,839	Revolving Loans	Current*	n/a	0.000%	Tax-Exempt	-	1,323,839	-
3 2013 Refunding GO	254,000	General Obligation Bonds	Current	100%	1.750%	Tax-Exempt	63,754	190,246	-
4 2014 IFA	2,277,000	IPCs / LOBs / COPs	Current	100%	3.340%	Tax-Exempt	2,277,000	-	-
5 2014 Taxable GO	170,000	General Obligation Bonds	Noncallable	N/A	0.40% - 3.00%	Taxable	170,000	-	-
6 2015 IFA	2,910,000	IPCs / LOBs / COPs	Current	102% 101% after 11/1/25	2.910%	Tax-Exempt	2,910,000	-	-
7 2016 Revolving Loan	2,185,110	Revolving Loans	Current*	n/a	1.800%	Tax-Exempt	-	2,185,110	-
8 2017 ILA (Wayne County)	1,600,000	IPCs / LOBs / COPs	Current	100%	1.500%	Tax-Exempt	1,600,000	-	-
9 2017 IFA	3,078,000	IPCs / LOBs / COPs	Current	100%	2.362%	Tax-Exempt	-	3,078,000	-
10 2017 GO (NM)	3,575,000	General Obligation Bonds	5/1/2027	100%	3.00% - 5.00%	Tax-Exempt	3,575,000	-	-
11 2017 GO (Refunding)	4,220,000	General Obligation Bonds	5/1/2027	100%	2.00% - 4.00%	Tax-Exempt	655,000	3,565,000	-
12 2018 GO	3,375,000	General Obligation Bonds	8/1/2026	100%	3.00% - 5.00%	Tax-Exempt	3,375,000	-	-
13 2018 IFA	3,531,000	IPCs / LOBs / COPs	Current	100%	3.410%	Tax-Exempt	3,531,000	-	-
14 2019 IFA	317,000	IPCs / LOBs / COPs	Current	100%	2.680%	Tax-Exempt	317,000	-	-
15 2019 Revolving Loan	6,133,163	Revolving Loans	Current*	n/a	0.000%	Tax-Exempt	-	6,133,163	-
16 2021B Revolving Loan	1,262,173	Revolving Loans	Current*	n/a	1.820%	Tax-Exempt	-	1,262,173	-
17 2021A Revolving Loan	587,781	Revolving Loans	Current*	n/a	1.820%	Tax-Exempt	-	587,781	-
18 2021A IFA	1,001,913	IPCs / LOBs / COPs	Unknown	N/A	1.180%	Tax-Exempt	839,503	-	162,410
19 2021B IFA	905,000	IPCs / LOBs / COPs	Current	100%	0.940%	Tax-Exempt	905,000	-	-
20 2022 IFA	1,939,000	IPCs / LOBs / COPs	Current	100%	3.090%	Tax-Exempt	1,648,150	-	290,850
Total	\$ 43,332,716						\$ 21,866,407	\$ 21,013,049	\$ 453,260

*Note: Typical Revolving Loans are prepayable anytime without penalty, subject to state approval.

Total Existing Debt Summary by Credit

Total Debt Service

Year (6/30)	Principal	Interest	Total
2025	\$ 5,779,429	\$ 1,024,636	\$ 6,804,065
2026	5,116,324	879,714	5,996,038
2027	5,147,265	742,836	5,890,100
2028	4,624,368	605,189	5,229,557
2029	3,953,368	475,686	4,429,054
2030	3,885,368	376,733	4,262,102
2031	2,829,368	284,664	3,114,032
2032	2,838,368	223,895	3,062,264
2033	1,885,401	162,924	2,048,325
2034	1,738,308	123,199	1,861,507
2035	1,158,308	82,990	1,241,298
2036	1,158,308	61,916	1,220,224
2037	1,158,308	40,701	1,199,009
2038	715,223	19,345	734,568
2039	715,223	10,087	725,310
2040	490,223	4,486	494,708
2041	106,900	2,540	109,440
2042	32,655	594	33,249
Total	\$ 43,332,716	\$ 5,122,136	\$ 48,454,852

IPCs / LOBs / COPs

Year (6/30)	Principal	Interest	Total
2025	\$ 2,969,061	\$ 466,567	\$ 3,435,628
2026	2,704,956	396,945	3,101,901
2027	2,735,896	329,371	3,065,267
2028	2,218,000	261,029	2,479,029
2029	1,722,000	197,881	1,919,881
2030	1,664,000	150,133	1,814,133
2031	1,188,000	103,969	1,291,969
2032	1,197,000	71,705	1,268,705
2033	580,000	39,238	619,238
2034	580,000	19,619	599,619
2035	-	-	-
2036	-	-	-
2037	-	-	-
2038	-	-	-
2039	-	-	-
2040	-	-	-
2041	-	-	-
2042	-	-	-
Total	\$ 17,558,913	\$ 2,036,457	\$ 19,595,371

General Obligation Bonds

Year (6/30)	Principal	Interest	Total
2025	\$ 1,669,000	\$ 416,126	\$ 2,085,126
2026	1,270,000	354,331	1,624,331
2027	1,270,000	298,531	1,568,531
2028	1,265,000	242,731	1,507,731
2029	1,090,000	189,881	1,279,881
2030	1,080,000	152,181	1,232,181
2031	500,000	119,781	619,781
2032	500,000	104,781	604,781
2033	500,000	89,781	589,781
2034	500,000	74,781	574,781
2035	500,000	59,297	559,297
2036	500,000	43,328	543,328
2037	500,000	27,219	527,219
2038	225,000	10,969	235,969
2039	225,000	3,656	228,656
2040	-	-	-
2041	-	-	-
2042	-	-	-
Total	\$ 11,594,000	\$ 2,187,376	\$ 13,781,376

Revolving Loans

Year (6/30)	Principal	Interest	Total
2025	\$ 1,141,368	\$ 141,943	\$ 1,283,311
2026	1,141,368	128,438	1,269,806
2027	1,141,368	114,933	1,256,302
2028	1,141,368	101,428	1,242,797
2029	1,141,368	87,924	1,229,292
2030	1,141,368	74,419	1,215,787
2031	1,141,368	60,914	1,202,282
2032	1,141,368	47,409	1,188,778
2033	805,401	33,905	839,306
2034	658,308	28,799	687,107
2035	658,308	23,693	682,001
2036	658,308	18,588	676,896
2037	658,308	13,482	671,790
2038	490,223	8,377	498,599
2039	490,223	6,431	496,654
2040	490,223	4,486	494,708
2041	106,900	2,540	109,440
2042	32,655	594	33,249
Total	\$ 14,179,803	\$ 898,302	\$ 15,078,106

Total Existing Debt Summary by Fund

Total Debt Service

Year (6/30)	Principal	Interest	Total
2025	\$ 5,779,429	\$ 1,024,636	\$ 6,804,065
2026	5,116,324	879,714	5,996,038
2027	5,147,265	742,836	5,890,100
2028	4,624,368	605,189	5,229,557
2029	3,953,368	475,686	4,429,054
2030	3,885,368	376,733	4,262,102
2031	2,829,368	284,664	3,114,032
2032	2,838,368	223,895	3,062,264
2033	1,885,401	162,924	2,048,325
2034	1,738,308	123,199	1,861,507
2035	1,158,308	82,990	1,241,298
2036	1,158,308	61,916	1,220,224
2037	1,158,308	40,701	1,199,009
2038	715,223	19,345	734,568
2039	715,223	10,087	725,310
2040	490,223	4,486	494,708
2041	106,900	2,540	109,440
2042	32,655	594	33,249
Total	\$ 43,332,716	\$ 5,122,136	\$ 48,454,852

Utility Fund

Year (6/30)	Principal	Interest	Total
2025	\$ 2,265,614	\$ 348,859	\$ 2,614,473
2026	2,108,368	300,465	2,408,834
2027	2,117,368	254,212	2,371,580
2028	2,126,368	207,746	2,334,114
2029	2,120,368	161,067	2,281,436
2030	2,119,368	120,676	2,240,045
2031	1,548,368	80,373	1,628,741
2032	1,558,368	57,257	1,615,625
2033	805,401	33,905	839,306
2034	658,308	28,799	687,107
2035	658,308	23,693	682,001
2036	658,308	18,588	676,896
2037	658,308	13,482	671,790
2038	490,223	8,377	498,599
2039	490,223	6,431	496,654
2040	490,223	4,486	494,708
2041	106,900	2,540	109,440
2042	32,655	594	33,249
Total	\$ 21,013,049	\$ 1,671,549	\$ 22,684,598

General Fund

Year (6/30)	Principal	Interest	Total
2025	\$ 3,390,862	\$ 664,874	\$ 4,055,736
2026	2,882,271	571,123	3,453,394
2027	2,901,323	483,347	3,384,670
2028	2,421,950	395,093	2,817,043
2029	1,833,000	314,619	2,147,619
2030	1,766,000	256,057	2,022,057
2031	1,281,000	204,291	1,485,291
2032	1,280,000	166,639	1,446,639
2033	1,080,000	129,019	1,209,019
2034	1,080,000	94,400	1,174,400
2035	500,000	59,297	559,297
2036	500,000	43,328	543,328
2037	500,000	27,219	527,219
2038	225,000	10,969	235,969
2039	225,000	3,656	228,656
2040	-	-	-
2041	-	-	-
2042	-	-	-
Total	\$ 21,866,407	\$ 3,423,930	\$ 25,290,337

Stormwater Fund

Year (6/30)	Principal	Interest	Total
2025	\$ 122,953	\$ 10,904	\$ 133,857
2026	125,684	8,126	133,811
2027	128,573	5,277	133,850
2028	76,050	2,350	78,400
2029	-	-	-
2030	-	-	-
2031	-	-	-
2032	-	-	-
2033	-	-	-
2034	-	-	-
2035	-	-	-
2036	-	-	-
2037	-	-	-
2038	-	-	-
2039	-	-	-
2040	-	-	-
2041	-	-	-
2042	-	-	-
Total	\$ 453,260	\$ 26,657	\$ 479,917

General Obligation Bonds

Total Existing Debt

\$3,299,000

General Obligation Refunding Bond, Series 2013

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.750%	\$ 254,000	\$ 4,445	\$ 258,445
2026		-	-	-
2027		-	-	-
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 254,000	\$ 4,445	\$ 258,445

Series Detail

Original Issue Amount	\$3,299,000
Detailed Series Name	General Obligation Refunding Bond, Series 2013
Underwriter/Bank	Carter Bank & Trust
Dated Date	February 26, 2013
Principal Payment Date	6/1
Interest Payment Date(s)	6/1, 12/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding; Streets / Sewer
Credit Type	General Obligation Bonds

\$1,705,000

Taxable General Obligation Funding Bonds, Series 2014

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.000%	\$ 170,000	\$ 2,550	\$ 172,550
2026		-	-	-
2027		-	-	-
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 170,000	\$ 2,550	\$ 172,550

Series Detail

Original Issue Amount	\$1,705,000
Detailed Series Name	Taxable General Obligation Funding Bonds, Series 2014
Underwriter/Bank	BOSC, Inc. / SunTrust
Dated Date	November 25, 2014
Principal Payment Date	7/15
Interest Payment Date(s)	1/15, 7/15
Call Date	Noncallable
Call Price	N/A
Tax Status	Taxable
Purpose	Police Lawsuit Settlement
Credit Type	General Obligation Bonds

General Obligation Bonds

Total Existing Debt

\$5,500,000

General Obligation Public Improvement Bonds, Series 2017

Year (6/30)	Coupon	Principal	Interest	Total
2025	5.000%	\$ 275,000	\$ 131,656	\$ 406,656
2026	5.000%	275,000	117,906	392,906
2027	5.000%	275,000	104,156	379,156
2028	4.000%	275,000	90,406	365,406
2029	4.000%	275,000	79,406	354,406
2030	3.000%	275,000	68,406	343,406
2031	3.000%	275,000	60,156	335,156
2032	3.000%	275,000	51,906	326,906
2033	3.000%	275,000	43,656	318,656
2034	3.000%	275,000	35,406	310,406
2035	3.125%	275,000	26,813	301,813
2036	3.250%	275,000	17,875	292,875
2037	3.250%	275,000	8,938	283,938
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,575,000	\$ 836,688	\$ 4,411,688

Series Detail

Original Issue Amount	\$5,500,000
Detailed Series Name	General Obligation Public Improvement Bonds, Series 2017
Underwriter/Bank	Citigroup Global Markets Inc.
Dated Date	May 23, 2017
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	May 1, 2027
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Parks & Rec. / Streets
Credit Type	General Obligation Bonds

\$7,425,000

General Obligation Refunding Bonds, Series 2017

Year (6/30)	Coupon	Principal	Interest	Total
2025	4.000%	\$ 745,000	\$ 157,100	\$ 902,100
2026	4.000%	770,000	127,300	897,300
2027	4.000%	770,000	96,500	866,500
2028	4.000%	765,000	65,700	830,700
2029	3.000%	590,000	35,100	625,100
2030	3.000%	580,000	17,400	597,400
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 4,220,000	\$ 499,100	\$ 4,719,100

Series Detail

Original Issue Amount	\$7,425,000
Detailed Series Name	General Obligation Refunding Bonds, Series 2017
Underwriter/Bank	Stifel Nicolaus & Company, Inc.
Dated Date	May 23, 2017
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	May 1, 2027
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding: Streets / Sewer
Credit Type	General Obligation Bonds

General Obligation Bonds

Total Existing Debt

\$4,500,000

General Obligation Street Improvement Bonds, Series 2018

Year (6/30)	Coupon	Principal	Interest	Total
2025	5.000%	\$ 225,000	\$ 120,375	\$ 345,375
2026	5.000%	225,000	109,125	334,125
2027	5.000%	225,000	97,875	322,875
2028	5.000%	225,000	86,625	311,625
2029	5.000%	225,000	75,375	300,375
2030	3.000%	225,000	66,375	291,375
2031	3.000%	225,000	59,625	284,625
2032	3.000%	225,000	52,875	277,875
2033	3.000%	225,000	46,125	271,125
2034	3.000%	225,000	39,375	264,375
2035	3.125%	225,000	32,484	257,484
2036	3.125%	225,000	25,453	250,453
2037	3.250%	225,000	18,281	243,281
2038	3.250%	225,000	10,969	235,969
2039	3.250%	225,000	3,656	228,656
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,375,000	\$ 844,594	\$ 4,219,594

Series Detail

Original Issue Amount	\$4,500,000
Detailed Series Name	General Obligation Street Improvement Bonds, Series 2018
Underwriter/Bank	Robert W. Baird & Co., Inc.
Dated Date	August 14, 2018
Principal Payment Date	8/1
Interest Payment Date(s)	2/1, 8/1
Call Date	August 1, 2026
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Streets
Credit Type	General Obligation Bonds

IPCs / LOBs / COPs

Total Existing Debt

\$4,558,000

2014A Installment Purchase Contract (Capital One)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.340%	\$ 228,000	\$ 76,052	\$ 304,052
2026	3.340%	228,000	68,437	296,437
2027	3.340%	228,000	60,821	288,821
2028	3.340%	228,000	53,206	281,206
2029	3.340%	228,000	45,591	273,591
2030	3.340%	228,000	37,976	265,976
2031	3.340%	228,000	30,361	258,361
2032	3.340%	227,000	22,745	249,745
2033	3.340%	227,000	15,164	242,164
2034	3.340%	227,000	7,582	234,582
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,277,000	\$ 417,934	\$ 2,694,934

Series Detail

Original Issue Amount	\$4,558,000
Detailed Series Name	2014A Installment Purchase Contract
Underwriter/Bank	Capital One
Dated Date	July 10, 2014
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Gateway Transit Building, HVAC Police, Streets
Credit Type	IPCs / LOBs / COPs

\$7,280,000

2015 Installment Financing Contract (Sterling National Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.910%	\$ 485,000	\$ 84,681	\$ 569,681
2026	2.910%	485,000	70,568	555,568
2027	2.910%	485,000	56,454	541,454
2028	2.910%	485,000	42,341	527,341
2029	2.910%	485,000	28,227	513,227
2030	2.910%	485,000	14,114	499,114
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,910,000	\$ 296,384	\$ 3,206,384

Series Detail

Original Issue Amount	\$7,280,000
Detailed Series Name	2015 Installment Financing Contract
Underwriter/Bank	Sterling National Bank
Dated Date	June 26, 2015
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	102% 101% after 11/1/25
Tax Status	Tax-Exempt
Purpose	W.A. Fost Center / Goldsboro Events Center
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Total Existing Debt

\$3,000,000

2017 Interlocal Agreement (Wayne County)

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.500%	\$ 200,000	\$ 24,000	\$ 224,000
2026	1.500%	200,000	21,000	221,000
2027	1.500%	200,000	18,000	218,000
2028	1.500%	200,000	15,000	215,000
2029	1.500%	200,000	12,000	212,000
2030	1.500%	200,000	9,000	209,000
2031	1.500%	200,000	6,000	206,000
2032	1.500%	200,000	3,000	203,000
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 1,600,000	\$ 108,000	\$ 1,708,000

Series Detail

Original Issue Amount	\$3,000,000
Detailed Series Name	2017 Interlocal Agreement
Underwriter/Bank	Wayne County
Dated Date	March 16, 2017
Principal Payment Date	3/1
Interest Payment Date(s)	3/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Bryan Multisports Complex
Credit Type	IPCs / LOBs / COPs

\$7,532,000

2017 Installment Financing Agreement (BAPCC)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.362%	\$ 354,000	\$ 72,687	\$ 426,687
2026	2.362%	362,000	64,327	426,327
2027	2.362%	371,000	55,779	426,779
2028	2.362%	380,000	47,017	427,017
2029	2.362%	389,000	38,044	427,044
2030	2.362%	398,000	28,858	426,858
2031	2.362%	407,000	19,459	426,459
2032	2.362%	417,000	9,847	426,847
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,078,000	\$ 336,018	\$ 3,414,018

Series Detail

Original Issue Amount	\$7,532,000
Detailed Series Name	2017 Installment Financing Agreement
Underwriter/Bank	BAPCC
Dated Date	March 23, 2017
Principal Payment Date	3/1
Interest Payment Date(s)	3/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Advanced Metering Infrastructure
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Total Existing Debt

\$5,300,000

2018 Installment Financing Agreement (Zions Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.410%	\$ 354,000	\$ 120,407	\$ 474,407
2026	3.410%	353,000	108,336	461,336
2027	3.410%	353,000	96,298	449,298
2028	3.410%	353,000	84,261	437,261
2029	3.410%	353,000	72,224	425,224
2030	3.410%	353,000	60,187	413,187
2031	3.410%	353,000	48,149	401,149
2032	3.410%	353,000	36,112	389,112
2033	3.410%	353,000	24,075	377,075
2034	3.410%	353,000	12,037	365,037
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,531,000	\$ 662,086	\$ 4,193,086

Series Detail

Original Issue Amount	\$5,300,000
Detailed Series Name	2018 Installment Financing Agreement
Underwriter/Bank	Zions Bank
Dated Date	September 13, 2018
Principal Payment Date	8/1
Interest Payment Date(s)	8/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Police Evidence Room / Fire Station #4 Reno.
Credit Type	IPCs / LOBs / COPs

\$596,000

2019 Installment Financing Agreement (Zions Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.680%	\$ 60,000	\$ 8,496	\$ 68,496
2026	2.680%	62,000	6,888	68,888
2027	2.680%	63,000	5,226	68,226
2028	2.680%	65,000	3,538	68,538
2029	2.680%	67,000	1,796	68,796
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 317,000	\$ 25,942	\$ 342,942

Series Detail

Original Issue Amount	\$596,000
Detailed Series Name	2019 Installment Financing Agreement
Underwriter/Bank	Zions Bank
Dated Date	June 6, 2019
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Commercial Refuse Equipment
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Total Existing Debt

\$1,650,532

2021A Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.180%	\$ 330,061	\$ 11,823	\$ 341,884
2026	1.180%	333,956	7,928	341,884
2027	1.180%	337,896	3,987	341,884
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 1,001,913	\$ 23,738	\$ 1,025,651

Series Detail

Original Issue Amount	\$1,650,532
Detailed Series Name	2021A Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	July 9, 2021
Principal Payment Date	7/9
Interest Payment Date(s)	7/9
Call Date	Unknown
Call Price	N/A
Tax Status	Tax-Exempt
Purpose	Vehicles/Equipment
Credit Type	IPCs / LOBs / COPs

\$1,886,000

2021B Installment Financing Agreement (Sterling National Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.940%	\$ 495,000	\$ 8,507	\$ 503,507
2026	0.940%	204,000	3,854	207,854
2027	0.940%	206,000	1,936	207,936
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 905,000	\$ 14,297	\$ 919,297

Series Detail

Original Issue Amount	\$1,886,000
Detailed Series Name	2021B Installment Financing Agreement
Underwriter/Bank	Sterling National Bank
Dated Date	December 14, 2021
Principal Payment Date	9/1
Interest Payment Date(s)	9/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Technology Equipment/Vehicles
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Total Existing Debt

\$2,398,000

2022 Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.090%	\$ 463,000	\$ 59,915	\$ 522,915
2026	3.090%	477,000	45,608	522,608
2027	3.090%	492,000	30,869	522,869
2028	3.090%	507,000	15,666	522,666
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 1,939,000	\$ 152,059	\$ 2,091,059

Series Detail

Original Issue Amount	\$2,398,000
Detailed Series Name	2022 Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	September 22, 2022
Principal Payment Date	8/1
Interest Payment Date(s)	8/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	City Vehicles / Equipment / Fire Truck
Credit Type	IPCs / LOBs / COPs

Revolving Loans

Total Existing Debt

\$6,719,343

2011 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.500%	\$ 335,967	\$ 67,193	\$ 403,161
2026	2.500%	335,967	58,794	394,761
2027	2.500%	335,967	50,395	386,362
2028	2.500%	335,967	41,996	377,963
2029	2.500%	335,967	33,597	369,564
2030	2.500%	335,967	25,198	361,165
2031	2.500%	335,967	16,798	352,766
2032	2.500%	335,967	8,399	344,366
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,687,737	\$ 302,370	\$ 2,990,108

Series Detail

Original Issue Amount	\$6,719,343
Detailed Series Name	2011 Revolving Loan
Underwriter/Bank	DENR
Dated Date	November 3, 2011
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Drinking Water
Credit Type	Revolving Loans

\$2,941,864

2013 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.000%	\$ 147,093	\$ -	\$ 147,093
2026	0.000%	147,093	-	147,093
2027	0.000%	147,093	-	147,093
2028	0.000%	147,093	-	147,093
2029	0.000%	147,093	-	147,093
2030	0.000%	147,093	-	147,093
2031	0.000%	147,093	-	147,093
2032	0.000%	147,093	-	147,093
2033	0.000%	147,093	-	147,093
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 1,323,839	\$ -	\$ 1,323,839

Series Detail

Original Issue Amount	\$2,941,864
Detailed Series Name	2013 Revolving Loan
Underwriter/Bank	DENR
Dated Date	February 21, 2013
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Drinking Water
Credit Type	Revolving Loans

Revolving Loans

Total Existing Debt

\$3,361,708

2016 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.880%	\$ 168,085	\$ 41,080	\$ 209,165
2026	1.880%	168,085	37,920	206,005
2027	1.880%	168,085	34,760	202,845
2028	1.880%	168,085	31,600	199,685
2029	1.880%	168,085	28,440	196,525
2030	1.880%	168,085	25,280	193,365
2031	1.880%	168,085	22,120	190,205
2032	1.880%	168,085	18,960	187,045
2033	1.880%	168,085	15,800	183,885
2034	1.880%	168,085	12,640	180,725
2035	1.880%	168,085	9,480	177,565
2036	1.880%	168,085	6,320	174,405
2037	1.880%	168,085	3,160	171,245
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,185,110	\$ 287,561	\$ 2,472,671

Series Detail

Original Issue Amount	\$3,361,708
Detailed Series Name	2016 Revolving Loan
Underwriter/Bank	DENR
Dated Date	December 23, 2016
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Stoney Creek Sanitary Water
Credit Type	Revolving Loans

\$7,777,337

2019 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.000%	\$ 383,323	\$ -	\$ 383,323
2026	0.000%	383,323	-	383,323
2027	0.000%	383,323	-	383,323
2028	0.000%	383,323	-	383,323
2029	0.000%	383,323	-	383,323
2030	0.000%	383,323	-	383,323
2031	0.000%	383,323	-	383,323
2032	0.000%	383,323	-	383,323
2033	0.000%	383,323	-	383,323
2034	0.000%	383,323	-	383,323
2035	0.000%	383,323	-	383,323
2036	0.000%	383,323	-	383,323
2037	0.000%	383,323	-	383,323
2038	0.000%	383,323	-	383,323
2039	0.000%	383,323	-	383,323
2040	0.000%	383,323	-	383,323
2041		-	-	-
2042		-	-	-
Total		\$ 6,133,163	\$ -	\$ 6,133,163

Series Detail

Original Issue Amount	\$7,777,337
Detailed Series Name	2019 Revolving Loan
Underwriter/Bank	DENR
Dated Date	November 26, 2019
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Phase IV Sewer Rehab
Credit Type	Revolving Loans

Revolving Loans

Total Existing Debt

\$682,191

2021 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.820%	\$ 32,655	\$ 10,698	\$ 43,352
2026	1.820%	32,655	10,103	42,758
2027	1.820%	32,655	9,509	42,164
2028	1.820%	32,655	8,915	41,569
2029	1.820%	32,655	8,320	40,975
2030	1.820%	32,655	7,726	40,381
2031	1.820%	32,655	7,132	39,786
2032	1.820%	32,655	6,537	39,192
2033	1.820%	32,655	5,943	38,598
2034	1.820%	32,655	5,349	38,003
2035	1.820%	32,655	4,755	37,409
2036	1.820%	32,655	4,160	36,815
2037	1.820%	32,655	3,566	36,220
2038	1.820%	32,655	2,972	35,626
2039	1.820%	32,655	2,377	35,032
2040	1.820%	32,655	1,783	34,437
2041	1.820%	32,655	1,189	33,843
2042	1.820%	32,655	594	33,249
Total		\$ 587,781	\$ 101,627	\$ 689,409

Series Detail

Original Issue Amount	\$682,191
Detailed Series Name	2021 Revolving Loan
Underwriter/Bank	DENR
Dated Date	March 24, 2021
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Gravity Sewer Rehab
Credit Type	Revolving Loans

\$1,484,909

2021 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.820%	\$ 74,245	\$ 22,972	\$ 97,217
2026	1.820%	74,245	21,620	95,866
2027	1.820%	74,245	20,269	94,514
2028	1.820%	74,245	18,918	93,163
2029	1.820%	74,245	17,566	91,812
2030	1.820%	74,245	16,215	90,461
2031	1.820%	74,245	14,864	89,109
2032	1.820%	74,245	13,513	87,758
2033	1.820%	74,245	12,161	86,407
2034	1.820%	74,245	10,810	85,056
2035	1.820%	74,245	9,459	83,704
2036	1.820%	74,245	8,108	82,353
2037	1.820%	74,245	6,756	81,002
2038	1.820%	74,245	5,405	79,651
2039	1.820%	74,245	4,054	78,299
2040	1.820%	74,245	2,703	76,948
2041	1.820%	74,245	1,351	75,597
2042		-	-	-
Total		\$ 1,262,173	\$ 206,744	\$ 1,468,917

Series Detail

Original Issue Amount	\$1,484,909
Detailed Series Name	2021 Revolving Loan
Underwriter/Bank	DENR
Dated Date	March 7, 2021
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Plate Settlers Project
Credit Type	Revolving Loans

Existing Tax Supported Debt Detail

General Obligation Bonds

Tax Supported Debt

\$3,299,000

General Obligation Refunding Bond, Series 2013

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.750%	\$ 63,754	\$ 1,116	\$ 64,870
2026		-	-	-
2027		-	-	-
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 63,754	\$ 1,116	\$ 64,870

Series Detail

Original Issue Amount	\$3,299,000
Detailed Series Name	General Obligation Refunding Bond, Series 2013
Underwriter/Bank	Carter Bank & Trust
Dated Date	February 26, 2013
Principal Payment Date	6/1
Interest Payment Date(s)	6/1, 12/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding; Streets / Sewer
Credit Type	General Obligation Bonds

\$1,705,000

Taxable General Obligation Funding Bonds, Series 2014

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.000%	\$ 170,000	\$ 2,550	\$ 172,550
2026		-	-	-
2027		-	-	-
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 170,000	\$ 2,550	\$ 172,550

Series Detail

Original Issue Amount	\$1,705,000
Detailed Series Name	Taxable General Obligation Funding Bonds, Series 2014
Underwriter/Bank	BOSC, Inc. / SunTrust
Dated Date	November 25, 2014
Principal Payment Date	7/15
Interest Payment Date(s)	1/15, 7/15
Call Date	Noncallable
Call Price	N/A
Tax Status	Taxable
Purpose	Police Lawsuit Settlement
Credit Type	General Obligation Bonds

General Obligation Bonds

Tax Supported Debt

\$5,500,000

General Obligation Public Improvement Bonds, Series 2017

Year (6/30)	Coupon	Principal	Interest	Total
2025	5.000%	\$ 275,000	\$ 131,656	\$ 406,656
2026	5.000%	275,000	117,906	392,906
2027	5.000%	275,000	104,156	379,156
2028	4.000%	275,000	90,406	365,406
2029	4.000%	275,000	79,406	354,406
2030	3.000%	275,000	68,406	343,406
2031	3.000%	275,000	60,156	335,156
2032	3.000%	275,000	51,906	326,906
2033	3.000%	275,000	43,656	318,656
2034	3.000%	275,000	35,406	310,406
2035	3.125%	275,000	26,813	301,813
2036	3.250%	275,000	17,875	292,875
2037	3.250%	275,000	8,938	283,938
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 3,575,000	\$ 836,688	\$ 4,411,688

Series Detail

Original Issue Amount	\$5,500,000
Detailed Series Name	General Obligation Public Improvement Bonds, Series 2017
Underwriter/Bank	Citigroup Global Markets Inc.
Dated Date	May 23, 2017
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	May 1, 2027
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Parks & Rec. / Streets
Credit Type	General Obligation Bonds

\$7,425,000

General Obligation Refunding Bonds, Series 2017

Year (6/30)	Coupon	Principal	Interest	Total
2025	4.000%	\$ 165,000	\$ 26,200	\$ 191,200
2026	4.000%	165,000	19,600	184,600
2027	4.000%	165,000	13,000	178,000
2028	4.000%	160,000	6,400	166,400
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 655,000	\$ 65,200	\$ 720,200

Series Detail

Original Issue Amount	\$7,425,000
Detailed Series Name	General Obligation Refunding Bonds, Series 2017
Underwriter/Bank	Stifel Nicolaus & Company, Inc.
Dated Date	May 23, 2017
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	May 1, 2027
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding: Streets / Sewer
Credit Type	General Obligation Bonds

General Obligation Bonds

Tax Supported Debt

\$4,500,000

General Obligation Steet Improvement Bonds, Series 2018

Year (6/30)	Coupon	Principal	Interest	Total
2025	5.000%	\$ 225,000	\$ 120,375	\$ 345,375
2026	5.000%	225,000	109,125	334,125
2027	5.000%	225,000	97,875	322,875
2028	5.000%	225,000	86,625	311,625
2029	5.000%	225,000	75,375	300,375
2030	3.000%	225,000	66,375	291,375
2031	3.000%	225,000	59,625	284,625
2032	3.000%	225,000	52,875	277,875
2033	3.000%	225,000	46,125	271,125
2034	3.000%	225,000	39,375	264,375
2035	3.125%	225,000	32,484	257,484
2036	3.125%	225,000	25,453	250,453
2037	3.250%	225,000	18,281	243,281
2038	3.250%	225,000	10,969	235,969
2039	3.250%	225,000	3,656	228,656
2040		-	-	-
2041		-	-	-
Total		\$ 3,375,000	\$ 844,594	\$ 4,219,594

Series Detail

Original Issue Amount	\$4,500,000
Detailed Series Name	General Obligation Steet Improvement Bonds, Series 2018
Underwriter/Bank	Robert W. Baird & Co., Inc.
Dated Date	August 14, 2018
Principal Payment Date	8/1
Interest Payment Date(s)	2/1, 8/1
Call Date	August 1, 2026
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Streets
Credit Type	General Obligation Bonds

IPCs / LOBs / COPs

Tax Supported Debt

\$4,558,000

2014A Installment Purchase Contract (Capital One)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.340%	\$ 228,000	\$ 76,052	\$ 304,052
2026	3.340%	228,000	68,437	296,437
2027	3.340%	228,000	60,821	288,821
2028	3.340%	228,000	53,206	281,206
2029	3.340%	228,000	45,591	273,591
2030	3.340%	228,000	37,976	265,976
2031	3.340%	228,000	30,361	258,361
2032	3.340%	227,000	22,745	249,745
2033	3.340%	227,000	15,164	242,164
2034	3.340%	227,000	7,582	234,582
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 2,277,000	\$ 417,934	\$ 2,694,934

Series Detail

Original Issue Amount	\$4,558,000
Detailed Series Name	2014A Installment Purchase Contract
Underwriter/Bank	Capital One
Dated Date	July 10, 2014
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Gateway Transit Building, HVAC Police, Streets
Credit Type	IPCs / LOBs / COPs

\$7,280,000

2015 Installment Financing Contract (Sterling National Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.910%	\$ 485,000	\$ 84,681	\$ 569,681
2026	2.910%	485,000	70,568	555,568
2027	2.910%	485,000	56,454	541,454
2028	2.910%	485,000	42,341	527,341
2029	2.910%	485,000	28,227	513,227
2030	2.910%	485,000	14,114	499,114
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 2,910,000	\$ 296,384	\$ 3,206,384

Series Detail

Original Issue Amount	\$7,280,000
Detailed Series Name	2015 Installment Financing Contract
Underwriter/Bank	Sterling National Bank
Dated Date	June 26, 2015
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	102% 101% after 11/1/25
Tax Status	Tax-Exempt
Purpose	W.A. Fost Center / Goldsboro Events Center
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Tax Supported Debt

\$3,000,000

2017 Interlocal Agreement (Wayne County)

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.500%	\$ 200,000	\$ 24,000	\$ 224,000
2026	1.500%	200,000	21,000	221,000
2027	1.500%	200,000	18,000	218,000
2028	1.500%	200,000	15,000	215,000
2029	1.500%	200,000	12,000	212,000
2030	1.500%	200,000	9,000	209,000
2031	1.500%	200,000	6,000	206,000
2032	1.500%	200,000	3,000	203,000
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 1,600,000	\$ 108,000	\$ 1,708,000

Series Detail

Original Issue Amount	\$3,000,000
Detailed Series Name	2017 Interlocal Agreement
Underwriter/Bank	Wayne County
Dated Date	March 16, 2017
Principal Payment Date	3/1
Interest Payment Date(s)	3/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Bryan Multisports Complex
Credit Type	IPCs / LOBs / COPs

\$5,300,000

2018 Installment Financing Agreement (Zions Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.410%	\$ 354,000	\$ 120,407	\$ 474,407
2026	3.410%	353,000	108,336	461,336
2027	3.410%	353,000	96,298	449,298
2028	3.410%	353,000	84,261	437,261
2029	3.410%	353,000	72,224	425,224
2030	3.410%	353,000	60,187	413,187
2031	3.410%	353,000	48,149	401,149
2032	3.410%	353,000	36,112	389,112
2033	3.410%	353,000	24,075	377,075
2034	3.410%	353,000	12,037	365,037
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 3,531,000	\$ 662,086	\$ 4,193,086

Series Detail

Original Issue Amount	\$5,300,000
Detailed Series Name	2018 Installment Financing Agreement
Underwriter/Bank	Zions Bank
Dated Date	September 13, 2018
Principal Payment Date	8/1
Interest Payment Date(s)	8/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Police Evidence Room / Fire Station #4 Reno.
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Tax Supported Debt

\$596,000

2019 Installment Financing Agreement (Zions Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.680%	\$ 60,000	\$ 8,496	\$ 68,496
2026	2.680%	62,000	6,888	68,888
2027	2.680%	63,000	5,226	68,226
2028	2.680%	65,000	3,538	68,538
2029	2.680%	67,000	1,796	68,796
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 317,000	\$ 25,942	\$ 342,942

Series Detail

Original Issue Amount	\$596,000
Detailed Series Name	2019 Installment Financing Agreement
Underwriter/Bank	Zions Bank
Dated Date	June 6, 2019
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Commercial Refuse Equipment
Credit Type	IPCs / LOBs / COPs

\$1,650,532

2021A Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.180%	\$ 276,558	\$ 9,906	\$ 286,464
2026	1.180%	279,821	6,643	286,464
2027	1.180%	283,123	3,341	286,464
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 839,503	\$ 19,890	\$ 859,393

Series Detail

Original Issue Amount	\$1,650,532
Detailed Series Name	2021A Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	July 9, 2021
Principal Payment Date	7/9
Interest Payment Date(s)	7/9
Call Date	Unknown
Call Price	N/A
Tax Status	Tax-Exempt
Purpose	Vehicles/Equipment
Credit Type	IPCs / LOBs / COPs

IPCs / LOBs / COPs

Tax Supported Debt

\$1,886,000

2021B Installment Financing Agreement (Sterling National Bank)

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.940%	\$ 495,000	\$ 8,507	\$ 503,507
2026	0.940%	204,000	3,854	207,854
2027	0.940%	206,000	1,936	207,936
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 905,000	\$ 14,297	\$ 919,297

Series Detail

Original Issue Amount	\$1,886,000
Detailed Series Name	2021B Installment Financing Agreement
Underwriter/Bank	Sterling National Bank
Dated Date	December 14, 2021
Principal Payment Date	9/1
Interest Payment Date(s)	9/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Technology Equipment/Vehicles
Credit Type	IPCs / LOBs / COPs

\$2,398,000

2022 Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.090%	\$ 393,550	\$ 50,928	\$ 444,478
2026	3.090%	405,450	38,767	444,217
2027	3.090%	418,200	26,239	444,439
2028	3.090%	430,950	13,316	444,266
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 1,648,150	\$ 129,250	\$ 1,777,400

Series Detail

Original Issue Amount	\$2,398,000
Detailed Series Name	2022 Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	September 22, 2022
Principal Payment Date	8/1
Interest Payment Date(s)	8/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	City Vehicles / Equipment / Fire Truck
Credit Type	IPCs / LOBs / COPs

Existing Utility Debt Detail

General Obligation Bonds

Utility Supported Debt

\$3,299,000

General Obligation Refunding Bond, Series 2013

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.750%	\$ 190,246	\$ 3,329	\$ 193,575
2026		-	-	-
2027		-	-	-
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 190,246	\$ 3,329	\$ 193,575

Series Detail

Original Issue Amount	\$3,299,000
Detailed Series Name	General Obligation Refunding Bond, Series 2013
Underwriter/Bank	Carter Bank & Trust
Dated Date	February 26, 2013
Principal Payment Date	6/1
Interest Payment Date(s)	6/1, 12/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding; Streets / Sewer
Credit Type	General Obligation Bonds

\$7,425,000

General Obligation Refunding Bonds, Series 2017

Year (6/30)	Coupon	Principal	Interest	Total
2025	4.000%	\$ 580,000	\$ 130,900	\$ 710,900
2026	4.000%	605,000	107,700	712,700
2027	4.000%	605,000	83,500	688,500
2028	4.000%	605,000	59,300	664,300
2029	3.000%	590,000	35,100	625,100
2030	3.000%	580,000	17,400	597,400
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,565,000	\$ 433,900	\$ 3,998,900

Series Detail

Original Issue Amount	\$7,425,000
Detailed Series Name	General Obligation Refunding Bonds, Series 2017
Underwriter/Bank	Stifel Nicolaus & Company, Inc.
Dated Date	May 23, 2017
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	May 1, 2027
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Refunding; Streets / Sewer
Credit Type	General Obligation Bonds

IPCs / LOBs / COPs

Utility Supported Debt

\$7,532,000

2017 Installment Financing Agreement (BAPCC)

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.362%	\$ 354,000	\$ 72,687	\$ 426,687
2026	2.362%	362,000	64,327	426,327
2027	2.362%	371,000	55,779	426,779
2028	2.362%	380,000	47,017	427,017
2029	2.362%	389,000	38,044	427,044
2030	2.362%	398,000	28,858	426,858
2031	2.362%	407,000	19,459	426,459
2032	2.362%	417,000	9,847	426,847
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 3,078,000	\$ 336,018	\$ 3,414,018

Series Detail

Original Issue Amount	\$7,532,000
Detailed Series Name	2017 Installment Financing Agreement
Underwriter/Bank	BAPCC
Dated Date	March 23, 2017
Principal Payment Date	3/1
Interest Payment Date(s)	3/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	Advanced Metering Infrastructure
Credit Type	IPCs / LOBs / COPs

Revolving Loans

Utility Supported Debt

\$6,719,343

2011 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	2.500%	\$ 335,967	\$ 67,193	\$ 403,161
2026	2.500%	335,967	58,794	394,761
2027	2.500%	335,967	50,395	386,362
2028	2.500%	335,967	41,996	377,963
2029	2.500%	335,967	33,597	369,564
2030	2.500%	335,967	25,198	361,165
2031	2.500%	335,967	16,798	352,766
2032	2.500%	335,967	8,399	344,366
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,687,737	\$ 302,370	\$ 2,990,108

Series Detail

Original Issue Amount	\$6,719,343
Detailed Series Name	2011 Revolving Loan
Underwriter/Bank	DENR
Dated Date	November 3, 2011
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Drinking Water
Credit Type	Revolving Loans

\$2,941,864

2013 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.000%	\$ 147,093	\$ -	\$ 147,093
2026	0.000%	147,093	-	147,093
2027	0.000%	147,093	-	147,093
2028	0.000%	147,093	-	147,093
2029	0.000%	147,093	-	147,093
2030	0.000%	147,093	-	147,093
2031	0.000%	147,093	-	147,093
2032	0.000%	147,093	-	147,093
2033	0.000%	147,093	-	147,093
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 1,323,839	\$ -	\$ 1,323,839

Series Detail

Original Issue Amount	\$2,941,864
Detailed Series Name	2013 Revolving Loan
Underwriter/Bank	DENR
Dated Date	February 21, 2013
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Drinking Water
Credit Type	Revolving Loans

Revolving Loans

Utility Supported Debt

\$3,361,708

2016 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.880%	\$ 168,085	\$ 41,080	\$ 209,165
2026	1.880%	168,085	37,920	206,005
2027	1.880%	168,085	34,760	202,845
2028	1.880%	168,085	31,600	199,685
2029	1.880%	168,085	28,440	196,525
2030	1.880%	168,085	25,280	193,365
2031	1.880%	168,085	22,120	190,205
2032	1.880%	168,085	18,960	187,045
2033	1.880%	168,085	15,800	183,885
2034	1.880%	168,085	12,640	180,725
2035	1.880%	168,085	9,480	177,565
2036	1.880%	168,085	6,320	174,405
2037	1.880%	168,085	3,160	171,245
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 2,185,110	\$ 287,561	\$ 2,472,671

Series Detail

Original Issue Amount	\$3,361,708
Detailed Series Name	2016 Revolving Loan
Underwriter/Bank	DENR
Dated Date	December 23, 2016
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Stoney Creek Sanitary Water
Credit Type	Revolving Loans

\$7,777,337

2019 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	0.000%	\$ 383,323	\$ -	\$ 383,323
2026	0.000%	383,323	-	383,323
2027	0.000%	383,323	-	383,323
2028	0.000%	383,323	-	383,323
2029	0.000%	383,323	-	383,323
2030	0.000%	383,323	-	383,323
2031	0.000%	383,323	-	383,323
2032	0.000%	383,323	-	383,323
2033	0.000%	383,323	-	383,323
2034	0.000%	383,323	-	383,323
2035	0.000%	383,323	-	383,323
2036	0.000%	383,323	-	383,323
2037	0.000%	383,323	-	383,323
2038	0.000%	383,323	-	383,323
2039	0.000%	383,323	-	383,323
2040	0.000%	383,323	-	383,323
2041		-	-	-
2042		-	-	-
Total		\$ 6,133,163	\$ -	\$ 6,133,163

Series Detail

Original Issue Amount	\$7,777,337
Detailed Series Name	2019 Revolving Loan
Underwriter/Bank	DENR
Dated Date	November 26, 2019
Principal Payment Date	5/1
Interest Payment Date(s)	5/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Phase IV Sewer Rehab
Credit Type	Revolving Loans

Revolving Loans

Utility Supported Debt

\$682,191

2021 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.820%	\$ 32,655	\$ 10,698	\$ 43,352
2026	1.820%	32,655	10,103	42,758
2027	1.820%	32,655	9,509	42,164
2028	1.820%	32,655	8,915	41,569
2029	1.820%	32,655	8,320	40,975
2030	1.820%	32,655	7,726	40,381
2031	1.820%	32,655	7,132	39,786
2032	1.820%	32,655	6,537	39,192
2033	1.820%	32,655	5,943	38,598
2034	1.820%	32,655	5,349	38,003
2035	1.820%	32,655	4,755	37,409
2036	1.820%	32,655	4,160	36,815
2037	1.820%	32,655	3,566	36,220
2038	1.820%	32,655	2,972	35,626
2039	1.820%	32,655	2,377	35,032
2040	1.820%	32,655	1,783	34,437
2041	1.820%	32,655	1,189	33,843
2042	1.820%	32,655	594	33,249
Total		\$ 587,781	\$ 101,627	\$ 689,409

Series Detail

Original Issue Amount	\$682,191
Detailed Series Name	2021 Revolving Loan
Underwriter/Bank	DENR
Dated Date	March 24, 2021
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Gravity Sewer Rehab
Credit Type	Revolving Loans

\$1,484,909

2021 Revolving Loan

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.820%	\$ 74,245	\$ 22,972	\$ 97,217
2026	1.820%	74,245	21,620	95,866
2027	1.820%	74,245	20,269	94,514
2028	1.820%	74,245	18,918	93,163
2029	1.820%	74,245	17,566	91,812
2030	1.820%	74,245	16,215	90,461
2031	1.820%	74,245	14,864	89,109
2032	1.820%	74,245	13,513	87,758
2033	1.820%	74,245	12,161	86,407
2034	1.820%	74,245	10,810	85,056
2035	1.820%	74,245	9,459	83,704
2036	1.820%	74,245	8,108	82,353
2037	1.820%	74,245	6,756	81,002
2038	1.820%	74,245	5,405	79,651
2039	1.820%	74,245	4,054	78,299
2040	1.820%	74,245	2,703	76,948
2041	1.820%	74,245	1,351	75,597
2042		-	-	-
Total		\$ 1,262,173	\$ 206,744	\$ 1,468,917

Series Detail

Original Issue Amount	\$1,484,909
Detailed Series Name	2021 Revolving Loan
Underwriter/Bank	DENR
Dated Date	March 7, 2021
Principal Payment Date	5/1
Interest Payment Date(s)	5/1, 11/1
Call Date	Current
Call Price	n/a
Tax Status	Tax-Exempt
Purpose	Plate Settlers Project
Credit Type	Revolving Loans

Existing Stormwater Supported Detail

IPCs / LOBs / COPs

Stormwater Supported Debt

\$1,650,532

2021A Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	1.180%	\$ 53,503	\$ 1,916	\$ 55,419
2026	1.180%	54,134	1,285	55,419
2027	1.180%	54,773	646	55,419
2028		-	-	-
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
2042		-	-	-
Total		\$ 162,410	\$ 3,848	\$ 166,258

Series Detail

Original Issue Amount	\$1,650,532
Detailed Series Name	2021A Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	July 9, 2021
Principal Payment Date	7/9
Interest Payment Date(s)	7/9
Call Date	Unknown
Call Price	N/A
Tax Status	Tax-Exempt
Purpose	Vehicles/Equipment
Credit Type	IPCs / LOBs / COPs

\$2,398,000

2022 Installment Financing Agreement (Truist)

Year (6/30)	Coupon	Principal	Interest	Total
2025	3.090%	\$ 69,450	\$ 8,987	\$ 78,437
2026	3.090%	71,550	6,841	78,391
2027	3.090%	73,800	4,630	78,430
2028	3.090%	76,050	2,350	78,400
2029		-	-	-
2030		-	-	-
2031		-	-	-
2032		-	-	-
2033		-	-	-
2034		-	-	-
2035		-	-	-
2036		-	-	-
2037		-	-	-
2038		-	-	-
2039		-	-	-
2040		-	-	-
2041		-	-	-
Total		\$ 290,850	\$ 22,809	\$ 313,659

Series Detail

Original Issue Amount	\$2,398,000
Detailed Series Name	2022 Installment Financing Agreement
Underwriter/Bank	Truist
Dated Date	September 22, 2022
Principal Payment Date	8/1
Interest Payment Date(s)	8/1
Call Date	Current
Call Price	100%
Tax Status	Tax-Exempt
Purpose	City Vehicles / Equipment / Fire Truck
Credit Type	IPCs / LOBs / COPs

Appendix C

City's Financial Policies



Subject: Fiscal Policy Guidelines

Department: City Manager's Office

Policy #:
CMOP-004

Adopted:
08/21/2023

Effective:
08/21/2023

Supersedes:
02/15/2012

Resolution #:
NA

Approved by:
City Council

FISCAL POLICY GUIDELINES - OBJECTIVES

This fiscal policy is a statement of the guidelines and goals that will influence and guide the financial management practice of the City of Goldsboro, North Carolina. A fiscal policy that is adopted, adhered to, and regularly reviewed is recognized as the cornerstone of sound financial management. Effective fiscal policy:

- Contributes significantly to the City's ability to insulate itself from fiscal crisis,
- Enhances short term and long-term financial credit ability by helping to achieve the highest credit and bond ratings possible,
- Promotes long-term financial stability by establishing clear and consistent guidelines,
- Directs attention to the total financial picture of the City rather than single issue areas,
- Promotes the view of linking long-run financial planning with day-to-day operations, and
- Provides the City Council, citizens, and the City's professional management a framework for measuring the fiscal impact of government services against established fiscal parameters and guidelines.

To these ends, the following fiscal policy statements are presented.

CAPITAL IMPROVEMENT BUDGET POLICIES

The City will prioritize all capital improvements in accordance with an adopted capital improvement plan (CIP).

1. The City will develop a 10-year plan for capital improvements and review and update the plan annually. Additional projects can be added to the CIP at any time, but funding for projects added in this manner are subject to normal operating budget constraints.
2. The City will coordinate development of the CIP with development of the operating budget.
3. The City will maintain all its assets at a level adequate to protect the City's capital investment and to minimize future maintenance and replacement costs.
4. The City will identify the estimated costs and potential funding sources for each capital project proposal before it is submitted for approval.
5. The City will attempt to determine the least costly and most flexible financing method for all new projects.

DEBT POLICIES

General

1. The City will confine long-term borrowing to capital improvements or projects that cannot be financed from current revenues except where approved justification is provided.



Subject: Fiscal Policy Guidelines

Department: City Manager's Office

Policy #:

CMOP-004

Adopted:

08/21/2023

Effective:

08/21/2023

Supersedes:

02/15/2012

Resolution #:

NA

Approved by:

City Council

2. The City will utilize a balanced approach to capital funding utilizing debt financing, draws on capital reserves and/or fund balances in excess of policy targets, and current-year (pay-as-you-go) appropriations.
3. When the City finances capital improvements or other projects by issuing bonds or entering into capital leases, it will repay the debt within a period not to exceed the expected useful life of the project. Target debt ratios will be calculated annually and included in the review of financial trends.
4. Where feasible, the City will explore the usage of special assessment, revenue, or other self-supporting bonds instead of general obligation bonds.
5. The City will retire tax anticipation debt, if any, annually and will retire bond anticipation debt within six months after completion of the project.

Tax Supported Debt

6. Direct net debt as a percentage of the total assessed value of taxable property should not exceed 2.5%. Direct net debt is defined as City-issued debt that is tax supported.
7. The ratio of direct net debt service expenditures as a percent of total governmental fund expenditures should not exceed 15% with an aggregate ten-year principal payout ratio target of 55% or better.
8. The City recognizes the importance of underlying and overlapping debt in analyzing financial condition. The City will regularly analyze total indebtedness including underlying and overlapping debt.
9. The City will target a minimum amount of equity funding of 10% of the CIP on a five-year rolling average.

Self-Supported Debt

10. The City will target a minimum amount of equity funding in the Water and Sewer Fund of 15% of the capital improvement plan on a five-year rolling average.
11. The City will strive to maintain a Debt Service Coverage Ratio in the Water and Sewer Fund at a minimum of 1.25x.

RESERVE POLICIES

The City of Goldsboro will strive to maintain the unassigned fund balance in the General Fund at a level sufficient to meet its objectives. The City will target an unassigned fund balance at the close of each fiscal year equal to at least 15% of General Fund operating expenditures and transfers out; at no time shall the unassigned fund balance fall below 10% of General Fund operating expenditures and transfers out without Council approval.

1. The City Council may, from time-to-time, appropriate fund balances that will reduce unassigned fund balances below the 10% policy for the purposes of a declared fiscal emergency or other such global purpose as to protect the long-term fiscal security of the City of Goldsboro. In such circumstances, the Council will adopt a plan to restore the unassigned fund balances to the policy level within 36 months from the date of the appropriation. If restoration



Subject: Fiscal Policy Guidelines

Department: City Manager's Office

Policy #:

CMOP-004

Adopted:

08/21/2023

Effective:

08/21/2023

Supersedes:

02/15/2012

Resolution #:

NA

Approved by:

City Council

cannot be accomplished within such time period without severe hardship to the City, then the Council will establish a different but appropriate time period.

2. The City has adopted a comprehensive strategy for the long-term stability and financial health of the Utility Fund. The City of Goldsboro will strive to maintain Utility Fund cash and investments at the close of each fiscal year equal to at least 50% of the Utility Fund operating expenditures; at no time shall cash and investments fall below 30% of Utility Fund operating expenditures without Council approval.
3. The City Council may, from time-to-time, appropriate Utility Fund cash and investments below the 30% policy for the purposes of a declared fiscal emergency or other such global purpose as to protect the long-term fiscal security of the City of Goldsboro. In such circumstances, the Council will adopt a plan to restore cash and investments to the policy level within 36 months from the date of the appropriation. If restoration cannot be accomplished within such time period without severe hardship to the City, then the Council will establish a different but appropriate time period.

BOND RATING POLICY. The City will maintain a very strong/high bond rating to be considered a "low-risk" borrower when obtaining funding for projects. The City will target the Standard and Poor's AA+/Moody's Aa1 rating; at no time shall the rating drop below AA/Aa2 without Council notification. In such circumstances, the Council will adopt a plan to restore the bond rating to the policy level within 36 months from the date of the lower or lost bond rating. If restoration cannot be accomplished within such time period without severe hardship to the City, then Council will establish a different but appropriate time period.


BUDGET DEVELOPMENT POLICIES

1. The City will develop its annual budgets in such a manner so as to incorporate historic trend analysis for revenues and expenditures with an adjustment for current financial trends and developments as appropriate.
2. Utility rates will be established at the appropriate level to enable the related funds to be self-supporting.
3. One-time or other special revenues will not be used to finance continuing City operations but instead will be used for funding special projects.
4. The City will pursue an aggressive policy seeking the collection of delinquent utility, license, permit and other fees due to the City.
5. The City Council will receive a financial report at the end of each quarter showing year-to-date revenues and expenditures.
6. Budget amendments will be brought to City Council for consideration as needed.

**Subject:** Fiscal Policy Guidelines**Department:** City Manager's Office**Policy #:**
CMOP-004**Adopted:**
08/21/2023**Effective:**
08/21/2023**Supersedes:**
02/15/2012**Resolution #:**
NA**Approved by:**
City Council**CASH MANAGEMENT AND INVESTMENT POLICIES**

1. It is the intent of the City that public funds will be invested to the extent possible to reduce the need for property tax revenues. Funds will be invested with the chief objectives of safety of principal, liquidity, and yield, in that order. All deposits and investments of City funds will be in accordance with N.C.G.S. 159.
2. The City will use a Central Depository to maximize the availability and mobility of cash for all funds that can be legally and practically combined.
3. Liquidity: No less than 20% of funds available for investment will be maintained in liquid investments at any point in time.
4. Maturity: All investments will mature in no more than thirty-six (36) months from their purchase date.
5. Custody: All investments will be purchased "payment-versus-delivery" and if certificated will be held by the Finance Officer in the name of the City. All non-certificated investment will be held in book-entry form in the name of the City with the City's third-party Custodian (Safekeeping Agent).
6. Authorized Investments: The City may deposit City Funds into: Any Board approved Official Depository if such funds are secured in accordance with NCGS-159 (31). The City may invest City Funds in the North Carolina Capital Management Trust, US Treasury Securities, US Agency Securities specifically authorized in GS-159 and rated no lower than "AAA", and Commercial Paper meeting the requirements of NCGS-159 plus having a national bond rating.
7. Diversification: No more than 5% of the City's investment funds may be invested in a specific company's commercial paper and no more than 20% of the City's investment funds may be invested in commercial paper. No more than 25% of the City's investments may be invested in any one US Agency's Securities.
8. Allocation: Investment income will be allocated to each participating fund or account based on a fair and equitable formula determined by the Finance Director.
9. Reporting: The City Council will receive an investment report at the end of each quarter showing current investment holdings.

Adopted this 21st day of August, 2023.


David Ham, Mayor

Municipal Advisor Disclosure

The enclosed information relates to an existing or potential municipal advisor engagement.

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The value of and income from investments and the cost of borrowing may vary because of changes in interest rates, foreign exchange rates, default rates, prepayment rates, securities/instruments prices, market indexes, operational or financial conditions or companies or other factors. There may be time limitations on the exercise of options or other rights in securities/instruments transactions. Past performance is not necessarily a guide to future performance and estimates of future performance are based on assumptions that may not be realized. Actual events may differ from those assumed and changes to any assumptions may have a material impact on any projections or estimates. Other events not taken into account may occur and may significantly affect the projections or estimates. Certain assumptions may have been made for modeling purposes or to simplify the presentation and/or calculation of any projections or estimates, and Davenport does not represent that any such assumptions will reflect actual future events. Accordingly, there can be no assurance that estimated returns or projections will be realized or that actual returns or performance results will not materially differ from those estimated herein. This material may not be sold or redistributed without the prior written consent of Davenport.

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City of Goldsboro, NC

Water and Sewer FY 2026 Financial Planning

1/16/2025



Agenda

- 1) Overview
- 2) Assumptions
- 3) Financial Plan Scenarios
- 4) Benchmarking
- 5) Summary



Revenue Requirements

- Forecast of system operating expenditures
- Forecast of capital investments including existing debt obligations

Revenue Forecast

- Forecast of system demands and customer counts
- Development of revenue forecast with existing rates and fees

Evaluate Key Metrics

- Sufficiency of revenue to meet revenue requirements
- Ability to fall within range of reserve targets
- Meet debt service coverage requirements



Capital Costs

Debt Service

Operating Costs

Financial Planning Assumptions

- Fund balance as of 7/1/2024
 - \$33M, equivalent to approximately 24 months of operating expenses
- FY25 budget used as starting point for modeling
 - Expenditures inflated on a line-item level by expenditure type (average annual 3.3%)
- Total outstanding principal debt service of \$24M
- Significant projected capital spending: \$487M (FY 25 - FY 35)
 - \$120M for 3.5 MGD Water Reclamation Facility Treatment Basin (FY 2026, FY 2027)
 - \$220M for New Water Plant (\$20M Design FY 2030, \$200M Construction FY 2035)
 - Assuming the majority of CIP will be debt funded (SRF and Bonds)
 - Assuming project costs inflate at 3% per year
 - Prior year analysis CIP total: \$288M vs. Current year analysis CIP total: \$487M

Identification of CIP Differences

Project Category	Prior CIP: 2024 – 2034	Current CIP: 2025 – 2035	Difference
Water Treatment Plant	\$125M	\$220M	\$95M
Wastewater Treatment Plant	\$102M	\$120M	\$18M
Engineering Projects	\$28M	\$110M	\$82M
Total	\$255M	\$450M	\$195M

Financial Planning Targets

- Sufficient Reserve Levels
 - Target reserve at 6-months of annual operating expenses
- Structural Balance of Revenues to Expenditures
- Debt Service Coverage: Ratio of net income to debt payments
 - All-In Debt Service = Min of 1.00 times annual payment requirements
 - Senior Debt Service = Min of 1.25 times annual payment requirements

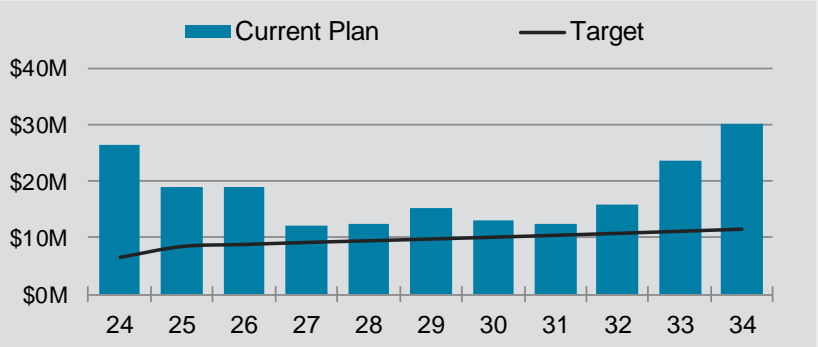


Financial Plan Scenarios

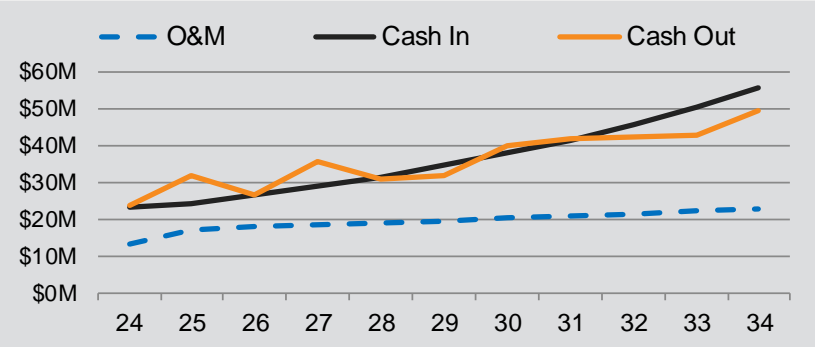
Reminder from Last Year: 2025 Rate Recommendation / Forecast

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	
Water Rate Plan	0.00%	7.00%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	
Sewer Rate Plan	0.00%	7.00%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	
Senior-Lien Debt Coverage	10.09	8.01	11.74	2.03	1.62	1.95	1.30	1.25	1.46	1.70	1.99	Min 1.25
All-In Debt Service Coverage	2.42	1.86	2.28	1.19	1.10	1.28	0.99	1.00	1.16	1.41	1.66	Min 1.00
Total General - Inside City Bill	\$84.45	\$90.35	\$99.80	\$110.26	\$121.85	\$134.65	\$148.78	\$164.42	\$181.66	\$200.73	\$221.82	

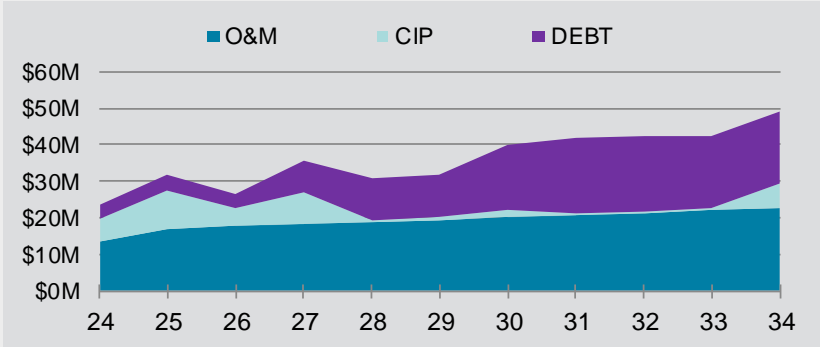
Operating Fund



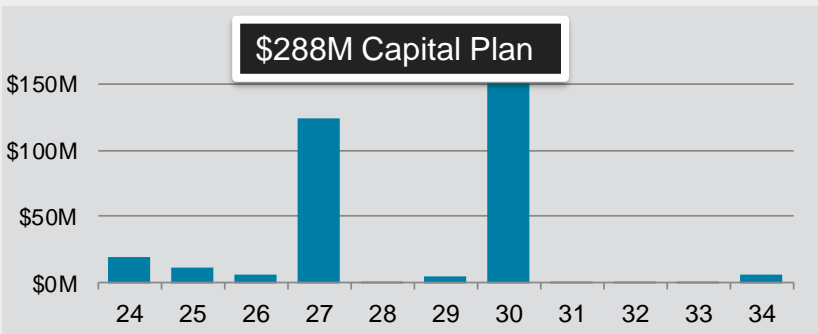
Revenues vs. Expenses



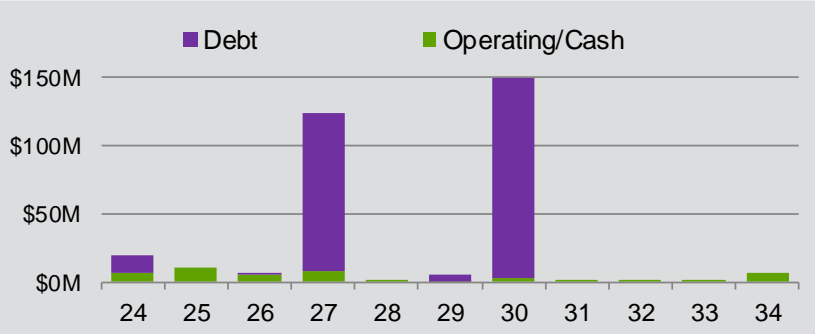
Expenses by Type



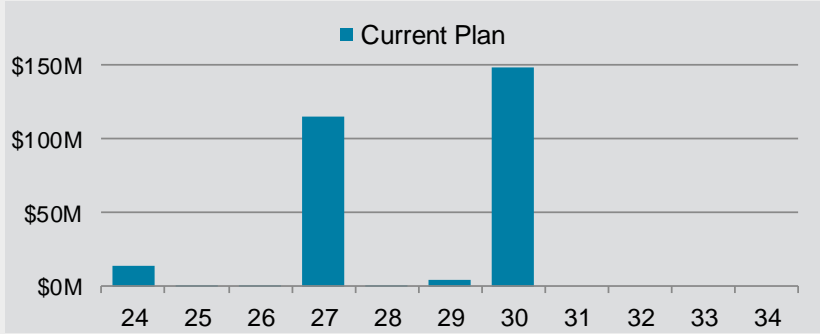
CIP Spending



CIP Funding



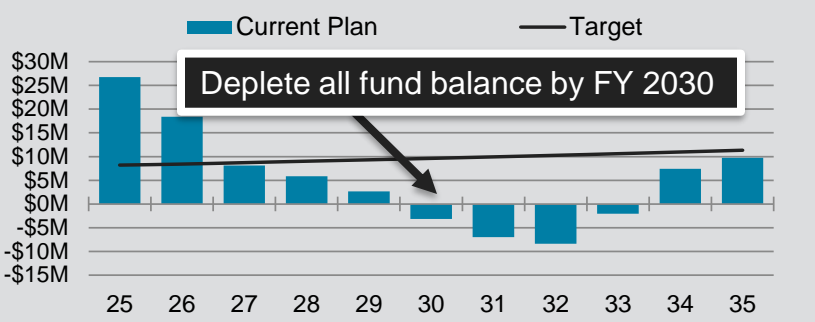
Borrowing



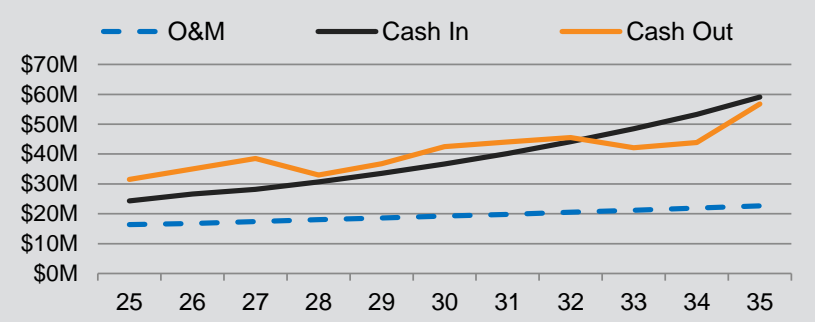
Scenario # 1: Prior Rate Plan with Adopted FY25 Rates & Updated Financial Forecast

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	
Water Rate Plan	2.00%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	
Sewer Rate Plan	2.00%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	10.50%	
Senior-Lien Debt Coverage	8.85	1.29	1.08	1.27	1.04	1.07	1.30	1.40	1.57	1.81	1.19	Do not meet Debt Coverage Requirements
All-In Debt Service Coverage	2.81	1.02	0.91	1.07	0.92	0.96	1.16	1.23	1.44	1.67	1.14	Min 1.25
Total General - Inside City Bill	\$84.45	\$95.17	\$105.18	\$116.21	\$128.43	\$141.92	\$156.81	\$173.28	\$191.52	\$211.61	\$233.84	Min 1.00

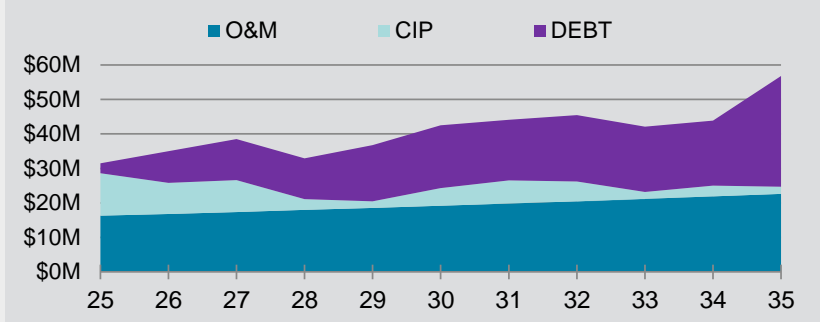
Operating Fund



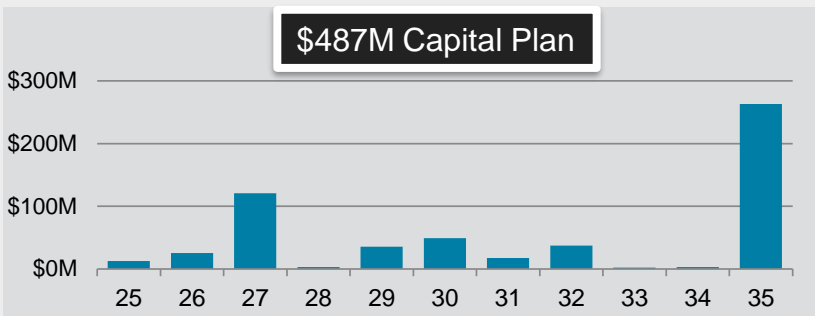
Revenues vs. Expenses



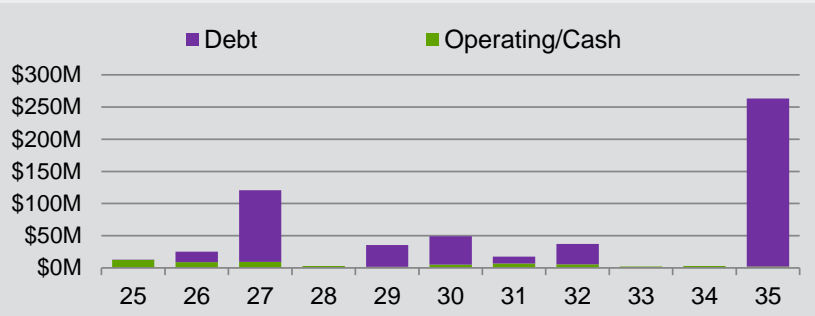
Expenses by Type



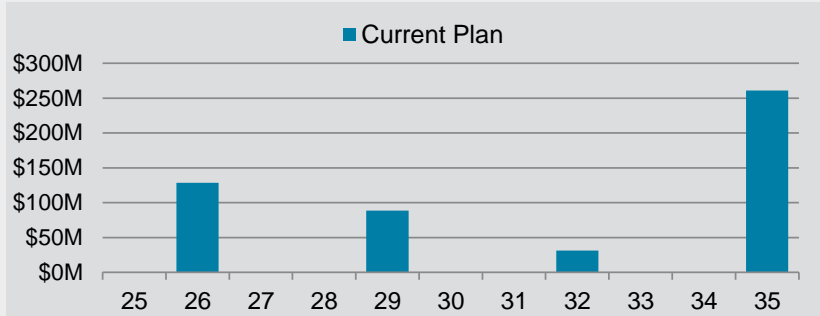
CIP Spending



CIP Funding



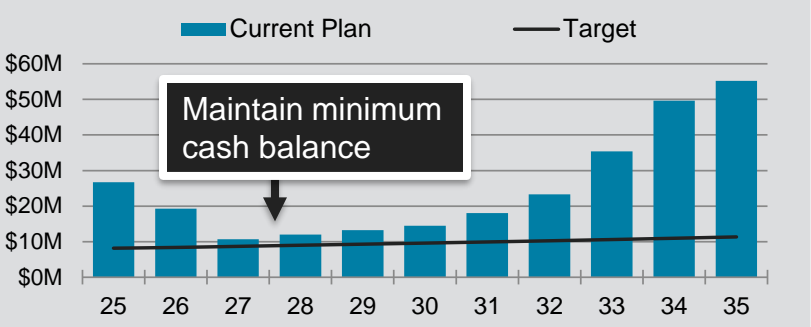
Borrowing



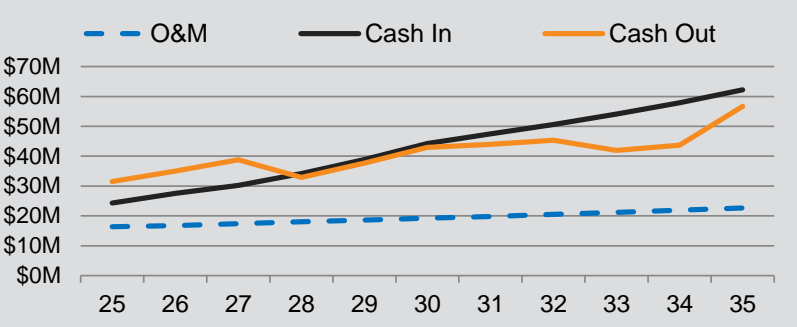
Scenario # 2: Rate Plan to Meet Targets

	5 Years of 15% increase											
	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	
Water Rate Plan	2.00%	15.00%	15.00%	15.00%	15.00%	15.00%	7.00%	7.00%	7.00%	7.00%	7.00%	Meeting Debt Coverage Requirements
Sewer Rate Plan	2.00%	15.00%	15.00%	15.00%	15.00%	15.00%	7.00%	7.00%	7.00%	7.00%	7.00%	
Senior-Lien Debt Coverage	8.85	1.41	1.29	1.63	1.42	1.55	1.77	1.80	1.91	2.09	1.30	Min 1.25
All-In Debt Service Coverage	2.81	1.11	1.08	1.37	1.25	1.39	1.58	1.58	1.75	1.93	1.24	Min 1.00
Total General - Inside City Bill	\$84.45	\$99.03	\$113.91	\$131.01	\$150.65	\$173.26	\$185.37	\$198.35	\$212.23	\$227.11	\$243.01	

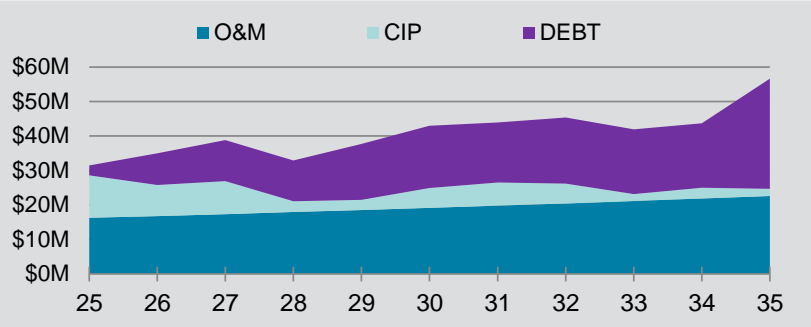
Operating Fund



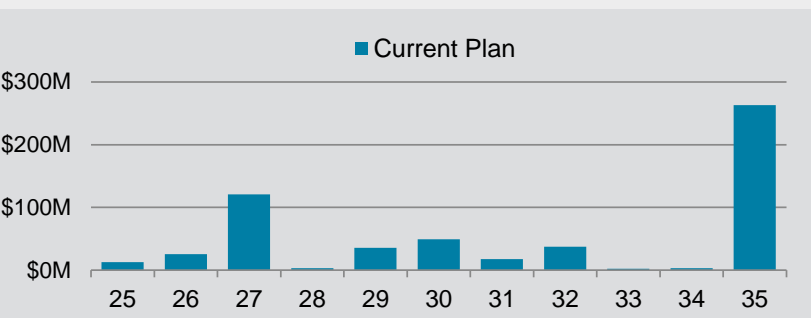
Revenues vs. Expenses



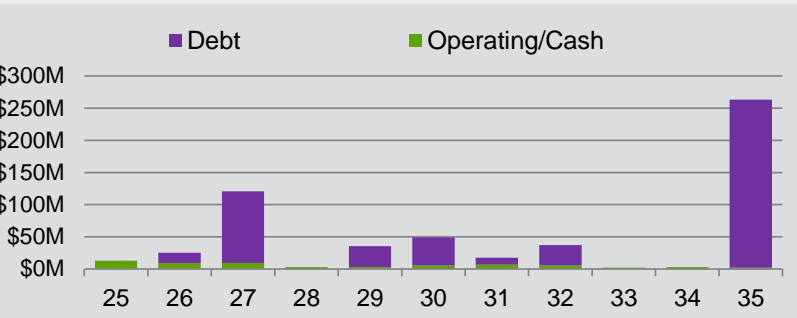
Expenses by Type



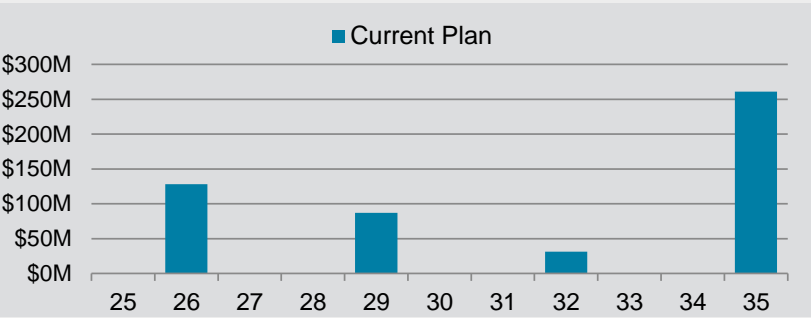
CIP Spending



CIP Funding



Borrowing

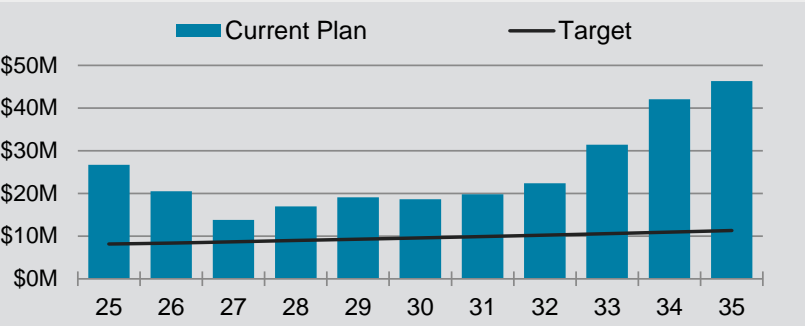


Scenario #3: Assume 20% Grant Funding for Treatment Plants

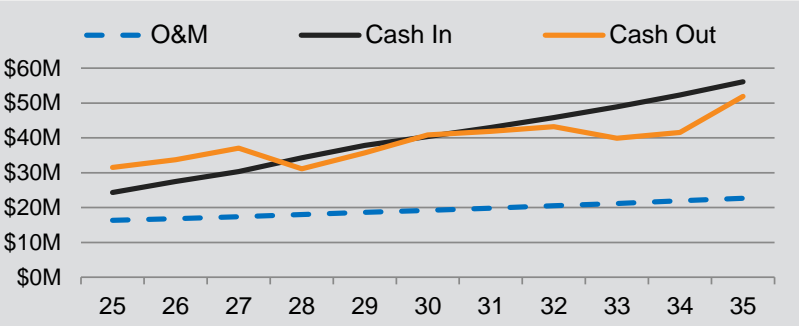
3 Years of 15% increase

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	
Water Rate Plan	2.00%	15.00%	15.00%	15.00%	11.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	Meeting Debt Coverage Requirements
Sewer Rate Plan	2.00%	15.00%	15.00%	15.00%	11.00%	7.00%	7.00%	7.00%	7.00%	7.00%	7.00%	
Senior-Lien Debt Coverage	8.85	1.71	1.58	1.99	1.56	1.51	1.72	1.73	1.83	2.01	1.30	Min 1.25
All-In Debt Service Coverage	2.81	1.29	1.28	1.62	1.36	1.33	1.51	1.49	1.66	1.83	1.23	Min 1.00
Total General - Inside City Bill	\$84.45	\$99.03	\$113.91	\$131.01	\$145.45	\$155.65	\$166.55	\$178.21	\$190.69	\$204.00	\$218.26	

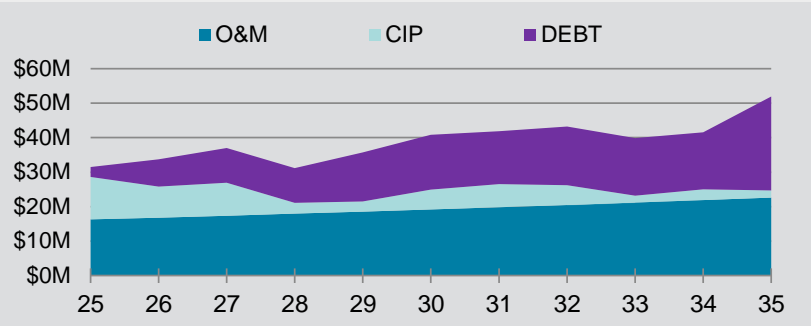
Operating Fund



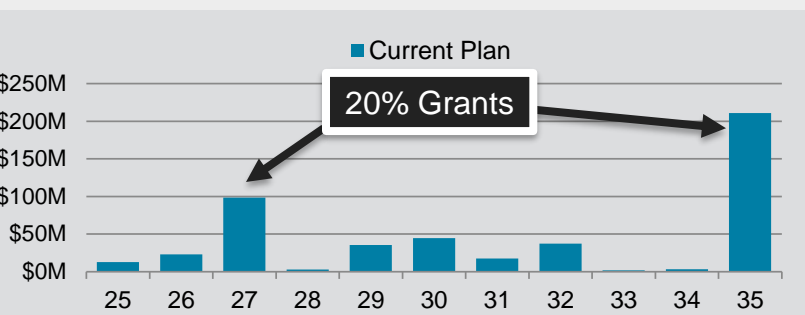
Revenues vs. Expenses



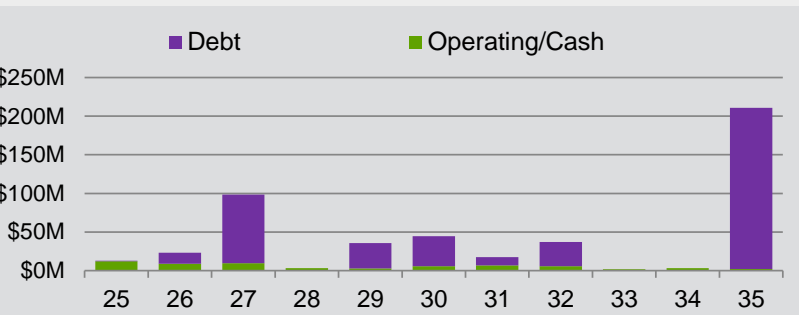
Expenses by Type



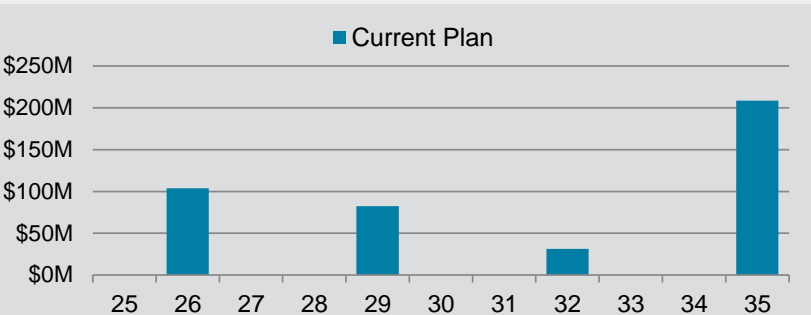
CIP Spending



CIP Funding



Borrowing



Scenario #4: Assume 20% Grant Funding & Delay of WWTP

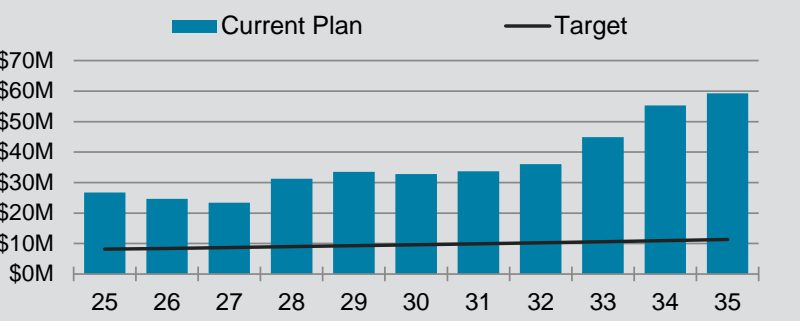
Levelized Rate Increases with WWTP Delay

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035
Water Rate Plan	2.00%	12.50%	12.50%	12.50%	12.50%	12.50%	7.00%	7.00%	7.00%	7.00%	7.00%
Sewer Rate Plan	2.00%	12.50%	12.50%	12.50%	12.50%	12.50%	7.00%	7.00%	7.00%	7.00%	7.00%
Senior-Lien Debt Coverage	8.85	6.71	6.80	8.44	1.66	1.47	1.68	1.70	1.80	1.97	1.28
All-In Debt Service Coverage	2.81	2.89	3.25	4.03	1.41	1.30	1.49	1.47	1.63	1.80	1.22
Total General - Inside City Bill	\$84.45	\$96.88	\$108.98	\$122.60	\$137.93	\$155.17	\$166.01	\$177.66	\$190.08	\$203.39	\$217.64

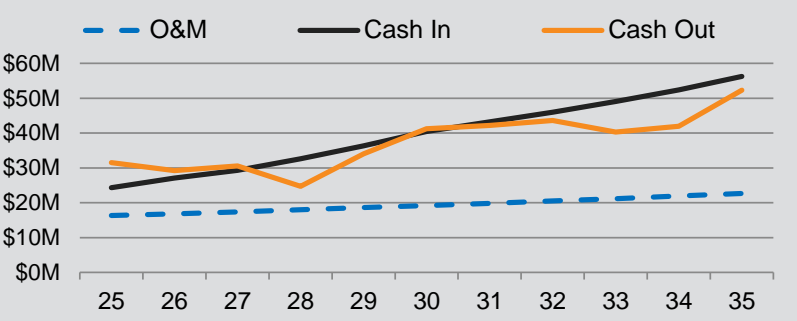
Meeting Debt Coverage Requirements

Min 1.25
Min 1.00

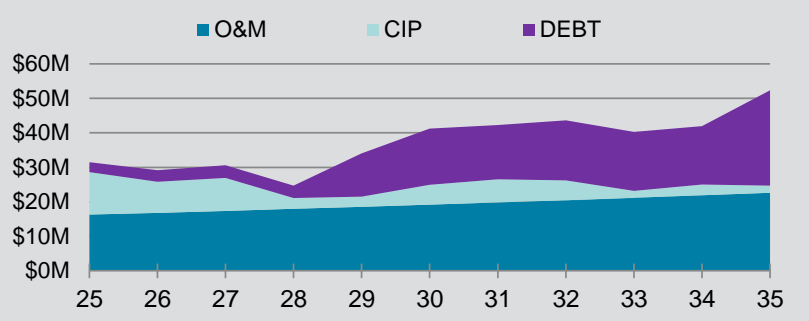
Operating Fund



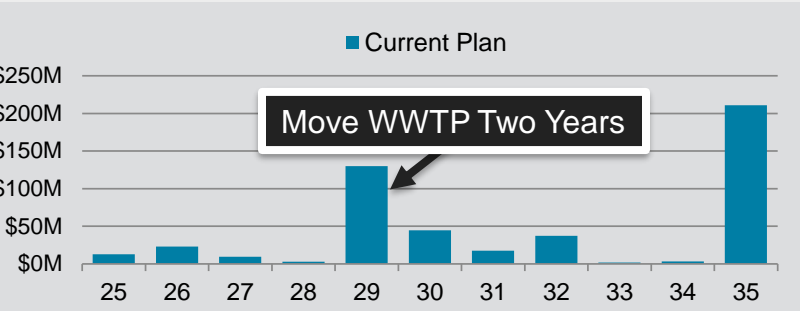
Revenues vs. Expenses



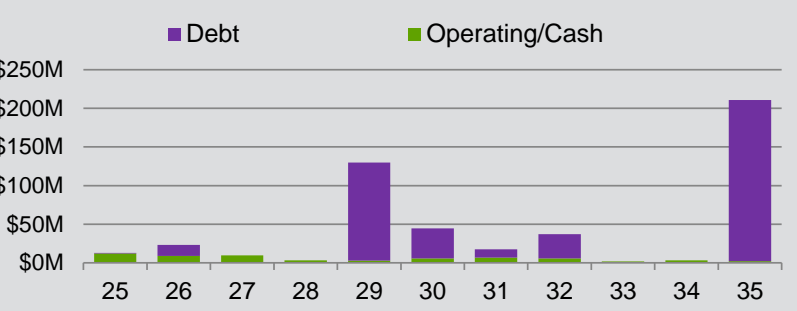
Expenses by Type



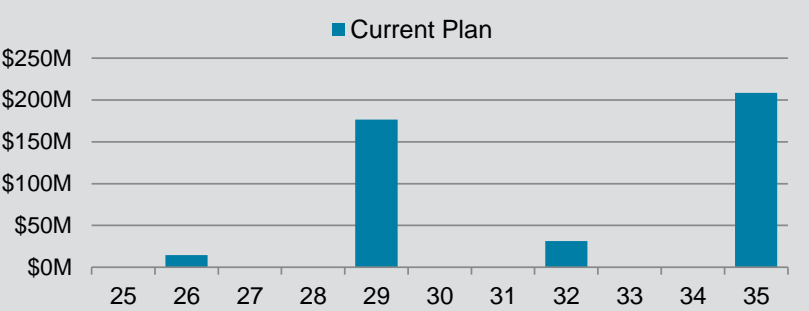
CIP Spending



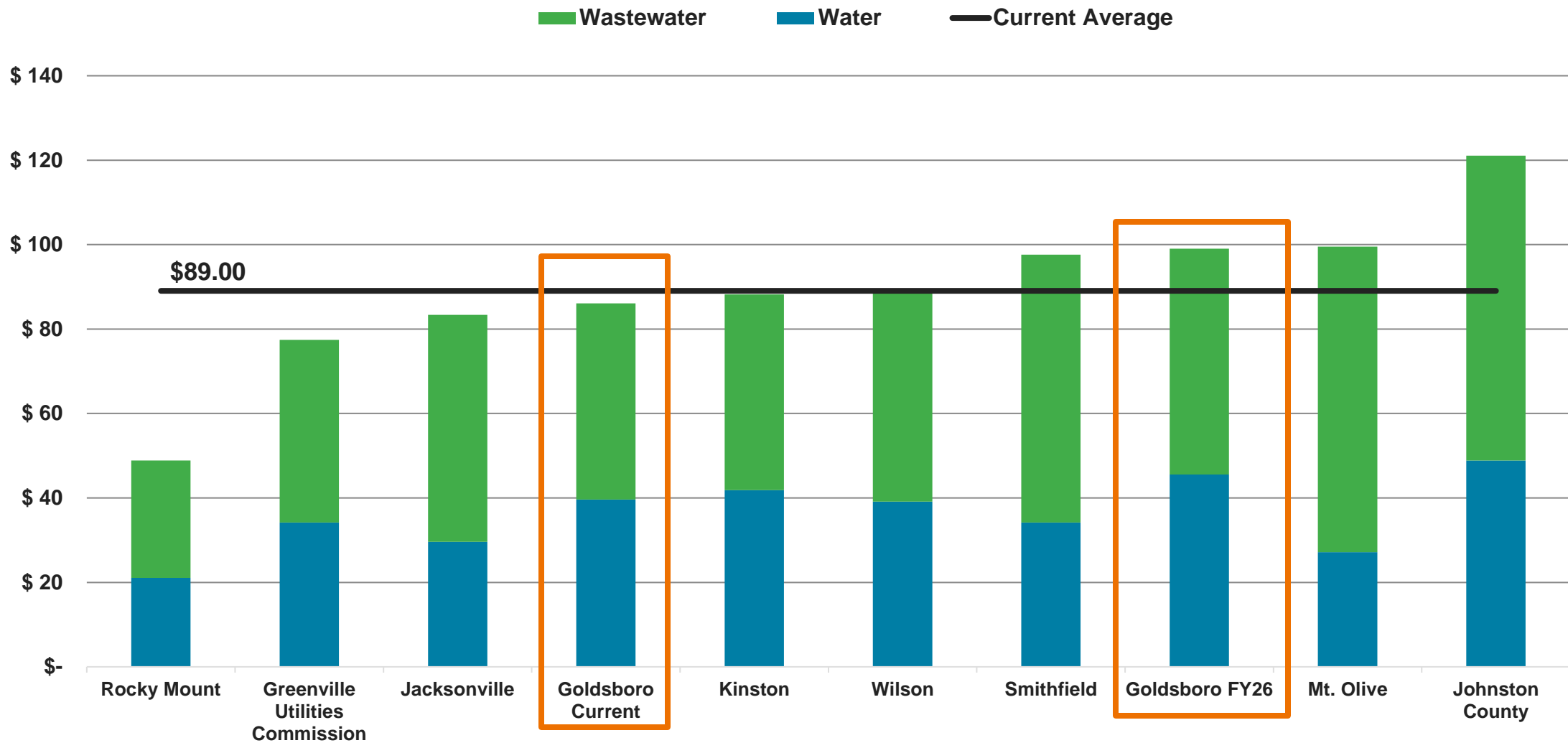
CIP Funding



Borrowing



Residential Monthly Bill (5,000 gallons per month)



**Goldsboro FY26 assumes 15% increase*

*****Comparisons are based on current published rates for FY 2025, do not reflect likely increases FY 2026***

Summary of Findings

- City will be undertaking a significant utility capital improvements program
- Water and sewer rate adjustments are required to:
 - Secure financing for the capital projects (maintain cash balances and debt coverage)
 - Fund the ongoing operational costs of the system to allow for sustainable operations
 - Eliminates significant one-time rate increases
- Level of future rate adjusts are dependent on project timing and costs
 - Wastewater treatment plant (\$120M)
 - Water treatment plant (\$220M, \$20M Design FY 2030, \$200M Construction FY 2035)
 - Increased Engineering CIP Project costs



David Hyder

Senior Principal

(202) 585-6391

David.Hyder@Stantec.com

Additional Questions/Discussion

Arrington Bridge WRF Expansion Project

City of Goldsboro

Presented by



+ Hazen

Presenters



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Colin Beck
Design Project Manager - Hazen
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Tim Devine
Economic & Financial Services Lead - Hazen
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tdevine@hazenandsawyer.com

Agenda

- **WRF Expansion Project Overview**
- **Current Status/Projected Timeline**
- **Cashflow**
- **Funding Options**
- **Questions and Answers**





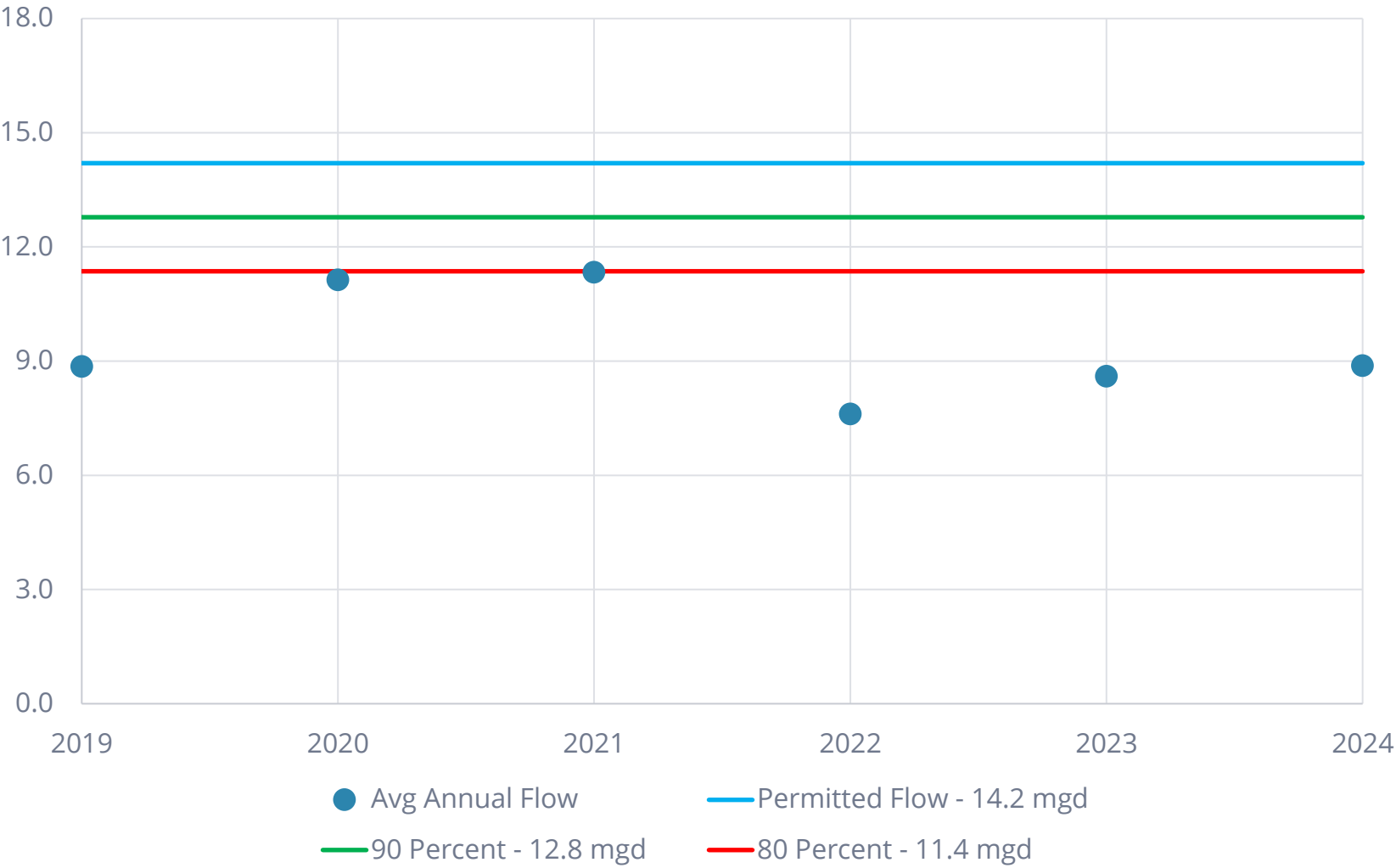
WRF Expansion Project Overview

Reasons for Expansion

- Additional sewer capacity supports economic growth
- Replace / upgrade aging infrastructure
- NC DEQ 80/90 rule 15A NCAC 02T .0118
 - Evaluation required prior to avg annual flow \geq 80% of permitted plant flow
 - Construction Docs required prior to avg annual flow \geq 90% of permitted plant flow

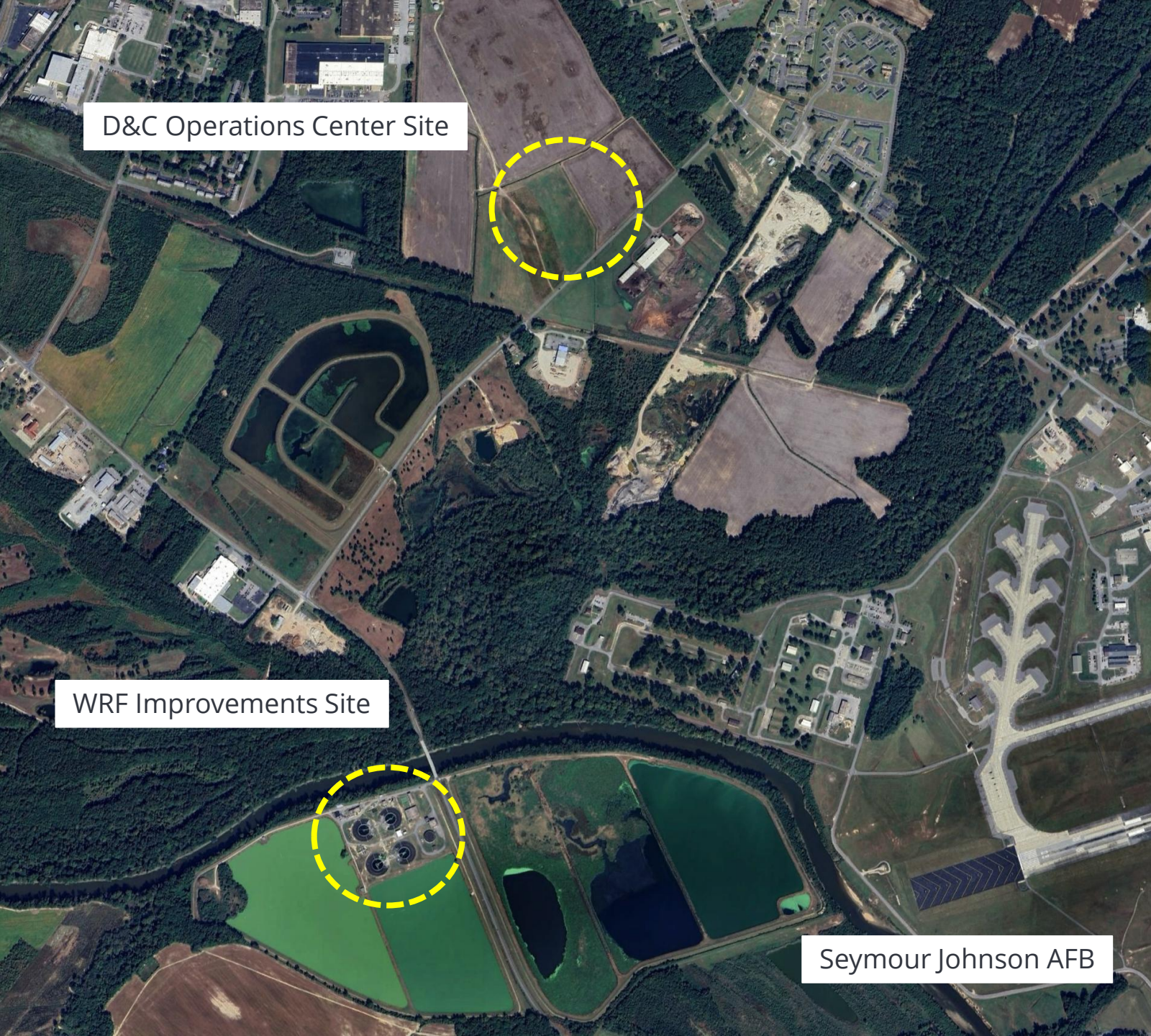


Capacity Needs – 80 / 90 Rule



Project Locations

- D&C Operations Center
- WRF Improvements



Seymour Johnson AFB

Upgrading and Expanding the WRF



- 1 Influent Structure and Distribution Box
- 2 Lagoon Reclamation (Future Footprint)
- 3 BNR Basins (Phase 1 and 2)
- 4 Secondary Clarifier Covers (Basins 1-4)
- 5 RAS/WAS PS (Phase 1 and 2)
- 6 Blower Building (Phase 1 and 2)
- 7 Belt Filter Press (Phase 1)
- 8 Biosolids Storage
- 9 Intermediate PS Upgrade
- 10 BNR Tank Covers
- 11 Filters (Phase 1 and 2)
- 12 Plant Generator Replacement
- 13 Plant Flood Pumps
- 14 UV Disinfection (Phase 1)
- 15 Garage Storage Replacement
- 16 Equalization Storage Pump Station



Current Status/Project Timeline

Early Start Phase 1 Services – November 2024 through June 2025

- Wastewater Sampling and Characterization
- Floodplain Permitting Requirements
- Condition Assessment
- Demand Projections
- Hydraulic Analyses
- Process Modeling
- Funding Assistance
- Future NPDES Permit Strategy

Balance of Phase 1 & 2 Services

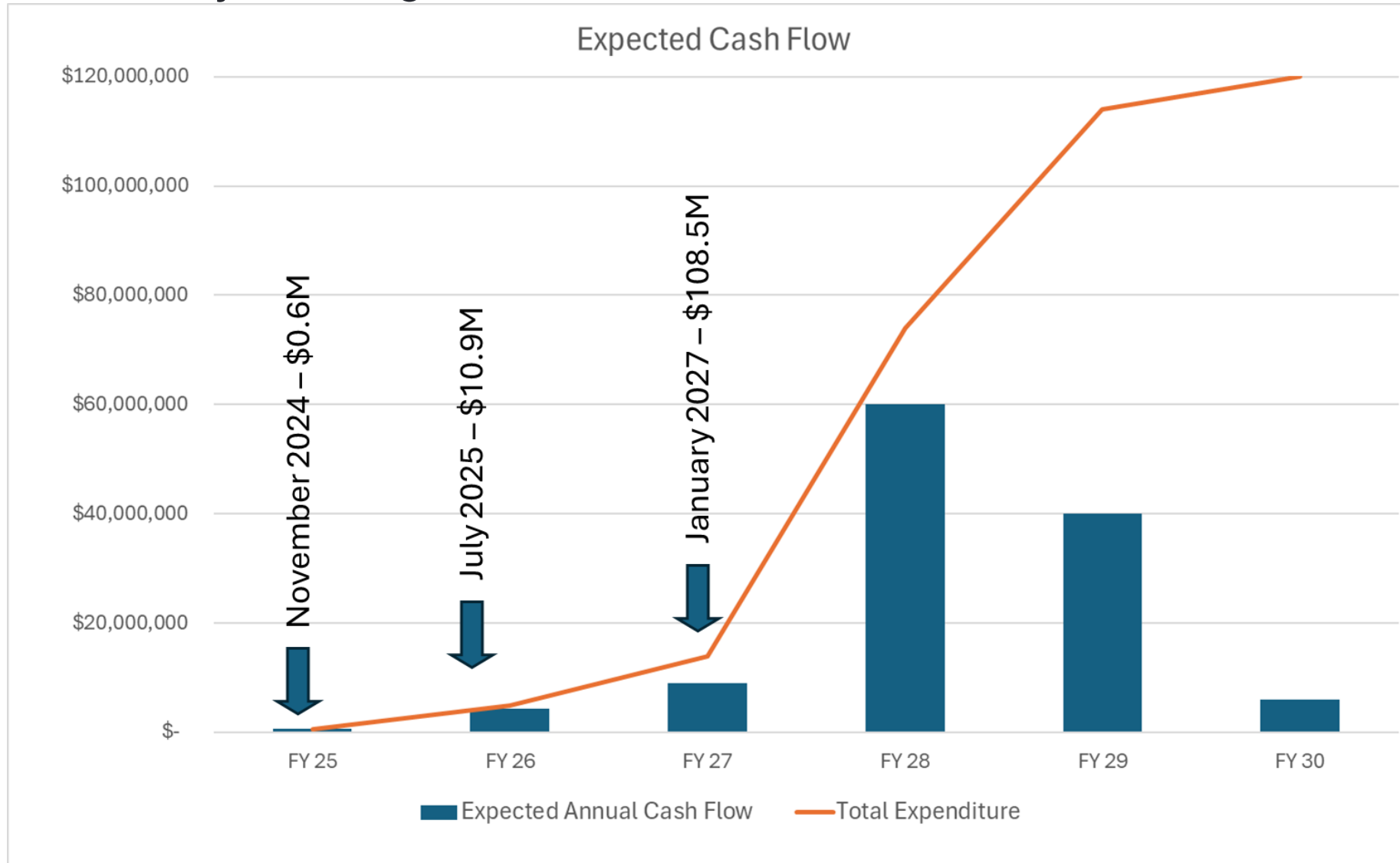
- Funding Available: July 2025
- Design Activities: August 2025 – December 2026
- Construction Start: January 2027
- Anticipated Construction Completion: December 2029
- Additional 3.4 MGD Capacity: January 2030



Cashflow

Projected Funding and Cash Flow Timeline

Current Project Budget Estimate: \$120,000,000





Funding Options

Funding Opportunities

1. NC DEQ DWI Clean Water State Revolving Fund (CWSRF)
2. Water Infrastructure Finance and Innovation Act (WIFIA)
3. US Department of Agriculture (USDA)
4. Self-Fund (PayGo, Revenue Bonds)
5. Other
 1. Community Development Block Grant (CDBG)
 2. Economic Development Act (EDA)
 3. Golden Leaf Foundation
 4. Direct Appropriation (State / Federal)

Funding Summary

Self-Fund

Benefits

- City has more control over project schedule and timing
- Reduced administrative requirements
- Could be supplemented with direct appropriation awards

Challenges

- Greatest total costs over life of the loan



State / Federal Funding

Benefits

- Reduced financing costs over the life of the loan
- Potential for more flexibility for loan structuring to mitigate financial impacts to customers

Challenges

- Not guaranteed to be awarded
- Additional costs for application and administration
- Increased material costs
- Potential schedule impacts

Q & A



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Tim Devine
Economic and Financial Services Group Leader
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tdevine@hazenandsawyer.com

THANK YOU

Laura Getz

From: Bernadette Dove
Sent: Monday, January 13, 2025 11:38 AM
To: Laura Getz
Cc: Matthew Livingston; Kelly Arnold
Subject: FW: memo to Council

Laura, The email below needs to be included in the council's retreat package along with the links attached to the Organizational and Classification & Compensation Study. Please let me know if additional information is needed. Thanks!

Mayor & City Council,

Attached is an overview of the *draft* Compensation Study conducted to assess the city's employee pay structures. The study's findings aim to ensure that our compensation system remains competitive, equitable, and aligned with the city's strategic goals.

Also, you will find the overview of the *draft* Organizational Study conducted to evaluate the city's operational structure, and workforce alignment. The findings aim to ensure the city's organization is efficient, responsive, and well-positioned to meet current and future community needs.

Please note that both studies are currently a *draft in process and is not yet complete*. The HR Team is actively working to analyze the data, review recommendations, and ensure the study aligns with our goals of equity, competitiveness, and fiscal responsibility.

As this work progresses, we will keep you informed of significant developments and will provide the finalized report as we near the upcoming budgetary process. We appreciate your patience and understanding as we work diligently to complete these important studies.

Should you have any questions or require additional information, please feel free to contact me.

[MAG Classification and Compensation Study Draft Report.](#)

[MAG Organization and Management Structure Review](#)

SN: You may download and print document if you choose.

Bernadette Dove, MPA, IPMA-SCP

Human Resources Director

City of Goldsboro

P 919-739-7441

F 919-580-4293

www.goldsboronc.gov



Pursuant to North Carolina General Statutes Chapter 132, Public Records, this electronic mail message and any attachments hereto, as well as any electronic mail message(s) that may be sent in response to it may be considered public record and as such are subject to request and review by anyone at any time.

LOCAL GOVERNMENT LEADERSHIP

FORMS OF GOVERNMENT



Presenter: Joe Durham
Municipal Operations Consultant

ROLES

- Mayor
- Council
- City Manager



Mayor

1. Preside at council meetings (§ 160A-69).
2. Call special meetings of the council (§ 160A-71).
3. Vote to break a tie or may vote on all matters. He/she shall have the right to vote as a council member on all matters before the council but shall have no right to break a tie vote in which he participated. Mayor cannot veto actions of board; cannot appoint or remove (without board permission)
4. Assume all powers and duties enumerated in the General Statutes as well as any others conferred on him or her by the council.

Council

1. Authorized to organize and reorganize city government (§ 160A-146). Except when expressly prevented by other laws, the council can “...create, change, abolish, and consolidate offices, positions, departments, boards, commissions, and agencies...to promote orderly and efficient administration of city affairs...”
2. Except as otherwise provided by law, the government and general management of the city shall be vested in the council (§ 160A-67). .
3. Confer powers and duties upon mayor pursuant to law. (§ 160A-67, 1971, c. 698, s. 1.)
4. In a council-manager city, the council as a body appoints the city manager to serve at its pleasure (§ 160A-147), and as the employer of the manager, it is the body to which the manager is directly responsible and accountable.

City Manager

1. Direct and supervise the administration of all departments, offices, and agencies of the city, subject to the general direction and control of the council, except as otherwise provided by law (§ 160A-148).
2. Appoint and suspend or remove all city officers and employees not elected by the people, and whose appointment or removal is not otherwise provided for by law, except the city attorney, in accordance with such general personnel rules, regulations, policies, or ordinances as the council may adopt (§ 160A-148).
3. See that all laws of the State, the city charter, and the ordinances, resolutions, and regulations of the council are faithfully executed within the city (§ 160A-148).
4. Attend all meetings of the council and recommend any measures that he deems expedient (§ 160A-148).
5. Prepare and submit the annual budget and capital program to the council (§ 160A-148).
6. Annually submit to the council and make available to the public a complete report on the finances and administrative activities of the city as of the end of the fiscal year (§ 160A-148).
7. Make any other reports that the council may require concerning the operations of city departments, offices, and agencies subject to his direction and control (§ 160A-148).
8. Perform any other duties that may be required or authorized by the council (§ 160A-148).

Mayor-council Form of Government

The mayor–council form of government (where, as the name implies, local government administration is handled by a mayor, while policy making is the realm of the city/county’s governing body) is the original form of general-purpose local government, descended from the English borough mayor-and-council system and instituted in the first American colonies.

Early in America’s history, as cities grew in wealth, responsibility, and bureaucracy, a patronage system emerged. Popular dissatisfaction grew in cities that experienced corruption, inefficiency, and political favoritism.

Council-manager Form of Government

Due to the problems under the mayor-council form of government, the council-manager form of government emerged as an alternative to fight corruption and unethical behavior by fostering professionalism, transparency, responsiveness, and accountability.

To the greatest extent possible, council-manager cities and counties separate the political nature of law and policy making with the apolitical nature of implementation.

DIFFERENCES

In general, the difference between council-manager and mayor-council is relatively based on population size.

Council-manager governs pop. greater than 2,500 and 250,000

Mayor-council governs pop. Cities less than 2,500

A large group of approximately 50 people, including students and staff, are posing for a group photo on the steps of a brick building. The building's entrance is visible in the background, with the words 'HEATH COMMONS' inscribed above the door. The group is diverse in age and ethnicity, and many are wearing blue or green t-shirts. The photo is taken outdoors on a paved area, with trees and a clear sky in the background.

IMPROVING BOARD- MANAGEMENT RELATIONS

STAYING COMMUNITY-FOCUSED



Relationships
matter...

The relationship between the board and management is critical to an organization's long-term success. Building trust is essential to working together effectively.

What Are Governing Boards?

A county's governing body is known as the board of county commissioners. What is commonly referred to as a city council may be alternatively designated as the city's board of aldermen, board of commissioners, or village or town council.

The name used makes no difference from a statutory standpoint and is not tied to population or authority; it is likely to have been chosen based on custom and local preference

Common Problems...

- Interference by board members in operational matters
- Managers hesitate to make decisions
- Managers delegate difficult decisions upward, which leads to a risk averse or conservative culture



Effective Board-management Teamwork is characterized by:

- **A two-way flow of information; information sharing**
- **Constructive debate**
- **Commitment to strategic direction**

Board-management relations require an understanding of:

- ✓ Organization's mission and vision
- ✓ Strategic and business plans
- ✓ Capabilities
- ✓ Implementation plans
- ✓ Probability of achieving outcomes
- ✓ Each other's expectations
- ✓ Boundaries



UNDERSTANDING THE BOARD'S ROLE

Distinguishing Governance From Management and
Its Role With Regard to the Manager

Board-Chair Relations

The chair is the link between the board and management between meetings and should be aware of any developments that may require him or her to act on behalf of the board or to summon an emergency board meeting.

It is often valuable for the chair to guide the Manager about matters of concern to the board so that confrontation is avoided, and time is not wasted.

Expectations of Board Chairs and Mayors

The chair/mayor:

1. manages governing board meetings
2. serves as liaison to the governing board
3. facilitates communication
4. serves as spokesperson for the governing board
5. helps in city/county government team-building
6. manages conflict
7. shapes the governing board's agenda
8. promotes a high-performing governing board

Key Points

- Understanding roles and responsibilities reduce confusion and improves working relationships and accountability
- Keep community's needs and interest at the center of your work
- Good communication strategies and personal self-awareness can minimize and resolve conflict
- Use good data to make good decisions



Thank you!

Joe

**GOLDSBORO CITY COUNCIL
REGULAR MEETING AGENDA
MONDAY,
CITY HALL, 214 N. CENTER STREET, GOLDSBORO**

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

1. CALL TO ORDER - 5:30 P.M. - Council Chambers

1.1 Invocation ()

1.2 Pledge of Allegiance

2. ROLL CALL

2.1 Adoption of the Agenda

3. RECOGNITIONS AND PRESENTATIONS

3.1

4. PUBLIC COMMENT PERIOD

5. CONSENT AGENDA ITEMS

5.1

6. OLD BUSINESS

6.1

7. NEW BUSINESS

7.1

8. PUBLIC HEARINGS

8.1

9. CITY MANAGER'S REPORT

10. MAYOR AND COUNCILMEMBERS' COMMENTS

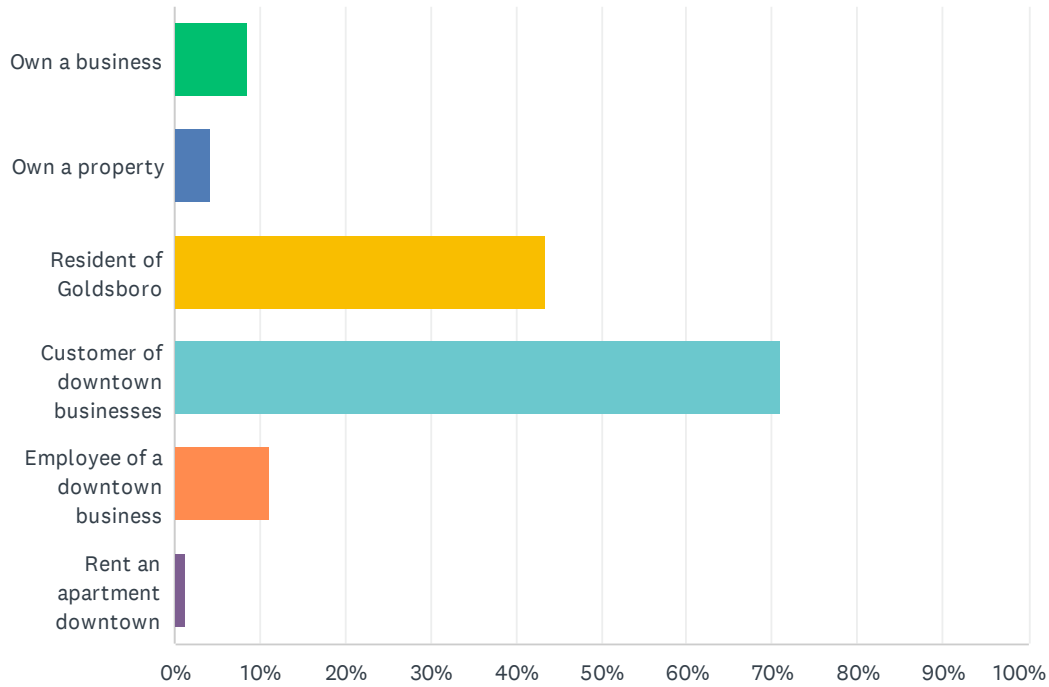
11. CLOSED SESSION

12. ADJOURNMENT

*The City of Goldsboro will make reasonable accommodations for access to City services, programs, and activities and will make special communication arrangements for persons with disabilities.
Please call (919) 580-4330 by noon on the Thursday prior to the meeting to make arrangements.*

Q1 Select which best describes you in relation to downtown parking. (Select all that apply.)

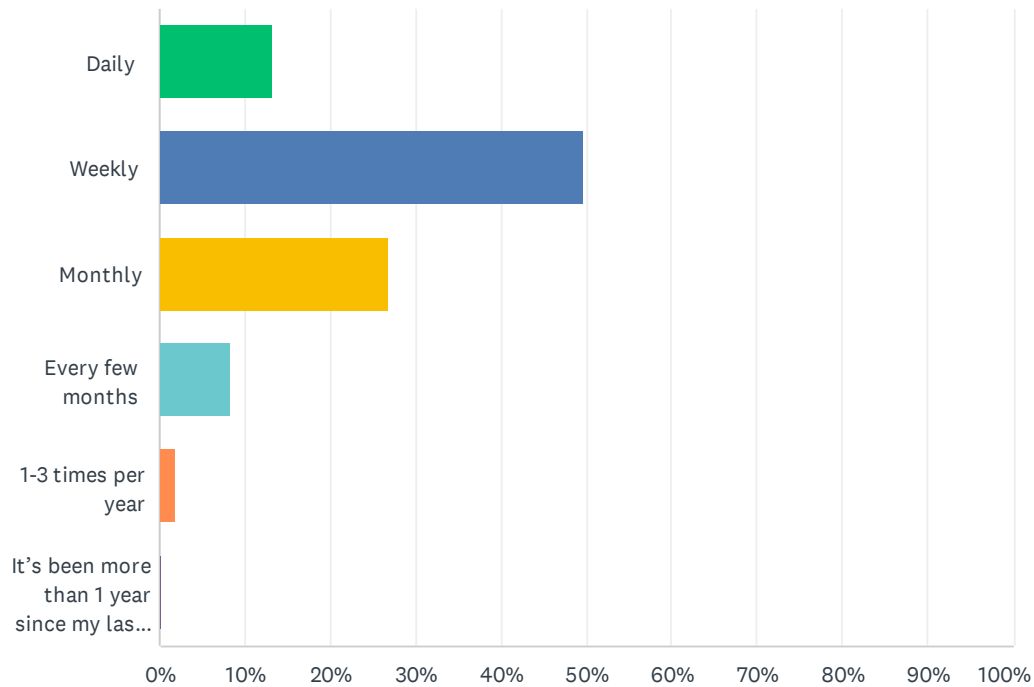
Answered: 887 Skipped: 0



ANSWER CHOICES	RESPONSES	
Own a business	8.57%	76
Own a property	4.28%	38
Resident of Goldsboro	43.52%	386
Customer of downtown businesses	71.03%	630
Employee of a downtown business	11.05%	98
Rent an apartment downtown	1.35%	12
Total Respondents: 887		

Q2 How often do you visit Downtown Goldsboro?

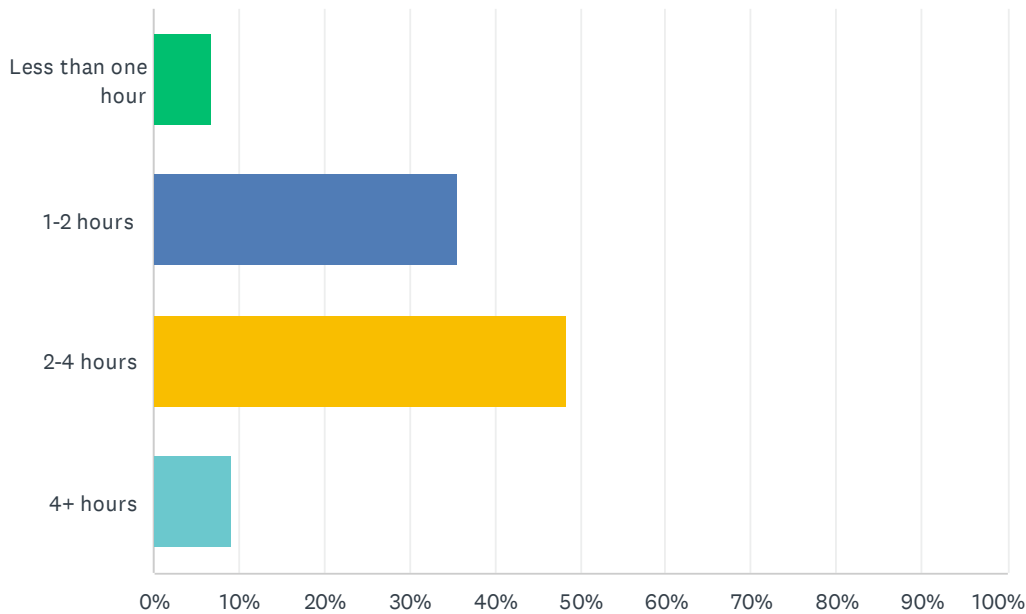
Answered: 736 Skipped: 151



ANSWER CHOICES	RESPONSES	
Daily	13.18%	97
Weekly	49.59%	365
Monthly	26.77%	197
Every few months	8.29%	61
1-3 times per year	1.90%	14
It's been more than 1 year since my last visit	0.27%	2
TOTAL		736

Q3 How long do you typically stay?

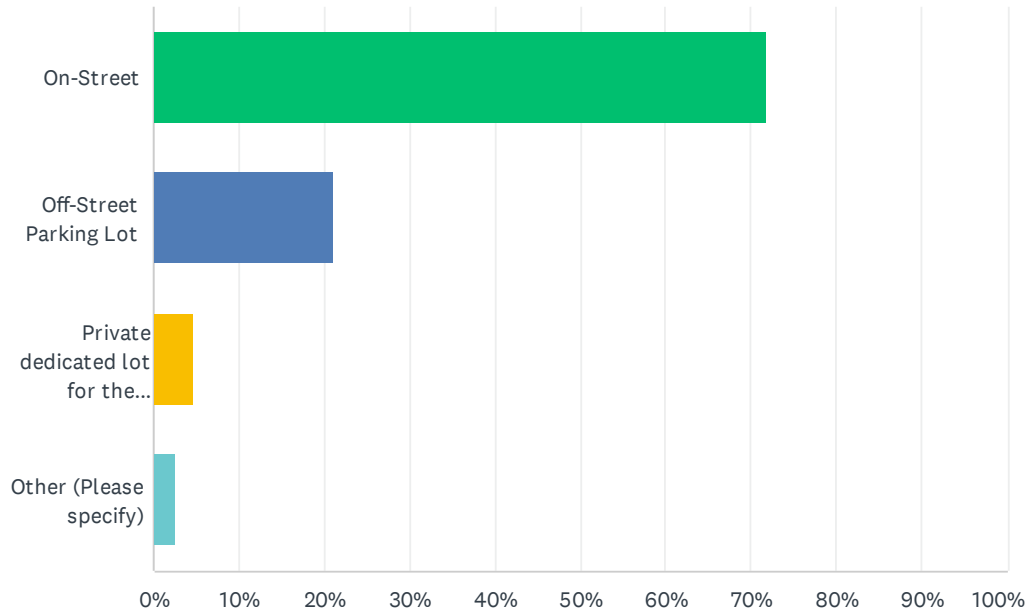
Answered: 736 Skipped: 151



ANSWER CHOICES	RESPONSES	
Less than one hour	6.93%	51
1-2 hours	35.60%	262
2-4 hours	48.37%	356
4+ hours	9.10%	67
TOTAL		736

Q4 Before implementation of 2-hour managed parking, where did you typically park?

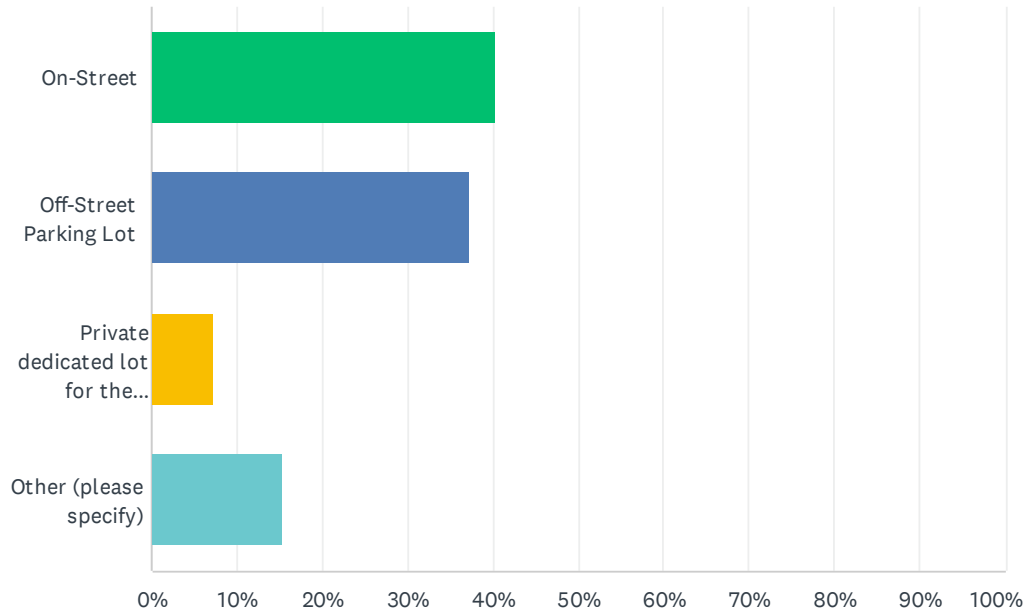
Answered: 806 Skipped: 81



ANSWER CHOICES	RESPONSES	
On-Street	71.84%	579
Off-Street Parking Lot	21.09%	170
Private dedicated lot for the business I'm frequenting	4.59%	37
Other (Please specify)	2.48%	20
TOTAL		806

Q5 After implementation of 2-hour managed parking, where did you typically park?

Answered: 806 Skipped: 81



ANSWER CHOICES	RESPONSES	
On-Street	40.20%	324
Off-Street Parking Lot	37.22%	300
Private dedicated lot for the business I'm frequenting	7.32%	59
Other (please specify)	15.26%	123
TOTAL		806

#	OTHER (PLEASE SPECIFY)	DATE
1	anywhere I could find	1/9/2025 8:04 PM
2	On street but I got several tickets because there were no spots in the public parking lot.	1/8/2025 7:57 PM
3	Wherever available	1/8/2025 5:02 AM
4	Anywhere i could find a spot. Often having to move my vehicle before 2 hour limit	1/7/2025 4:03 PM
5	Wherever you can find the parking is hideous	1/7/2025 6:52 AM
6	I walk into town	1/6/2025 6:22 PM
7	Didn't want the hassle, so I avoided downtown and visited shops less often.	1/4/2025 8:54 PM
8	We stopped coming downtown because there was not enough time to do anything.	1/3/2025 5:23 PM
9	.	1/3/2025 4:45 PM
10	In the messy, not well lit parking lot across from Torero's	1/3/2025 11:12 AM

City of Goldsboro Parking Survey

11	Various	1/3/2025 3:05 AM
12	I rarely go downtown after the 2 hour parking was implemented.	1/3/2025 12:58 AM
13	Anywhere I can find to park. Often it can be difficult to park close by. The 2 hour parking has hurt considerably.	1/2/2025 3:43 PM
14	Quit coming downtown for and went where I could park for free	1/2/2025 2:15 PM
15	Closet park to destination	1/2/2025 12:16 PM
16	Had to move my car mostly because the public lot was always full near my business.	1/2/2025 12:24 AM
17	On the street because I could rarely find a spot in the parking lot due to city employees taking all the parking.	12/31/2024 10:23 AM
18	I usually walk since I live very near.	12/31/2024 10:20 AM
19	Parking on the street I'm moving our cars every few hours to avoid tickets but sometimes getting tickets because it was inconvenient to move our cars. The lots near us were full from city cars.	12/30/2024 5:24 PM
20	On street but had to move my car every 2 hours.	12/30/2024 12:02 PM
21	did not go downtown	12/29/2024 11:03 PM
22	Didn't go as much	12/29/2024 8:38 PM
23	Dropped off	12/29/2024 7:26 PM
24	I stopped going	12/29/2024 7:24 PM
25	Wherever I can find a spot	12/29/2024 6:41 PM
26	Away from the 2 hour parking restrictions unless I shorten my stay.	12/29/2024 2:01 PM
27	Wherever is left over from the hotel and apartments parking	12/29/2024 1:39 PM
28	Don't go until after 6pm	12/29/2024 1:03 PM
29	Best I can...normally have to walk too far and do not feel safe	12/29/2024 8:26 AM
30	I didn't go much	12/29/2024 5:43 AM
31	I have quit going downtown since managed parking	12/29/2024 3:11 AM
32	Tried to find alternatives.	12/28/2024 11:26 PM
33	Avoided downtown	12/28/2024 10:02 PM
34	Reduced visits and had local friends drop me off.	12/28/2024 9:06 PM
35	Haven't been since implemented	12/28/2024 8:54 PM
36	Didn't go downtown	12/28/2024 7:42 PM
37	Any lot with an open space	12/28/2024 7:23 PM
38	Off street & on street	12/28/2024 4:08 PM
39	I'm never sure where to park.	12/28/2024 3:52 PM
40	Wherever I could find	12/28/2024 2:27 PM
41	Any place I could find open	12/28/2024 12:11 PM
42	Didn't visit the restaurant or business downtown, because there were no where to park	12/28/2024 11:45 AM
43	On the street, but moved the car close to deadline times	12/28/2024 10:22 AM
44	I stopped coming to downtown	12/28/2024 10:17 AM
45	Didn't go during the time restrictions	12/28/2024 9:26 AM
46	Wherever I could find a place - blocks away! Not good areas	12/28/2024 8:47 AM

City of Goldsboro Parking Survey

47	We stopped going downtown all together due to the implementation.	12/28/2024 8:22 AM
48	It didn't affect me	12/28/2024 8:01 AM
49	Down the street where the two hour parking did not apply.	12/28/2024 8:00 AM
50	Still on street but had to move my vehicle every 2 hours	12/28/2024 7:44 AM
51	Not directly where I had to pay and walked	12/28/2024 7:33 AM
52	Grass lot behind well traveled and walked to the business I was going to	12/28/2024 7:22 AM
53	Any open parking lot with a space available	12/28/2024 6:55 AM
54	Both on & off street parking lot	12/28/2024 2:20 AM
55	Anywhere I could find and feel safe if not I go home.	12/28/2024 12:17 AM
56	Took gwta	12/28/2024 12:09 AM
57	I didn't go.	12/27/2024 11:55 PM
58	Wherever possible to find handicapped parking. When using a ramp even less options.	12/27/2024 11:51 PM
59	Quit going down town	12/27/2024 11:33 PM
60	I had to park 2 blocks away from my apartment building. Really inconvenient, given I pay \$2,000 a month in rent.	12/27/2024 11:18 PM
61	I am handicap, no on street handicap parking	12/27/2024 10:23 PM
62	Haven't been since the new parking	12/27/2024 9:55 PM
63	Limited parking due to time restrictions	12/27/2024 9:30 PM
64	Had to park wherever available, walk inside get parking pass, walk back outside to place it in car then go back inside building.	12/27/2024 9:29 PM
65	Avoided downtown	12/27/2024 9:27 PM
66	Wherever space is available	12/27/2024 8:39 PM
67	Stopped coming	12/27/2024 8:21 PM
68	I stopped going downtown since that went into place	12/27/2024 8:20 PM
69	On street but left sooner	12/27/2024 8:07 PM
70	Haven't been	12/27/2024 7:55 PM
71	Which has space . I use both	12/27/2024 7:47 PM
72	B	12/27/2024 7:43 PM
73	Either ON-Street or Off-Street Parking Lot	12/27/2024 7:32 PM
74	In the lot behind Royal Garden Tie Restaurant.	12/27/2024 7:23 PM
75	City Hall Lots	12/27/2024 7:20 PM
76	I stopped going to downtown Goldsboro	12/27/2024 7:08 PM
77	Anywhere that was available	12/27/2024 7:04 PM
78	I would have to park at another business parking lot and walk to my place of business.	12/27/2024 6:58 PM
79	Don't go at all now	12/27/2024 6:47 PM
80	I stopped going down there	12/27/2024 6:44 PM
81	It depended and I didn't stay for HOURS taking up Center St	12/27/2024 6:31 PM
82	Both on-street and off-street depending on what was available.	12/27/2024 6:29 PM
83	I stay away now.	12/27/2024 6:26 PM

City of Goldsboro Parking Survey

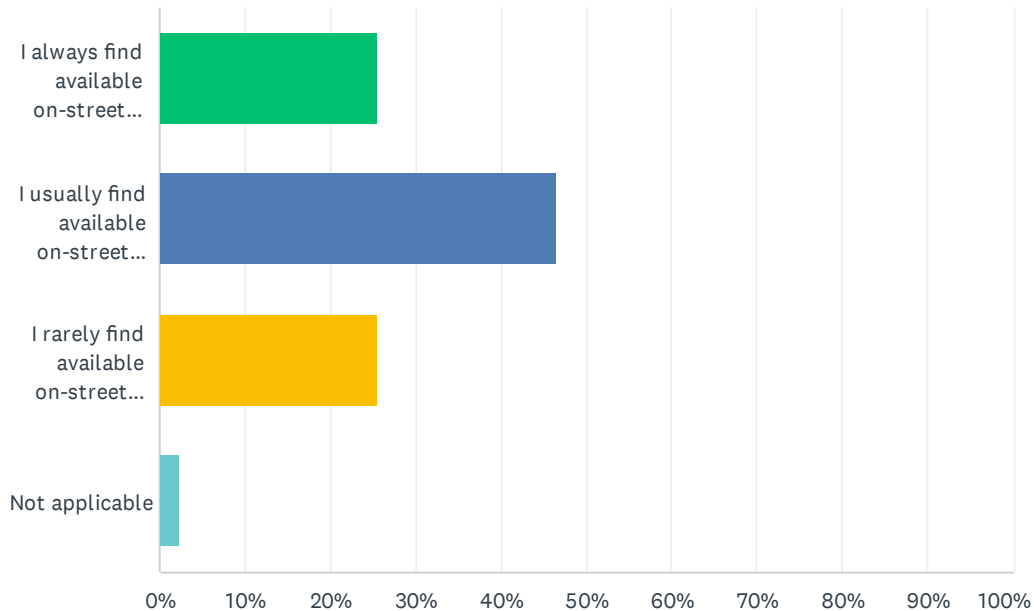
84	Nowhere. You can't find a spot to park. So I don't go downtown at all.	12/27/2024 6:17 PM
85	stopped going	12/27/2024 6:09 PM
86	Dangerous side streets sometimes that effects the safety for me and my children.	12/27/2024 5:59 PM
87	Where I can find a free spot	12/27/2024 5:57 PM
88	First available	12/27/2024 5:50 PM
89	In a cramped space behind my building	12/27/2024 5:43 PM
90	Wherever I could find a spot in a parking lot because my services are usually longer than 2 hours which is hard to find	12/27/2024 5:32 PM
91	Stopped going downtown b/c of this. I can shop and eat in other towns that do not charge which I did.	12/27/2024 5:29 PM
92	Often changed plans due to parking issues	12/27/2024 5:09 PM
93	Where ever you can find a park	12/27/2024 5:07 PM
94	Didn't go downtown	12/27/2024 4:58 PM
95	Private Lot We Own	12/27/2024 4:57 PM
96	Stopped visiting downtown	12/27/2024 4:55 PM
97	My lot that we own!	12/27/2024 4:50 PM
98	I would park either on the street or in the parking lot beside the business.	12/27/2024 4:46 PM
99	Avoid going downtown	12/27/2024 4:41 PM
100	Nearby parking lot but was always full requiring me to move my car every 2 hours	12/27/2024 4:37 PM
101	Anywhere I can find a space	12/27/2024 4:35 PM
102	Didn't go downtown as much	12/27/2024 4:33 PM
103	Stopped going	12/27/2024 4:29 PM
104	Business owner private parking	12/27/2024 4:25 PM
105	We stay less than 2 hours	12/27/2024 4:22 PM
106	On Street unless it was after 6 pm and then usually in parking lot	12/27/2024 4:17 PM
107	I stopped going downtown. I do not like the stress associated with time limited parking.	12/27/2024 4:17 PM
108	All of the above	12/27/2024 4:12 PM
109	I almost always walk.	12/27/2024 4:11 PM
110	Did not go downtown during implementation	12/27/2024 4:08 PM
111	Whenever you could find a spot, parking in general is horrible downtown	12/27/2024 4:06 PM
112	Tried to avoid going, the two hour limit is not "customer friendly"	12/27/2024 4:05 PM
113	Wherever we could.	12/27/2024 3:57 PM
114	Limited how often I went	12/27/2024 3:48 PM
115	It depended on the day. My business is located near only 1 parking lot. This parking lot is completely full by 8:30 am daily. The city hall employees are the only ones that get there fast enough to utilize the lot. So I either get lucky with a lot there or have to move my car up to 5 times a day.	12/27/2024 3:41 PM
116	Either on street or parking area	12/27/2024 3:32 PM
117	I stopped going downtown. I shop elsewhere	12/27/2024 3:32 PM
118	Refused to go downtown	12/27/2024 3:31 PM

City of Goldsboro Parking Survey

119	On the street but I had to move my car every two hours.	12/27/2024 3:23 PM
120	I just park anywhere where I can	12/27/2024 3:21 PM
121	we usually had to park far away and walk, it was not convinient and we went downtown less often	12/27/2024 3:20 PM
122	Wherever there was no restriction	12/27/2024 3:17 PM
123	We had to move our cars every 2 hours because there was no where for us to park.	12/27/2024 3:16 PM

Q6 Before implementation of 2-hour managed parking, how would you describe your experience accessing on-street parking during your visits to downtown Goldsboro? (Please choose one)

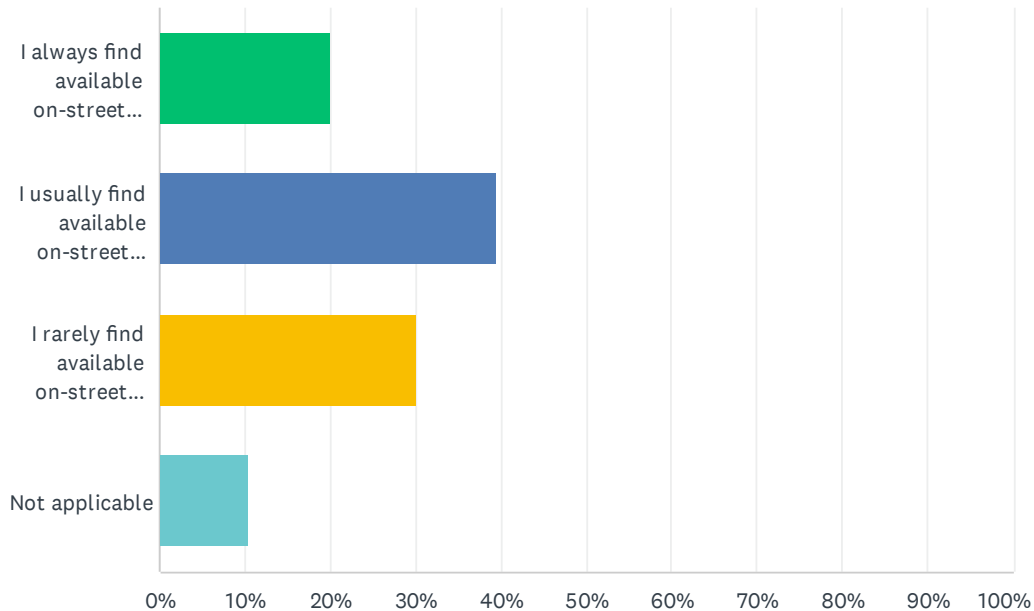
Answered: 803 Skipped: 84



ANSWER CHOICES	RESPONSES	
I always find available on-street parking	25.53%	205
I usually find available on-street parking	46.58%	374
I rarely find available on-street parking	25.53%	205
Not applicable	2.37%	19
TOTAL		803

Q7 After implementation of 2-hour managed parking, how would you describe your experience accessing on-street parking during your visits to downtown Goldsboro? (Please choose one)

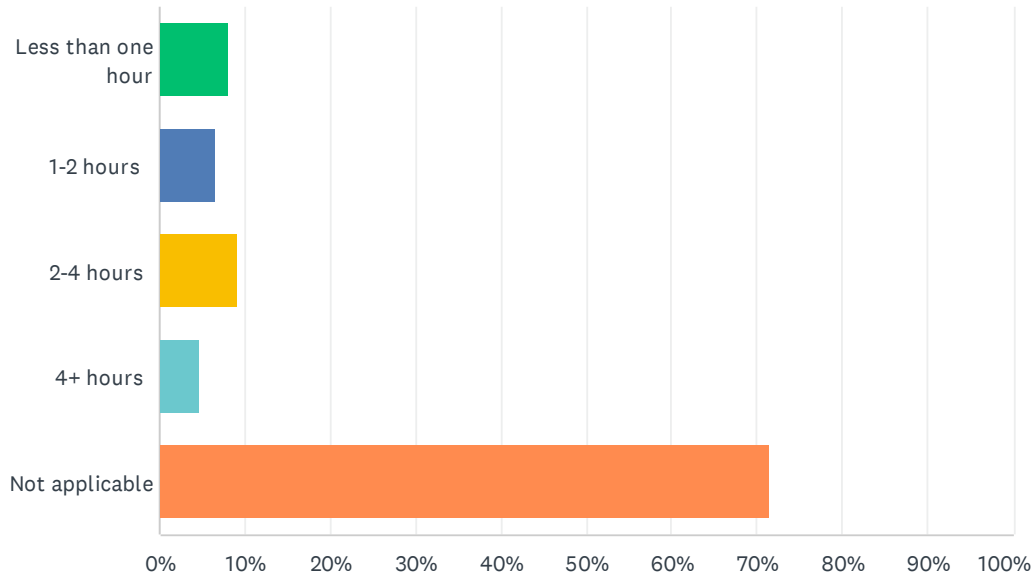
Answered: 799 Skipped: 88



ANSWER CHOICES	RESPONSES	
I always find available on-street parking	20.03%	160
I usually find available on-street parking	39.42%	315
I rarely find available on-street parking	30.16%	241
Not applicable	10.39%	83
TOTAL		799

Q8 If you own or work in a business, how long does your typical customer stay in your business?

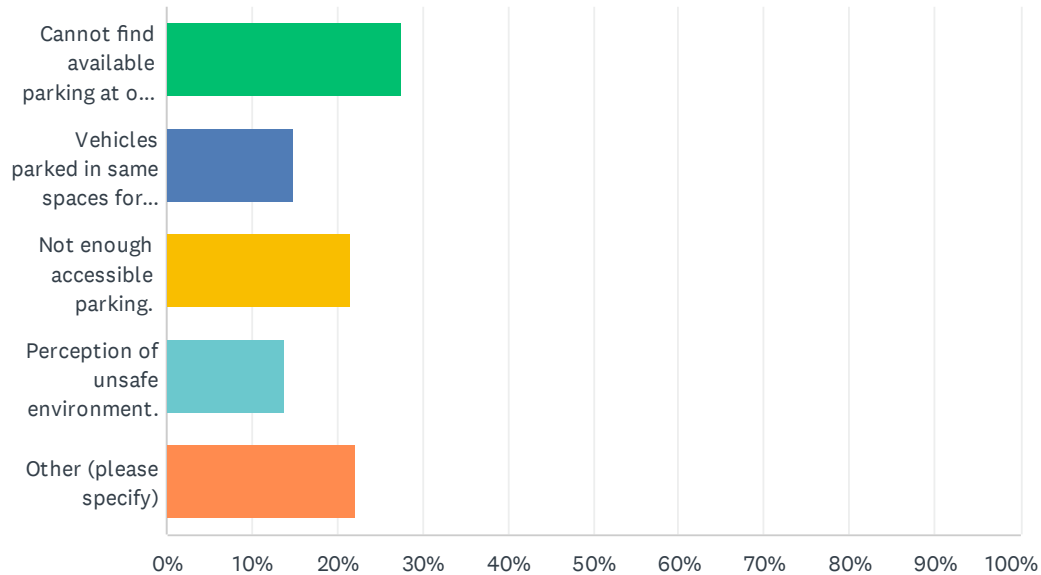
Answered: 777 Skipped: 110



ANSWER CHOICES	RESPONSES	
Less than one hour	8.11%	63
1-2 hours	6.56%	51
2-4 hours	9.14%	71
4+ hours	4.76%	37
Not applicable	71.43%	555
TOTAL		777

Q9 Before implementation of 2-hour managed parking, what was the biggest parking challenge you experienced in downtown Goldsboro?

Answered: 763 Skipped: 124



ANSWER CHOICES	RESPONSES
Cannot find available parking at or near (within a block) my destination.	27.52% 210
Vehicles parked in same spaces for extended periods.	14.94% 114
Not enough accessible parking.	21.63% 165
Perception of unsafe environment.	13.76% 105
Other (please specify)	22.15% 169
TOTAL	763

#	OTHER (PLEASE SPECIFY)	DATE
1	No problems	1/10/2025 1:48 PM
2	signage	1/10/2025 1:01 PM
3	No challenges	1/8/2025 7:57 PM
4	No parking challenge	1/7/2025 11:04 AM
5	Parking was not an issue for me.	1/6/2025 10:41 AM
6	Vehicles parked in wrong direction. Vehicles parked in non-parking areas.	1/6/2025 10:03 AM
7	I didn't experience much issue with parking. Since the city has built up downtown, there has been a lot more traffic, so it's very understandable that parking is a little less accessible.	1/5/2025 2:48 PM
8	No real challenges at all	1/4/2025 6:11 PM
9	Unhoused individuals loitering	1/4/2025 6:03 PM

City of Goldsboro Parking Survey

10	Not enough handy-cap parking.	1/4/2025 5:37 PM
11	I didn't have an issue finding parking especially to need timed parking. I will reduce my incidence of going downtown if paid parking is instilled. We, as a city, are not there, yet, to charge people to park downtown. We're finally getting consistent downtown visitation. Don't screw it up with greed and a few people's complaints of having to walk a block or two.	1/4/2025 5:01 PM
12	No issue	1/3/2025 6:03 PM
13	.	1/3/2025 4:46 PM
14	none	1/3/2025 11:16 AM
15	I didn't have any issues with parking.	1/3/2025 12:59 AM
16	Didn't have a problem parking	1/2/2025 3:24 PM
17	Always found parking	1/2/2025 1:16 PM
18	Never had a problem finding parking	1/2/2025 8:50 AM
19	No challenges	1/2/2025 12:25 AM
20	Finding parking was not a challenge before the start of the managed parking.	1/1/2025 11:51 AM
21	No problems existed downtown parking was as it would be expected to be in a downtown retail space	1/1/2025 10:47 AM
22	No challenges	12/31/2024 12:22 PM
23	None	12/31/2024 12:16 PM
24	Not all public lots or street parking spaces are well maintained (debris/screws, weeds, trash). This is a deterrent to the available spaces.	12/31/2024 10:24 AM
25	No challenges	12/31/2024 10:23 AM
26	No issues at all	12/30/2024 5:25 PM
27	Too hard to parallel park even if you find a space available.	12/30/2024 3:38 PM
28	B&G Customers taking every available parking spot	12/30/2024 1:35 PM
29	No problem with parking	12/30/2024 12:14 PM
30	No problems	12/30/2024 12:03 PM
31	Nothing really. Not sure why 2-hr managed parking was implemented.	12/30/2024 8:21 AM
32	No problems finding park	12/30/2024 2:41 AM
33	There were no complaints. Arrive early. Find a spot. There was never an issue with parking	12/29/2024 11:15 PM
34	Homeless people everywhere constantly harassing me for money	12/29/2024 8:46 PM
35	Always found available parking	12/29/2024 8:20 PM
36	Had no problem finding a park spot	12/29/2024 6:06 PM
37	No issues	12/29/2024 4:38 PM
38	No problem. Need NA Option here.	12/29/2024 3:02 PM
39	Hotel residents filled center street parking	12/29/2024 1:40 PM
40	I didn't have any issues before	12/29/2024 1:25 PM
41	Parking spot may not be available within the same block, but I never mind walking down center Street. For example, I have many times parked at the side of Between the Lines, with one of my destinations being Lola's.	12/29/2024 7:12 AM
42	Occasionally, I would have to search for nearby on street parking but that was rare	12/29/2024 3:13 AM
43	No issues parking.	12/28/2024 11:26 PM

City of Goldsboro Parking Survey

44	Too many spaces lost when original parking layout was changed down Center St..	12/28/2024 9:07 PM
45	None	12/28/2024 8:25 PM
46	Not enough time to be parked	12/28/2024 8:19 PM
47	No issue	12/28/2024 5:58 PM
48	No challenge	12/28/2024 5:44 PM
49	None, did not have issues finding parking	12/28/2024 3:38 PM
50	People parking poorly and taking two spot or huge trucks taking two spots	12/28/2024 1:33 PM
51	Didn't have any issues.	12/28/2024 10:59 AM
52	Just hate to think i have a time limit,therefore my stay downtown was dictated by the parking times	12/28/2024 10:48 AM
53	Church on W. Walnut St. and we could never find street parking.	12/28/2024 10:34 AM
54	None	12/28/2024 10:23 AM
55	Always found a place	12/28/2024 10:18 AM
56	May have to park further and walk...but the walk is nice so no big deal.	12/28/2024 9:39 AM
57	N/A always found a spot	12/28/2024 9:26 AM
58	Nothing	12/28/2024 8:50 AM
59	Normal parking	12/28/2024 8:48 AM
60	I did not encounter challenges, I may not park close but parked	12/28/2024 8:47 AM
61	None	12/28/2024 8:44 AM
62	No challenges at all	12/28/2024 8:23 AM
63	Nothing	12/28/2024 8:08 AM
64	Never had a problem	12/28/2024 8:03 AM
65	None	12/28/2024 8:02 AM
66	There was not a parking problem near city hall	12/28/2024 7:46 AM
67	Nothing	12/28/2024 7:19 AM
68	None	12/28/2024 6:56 AM
69	I do not like the 2-hour managed parking.	12/28/2024 6:43 AM
70	No problems during the day, only difficult to park at weekend nights	12/28/2024 2:21 AM
71	Traffic congestion in certain areas. People waiting for someone to back out of a space and impatient drivers.	12/28/2024 12:26 AM
72	N/A	12/28/2024 12:23 AM
73	Parallel parking on center was never a good idea	12/28/2024 12:20 AM
74	There were no challenges until the city invented them.	12/28/2024 12:07 AM
75	none	12/28/2024 12:03 AM
76	I have had no challenges parking downtown	12/27/2024 11:34 PM
77	Everything was great before the parking enforcement.	12/27/2024 11:19 PM
78	ADA Parking	12/27/2024 11:17 PM
79	Not enough handicapped parking	12/27/2024 10:50 PM
80	I heard a lot of people complain about residents in larger buildings parking cars and not moving them	12/27/2024 10:49 PM

City of Goldsboro Parking Survey

81	None	12/27/2024 10:43 PM
82	No issues with parking	12/27/2024 10:34 PM
83	I don't think I ever experienced parking challenges.	12/27/2024 10:25 PM
84	No real issues	12/27/2024 10:24 PM
85	City employees park in front of business all day	12/27/2024 10:10 PM
86	No problems	12/27/2024 9:44 PM
87	I didn't really have any issues before the implementation of the 2-hour managed parking.	12/27/2024 9:38 PM
88	Parking was not an issue	12/27/2024 9:31 PM
89	None of the above	12/27/2024 9:28 PM
90	I had no issues	12/27/2024 8:48 PM
91	I never had issues finding parking	12/27/2024 8:28 PM
92	N/A	12/27/2024 8:21 PM
93	Not enough handicap spots	12/27/2024 8:21 PM
94	Parking was fine	12/27/2024 8:12 PM
95	Not enough parking in general.	12/27/2024 8:05 PM
96	dealing with other drivers, usually in the roundabouts	12/27/2024 8:03 PM
97	Didn't really have an issue except on very busy days. I almost always find parking.	12/27/2024 7:59 PM
98	No problem	12/27/2024 7:45 PM
99	None	12/27/2024 7:43 PM
100	N/A	12/27/2024 7:36 PM
101	No real problem with parking. If I did have to walk it wasn't far.	12/27/2024 7:34 PM
102	Difficult parking from city held events and the paramount.	12/27/2024 7:34 PM
103	Less On-Street Parking since the Downtown was "remodeled"	12/27/2024 7:33 PM
104	No issues	12/27/2024 7:23 PM
105	There was no issue.	12/27/2024 7:21 PM
106	All of the above!	12/27/2024 7:14 PM
107	Never had trouble finding parking before or after the 2hr was implemented.	12/27/2024 7:09 PM
108	Didn't really experience any	12/27/2024 6:59 PM
109	NA	12/27/2024 6:52 PM
110	None	12/27/2024 6:48 PM
111	Did not have a parking challenge whatsoever	12/27/2024 6:38 PM
112	Being hit up for money by hostile vagrants in parking lots	12/27/2024 6:37 PM
113	Nothing, I don't mind parking in a lot and walking.	12/27/2024 6:34 PM
114	No issues finding parking on Main Street or side street. Not an issue	12/27/2024 6:32 PM
115	Did not have a problem	12/27/2024 6:22 PM
116	P	12/27/2024 5:58 PM
117	It never was a issue "Before"	12/27/2024 5:51 PM
118	Occasionally a car would park over the line, blocking two spaces	12/27/2024 5:45 PM

City of Goldsboro Parking Survey

119	Really no problem at all	12/27/2024 5:33 PM
120	Not applicable	12/27/2024 5:29 PM
121	None.	12/27/2024 5:29 PM
122	None	12/27/2024 5:11 PM
123	no problem	12/27/2024 5:11 PM
124	Accessible parking is not only unavailable, but it is impossible. I am very proud to support the businesses of downtown Goldsboro; however the lack of convenient and accessible parking in my opinion is not only important for me the consumer but also for the business.	12/27/2024 5:06 PM
125	Tenant's having multiple cars parked in front of business for several days, Business Owner's Parked in Front of their own Business.	12/27/2024 4:51 PM
126	Finding on or off street parking	12/27/2024 4:51 PM
127	Before was better, now I have to move my car every 2 hours lowering work productivity.	12/27/2024 4:50 PM
128	Did not have a problem with parking	12/27/2024 4:46 PM
129	More parking was available!	12/27/2024 4:46 PM
130	No problem	12/27/2024 4:44 PM
131	None	12/27/2024 4:41 PM
132	Nothing	12/27/2024 4:41 PM
133	Retail customers want to park near their shopping. Residents are looking for long term parking. Quite a dilemma.	12/27/2024 4:35 PM
134	Unable to find available parking within one block of my destination due to the same vehicles being parked on the street for days on end.	12/27/2024 4:35 PM
135	Not applicable	12/27/2024 4:33 PM
136	N/A	12/27/2024 4:31 PM
137	I did not experience any problems	12/27/2024 4:25 PM
138	Goldsboro City building has to much parking for themselves	12/27/2024 4:22 PM
139	I could always find parking. You should have included that in the selection	12/27/2024 4:19 PM
140	I have never had a parking issue since we moved here in 2012	12/27/2024 4:18 PM
141	No issues before the limits were imposed.	12/27/2024 4:17 PM
142	None of the above	12/27/2024 4:13 PM
143	No parking issues	12/27/2024 4:11 PM
144	.	12/27/2024 4:11 PM
145	Never had an issue	12/27/2024 4:09 PM
146	Not really a problem	12/27/2024 4:05 PM
147	Never had a issue at the loft until 2 hour parking came about	12/27/2024 4:04 PM
148	No issue	12/27/2024 4:04 PM
149	None	12/27/2024 4:04 PM
150	I never had a problem finding a park where the salon I frequented	12/27/2024 4:04 PM
151	None	12/27/2024 4:01 PM
152	Vehicles of residents who lived downtown using up all the parking by Waynesborough house. Sometimes in the evening there is just not enough parking.	12/27/2024 3:55 PM
153	NEVER had a problem finding a parking place. Not before or after the managed parking.	12/27/2024 3:54 PM

City of Goldsboro Parking Survey

154	No issues.	12/27/2024 3:48 PM
155	Not a problem	12/27/2024 3:43 PM
156	N/A	12/27/2024 3:38 PM
157	All the above	12/27/2024 3:38 PM
158	Never really experienced an issue with parking. I would support installing metered parking and using that money towards the schools.	12/27/2024 3:38 PM
159	Never had a problem unless there is an event or show at the Paramount	12/27/2024 3:33 PM
160	Nothing	12/27/2024 3:31 PM
161	could not find handicapped parking	12/27/2024 3:28 PM
162	No parking issu	12/27/2024 3:27 PM
163	Usually no trouble	12/27/2024 3:23 PM
164	Not enough parking not because people would park for so long but because ppl park and then go to different stores and shop, the population is growing they parking should reflect that. Not making a 2 hr limit	12/27/2024 3:22 PM
165	I did not experience any parking challenges	12/27/2024 3:22 PM
166	Not enough parking in general. Need more dedicated parking areas.	12/27/2024 3:19 PM
167	N/a	12/27/2024 3:18 PM
168	No parking issues	12/27/2024 3:17 PM
169	Usually no challenges	12/27/2024 3:12 PM

Q10 What safety concerns did you perceive before the implementation of 2-hour managed parking?

Answered: 92 Skipped: 795

#	RESPONSES	DATE
1	The individuals on the streets/sidewalks in the evenings	1/10/2025 12:54 PM
2	General concerns of dark isolated areas on side streets.	1/9/2025 8:05 PM
3	ooooo	1/9/2025 12:55 PM
4	Homeless	1/8/2025 6:44 PM
5	Aggressive panhandling	1/7/2025 3:11 PM
6	Harassment/ aggressive panhandling	1/6/2025 6:24 PM
7	Unsafe feeling regardless of parking after dark. Maybe more police presence?	1/4/2025 8:56 PM
8	Trash around that looked like homeless were in the area.	1/4/2025 6:01 PM
9	This has nothing to do with the parking, but there's an extreme amount of panhandlers downtown always asking for money.	1/3/2025 5:24 PM
10	Panhandling	1/3/2025 9:40 AM
11	Break-in, vandalism	1/3/2025 3:06 AM
12	The same as I do now. To many blind corners to enter alley from city owned parking.	1/2/2025 3:17 PM
13	Too many panhandlers, not enough police presence, too many teenagers and men just wandering and loitering down the side streets when I would have to park there. Didn't feel comfortable if having to park further away like in the Arts Council designated parking lot - not safe especially at night. Not enough cameras.	1/2/2025 2:17 PM
14	Lighting and safety of streets not on the main strip. I do not feel comfortable parking outside of the main strip and on the other roads. I prefer parking in the parking spaces in front of the business or the parking lot directly beside the businesses on the main strip.	1/2/2025 2:06 PM
15	Walking a Long distance after dark.	1/2/2025 11:49 AM
16	None. After I have to park far away from where I want to go	12/31/2024 6:21 AM
17	approached by beggars, people high on drugs, being followed	12/29/2024 11:04 PM
18	The homeless begging my customers	12/29/2024 9:11 PM
19	Certain people walking around	12/29/2024 2:14 PM
20	Homeless,beggars	12/29/2024 11:09 AM
21	its goldsboro	12/28/2024 10:01 PM
22	None	12/28/2024 8:34 PM
23	People around where I am walking	12/28/2024 6:37 PM
24	Protection	12/28/2024 5:36 PM
25	Safety getting to and from my vehicle.	12/28/2024 5:26 PM
26	Sometimes parking in lots away from business I frequent	12/28/2024 5:04 PM
27	None	12/28/2024 3:44 PM
28	Adjacent private, unlit lot	12/28/2024 12:08 PM

City of Goldsboro Parking Survey

29	Street walkers at night	12/28/2024 11:47 AM
30	Walking alone as a woman is terrifying anywhere but especially when there are people just standing around staring.	12/28/2024 9:52 AM
31	The regular 5-10 homeless people who hang around the parking areas. Nothing will change that.	12/28/2024 9:40 AM
32	Downtown area very rundown appearance, vagrants walking and hanging on the sidewalks.	12/28/2024 9:03 AM
33	People watching where we park	12/28/2024 8:48 AM
34	Homeless people begging for money	12/28/2024 7:35 AM
35	N	12/28/2024 7:23 AM
36	The homeless community being aggressive and panhandling at cars, especially at night	12/28/2024 4:21 AM
37	People coming up to your vehicle panhandling and/or asking if they could provide a service, like cleaning your headlights. They would approach your car to the extent where you had no choice but to get in close proximity to them as you exited the vehicle whereby it made it very uncomfortable given they were within arms length as you and your family exited the vehicle	12/28/2024 2:36 AM
38	I don't trust parking in one of the side parking lots. It doesn't feel like it's as visible as parking on the main stretch so I don't feel safe.	12/28/2024 1:36 AM
39	On street parking too narrow. Afraid to hit a parked car or have my door hit when getting out.	12/28/2024 12:56 AM
40	I am disabled I did not feel safe trying to defend myself in off street parking and cannot walk more than a block to area. If not available I just go back home.	12/28/2024 12:20 AM
41	Blag	12/28/2024 12:19 AM
42	Not enough lighting.	12/27/2024 11:56 PM
43	Safety having to park further away from stores	12/27/2024 9:58 PM
44	Break-ins	12/27/2024 9:47 PM
45	Goldsboro is still sketchy at night from time to time.	12/27/2024 9:12 PM
46	Lighting and long walk of distance	12/27/2024 8:17 PM
47	Homeless	12/27/2024 7:59 PM
48	Can never find a parking spot near the business I'm trying to visit	12/27/2024 7:13 PM
49	There needs to be better police patrolling of all areas near apartments on walnut and center street . The 2 hour parking only makes it MORE difficult to park in a "safer" , well lighted space	12/27/2024 7:10 PM
50	Homeless hanging around the parking lots	12/27/2024 7:04 PM
51	Lots of loitering but by people that didn't have a vehicle.	12/27/2024 7:02 PM
52	I don't wanna ever have to park too far away from where I'm going. Especially if I'm alone downtown Goldsboro is way better than used to be, but they're still an element of being close to bad areas.	12/27/2024 6:58 PM
53	It's Goldsboro.	12/27/2024 6:56 PM
54	none	12/27/2024 6:34 PM
55	Not safe. Questionable people walking around.	12/27/2024 6:27 PM
56	People loitering and asking for money. Also some side lots are dark.	12/27/2024 6:22 PM
57	Bold homeless people.	12/27/2024 6:18 PM
58	None	12/27/2024 6:12 PM
59	Walking on the side streets. Vagrants and mentally ill roaming about. Begging or making a scene.	12/27/2024 6:11 PM
60	Not from myself but heard from others	12/27/2024 6:07 PM

City of Goldsboro Parking Survey

61	Homeless people	12/27/2024 6:04 PM
62	I feel that it is unsafe to park on other side streets, and not able to park by the business you are wanting to go into visit. For dance it will be difficult to meet that 2 hour window, for consumers that would like to shop for a longer length of time and eat at a local restaurant I feel it makes businesses harder to meet their needs and wants. It is also hard for beauty or hair salon owners to meet their clients needs within a 2 hour window this is ridiculous.	12/27/2024 6:03 PM
63	Homeless and/or mentally ill individuals approaching my car before I ever got out, or approaching me when getting in or out	12/27/2024 5:53 PM
64	I was frequently approached by individuals asking for money or a ride	12/27/2024 5:53 PM
65	Having to walk from parking blocks away to my destination	12/27/2024 5:49 PM
66	Na	12/27/2024 5:43 PM
67	Need more well lit parking lots	12/27/2024 5:30 PM
68	Unwanted interactions with panhandlers/homeless.	12/27/2024 5:27 PM
69	I didn't have any	12/27/2024 5:15 PM
70	N/A	12/27/2024 5:09 PM
71	The aggressive pan handling and get out of control and there are a couple of people that are very loud and aggressive when you tell them no.	12/27/2024 4:40 PM
72	Strangers approaching	12/27/2024 4:33 PM
73	Occasionally a long walk to vehicle at night	12/27/2024 4:26 PM
74	Same. Homeless man begging, calling us racist (for not giving him money), and following us to our car. Not likely to go back downtown. Also, dog poo on the sidewalks.	12/27/2024 4:26 PM
75	Vagrants	12/27/2024 4:24 PM
76	parking blocks away from destinations	12/27/2024 4:20 PM
77	Homeless people aggressively panhandling.	12/27/2024 4:19 PM
78	Constant harassment	12/27/2024 4:16 PM
79	None	12/27/2024 4:11 PM
80	Before and after, people walk around talking to themselves, yelling etc	12/27/2024 4:10 PM
81	Goldsboro in general is pretty dangerous	12/27/2024 4:08 PM
82	Aggressive panhandling, dark or dimly lighted areas	12/27/2024 4:07 PM
83	Was easier to park. Not enough police presence to get rid of trouble makers.	12/27/2024 3:59 PM
84	Poorly lit parking lots, lack signage	12/27/2024 3:57 PM
85	Depending on where parking was, environment sometimes appeared unsafe.	12/27/2024 3:53 PM
86	People walking around asking for money	12/27/2024 3:51 PM
87	The lot that is between laughing owl and the new church location is not safe. I am new mother under 30 and have been approached 3 times by homeless men asking for money at my car door	12/27/2024 3:47 PM
88	My safety concerns have not changed. The continuous problems that are happening by homeless people in the area drive many customers away. I have been threatened multiple times. It only got worse once 2 hour parking was in place.	12/27/2024 3:43 PM
89	Longer walks to my destination alone at night	12/27/2024 3:33 PM
90	Homeless people harassing myself or clients, no lights being out on the street (other than Christmas time).	12/27/2024 3:30 PM
91	Sketchy people following me or my customers asking for money	12/27/2024 3:24 PM

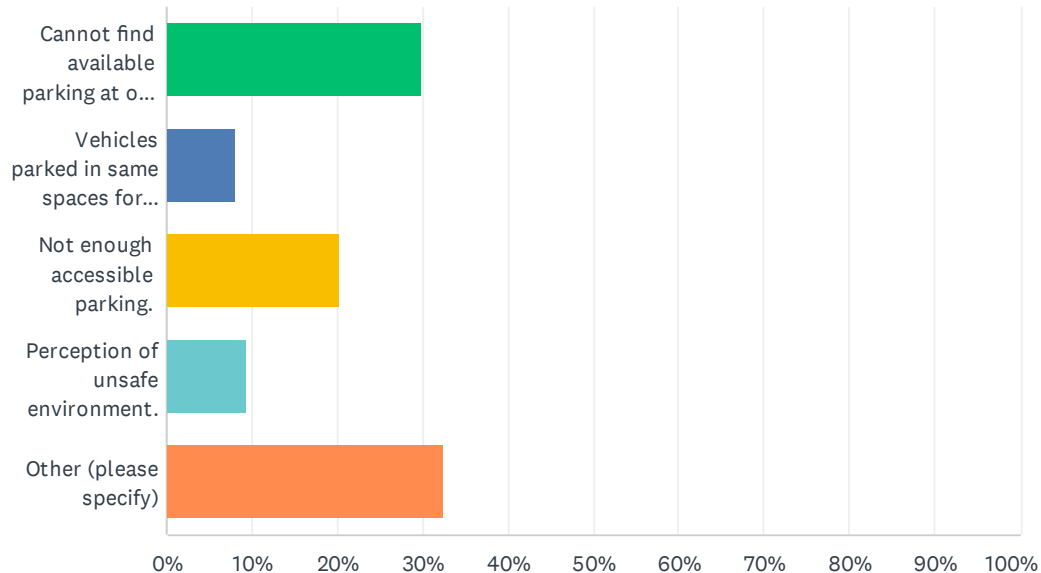
City of Goldsboro Parking Survey

92 The lot by Flying shamrock often had homeless and beggars checking cars to break into, on
street felt much safer

12/27/2024 3:21 PM

Q11 After implementation of 2-hour managed parking, what was the biggest parking challenge you experienced in downtown Goldsboro?

Answered: 732 Skipped: 155



ANSWER CHOICES	RESPONSES	
Cannot find available parking at or near (within a block) my destination.	29.92%	219
Vehicles parked in same spaces for extended periods.	8.06%	59
Not enough accessible parking.	20.22%	148
Perception of unsafe environment.	9.43%	69
Other (please specify)	32.38%	237
TOTAL		732

#	OTHER (PLEASE SPECIFY)	DATE
1	None of above	1/10/2025 4:01 PM
2	Only the John Street parking lot seemed to stay pretty full during peak times	1/10/2025 3:08 PM
3	none	1/10/2025 2:22 PM
4	No problems	1/10/2025 1:48 PM
5	None	1/10/2025 1:04 PM
6	Same as before implementation	1/10/2025 12:54 PM
7	Parking much better with timed parking. All residents and employees were not on street.	1/10/2025 12:51 PM
8	None	1/10/2025 12:42 PM
9	No challenge	1/10/2025 12:28 PM
10	No challenges after implementation	1/10/2025 12:23 PM

City of Goldsboro Parking Survey

11	Getting tickets and not being able to shop eat and work. It directly affected our business and other businesses negatively.	1/8/2025 7:59 PM
12	Customers were concerned about staying in the business too long and getting a ticket.	1/8/2025 6:45 PM
13	Nothing changed except the fact it killed our foot traffic	1/7/2025 3:12 PM
14	Having to stop working to move my car to another park within the 2 hours	1/7/2025 11:06 AM
15	No Challenges	1/6/2025 11:15 AM
16	Off-street parking lot (Center/John Street lot) was and still is an eyesore that seems to get zero maintenance attention from the city. Trash is everywhere. Trash containers are always overflowing. Trees are making the sidewalks un-walkable. Trees haven't been trimmed/pruned in years. Inadequate lighting at nighttime.	1/6/2025 10:07 AM
17	Same as my previous response.	1/5/2025 2:49 PM
18	N/a	1/4/2025 8:57 PM
19	No real problems at all	1/4/2025 6:12 PM
20	Unhoused individuals loitering	1/4/2025 6:03 PM
21	None	1/4/2025 6:02 PM
22	Not enough handy-cap parking.	1/4/2025 5:38 PM
23	TRAFFIC	1/4/2025 2:36 PM
24	.	1/3/2025 4:46 PM
25	No problems	1/3/2025 2:47 PM
26	Panhandling	1/3/2025 9:41 AM
27	various	1/3/2025 3:07 AM
28	I quit going downtown after I got a parking ticket. Completely ridiculous.	1/3/2025 1:00 AM
29	Having to move my car before I am done	1/2/2025 10:13 PM
30	Didn't have a problem parking	1/2/2025 3:25 PM
31	No challenge	1/2/2025 1:38 PM
32	Limited my time	1/2/2025 1:17 PM
33	C.A.V.E. People	1/2/2025 9:21 AM
34	Did not experience challenges	1/2/2025 9:15 AM
35	Never had problems finding parking	1/2/2025 8:50 AM
36	Customers felt like they couldn't shop and eat in 2 hours so they quit coming downtown	1/2/2025 12:25 AM
37	Finding parking was not a challenge after the start of the managed parking.	1/1/2025 11:52 AM
38	Frustrated customers and interruptions in ability to serve customers, furthermore with short parking times people tend to leave businesses before they planned to which significantly lowers the amount of product and service I can give a customer	1/1/2025 10:48 AM
39	Not any challenges.	12/31/2024 1:53 PM
40	No challenges	12/31/2024 12:23 PM
41	Needed more time than permitted	12/31/2024 12:16 PM
42	None	12/31/2024 12:00 PM
43	The same answer to previous question applies here.	12/31/2024 10:25 AM
44	Having to move my car every 2 hours was ridiculous.	12/31/2024 10:24 AM
45	Not huge difference	12/30/2024 8:42 PM

City of Goldsboro Parking Survey

46	Concern of time limit and getting a ticket	12/30/2024 8:24 PM
47	There were no public parking lots near us that we're not obtained by city workers so we had to move our cars every two hours to avoid tickets. It was a huge problem.	12/30/2024 5:25 PM
48	Parallel parking	12/30/2024 3:39 PM
49	None	12/30/2024 3:13 PM
50	No parking challenges with managed parking.	12/30/2024 12:55 PM
51	Worried about being in a spot too long	12/30/2024 12:15 PM
52	Customers complained about not having enough time to shop and eat.	12/30/2024 12:04 PM
53	No issues with 2 hour managed parking	12/30/2024 11:18 AM
54	timed parking improved availability of more spaces more often.	12/30/2024 8:38 AM
55	with timed parking, more available parking was noticed.	12/30/2024 8:33 AM
56	nothing	12/30/2024 8:21 AM
57	Timed parking improved situation on parking	12/30/2024 7:33 AM
58	Timed parking was a better situation	12/30/2024 7:33 AM
59	Available spots seemed to be more plentiful.	12/30/2024 5:37 AM
60	No problems finding park	12/30/2024 2:41 AM
61	The time parking in the day seem to make parking easier, but at night time, some of the restaurants were busy, which made parking a little harder to find.	12/29/2024 9:54 PM
62	The parking situation seemed to improve	12/29/2024 9:48 PM
63	I usually go downtown in the evening for dinner. Sometimes the parking is full everywhere and you just have to ride around and found a spot.	12/29/2024 9:43 PM
64	Parking was better with the time limits. I think less residents and employees were parking on the street.	12/29/2024 9:39 PM
65	With the timed parking, more spaces were available for customers. Before I think the residents and employees were parking on the street all day.	12/29/2024 9:32 PM
66	Parking situation improved.	12/29/2024 9:27 PM
67	Afraid to park anywhere downtown if there for longer they 2 hours for fear of getting ticketed	12/29/2024 8:21 PM
68	No issues!	12/29/2024 7:44 PM
69	Parking much improved with 2 hour limit. Residents were not parked in front of all the businesses.	12/29/2024 7:33 PM
70	To avoid a ticket, dropped off my passenger, parked couple of blocks away to avoid ticket. Walked back to car and went back to Center Street to pick them up - was not an issue, but for elderly and those of poor health could be	12/29/2024 6:09 PM
71	No issues	12/29/2024 4:38 PM
72	Time restrictions	12/29/2024 3:02 PM
73	Quit going downtown as much	12/29/2024 1:31 PM
74	Didn't want to take the risk of parking ticket	12/29/2024 1:26 PM
75	No problems after 2 hr parking	12/29/2024 8:13 AM
76	Same as previous answer. If I'm going downtown during a weekday, I am often visiting many spots, maybe even grabbing lunch. I don't mind walking. Parking has not been a terrible issue for me. It has certainly cause annoyance to keep an eye on the clock and feel rushed back.	12/29/2024 7:16 AM
77	N/A - I haven't returned during day hours since parking restrictions were started. Too difficult	12/29/2024 3:14 AM

City of Goldsboro Parking Survey

78	Hours too short to enjoy visit.	12/28/2024 9:07 PM
79	Idk	12/28/2024 8:55 PM
80	none	12/28/2024 8:30 PM
81	Having to pay for parking	12/28/2024 8:25 PM
82	It's much better without the 2 hr parking	12/28/2024 8:19 PM
83	Nothing	12/28/2024 8:08 PM
84	Constantly having to move my car	12/28/2024 5:59 PM
85	Difficulty with the parking timeframe as eating and shopping takes longer than 2 hours.	12/28/2024 3:53 PM
86	2 hours not enough time, made me hesitant to visit downtown businesses	12/28/2024 3:39 PM
87	It was better. The 100 N. Block wasn't always full.	12/28/2024 2:21 PM
88	Worrying about moving my car cause I stay 3+ hours at a time	12/28/2024 1:34 PM
89	Worried about exceeding 2hr parking.	12/28/2024 12:59 PM
90	None, it was a good compromise	12/28/2024 12:22 PM
91	None	12/28/2024 12:10 PM
92	Parking confusion from clients	12/28/2024 12:10 PM
93	Can't enjoy my experience downtown because I'm afraid my car has been parked too long and I'm going to get a ticket.	12/28/2024 11:48 AM
94	If coming to participate in city business or meetings could possibly be at City Hall or meeting location longer than two hours.	12/28/2024 11:00 AM
95	Hate to have time limits on my downtown visit	12/28/2024 10:48 AM
96	Having to leave meeting/function/appt to move car to avoid ticket	12/28/2024 10:24 AM
97	Didn't come. I shouldn't have to pay to support local shops.	12/28/2024 10:19 AM
98	Having to watch the clock instead of enjoying the shops. It's stressful instead of enjoyable.	12/28/2024 9:40 AM
99	Didn't go downtown	12/28/2024 9:26 AM
100	Nothing	12/28/2024 8:50 AM
101	Normal parking	12/28/2024 8:49 AM
102	N/A	12/28/2024 8:47 AM
103	Stopped going downtown at all due to the implementation.	12/28/2024 8:23 AM
104	Na	12/28/2024 8:08 AM
105	Plenty of parking, sounds like greed	12/28/2024 8:03 AM
106	There was never a parking issue around city hall on center or mulberry	12/28/2024 7:48 AM
107	I couldn't park in the two hour spots because I would be there for longer.	12/28/2024 7:23 AM
108	Nothing	12/28/2024 7:20 AM
109	Parking police	12/28/2024 6:44 AM
110	It made me feel like I had to rush my downtown experience.	12/28/2024 1:37 AM
111	With the time parking implemented, parking was much better	12/28/2024 1:28 AM
112	Traffic congestion and impatient drivers and speeding or stopping to hold the brake while pushing the gas then releasing. Or excessively loud music.	12/28/2024 12:33 AM
113	N/A	12/28/2024 12:23 AM
114	I don't stay long. Not paying to park and shop. 3 hours would be better than 2	12/28/2024 12:22 AM

City of Goldsboro Parking Survey

115	Once again there was no issue to begin with.	12/28/2024 12:07 AM
116	Wanted to stay longer than 2 hours	12/28/2024 12:04 AM
117	No challenges	12/27/2024 11:34 PM
118	Trying to figure out where to park that was not a two hour parking limit spot.	12/27/2024 11:18 PM
119	Not enough handicapped parking	12/27/2024 10:50 PM
120	I had to rush meetings at coffee shops for fear that I or my clients would get a ticket. One meeting ran over by less than 10 minutes and I got a ticket	12/27/2024 10:50 PM
121	Felt like I was rushed	12/27/2024 10:44 PM
122	None	12/27/2024 10:40 PM
123	No issues with parking	12/27/2024 10:34 PM
124	It was much easier to find available parking	12/27/2024 10:34 PM
125	No issues	12/27/2024 10:24 PM
126	No challenges	12/27/2024 10:12 PM
127	Hearing customers complain about having to move their cars if they want to visit another store then grab lunch	12/27/2024 10:12 PM
128	Haven't visited since then	12/27/2024 9:56 PM
129	Avoiding a parking ticket	12/27/2024 9:48 PM
130	Anxious/nervous during shopping/eating worried I'll get a ticket	12/27/2024 9:45 PM
131	Not applicable	12/27/2024 9:40 PM
132	Limited parking for the time period required	12/27/2024 9:31 PM
133	Inconvenience of having to make multiple trips to car to place parking pass, feeling rushed	12/27/2024 9:31 PM
134	Making sure I moved my car within the allotted time	12/27/2024 9:29 PM
135	fear of a ticket	12/27/2024 9:12 PM
136	Parking much better with time limit and enforcement	12/27/2024 9:05 PM
137	Stopped going downtown once enforced parking was started	12/27/2024 9:01 PM
138	After implementation, the parking situation improved!	12/27/2024 8:56 PM
139	I have no issues	12/27/2024 8:48 PM
140	No issues with parking. This is America just let people park for free and for as long as they please	12/27/2024 8:28 PM
141	Not enough time. I have patients at waynesborough	12/27/2024 8:22 PM
142	Have to go out and move vehicle or get a ticket	12/27/2024 8:22 PM
143	Na	12/27/2024 8:21 PM
144	Haven't gone since the two hour parking rule.	12/27/2024 8:21 PM
145	Not enough time for customers to be in business and do their shopping	12/27/2024 8:19 PM
146	Having to go move my car before I was finished and ready to leave.	12/27/2024 8:06 PM
147	worry about time limit	12/27/2024 8:04 PM
148	I didn't stay downtown as long as I wanted.	12/27/2024 8:00 PM
149	Not enough time in one spot if shopping downtown	12/27/2024 7:56 PM
150	Not enough time to be there and have to remember to move my car	12/27/2024 7:44 PM

City of Goldsboro Parking Survey

151	N/A	12/27/2024 7:37 PM
152	Same as before. City events and the paramount can make it difficult.	12/27/2024 7:35 PM
153	Same as "Before" less On-Street Parking since Downtown "remodel"	12/27/2024 7:34 PM
154	No e	12/27/2024 7:14 PM
155	I stopped going downtown	12/27/2024 7:10 PM
156	No parking challenges experienced	12/27/2024 7:10 PM
157	No challenges. Parking was more available	12/27/2024 7:06 PM
158	Not enough time for shopping and going to the spa.	12/27/2024 7:05 PM
159	It seemed the same to me.	12/27/2024 6:59 PM
160	Fear of a ticket during my 2+ hour hair appointments	12/27/2024 6:43 PM
161	.	12/27/2024 6:40 PM
162	Couldn't park due to the threat of a parking ticket. Was always able to find parking on the street but the side lots that were not limited were very hard to find a spot that wasn't blocks away	12/27/2024 6:39 PM
163	Same, being hit up for money	12/27/2024 6:37 PM
164	The cost if I wasn't done with my downtown business.	12/27/2024 6:36 PM
165	Passing up available on street parking in front of my destination because I knew I would be there longer than 2 hrs or if it was raining, I would park in street and leave sooner than I wanted.	12/27/2024 6:35 PM
166	No issue finding parking near areas I'm trying to get to	12/27/2024 6:33 PM
167	Complaints of citizens	12/27/2024 6:32 PM
168	There were no challenges after 2 hour parking was implemented.	12/27/2024 6:25 PM
169	Not enough time for my visits	12/27/2024 6:23 PM
170	Unable to park near my apartment for extended time	12/27/2024 6:12 PM
171	Hassle having to move car to another spot. Or, parking on side streets.	12/27/2024 6:12 PM
172	stopped going downtown	12/27/2024 6:09 PM
173	Nothing!	12/27/2024 6:04 PM
174	Ridiculous	12/27/2024 6:04 PM
175	none.	12/27/2024 6:03 PM
176	Vehicles were parked in spaces that were not designated parking spots and were parked too close to intersections thereby impeded turning traffic	12/27/2024 5:58 PM
177	Not sure	12/27/2024 5:48 PM
178	There was plenty of space, the street was empty, and I'd get a ticket parking in front of my residence.	12/27/2024 5:46 PM
179	Not getting ticketed	12/27/2024 5:44 PM
180	Was easy to park!	12/27/2024 5:34 PM
181	N/A	12/27/2024 5:30 PM
182	No issues	12/27/2024 5:30 PM
183	No issues.	12/27/2024 5:30 PM
184	Need to stay for 3 hrs	12/27/2024 5:27 PM
185	None	12/27/2024 5:25 PM

City of Goldsboro Parking Survey

186	I chose to park in a lot without the 2 hour limit because I'm usually in the space for longer than 2 hours.	12/27/2024 5:22 PM
187	There was none	12/27/2024 5:17 PM
188	No problems!	12/27/2024 5:13 PM
189	did not have a problem at all	12/27/2024 5:11 PM
190	After the 2 hour implementation parking was much better, not sure why anyone would change the policy unless it was for personal preference. The time parking encouraged parting space turn over which allow more shoppers a space to park instead of having employees and residents in the time parking spaces. Only 9 % of the downtown parking was affected with the timed spaces. Residents and employees should not be allowed to park all day in these spaces where businesses are trying to make a living. it is simple common sense.	12/27/2024 5:09 PM
191	There were no issues. It was wonderful to be able to support small businesses without having to walk across the city to find a parking space.	12/27/2024 5:08 PM
192	It was perfect! Customers were able to stop in and shop!!	12/27/2024 5:02 PM
193	Occasionally need longer than 2 hours. Would prefer a 4 hour limit or some way to extend parking when needed, even if it involved a fee.	12/27/2024 4:57 PM
194	Our customer's were able to come in and shop! It was amazing!	12/27/2024 4:52 PM
195	Not able to shop or dine within 2 hour limit	12/27/2024 4:52 PM
196	Parking lots are full, requiring me to move my car every 2 hours on the street.	12/27/2024 4:51 PM
197	Worried about parking time if in a restaurant for long time	12/27/2024 4:45 PM
198	None	12/27/2024 4:41 PM
199	Parking drastically improved. Not sure why employers would want residents and employee to park on street side parking all day.	12/27/2024 4:37 PM
200	This helped tremendously.	12/27/2024 4:36 PM
201	Didn't go downtown as much	12/27/2024 4:34 PM
202	I live in an apartment and when it is limited to 2 hour parking, if I don't work the next day I will have to wake up early to move my car so I don't get a ticket.	12/27/2024 4:33 PM
203	Rushed to get back to my car even though I want to enjoy downtown businesses. I would think business revenue was negatively impacted by this.	12/27/2024 4:30 PM
204	None	12/27/2024 4:20 PM
205	Having to find off-street parking because I'm at the place of business for more than 2 hours at a time.	12/27/2024 4:20 PM
206	My handicapped customers receiving a ticket and not to mention a SIXTY PERCENT drop in revenue	12/27/2024 4:19 PM
207	I still found parking	12/27/2024 4:19 PM
208	Limits on parking time stopped me from shopping downtown. There was not an issue for me until the City created one.	12/27/2024 4:18 PM
209	None of the above	12/27/2024 4:13 PM
210	When I've needed to park, I've always found something easily.	12/27/2024 4:12 PM
211	Afraid of getting a ticket during hair appt	12/27/2024 4:12 PM
212	No parking issues	12/27/2024 4:11 PM
213	Did not visit	12/27/2024 4:09 PM
214	No problem parking after implementation	12/27/2024 4:07 PM
215	The fact when I'm receiving hair salon services that takes 3 to 4 hours and worried about	12/27/2024 4:05 PM

City of Goldsboro Parking Survey

receiving a parking ticket. I refuse to park several blocks away and walking because it is unsafe

216	None	12/27/2024 4:04 PM
217	None	12/27/2024 4:02 PM
218	No difference	12/27/2024 3:57 PM
219	No issues finding parking before or after managed parking. Never had an issue.	12/27/2024 3:55 PM
220	Not being able to park close enough to location I was going, if I thought I may be there a longer period of time.	12/27/2024 3:53 PM
221	N/A	12/27/2024 3:51 PM
222	Not a problem	12/27/2024 3:43 PM
223	Usually found a spot on street and or within a block	12/27/2024 3:42 PM
224	None but would love to see metered parking. I would love the metered parking to be associated with an app to avoid people having to use change.	12/27/2024 3:39 PM
225	No issues	12/27/2024 3:38 PM
226	Try finding a place around court house. It's impossible.	12/27/2024 3:34 PM
227	No different to me	12/27/2024 3:33 PM
228	still not enough handicapped parking	12/27/2024 3:28 PM
229	No parking issues	12/27/2024 3:27 PM
230	Idk	12/27/2024 3:23 PM
231	Concern over not exceeding the two-hour limit	12/27/2024 3:23 PM
232	Still not enough dedicated parking areas.	12/27/2024 3:20 PM
233	N/a	12/27/2024 3:18 PM
234	No parking issues	12/27/2024 3:17 PM
235	Still no challenges	12/27/2024 3:12 PM
236	No challenges, worked well	12/27/2024 3:12 PM
237	No issues for me once regulations were implemented that encourage turnover of parking spots on and around Center St	12/23/2024 9:31 PM

Q12 What safety concerns did you perceive after the implementation of 2-hour managed parking?

Answered: 62 Skipped: 825

#	RESPONSES	DATE
1	Dark and isolated areas parking on side streets	1/9/2025 8:06 PM
2	Harassment/ aggressive panhandling.	1/6/2025 6:25 PM
3	Beggars and mentally ill/erratic people approaching women and women with children and being belligerent about asking for stuff.	1/3/2025 6:29 PM
4	Still nothing to do with parking but so many panhandling.	1/3/2025 5:25 PM
5	The parking lots, specially the one between center and John street, across from Torero's is trashy, not well lit and unsafe pavement for walking since you can barely walk on the sidewalk due to over loaded trash containers or some type of litter, like tvs, wooden frames, etc or low hanging branches from overgrown trees.	1/3/2025 11:19 AM
6	To many blind corners entering alley from city owned parking.	1/2/2025 3:17 PM
7	The same concerns as before. The timing and availability of parking in my opinion doesn't really change with 2-hour managed parking. It just creates more of an inconvenience having to pay for parking. Safety and accessibility is my main concern. I would much prefer a well-lit, easily accessible parking deck. Not having to worry about where to park in an easily accessible, safe space is important to me. Also, as someone with young kids, I think having people circling the main strip constantly looking for parking spots to open up, creates unnecessary hazards for pedestrians and children that can run into the street.	1/2/2025 2:12 PM
8	Walking after dark!	1/2/2025 11:49 AM
9	I had to walk farther to get to my car alone and in the dark.. I often felt unsafe especially the later it got.	12/31/2024 10:10 AM
10	Side parking lots that have little light and access to be seen from the main streets. Also where there are some homeless patrons have stayed.	12/31/2024 7:41 AM
11	Homeless in the area making Downtown unsafe.	12/30/2024 7:50 AM
12	I would not go downtown as not enough time to do what I wanted with 2 hour limit, I walk slow as I am older.	12/29/2024 11:05 PM
13	Homeless	12/29/2024 11:10 AM
14	Honestly people having to move their cars around because their 2 hrs were up which I think is crazy!!!	12/29/2024 1:23 AM
15	its goldsboro	12/28/2024 10:01 PM
16	Always been a safety issue especially at night	12/28/2024 9:04 PM
17	None	12/28/2024 8:34 PM
18	People around where I am parking and walking	12/28/2024 6:38 PM
19	Same as first response	12/28/2024 5:04 PM
20	Far walk to parking lots and no access to the 911 parking area.	12/28/2024 3:56 PM
21	Aggressive homeless people or poor lightning in dark parking lots. Suspicious characters and no police presence	12/28/2024 3:42 PM
22	I'm worried my car being towed but as a women walking alone (or with one friend) long distance.	12/28/2024 1:26 PM

City of Goldsboro Parking Survey

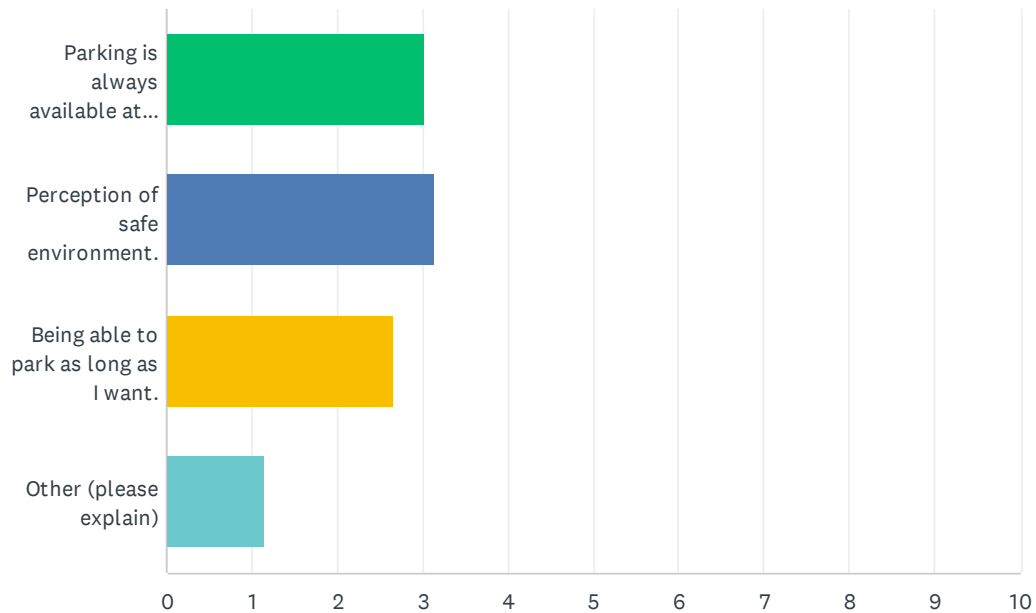
23	Not enough lighting at night.	12/28/2024 10:16 AM
24	The same.	12/28/2024 9:52 AM
25	People watching where we park	12/28/2024 8:49 AM
26	None	12/28/2024 8:44 AM
27	More likely to visit downtown	12/28/2024 7:57 AM
28	None	12/28/2024 5:03 AM
29	People panhandling and approaching vehicles	12/28/2024 2:36 AM
30	Same as before.	12/28/2024 12:56 AM
31	There were always a bunch of males outside certain businesses and watching me and it made me very uncomfortable. Especially if I had my children with me.	12/27/2024 11:27 PM
32	Some parking lots and areas are more prone to panhandling and loitering than others.	12/27/2024 10:37 PM
33	NA	12/27/2024 10:22 PM
34	2 hour parking doesn't necessarily always mean being able to park in safer areas during events going on downtown	12/27/2024 10:00 PM
35	Off street parking areas are dimly lit and no observation of anyone patrolling the area.	12/27/2024 9:29 PM
36	Walking to my car after dark	12/27/2024 7:16 PM
37	Living in the apartments on Walnut Street — the 2 hour parking zones were placed in the safest parking areas. That is terrible. The parking spaces in front of and nearest the apartments should not be 2 hour parking as they should be RESERVED for residents and this can be accomplished with decals for resident.	12/27/2024 7:12 PM
38	Again, it's Goldsboro.	12/27/2024 6:56 PM
39	Since I leave work late it was always dark outside, I felt very unsafe walking to my car that was a pretty far walk from where I work.	12/27/2024 6:37 PM
40	Alleys need to have sufficient lighting to include from behind buildings, the alley and street opening. Off-street parking needs better lighting. A presence of law enforcement if staffing allows.	12/27/2024 6:35 PM
41	none	12/27/2024 6:35 PM
42	Having to park in off street parking and feeling unsafe!	12/27/2024 6:28 PM
43	Not safe feeling.	12/27/2024 6:27 PM
44	Same	12/27/2024 6:22 PM
45	Parking further from my destination	12/27/2024 6:04 PM
46	Parking in a public lot required me and my staff to walk by themselves in the dark to their car far away from the business	12/27/2024 5:54 PM
47	Same as before	12/27/2024 5:53 PM
48	There still remain issues with panhandlers/homeless (especially in evening hours).	12/27/2024 5:27 PM
49	It was just stupid having that rule	12/27/2024 5:16 PM
50	Strangers approaching	12/27/2024 4:33 PM
51	Same as mentioned before.	12/27/2024 4:27 PM
52	Vagrants	12/27/2024 4:24 PM
53	Before and after, people walking around talking to themselves yelling etc	12/27/2024 4:11 PM
54	Same, dangerous environment	12/27/2024 4:08 PM
55	Aggressive panhandling; dimly lighted areas	12/27/2024 4:08 PM

City of Goldsboro Parking Survey

56	Dark places are available to park farther from buisness.	12/27/2024 4:08 PM
57	Due to the 2 hour time limit, instead of parking in a on-street parking spot near my location, I had to park further away and walk a greater distance in unsafe scenarios (alone, at night, approached by homeless individuals). I understand the time limit parking hours ended at 5:30 but if my appointment was at 2 and ran well past that, then I had to park further away.	12/27/2024 4:04 PM
58	Having to park in far away lots and walking by the people who sit and ask for money	12/27/2024 3:48 PM
59	Side parking lots are dark and too many homeless people roaming. I've quit frequenting downtown due to the homeless population and not being able to find out parking spots	12/27/2024 3:23 PM
60	The lot by Flying shamrock often had homeless and beggars checking cars to break into, on street felt much safer but we stay longer than 2 hours so just wouldn't go downtown.	12/27/2024 3:22 PM
61	I would not visit downtown as often for walking around visiting stores without a specific errand or store in mind. Before we'd go and eat, walk around more but without a system to actually pay for our spot for however long we'd maybe be there we didn't trust the system put in place or didn't want to risk parking too far away as we've been approached too many times by homeless	12/27/2024 3:20 PM
62	Aggressive manhandling and shady people walking by.	12/27/2024 3:12 PM

Q13 Of the following, which are the most important parking characteristics to you? (Rank in order of priority)

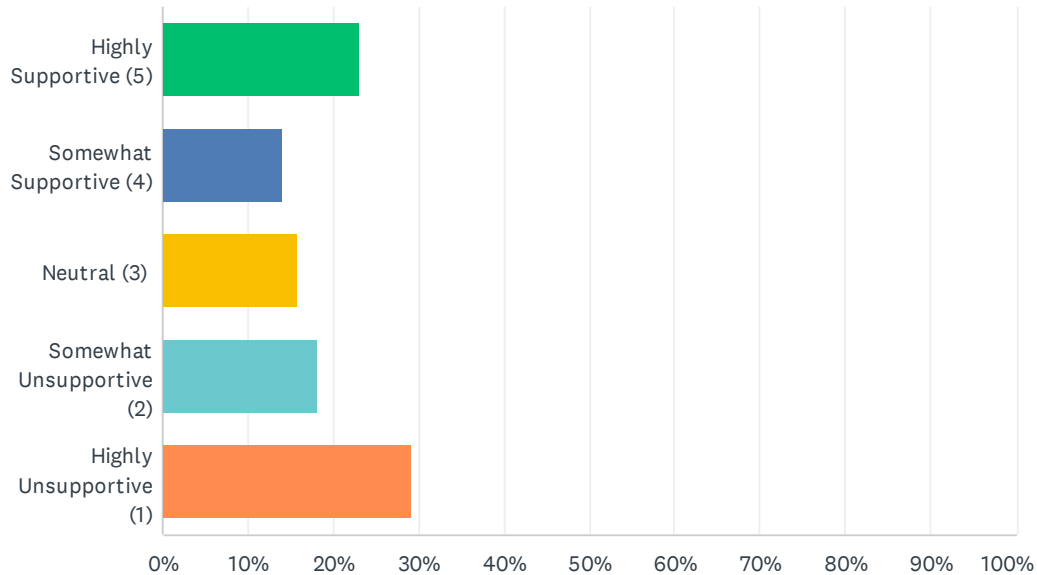
Answered: 707 Skipped: 180



	1	2	3	4	TOTAL	SCORE
Parking is always available at or near (within a block) my destination.	36.78% 260	32.11% 227	28.71% 203	2.40% 17	707	3.03
Perception of safe environment.	37.91% 268	38.61% 273	22.21% 157	1.27% 9	707	3.13
Being able to park as long as I want.	24.05% 170	27.44% 194	40.45% 286	8.06% 57	707	2.67
Other (please explain)	1.27% 9	1.84% 13	8.63% 61	88.26% 624	707	1.16

Q14 Adopting on-street time restrictions to allow high-demand parking spaces to be used by more vehicles.

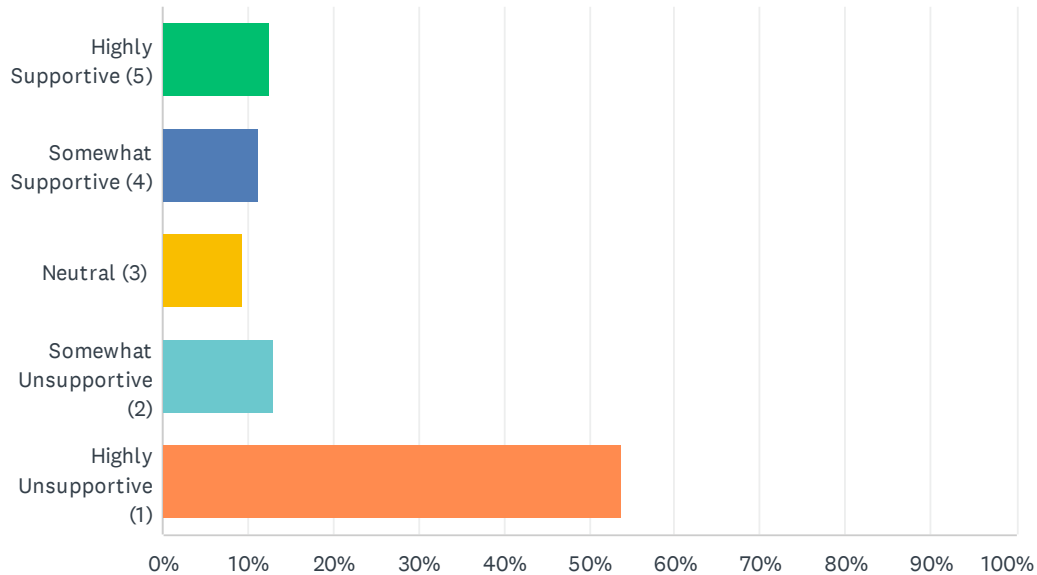
Answered: 687 Skipped: 200



ANSWER CHOICES	RESPONSES	
Highly Supportive (5)	23.00%	158
Somewhat Supportive (4)	14.12%	97
Neutral (3)	15.72%	108
Somewhat Unsupportive (2)	18.05%	124
Highly Unsupportive (1)	29.11%	200
TOTAL		687

Q15 Adopting pay parking in high-demand parking spaces to encourage shorter stays and making spaces available more frequently.

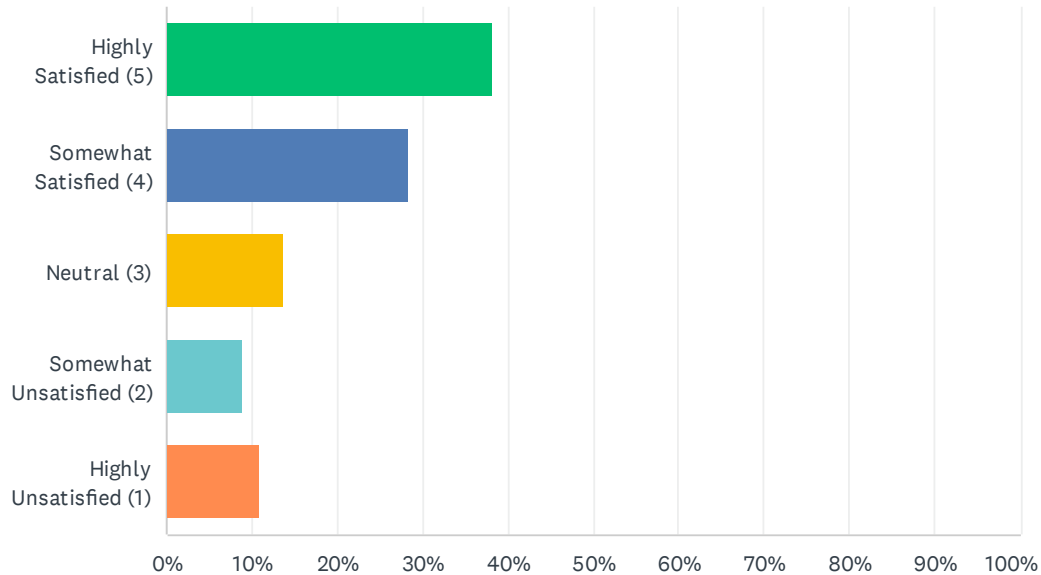
Answered: 687 Skipped: 200



ANSWER CHOICES	RESPONSES	
Highly Supportive (5)	12.66%	87
Somewhat Supportive (4)	11.21%	77
Neutral (3)	9.46%	65
Somewhat Unsupportive (2)	12.95%	89
Highly Unsupportive (1)	53.71%	369
TOTAL		687

Q16 How satisfied are you with current parking availability without any restrictions?

Answered: 685 Skipped: 202



ANSWER CHOICES	RESPONSES	
Highly Satisfied (5)	38.10%	261
Somewhat Satisfied (4)	28.32%	194
Neutral (3)	13.72%	94
Somewhat Unsatisfied (2)	8.91%	61
Highly Unsatisfied (1)	10.95%	75
TOTAL		685

Q17 If you are not satisfied, what suggestions do you have?

Answered: 134 Skipped: 753

#	RESPONSES	DATE
1	Go back to restrictions previously implemented	1/10/2025 4:03 PM
2	Paid or 2-hour parking policies to keep the parking spaces availability rotating more regularly.	1/10/2025 3:11 PM
3	Go back to the parking restrictions, so the parking spots will turn over properly.	1/10/2025 1:32 PM
4	Put timed parking back in place.	1/10/2025 12:51 PM
5	Use the policies, laws and enforcements that have been on the books for many years.	1/10/2025 12:25 PM
6	You never should have made the original changes in parking downtown many years ago. You removed a majority of the parking and it is a pain to try to find a parking space. It is inefficient and you always have to ride around looking for parking spaces. I get trying to beautify the area but you shot yourself in the foot trying to go so. And now that you have made going downtown a pain you want to add paying to park, really? Build something efficient for parking without additional money to park. People can't hardly afford groceries and necessities but you want to add cost to going down town. How about you use our tax dollars for good and not just spending because you can. Be good stewards of Gods money for the people.	1/7/2025 6:59 AM
7	Reimplementing the parking restrictions. I think 2 hour parking is completely acceptable. There are plenty of off street public parking lots to accommodate those who need to park for an extended period of time during the 2hr parking timeframes. It won't hurt you to walk a little further to your destination from a lot. Think about your trips to Wal-Mart, Target, etc. by the time you've completed your shopping and walked back to your car, you've most likely walked further than what it would be for you to walk from a public off-street lot.	1/6/2025 11:19 AM
8	2 hour limit	1/3/2025 2:49 PM
9	2 hour parking 24 hours. Tickets being issued for parking all day. Can't find a parking space around court house.	1/3/2025 12:47 PM
10	I support the parking restrictions on Center, Mulberry and Walnut.	1/2/2025 9:23 AM
11	go back to the old system	1/2/2025 8:35 AM
12	I believe the parking in downtown was fine before anything was changed, it is unrealistic to expect parking directly in front of a business. Much like large box stores you park in a lot and have to walk to the store. If anything was to be implemented in the downtown area I would suggest paid parking with no time limits. If the customer wants to pay to stay the can continue to pay until they are done with their business. Two hour limited parking is very difficult for what many would consider the primary draw to downtown Goldsboro which is Bars, restaurants, and beauty services which have and average service time of 3 hours . The current policy supports the few retail space that exists in the area.	1/1/2025 10:56 AM
13	Add more parking lots, or pay parking g	12/31/2024 5:57 PM
14	Need more parking lots and better signage directing people to parking lots. Better lighting in parking lots.	12/31/2024 2:52 PM
15	1) Have a few more 15 minute parking spaces. 2) Redraw the area where the restrictions apply. For example, if 200 N Center needs longer parking remove that block from the restricted downtown area.	12/31/2024 1:54 PM
16	Removing the bike lanes that no one uses. There used to be a lot more parking before.	12/31/2024 1:11 PM
17	We need 2 hour parking to be enforced. The Waynesborough House residents are the worst offenders for leaving their cars in front of businesses for weeks at the time. Once 2 hour parking began being enforced, many of our residents got their handicapped parking tags. I don't love that but at least leaving a car in handicapped spaces for weeks at the time never moving is better for business owners.	12/31/2024 10:49 AM

City of Goldsboro Parking Survey

18	Creating more parking lots so that you do not have to park on the street - which isn't an issue - but I find there is NEVER available space in the lots to park because of patrons, employees and residents of DTG. On-street parking is usually all that is EVER available and even that is scarce.	12/31/2024 7:40 AM
19	More areas off street that are safe to park	12/30/2024 8:27 PM
20	Parking meters	12/30/2024 7:38 PM
21	Limit parking to 3 hours for on-street parking	12/30/2024 6:49 PM
22	On Friday and Saturday evenings it is very hard to find a parking space downtown and is especially difficult when there is a special event i.e. Light up Downtown	12/30/2024 5:51 PM
23	As a senior citizen, I am very concerned about safety and the distance I need to walk.	12/30/2024 3:41 PM
24	Reinstate timed parking during peak business hours to increase availability of on-street parking more often.	12/30/2024 12:57 PM
25	We need a parking plan. Failure to plan is no plan. I would suggest 3 hour parking Mulberry to the hub. I see no reason to limit the upper part of center street that includes the dance studio and a hair salon.	12/30/2024 11:23 AM
26	put timed parking back in place.	12/30/2024 8:39 AM
27	put timed parking back in place in downtown Goldsboro	12/30/2024 8:34 AM
28	Going back to the 2 hour parking limit on the street to free up spaces for customers.	12/30/2024 7:51 AM
29	Put timed parking back in place.	12/30/2024 7:34 AM
30	Time parking back in place	12/30/2024 7:34 AM
31	Put timed parking back in place.	12/30/2024 5:38 AM
32	Need closer parking to my place of business. Should be allowed to park on street near business for 8 hrs.	12/29/2024 10:36 PM
33	Put the time parking back in place and maybe even consider Saturday too.	12/29/2024 9:55 PM
34	Put the timed parking back in place. It was not perfect, but it was a first step Toward Progress!	12/29/2024 9:50 PM
35	Put the time parking spaces Back in use. This allows more people to come and go downtown, which is good for business.	12/29/2024 9:45 PM
36	People spending money downtown must be a priority. Residence and employees should not park on the street side parking all day long.	12/29/2024 9:40 PM
37	Paying customers need parking to be easy so it will encourage more visits and easier shopping atmosphere .	12/29/2024 9:35 PM
38	Put the 2 hour parking back in place.	12/29/2024 9:28 PM
39	Parking available to the shoppers!	12/29/2024 7:45 PM
40	Put timed parking back in effect to get employees and residents off the street during business open hours.	12/29/2024 7:35 PM
41	Return to the previous parking arrangement which allowed for more people to park near their destinations. We did not have the problems that we are experiencing now.	12/29/2024 7:33 PM
42	what is the purpose of time parking	12/29/2024 3:21 PM
43	Maybe do a pay to park that way people would not stay too long	12/29/2024 12:42 PM
44	Bring back 2 hr parking	12/29/2024 8:15 AM
45	Go back to 2 hour limit so I am more likely to find parking spot	12/28/2024 8:31 PM
46	Going back to the 2 hour restriction or upping it to 3 hours. Residents of the apartments are going to put long standing businesses under and employees/owners of businesses should NOT	12/28/2024 12:27 PM

City of Goldsboro Parking Survey

be using street parking within the social district considering downtown has ample, safe, free lots.

47	Time limits on parking to allow customers more access	12/28/2024 10:37 AM
48	Should have left the parking the way it has always been. There was plenty of parking spaces for the public/customers	12/28/2024 10:24 AM
49	Without restrictions people will stay in spaces for hours and not allow others to utilize them.	12/28/2024 10:18 AM
50	paid metered parking	12/28/2024 9:05 AM
51	go back to time limits, the city hired a police officer to monitor and enforce the prior restrictions. Hopefully he is still employed.	12/28/2024 9:04 AM
52	Same cars parked all day not leaving spaces for shopping	12/28/2024 7:59 AM
53	Keep it the same with no meters. This is a small city where there should not be meters. I go to a salon and have to worry about a meter.	12/28/2024 7:39 AM
54	The biggest issue I see is after the redesign of downtown, it seems that we now have less parking. The goal of revitalizing downtown is a success but to keep that going now the city needs to find more parking. It would be nice if the employees of the local businesses and those that live in apartments would use the parking lots that would free up so many spots along Center St also.	12/28/2024 6:10 AM
55	Go back to the two hour timed parking.	12/28/2024 1:29 AM
56	Increase accessible parking, including spaces that allow for ramps to be used. Additionally, additional accessibility ramps onto the sidewalks are needed.	12/28/2024 12:18 AM
57	Take away hr parking	12/28/2024 12:11 AM
58	Continued growth mandates changes that produces more traffic downtown that can stop shop and eat!	12/27/2024 10:40 PM
59	I think 2 hour parking could be extended to possibly 3 hours, with no parking limits at night and on weekends (or implement pay parking for peak hours). Daytime parking is the worst but the 2 hour limit could deter people from visiting local businesses.	12/27/2024 10:40 PM
60	Most of the problems is near the Art Council and Elite Fashion. If there are no parking restrictions, the residents use that store front area to park. They need to use their designated lot which needs to be upgraded with cameras and lights. The one designated handicap parking spot has been removed.	12/27/2024 10:27 PM
61	Maybe get rid of these abandoned buildings and places and turn them into space that can be used for things we need like..... I don't know..... maybe..... parking. Empty/abandoned places are doing us no favors so let's wash our hands with them. A parking deck would be great someplace in between center street and the courthouse and charge people to park there. When you have events and shut down center street. People still need a place to park. The corner of John and Mulberry where the old mechanic shop is I believe. Good location. John and Spruce, abandoned house. Corner of Ash and John. Center and Pine. So many good places that are just sitting. They are an eyesore to the up and coming downtown aesthetics anyways. Make them useful. Just a suggestion	12/27/2024 10:26 PM
62	The initial design for parking created the lack of "safety" downtown. I never go downtown after dark. And during g the day parking on an off street is not safe either.	12/27/2024 10:15 PM
63	Put the two hour parking back	12/27/2024 10:15 PM
64	Not enough parking spaces period. It's a huge deterrent for me.	12/27/2024 10:11 PM
65	Please investigate those folks that are complaining. Do they really have a reasonable gripe? Do they want to park on the street for themselves? That simply is not good business.	12/27/2024 9:41 PM
66	Go back to timed Parking. It was working fine.	12/27/2024 9:37 PM
67	It was working, why would someone want to change it?	12/27/2024 9:20 PM
68	.	12/27/2024 9:19 PM
69	Grove will require a parking plan. Start simple and increase as needed.	12/27/2024 9:06 PM

City of Goldsboro Parking Survey

70	Go back to the timed two hour parking. It was working!	12/27/2024 8:57 PM
71	People that live in apartments downtown are the biggest burden. They park in front of businesses for multiple days at a time with multiple vehicles. If they could be controlled and ticketed this would solve all the problems.	12/27/2024 8:46 PM
72	Limited parking, Paid parking	12/27/2024 8:38 PM
73	Creation of new parking spaces and/or a small parking garage	12/27/2024 8:36 PM
74	Limited time parking in front of stores (1-2 hr limit) to include apartment renters and store owners	12/27/2024 8:23 PM
75	Parking deck	12/27/2024 8:23 PM
76	Put back parking that was available back in the days	12/27/2024 8:17 PM
77	2 hr. Parking limit	12/27/2024 8:16 PM
78	Get rid of the silly art within the circles and add more parking. Add more parking between Elm Street and the end of the buildings on Center St	12/27/2024 7:59 PM
79	To keep Downtown Goldsboro growing, it needs an enforceable parking plan to keep the employees and residents off the street during business hours. Since only 9% of the parking was timed parking, then 91% was available for residents and employees and customers that needed more than two hours downtown.	12/27/2024 7:57 PM
80	Create more parking lots	12/27/2024 7:46 PM
81	Times parking allows for us all to have an opportunity to park near the business(es) we want to patronize.	12/27/2024 7:16 PM
82	It was fine like it was. Salons keep clients for hours. The paramount rehearsals keep folks for hours. It was fine before you went to charging people. Build a parking garage and charge for it. Sell spaces in it. Leave the streets alone.	12/27/2024 7:16 PM
83	Would love to have VERY well lit parking building or larger parking lots near Center Street shopping (close to Laughing Owl, both Cry Freedom gift shops and Bicycle World.)	12/27/2024 7:16 PM
84	Knock down unused/small use, used, dated buildings to add additional parking OR remodel the central park lot into a parking deck. Either way, remove wasted spaced buildings and build a damn parking deck.	12/27/2024 7:10 PM
85	Paid parking during peak times would be helpful! Even in the big lots. This would deter anyone to stay too long or anyone who has the wrong intentions for being downtown.	12/27/2024 7:05 PM
86	N/A	12/27/2024 7:03 PM
87	1 hour free parking, paid if you plan to stay longer - on street	12/27/2024 6:52 PM
88	Go back to what it was a few weeks ago... stop playing politics. It worked. Also, residents taking up spots is the issue.	12/27/2024 6:34 PM
89	Bring back 2 hour parking like every other similar sized municipality uses to manage their parking. Stop letting one council member who happens to own a business selfishly make decisions based on what is best for her, rather than the 36k other citizens that live here.	12/27/2024 6:30 PM
90	I think between 9-5 you should paid .	12/27/2024 6:29 PM
91	I would love it if we could have a compromise. It would be great to have some 2 hour spots and some unrestricted spots on time, plus more handicap parking spots. I think a mix would work best for the residents of Goldsboro.	12/27/2024 6:26 PM
92	Find a way to get residents to park off the Main Street - perhaps install more handicapped spaces and make people more aware of the big empty lots	12/27/2024 6:16 PM
93	go back to time limited parking during peak business hours	12/27/2024 6:06 PM
94	It appears that with having put the "2 hour parking" on hold that the downtown business employees and the residents of the many apartments downtown are, once again, monopolizing the parking spaces.	12/27/2024 6:05 PM

City of Goldsboro Parking Survey

95	Enforce parking time limits with reasonable fines	12/27/2024 5:54 PM
96	Add a parking lot near the hub	12/27/2024 5:43 PM
97	Apartment residents to park behind their apartment not on the street. Possibly do a three hour limit so people have time for hair appointments and long lunches/shopping. Provide more small parking lots available to the public. Downtown Goldsboro is a beautiful place- together we can find a compromise! Thank you for providing this survey!	12/27/2024 5:40 PM
98	As a patron of the many wonderful businesses within downtown I would recommend that parking limits be reinstated. Without designated parking spaces local businesses are negatively impacted by the many tenants of residential units, other small business owners whom do not have their own parking and those who feel as if they own the street. Sadly we live in a society of convenience which instead of leaving space open for paying customers would much rather block them for themselves. I often wonder why a city that is trying to prosper does not have parking regulation and accessibility. I understand that there are certain predominant business in town which do not have parking accommodations for their owners, however I would hope that the city and businesses would be considerate of accommodations for the Elderly and for those who are protected by the Americans with disabilities act. With revitalization and the development of metropolitan infrastructure often comes growing pains, and it is my hope that it is something which the city of Goldsboro will endure for the sake of its future. Without industry and business coming into town we are unable to survive, let's reinstate parking restrictions so that we can give economic growth a chance in downtown Goldsboro. I hope that you will seriously consider the strains that this lack of accessibility puts on small business.	12/27/2024 5:27 PM
99	Build some parking lots where old run down buildings are	12/27/2024 5:26 PM
100	Put the time parking back in place. It was working great. Timed parking encourages space turn over for more customers. More customers = more opportunity for additional business. Common senses and Basic Business 101.	12/27/2024 5:19 PM
101	Reimplementing the parking restrictions. It was working great!	12/27/2024 5:18 PM
102	Enforced time limits	12/27/2024 5:17 PM
103	2 Hour Parking In Place Business Owners / Employees park in off street parking Tenants park in designated places	12/27/2024 5:16 PM
104	4 hour parking. Have a job directly for parking ticket ran by anyone seeking that role	12/27/2024 5:15 PM
105	2 Hour Parking Business Owners & Employees park in public lots. Tenants need to park in designated parking lot for their use. Not have multiple vehicle parked in front of a business all day!	12/27/2024 5:04 PM
106	Open more spaces up to the public that have empty businesses.	12/27/2024 5:02 PM
107	2 Hour Parking Limit No Business Owner's Parked in Front of own Business Tenant's should park in their designated parking lot.	12/27/2024 4:55 PM
108	Parking regulations, as they were, helped. The issue we have had for so long now is residents that park on the street in retail spaces and will not move for DAYS on end. The parking enforcement helped significantly and I'm at a loss to think that you guys thought it was a good idea to suspend the enforcement during the busiest quarter for retail. We had so many customers complaining of the lack of parking - and I have no doubt people left to shop elsewhere due to parking issues. Please, do better, and consider everyone. It's no surprise that two council members who voted against downtown parking enforcement are a business owner and resident. This is an obvious conflict of interest. They're voting based on their personal wants and needs and not considering the needs of the community as a whole. Two-hour parking works for most, but not all. Why not increase the parking to 3 or 4 hours? This would satisfy the needs of shoppers and business owners alike. The main issue is the residents who park for 8 to 12+ hours or days on end.	12/27/2024 4:44 PM
109	Time limited on parking spots	12/27/2024 4:43 PM
110	The two hour timed parking was working. The folks complaining were employers that want to personally park on street. These employers do not understand that turning the timed spaces will allow them more opportunities to earn more customers.	12/27/2024 4:42 PM
111	A combination of short term parking for retailers near retail establishments and longer term for	12/27/2024 4:39 PM

City of Goldsboro Parking Survey

	residents.	
112	Design a dedicated parking lot for customers where they can walk to the stores at the beginning and end of the shopping area.. put in parking meters to offset cost	12/27/2024 4:37 PM
113	Residents of downtown area and employees of downtown businesses should have mandatory off street parking	12/27/2024 4:37 PM
114	The City does need limited time on parking spaces. Extra time give for businesses that do hair, massages etc....maybe a few more handicap spaces .	12/27/2024 4:33 PM
115	If 2 hours is not long enough for some businesses, then I would be in favor of extended it to 3 or even 4 hours. We have such a problem with residents parking for days in parking spots on Center street and customers have nowhere to park. When the parking time limit was lifted during the Christmas season, almost every customer we had complained about not having somewhere to park. We had an older woman who was unable to walk far have her daughter drop her off and go look for a spot somewhere because the woman was unable to walk as far as her daughter was going to have to park. We need help with this issue as a business owner who feels like this is a losing battle.	12/27/2024 4:29 PM
116	1)Follow the advice we paid for. 2)Stop waffling: Implement and let it cook for a full year. 3)Convince business owners that prime parking is for customers, not employees. 4)Better communicate long term vs. short term: If you're going to eat lunch *and* shop, great!, but get out of the way for the folks just stopping by. (New Bern's signage does a nice job with this.) 5)Call BS on the "unsafe" nonsense for daytime managed parking: We're not still in 1993, and Downtown is the safest part of the city, esp. during the day.	12/27/2024 4:24 PM
117	I prefer paid parking and making sure that people who live downtown are parking in their designated parking areas	12/27/2024 4:19 PM
118	Metered parking welcomed. Pay by app on smartphone or with card or change at meter.	12/27/2024 4:18 PM
119	There is not enough parking downtown, putting time restrictions will not change that. The public is not in favor of the time restrictions, let their voices be heard.	12/27/2024 4:11 PM
120	Business owners take up all the parking near their business	12/27/2024 4:09 PM
121	?	12/27/2024 4:06 PM
122	To have street lighting/security for the non-street parking areas.	12/27/2024 4:06 PM
123	Allow businesses to open their parking lots.	12/27/2024 4:02 PM
124	Even when parking had time limit those that worked downtown was able to park all day and would still make it hard to find parking.	12/27/2024 3:50 PM
125	Do not enforce any time restrictions without have accessible lots near ALL businesses. The area near city hall has NO parking other than the city hall lot (during the enforcement period). Which is full everyday by 8:30 Causing employees to move there cars 5 times a day is unacceptable. Do not put something in place without a plan. Build a lot CLOSE to us. If not, DO NOT HAVE TIMED PARKING. I have been threatened multiple times and if something ever were to happen it will be in the mayors hands for his support of this timed parking.	12/27/2024 3:49 PM
126	Implementing a parking program but not comparing downtown Goldsboro to Raleigh. Smithfield has parking restrictions.	12/27/2024 3:45 PM
127	Owning a business on Center is difficult due to the limited parking. I would suggest a pay parking so that a person who wants to shop then eat can pay for that amount of time. The employees have now taken over the parking AGAIN! As a business owner we are moving away from the center of downtown. We have it for multiple reasons but now we will have our own dedicated parking lot. We will be away from the drugs sales. Our Christmas decor was vandalized, broken and stolen this year. More police presence would certainly help. I did see a reduction of drug sales, being harassed by the homeless while we had an officer walking up and down the streets. We have loved being in Center but there are too many issues and too much drama!	12/27/2024 3:44 PM
128	Remove the 2 hour limit and do not charge to park	12/27/2024 3:30 PM
129	Do away with parking restrictions, they are not needed.	12/27/2024 3:29 PM

City of Goldsboro Parking Survey

130	I think they should stay a paring garage, they population is growing, they should consider making biggger parking	12/27/2024 3:24 PM
131	More dedicated parking areas. There's an entire empty lot at each end of cr ter street. 1 in front of fire dpt and 1 in front if city hall. Make into parking lots or a parking deck. Only support pay to park if you build a parking deck. Then pay to park to pay for it. But only pay to park at the parking deck.	12/27/2024 3:23 PM
132	Pay for parking would be nice. Businesses need the parking and the ones that live there need to have a dedicated parking garage built from the proceeds vs parking where businesses need the parking. Maybe the meter person could assist in managing safety from panhandle too.	12/27/2024 3:14 PM
133	Answer is based upon parking since Dec. 1. Perhaps a more centric time based parking. Center street and adjacent half blocks are 2 hours; all other parking is 4 hours.	12/27/2024 12:31 PM
134	Reinstate regulated 2 hour parking in the area on and around Center St since that encouraged turnover and therefore allowed more people an opportunity to park on-street for quick trips, (less than 2 hours). For longer trips than 2 hour there are plenty of other places off street to park without clogging up the high turnover spots. ADDITIONALLY, it was nice to have the parking enforcement guy walking downtown which added a little level of additional security as well as allowed downtown to have someone working the area to enforce other regulations downtown besides managed parking such as parked cars in no parking zones and ESPECIALLY on the sidewalk along Ash St at B&G Grill. It's always been a danger there for pedestrians using that sidewalk that have to dive out of the way to avoid being struck by folks illegally parking on the sidewalk coming and going from the restaurant. That problem along with several other problems were eliminated by the presence of the "parking guy" who by the way was always in a good mood, smiling and made folks feel a little more secure downtown.	12/23/2024 9:46 PM

Q18 Any comments or suggestions?

Answered: 308 Skipped: 579

#	RESPONSES	DATE
1	There needs to be more resident parking	1/10/2025 3:44 PM
2	This topic requires a ton of thankless hours of evaluation. Thank you for attempting to work on a a very sensitive topic to keep traffic flowing and business thriving in Downtown Goldsboro. What an amazing downtown we have in our city!	1/10/2025 3:12 PM
3	THE CITY NEED TO CONCENTRATE ON THE SHOOTINGS AND THE MURDERS MORE THAN THE PARKING	1/10/2025 2:25 PM
4	A decision needs to be made one way or the other and just stick with the decision. My suggestion would be to go back to the timed parking that was in place since my tax money has been spent on the signs and materials for this project.	1/10/2025 1:33 PM
5	We need business minded people on the city council. If we want growth we need to lean for it.	1/10/2025 12:52 PM
6	Lift the pause & make decisions that will encourage me to support downtown businesses	1/10/2025 12:26 PM
7	Please don't bring back 2 hour parking	1/9/2025 1:51 PM
8	Regulated parking for downtown Goldsboro is a terrible idea and has proven to be detrimental to businesses and consumers.	1/8/2025 8:01 PM
9	We do not need time limits for parking. Since this has been paused it has been easier to park and we havent had to worry about having to move our vehicles if we we parked over 2 hours. We havent had to park farther distances away either	1/7/2025 4:08 PM
10	Something needs to be done about excessive speeding up and down Center Street. Everyone is so focused on the 2 hour parking, and not talking about the fact people are constantly driving at dangerously high rates of speed and through crosswalks. We have very good customers who have disabilities and customers with small children who are struggling to safely cross to go to and from our place of business, because people are FLYING down Center Street and through pedestrian crossings. WHY is this not being talked about? It is a huge issue. Secondly, our sales stats sharply plummeted almost immediately after the 2 hour parking was implemented. It quickly destroyed our thriving business. This trend held strong until it was lifted. We lost so much business and so many customers made it a point to tell us they weren't going to come back. Our sales have shot back up since it was lifted. We have spent the last month finding ourselves working to get everyone to come back. If this gets implemented again, we are considering pulling our investment and business out of downtown Goldsboro. Trying to run a business downtown is hard enough. The DGDC doesn't properly and adequately feature/advertise ALL of its merchants, on social media or on their website. Many of us have to work extremely hard to drive traffic downtown through advertising, because they just don't do much of anything to advertise their merchants. Add a parking restriction on top of that and you end up with decreased business.	1/7/2025 3:46 PM
11	Parking was just fine until Beverly Weeks open her business. She has another agenda, turning her business into a event center. She has too many group gatherings. It is not about coming in to buy items and food.	1/7/2025 11:19 AM
12	the view that I have is to make the space in front of the sheriff office across the street a all city employees including police and maybe lawyers also parking garage about 5 stories high, and that should open up chestnut street up to regular travel, please..	1/7/2025 7:47 AM
13	Think about the people and not your pockets	1/7/2025 7:00 AM
14	Please focus on the safety of the downtown area. Parking restrictions change nothing about the safety of center street until we face the reality of the disorderly conduct happening right outside of city hall.	1/6/2025 6:29 PM
15	Not enough parking in general. Dislike parking and having to worry about moving car when	1/6/2025 12:25 PM

City of Goldsboro Parking Survey

	eating or shopping with family.	
16	Good Luck...	1/6/2025 10:10 AM
17	Like I said in my previous statements, since the improvements made to Downtown Goldsboro, it has attracted a lot more car and foot traffic, so it's very understandable that parking is difficult to achieve. However, if there is to be a time limit put into place, 2 hours is not long enough at all. Especially if you plan on dining downtown. I feel as though there is plenty of parking, whether it is on the street, or further down and on the dirt lots.	1/5/2025 2:52 PM
18	This is Goldsboro. The "downtown" district is not bustling metropolis sized congestion. Metered (paid) parking is just another "tax"/revenue generator. This is a small town. Let the character of small town America remain, with free parking. Downtown is only four blocks long and three blocks wide, hardly a difficult walk for most anyone with rare exception. Don't ruin everything with regulations and restrictions like limited parking durations.	1/4/2025 6:16 PM
19	As in other cities why not explore app controlled parking meters suck as ParkMobile	1/4/2025 6:06 PM
20	Again, please do NOT implement paid parking! It will curtail people visiting. There is an enormous field by Well Travelled Beer with plenty of parking. Make a parking lot there and enjoy the tax revenue created by the businesses attracting more customers and not the greedy revenue stream parking meters will bring. The parking limit enforcement is bad enough, charging for it is absurd.	1/4/2025 5:08 PM
21	Need multi level parking spaces at various locations in downtown.	1/4/2025 3:56 PM
22	I'm sure there's no perfect solution to satisfy everyone, but I believe on-street parking should be available for paying customers of businesses. Arrangements should be made in private lots for residents of apartments . Also, business owners and employees should have access to designated parking that the public can't access. This might take some planning.	1/4/2025 8:09 AM
23	3 hour parking. Enough time for dining and perusing the shops while also preventing long-term space hogs.	1/3/2025 6:33 PM
24	Made up parking issues and a waste of tax payer dollars. DGDC hurts more than helps.	1/3/2025 6:07 PM
25	.	1/3/2025 4:47 PM
26	Give out tickets. No over night parking.	1/3/2025 12:47 PM
27	Some of the biggest issue we have seen for years now are tenants of the Waynesborough house and other residents downtown, parking their cars in street parking for days, weeks, even MONTHS. Also, some city workers, which have a designated parking area, also park in street parking.	1/3/2025 11:40 AM
28	Don't ruin a good thing with the timed parking.	1/3/2025 1:01 AM
29	2 hours is not long enough for shopping, eating, etc	1/2/2025 10:16 PM
30	Yes. The city needs to build a parking lot on Center Street on that empty lot on the same side as the Paramount Theater going towards Elm Street.	1/2/2025 4:01 PM
31	Please take 2 hour parking away. Limited parking makes it harder to find adequate parking during busy times.	1/2/2025 3:46 PM
32	The city of Goldsboro should have designed the parking differently. The new design made less spaces and it didn't make sense but overall parking downtown is not a serious issue. The city has way bigger issues to solve. It's not downtown Raleigh and business owners should know you don't always have parking in front of your business in any downtown.	1/2/2025 3:29 PM
33	Perhaps encourage a private parking garage (McLaurin Parking) for residents to free up street parking?	1/2/2025 3:22 PM
34	Parking near venues like the arts council and Paramount especially at night when events incorporated with safety. Lots of time won't attend as don't feel safe parking at night with little police presence, no cameras or call buttons, too many teenagers and men loitering. Would be more willing to come downtown if felt safer and with free parking. Not interested in paying for parking when I'm already having to pay for events in the first place.	1/2/2025 2:21 PM
35	As someone who lives in Wayne County but works in Raleigh. I believe that a centralized parking deck is the best sustainable solution. Maybe even having a separate badge access lot	1/2/2025 2:16 PM

City of Goldsboro Parking Survey

for business owners and employees would be useful too.

36	Do not like limited parking.	1/2/2025 1:18 PM
37	Really don't visit downtown that much	1/2/2025 12:22 PM
38	Leave the parking restrictions on Center if nothing else.	1/2/2025 9:24 AM
39	When restrictions were in place I decreased my visits to downtown due to restrictions. I like to have lunch, get hair done, and visit downtown shops but will again stop if restrictions are put back in place. For those people who work in downtown, ensure assigned parking or parking lots for them to park and not on street.	1/2/2025 8:57 AM
40	The timed parking killed revenue for downtown businesses.	1/2/2025 12:26 AM
41	I have a hair Salon . A lot of my customers are elderly and can't walk for. They need to park in front of my Salon and sometimes there appointments are 2-2 1/2 hours long.	1/1/2025 4:24 PM
42	The managed parking program that was initiated, has been much ado about nothing, when taking into consideration, all the other more important issues the City needs to, and should be, focused on.	1/1/2025 12:08 PM
43	We do need to find a way to keep the people who live downtown from taking up the parking in front of the shops and staying there day after day.	12/31/2024 1:55 PM
44	Don't allow the people that screwed up the parking to be in charge of fixing the parking	12/31/2024 1:12 PM
45	It seems that parking issues are concentrated in regards to downtown residents and extended parking times. Perhaps apartment owners should be responsible for making resident-only parking spaces available to their renters. Tickets/towing should therefore only need to be enforced after 12 to 24 hours of constant space occupancy.	12/31/2024 10:32 AM
46	Do not have parking restrictions because it negatively affects the businesses.	12/31/2024 10:25 AM
47	Please build a parking deck!	12/31/2024 10:14 AM
48	Need more parking for employees to park on street for the day we work (8hrs.)	12/31/2024 7:43 AM
49	Creating more areas to park in that are reserved / meant to accommodate visitors/patrons. The majority of parking lots are occupied by employees/residents/patrons forcing on-street parking which is scarce.	12/31/2024 7:42 AM
50	It is interesting to see the city trying to make this work. However, it seems like a huge waste of resources from the previous discussions and vote; then, implementation fees. It has been said the shops and a few citizens complained. Did we give this enough time? If the shops complained they were losing business did we ask for sales comparisons over the same time the previous year? Did we consider economic fluctuations as well as any new business that may have opened? It seems way to soon for this. Also, for those who have long appointments, is it fair to consider or compensate? Maybe add more handicap spaces or something similar. We can't grow without change. Again, the efforts put forth before this was implemented seemed comprehensive. Why are we revisiting so soon?	12/30/2024 8:53 PM
51	We need a parking structure to be able to accommodate parking. There are several empty lots in that area to be able to shop.	12/30/2024 6:31 PM
52	Employees from downtown stores should have places to park that aren't the high demand areas.	12/30/2024 6:12 PM
53	Should make a large open parking lot or keep the 2 hour parking restrictions.	12/30/2024 5:52 PM
54	Goldsboro does not need timed parking. It's turning away revenue for a lot of businesses.	12/30/2024 5:26 PM
55	Many people use the lot next to well traveled beer. I don't know that it is an actual parking lot but maybe it should be made into one so that people can park there more.	12/30/2024 3:15 PM
56	I support 2 hr parking and even paid parking it give us a chance to be able ot park closer to the stores we go to as a senior it can be difficult getting around	12/30/2024 1:39 PM
57	Reinstate 2-hour parking during peak business hours, but consider a minimum number of paid spaces in high-demand areas to allow the option of extended parking for those who choose to utilize it.	12/30/2024 1:01 PM

City of Goldsboro Parking Survey

58	Take away the stress of having to time my shopping or eating.	12/30/2024 12:18 PM
59	Let downtown Goldsboro thrive like it has without parking restrictions.	12/30/2024 12:05 PM
60	The downtown council should represent the downtown businesses . I feel no support at the moment. There are local residences who park for months in our prime customer spaces. We receive numerous complaints Without a plan and praises with a plan. Most of our customers are older and need to park near my business. The downtown merchant association has worked for years to implement a plan. I do not feel that the city council should disregard all of the work, surveys, tireless hours without each one talking to each one of the business owners. Employees should never occupy a customer parking space. This is common courtesy. I have worked for major retail stores for over 40 years including second shift. We always parked in a designated area away from customer parking. We called security or used the buddy system. We need respect for our customers and respect for our downtown merchant owners. We will not continue to sustain or grow without a parking plan.	12/30/2024 11:32 AM
61	continued growth will require a parking plan. put timed parking back in place.	12/30/2024 8:40 AM
62	to encourage growth a parking plan is needed.	12/30/2024 8:34 AM
63	I honestly think there are other more high priorities issues affecting our community than downtown parking right now. Please focus on those. I dont believe parking is that much of an issue downtown as of now.	12/30/2024 8:24 AM
64	A parking plan is needed for continued growth.	12/30/2024 7:35 AM
65	Parking plan needs to be in place for growth	12/30/2024 7:35 AM
66	Downtown needs to plan for additional growth. Baby steps will sustain the parking problems.	12/30/2024 5:39 AM
67	Leave the parking alone!	12/29/2024 11:16 PM
68	As a business owner I work late nights and with the restrictions with parking I park around the corner from my business and on the side streets there is not enough lighting and when turning. The corner from walnut to James where I park I do not feel safe coming out of my building. There is no police presence at night and I do not feel safe walking alone and have to call a family member to stay on the phone while I walk to my car. I do respect the parking in front of elite fashions as I realize that this is a senior population that visits this store and I not take parks in front of the store. Businesses need to be able to have parking that is not too far from the business locations for safety reasons. I pay rent for my spaces and there is no assigned parking. I selected this area because I wanted to be downtown. My clients have to rush out of there sessions to avoid getting parking tickets. I do not think that paid parking is the solution as my clients receive mediciaid and can not afford gas so paying to park would decrease them come in to receive the treatment they need to help with there mental health. The apartments needs to have designated areas to park. There are a lot of people and no parking. Maybe a golf cart to take you to your car like at the hospital could help.	12/29/2024 10:29 PM
69	Too much Goldsboro downtown a better resource we have to figure out a way to get more people downtown to spend money. This will require a Managed parking plan.	12/29/2024 9:56 PM
70	Now is the time to plan for the future. Since downtown is the most beautiful area, Goldsboro has to offer, We need to plan to be able to handle more traffic and more business in downtown Goldsboro.	12/29/2024 9:51 PM
71	Downtown Goldsboro is the prettiest area we have in the city. It is worth the resources available to make it the best it can be.	12/29/2024 9:45 PM
72	Growth will come with more traffic downtown. We must make it easy for customers to spend money downtown.	12/29/2024 9:41 PM
73	Plan for continued growth. Paving the way will attract more quality businesses.	12/29/2024 9:35 PM
74	To encourage growth, we need a parking plan. Minimal at first, but growth will encourage more planning. The first steps are the hardest.	12/29/2024 9:29 PM
75	No time restrictions for parking! No paid parking!	12/29/2024 8:24 PM
76	If we get the employees and tenants off the street for our customers shop and spend money to make the business profitable.	12/29/2024 7:46 PM

City of Goldsboro Parking Survey

77	If Downtown Goldsboro wants to continue to grow, we may plan for the future and stop going backwards.	12/29/2024 7:36 PM
78	Get a parking deck built or large parking area. AND SAVE the lot by Well Traveled on Center as it is for festivals - leave it grass.	12/29/2024 6:12 PM
79	Let us park how we need to why limit someone's time. Get where you going in good timing and you won't have an issue	12/29/2024 5:59 PM
80	Police the area more during late hours.	12/29/2024 5:03 PM
81	Trash managed parking. Bad idea! Not needed.	12/29/2024 3:04 PM
82	Although the reno looks fabulous, why would you remove angular parking from one side of the street to provide the bike lane, that's rarely used? Removing precious spaces never made sense	12/29/2024 1:45 PM
83	I think the city vehicles should have a designated parking area south of the hub. There's plenty of space for the city employees to park there and walk to their destination. Towns, cities across the nation have these designated parking areas around the downtown areas so visitors, residents can enjoy the amenities at local businesses.	12/29/2024 1:41 PM
84	I strongly believe downtown Goldsboro is in need of a parking deck. I always hear complaints about cost factor. I remember when there were complaints about cost of our newly designed street scape....yet Goldsboro made it happen.	12/29/2024 11:22 AM
85	Bring back 2 hour parking	12/29/2024 8:15 AM
86	As stated previously, I have not been to downtown since parking changed. It used to be a favorite destination for lunches with friends but that is impossible with time limits so we avoid any restaurants in the downtown area even though some are our favorites.	12/29/2024 3:19 AM
87	Please stop trying to nickel and dime people. Many businesses have lost employees due to your changes of the downtown parking situation. This has resulted in significant loss in revenue that if pushed could go to court for loss of profits!	12/28/2024 11:31 PM
88	Wheelchair accessible parking	12/28/2024 10:04 PM
89	seriously you have so many bigger concerns than parking. Focus on fixing the real issues and dont get distracted by imaginary parking issues	12/28/2024 10:03 PM
90	The biggest problem is people who are parked for days at the time. Get on these apartment owners and leave the citizens who are paying taxes and voting for you alone. Let us park and patronize the businesses downtown without restrictions and focus your efforts on ensuring all new lease agreements for apartments have working for where it is appropriate for these tenants to park (not high traffic areas).	12/28/2024 9:59 PM
91	If there has to be a restriction on on street parking make it 4 hours to give customers time to eat and shop or have An entire salon service without having to go move their vehicle.	12/28/2024 9:50 PM
92	Come up with other options to generate revenue instead of exploiting businesses, employees and customers. Having to pay for parking deters customers from coming and in turn will not generate revenue... the same revenue that generates sales tax.... so it would be a lose lose for the city of Goldsboro. Maybe cut some of the salaries and wasteful positions of the City employees who are as about as useful as a box of rocks.	12/28/2024 8:29 PM
93	2 hour parking is for bigger cities with more people. We should not have to worry about setting alarms or reminders to move our car to different spots when we WORK downtown and stay there ALL day! It's too much stress and money to deal with when we don't get busy until the weekend. I think it's ridiculous to have 2 hour parking, I get the customers but what about the workers??? If we are busy or behind we can't just get up and move our cars.	12/28/2024 8:22 PM
94	Parking limit increased to 4 hours instead of two	12/28/2024 5:49 PM
95	I fi have to oay to park, I will not visit downtown restaurants or businesses.	12/28/2024 5:07 PM
96	The blank lots on both ends of Center Street could be turned into parking lots, or turned into business.	12/28/2024 4:26 PM
97	This is Raleigh!!!!	12/28/2024 3:58 PM

City of Goldsboro Parking Survey

98	Putting a time limit on paying customers and shoppers is negative for the city.	12/28/2024 3:56 PM
99	If there is a parking fine, provide AT LEAST 30 days to pay it. 2 weeks to pay an unexpected fine is unreasonable and disproportionately affects disabled and retired folks who only get paid once a month.	12/28/2024 3:47 PM
100	The 2 hour parking restrictions is unnecessary in Goldsboro.	12/28/2024 3:45 PM
101	Make a decision and stick with it. Only the big mouths that live downtown are being listened to. What will the guy who was giving tickets do now? Should be saving his salary.	12/28/2024 2:22 PM
102	Need a parking deck in downtown area	12/28/2024 1:38 PM
103	The worst thing that could happen is pay to park.. it is a money grab and ridiculous. I'd rather time restricted parking vs pay to park. I	12/28/2024 1:37 PM
104	Abolish overnight street parking 12am-6am.	12/28/2024 1:02 PM
105	There are not accessible ramps on the sidewalks for street parking in some areas of the social district.	12/28/2024 12:29 PM
106	Downtown has two problems: perception of safety based on homeless population and parking confusion. 2hr parking led to the later (the former is a problem beyond the city's control, to some extent). As a relatively new business owner (with precious little extra time beyond my business and my family to pay towards engaging with city governance), the 2 hr parking issue has felt forced and haphazard. At a time when we should be more inviting to motorists beyond the city's immediate environs we implement something that could potentially drive them away and confuse them? I just never understood the need for 2 hr parking based on the reality of business on the ground.	12/28/2024 12:20 PM
107	No	12/28/2024 11:51 AM
108	How about 3 hours instead of 2? 3 hours is shorter than most work shifts, so employees would not park there, but it would allow for a lengthy hair appointment or a leisurely meal and shopping.	12/28/2024 11:30 AM
109	If you want to restrict parking limits then implement pay to park in high demand parking areas. If not requires to pay then no restrictions needed at all.	12/28/2024 11:03 AM
110	Use common sense, people go to downtown to visit, eat at restaurants and or when there are events taking place. No need for parking enforcement, downtown is not a metro area.	12/28/2024 11:02 AM
111	Revamp parking spaces. So much money was spent to beautify downtown but it took away a lot of the parking	12/28/2024 10:25 AM
112	i think they should not have so many parking spaces parallel parking because it takes up to many spaces where you could park	12/28/2024 9:55 AM
113	2 hour parking then slight fee	12/28/2024 9:48 AM
114	We aren't a town that needs parking limits. It was working just fine before. Maybe have the apartments build a parking garage.	12/28/2024 9:42 AM
115	Not in favor of pay to park!	12/28/2024 9:42 AM
116	Tear down some of the unsightly buildings and make parking spaces.	12/28/2024 9:39 AM
117	Do not bring back restricted or paid parking	12/28/2024 9:28 AM
118	Highly encourage to go back to time limits.	12/28/2024 9:04 AM
119	2hr parking is not enough time. I now avoid shopping or eating downtown because I'm worried about running overtime. This policy was not well throughout.	12/28/2024 8:56 AM
120	Trucks unloading to stores on Center St. is BAD	12/28/2024 8:55 AM
121	We created a problem with paid parking. We put the cart before the horse. Parking within a block is and will not be a deal breaker for me if I really want to visit a certain store. Have the owners take some accountability to have there employees to park off street. For those who do not have designated parking make residential parking which is a pay to park program.	12/28/2024 8:54 AM
122	Charge to park - City will make money and others will stay for as long as needed. Have	12/28/2024 8:49 AM

City of Goldsboro Parking Survey

	designated areas for residents and build a parking deck	
123	The City of Goldsboro should focus efforts elsewhere within the city instead of exclusively downtown. Making the city as a whole more accessible to pedestrian traffic, bicycle traffic, and more options for our youth demographic would be a much better use of time than trying to nickle and dime citizens who attempt to utilize downtown.	12/28/2024 8:28 AM
124	Dislike the parallel parking on the sides of Center.	12/28/2024 8:27 AM
125	Sometimes you can't move your car before your time is up. But we shouldn't have to rush what we are trying to do when we are spending money at those businesses. Life is hectic enough without the added stress of our parking spot	12/28/2024 8:11 AM
126	This is ridiculous, how many dilapidated empty storefronts are down there? I don't see the township doing anything about forcing property owners to clean them up. We have mentally ill patients who need specialized care, wandering around with no real assistance. I don't go downtown often, but when I do, I'm going out to eat and visit some shops, how long is that going to take? I DONT KNOW. Stop ignoring the obvious because you don't want deal with it. I have never had a parking problem going downtown. Here it is almost 2025 and I'm waiting for my leaves picked up, after being assured the prior the equipment issues from prior year been addressed. Why not focus on real issues, instead of now trying to shake down the public for money they don't have?	12/28/2024 8:10 AM
127	The city should provide ALL city employees with enough parking around city hall. During the parking ticket enforcement, mulberry was almost completely empty all day and employees were still being fined and those fines have been turned over to a collection agency. Employees should be given tags to hang on their mirror or some other form of ID placed on their vehicle to park on Mulberry or Center. Employees should not have to park off site walk through an alleyway with bums sleeping near the dumpsters just to walk across an EMPTY street to gain access to city hall. I cannot speak for the rest of the downtown area but there has never been an issue with parking on Mulberry or Center St in front of or beside city hall.	12/28/2024 8:02 AM
128	Bring it back	12/28/2024 8:00 AM
129	Make parking lots not only available to city employees. And make parking spots bigger for bigger vehicles like trucks and suvs.	12/28/2024 7:18 AM
130	You should not have to pay or have a time limit to shop in your hometown	12/28/2024 7:02 AM
131	Goldsboro does not need 2hr parking at this time. A few of the same people talk for the majority. This moves hurts barbershops.	12/28/2024 6:46 AM
132	Parking is only an issue for me going to downtown on a weekend night. There's also a lot of cars that look like they haven't moved in months (maybe years) at the back parking lot behind the Tai garden & the Owlamo. Also some people make up their own parking spaces by blocking that alley entrance in said parking lot. Another suggestion is to have STRONG ENFORCEMENT on people parking in the FIRE LANES at stores!	12/28/2024 2:27 AM
133	No	12/28/2024 1:38 AM
134	Have an unbiased opinion of what is best Downtown Goldsboro.	12/28/2024 1:30 AM
135	4hr parking Monday to Thursday maybe. Put in speed bumps to slow traffic (we have lots of crosswalks and to many speeders and the bumps need to be removable for parades) also with center street being virtually a parking lot; 20mph or more is too much as typical parking lots are around 10mph. Too many families and tight areas for any faster speeds. Cop on the street to enforce noise ordinances and speed limits. The whole concept is for a pleasant, safe, no worry or no stress experience for our downtown visitors.	12/28/2024 12:50 AM
136	More parking needed. Parking passes from business with long visiting hours	12/28/2024 12:27 AM
137	We need a ticket officer	12/28/2024 12:25 AM
138	Get rid of the parallel and there will be more room	12/28/2024 12:25 AM
139	There were no issues with street parking or availability as far as I am aware before the restrictions. The 2 hour time limit though has caused unpredictability in parking especially since it is so rarely enforced except seemingly on long time employees and residents of downtown.	12/28/2024 12:11 AM

City of Goldsboro Parking Survey

140	don't do pay parking or limit time it's unnecessary and i believe our time could be spent worrying about other things	12/28/2024 12:06 AM
141	I don't believe the whole issue is how long people park. The issue is lack of parking. Cars are parking in non parking spots, on the curbs, etc. People even drop off others and park next to a car in the road and wait. The drawback from times parking is that it doesn't allow sufficient time for customers to walk, browse stores, and truly enjoy downtown the way it's being designed to. We cannot pour money into an area, but only allow them to stay 2 hours, which is what happens. People don't move their cars and come back to the store. They simply leave. The positive I've seen with times parking is that it deters shop owners from parking where patrons need to park. The solution is more parking in a designated parking lot(s). Is there a piece of land available to do that? Would a small parking deck be an option?	12/27/2024 11:27 PM
142	I think there shouldn't be any fee associated with parking on the street. I would recommend that you install some way for us to be able to pay for an extended period of time if you plan to enforce the 2 hour parking. Example being \$10 to park in the same spot all day long during the business hours.	12/27/2024 11:21 PM
143	I don't see any problem with restrictions, but I don't believe the issues are customers...it's the residents. A more reasonable time limit, 3 or 4 hours would allow for people to have lunch and do a little shopping or get services like a cut and color done. Allow businesses to purchase parking passes they could give to their customers to allow them to park for longer periods of time. Another option would be only putting restrictions on the sidewalk side of the road.	12/27/2024 10:59 PM
144	There are not enough handicap parking spaces downtown. Those who have disabilities find it difficult to get around downtown. Residents who live downtown and business owners should have identifiable tags for designated parking.	12/27/2024 10:55 PM
145	Focus on the real problems in Goldsboro	12/27/2024 10:45 PM
146	The 2 hour parking was perfect as it was.	12/27/2024 10:41 PM
147	Make sure that the council members have a unbiased opinion before they are allowed to vote!	12/27/2024 10:40 PM
148	There is no issues parking downtown so there is no need for any regulation on parking	12/27/2024 10:36 PM
149	Have the people that live in the apartments above the Arts Council park in their designated parking lot with improved lighting and cameras.	12/27/2024 10:28 PM
150	Please read my answer for 15. Lengthy and to start with may seem unhelpful but it gets better	12/27/2024 10:27 PM
151	I always use Town of Boone, NC as my example. I experienced the implementation and it was smooth and simple. Yes businesses complained but they also gained record profits because the store had quicker customer turnover. And when you can pay for as long as you want to park, then people are more likely to stay only as long as they need.	12/27/2024 10:19 PM
152	Redesign parking.	12/27/2024 10:15 PM
153	I feel like police should run this area by bicycle or by foot. If they're watching times on parking meters they can also patrol and be a presence downtown. Too many aggressive panhandlers without them around	12/27/2024 10:03 PM
154	We have enough bills- no paid parking	12/27/2024 10:01 PM
155	Create more parking	12/27/2024 9:53 PM
156	No parking enforcement	12/27/2024 9:50 PM
157	Paying for parking is an abysmal approach to encourage people to come downtown to support businesses, much less encouraging shorter stays. Giving people the agency to park as needed, for whatever their goals are, encourages more people to visit and bring traffic/support to all businesses. There are lots towards the GPDO building that are otherwise abandoned that could possibly be converted into a public parking spot, even if it's far away from the bulk of the businesses.	12/27/2024 9:44 PM
158	Take a successful business Model and follow the traffic patterns to understand what makes it click. Turnover is essential for business growth.	12/27/2024 9:42 PM
159	We never have an issue finding parking downtown when we out to a restaurant or bar.	12/27/2024 9:41 PM
160	Study what makes business successful . Access for businesses must have frequent traffic	12/27/2024 9:38 PM

City of Goldsboro Parking Survey

and growing numbers to grow.

161	Should look at tearing down some of the old, non usable buildings to create more public parking. I feel Time limits on parking are not the answer.	12/27/2024 9:38 PM
162	Residents and businesses need to manage their tenants and employees parking, not punish everyone for it. Im also not going to pay to park on top of going inside and paying for services as well. If time limit enforcement is necessary, it should be more than 2 hours.(Salon services, restaurants, shopping..if someone were to do all 3, 2 hours is not nearly enough)	12/27/2024 9:38 PM
163	Parking deck would be nice.	12/27/2024 9:37 PM
164	I would suggest having city PD having bike patrol most especially in the parking lot areas most especially after dusk.	12/27/2024 9:32 PM
165	To encourage growth, we have to constantly figure out ways to get more people downtown	12/27/2024 9:20 PM
166	Employee parking elsewhere	12/27/2024 9:19 PM
167	.	12/27/2024 9:19 PM
168	Now is the time to plan for future growth. Downtown Goldsboro is the prettiest place goal. Ware has to offer. We must invest our time and effort to make it the best it can be.	12/27/2024 9:06 PM
169	I believe 2 council members have a conflicting personal interest in parking issue. They should not been allowed to vote.	12/27/2024 9:00 PM
170	Make more parking along the airplane on center St and the field across from back police and fire station. And it's not time to charge when you're trying to draw people into this non metropolitan city. You're putting the cart before the horses.	12/27/2024 8:49 PM
171	More accessible parking in safe areas	12/27/2024 8:41 PM
172	City council needs to stick to the original plans recommended be staff and consultants.	12/27/2024 8:39 PM
173	Leave it alone.	12/27/2024 8:37 PM
174	Just let people park for free and for as long as they want. If someone gets there and there's no where to park, they should have got their earlier. This is America, paying for or being restricted by how long you can park somewhere is ridiculous. If someone abandons or leaves their car there for an unnecessary amount of time, write them a ticket. If they're enjoying the town just let them be.	12/27/2024 8:32 PM
175	Parking should be free. Nobody should be made to pay to park their vehicle in a spot that was available.	12/27/2024 8:31 PM
176	I don't like timed parking. The main times that I really have an issue finding parking is during downtown events but it isn't a huge inconvenience, I usually have to park farther away and walk more but that isn't very often	12/27/2024 8:28 PM
177	Remove two hour parking so I can actually go downtown and take the time to enjoy the area and businesses	12/27/2024 8:23 PM
178	1-2 hr. Parking limit on- street parking	12/27/2024 8:23 PM
179	If parking pay or timing is forced then timing needs to be more but no more than 12 hour window. So even 5-10 hour parking on streets because 2 hours is not enough time to do all the things for what downtown is all about.	12/27/2024 8:23 PM
180	I am a hairstylist downtown Goldsboro and 90% of my services are over the two hour parking limit. I have had multiple clients complain for having a parking ticket during services	12/27/2024 8:21 PM
181	Please have limited time parking I order for parking to be readily available for shopping and dining	12/27/2024 8:17 PM
182	Parallel parking on Center Street was a logistical error. More spaces could be offered if we went back to angled parking spaces.	12/27/2024 8:09 PM
183	Having a 2 hour window or threat of fee deters me from wanting to frequent the downtown shops. I all but stopped going downtown.	12/27/2024 8:08 PM
184	If the City of Goldsboro vehicles can stay in spots for extended times, then so should	12/27/2024 8:06 PM

City of Goldsboro Parking Survey

everyone else. If they need to stay for longer than 2 hours, they can park elsewhere.

185	Two hour parking is simply not feasible for customers of the salons, dance studio, coffee shops and restaurants especially for the employees. The employees of the loft hair studio work tirelessly to satisfy their customers and should not have to worry about tickets while they are working. These stylists are busy all day long with little to no breaks. When they occasionally do have breaks , their first thought should no be "I need to check and see if I have a ticket" They should be taking the time to rest, eat or use the restroom as their breaks are often very short.	12/27/2024 8:04 PM
186	I've never had a huge issue with parking downtown. Sometimes it's busier than others. However it's never been a big deal. I'm very much against parking restrictions.	12/27/2024 8:03 PM
187	While I don't visit downtown often, I have never really had any issue finding adequate parking any time I've been there. No matter what is decided, not everyone will be happy. I'm usually not at any one business more than 2 hours anyway so I could always move my car between stops.	12/27/2024 8:01 PM
188	NOW is the time to plan for continued growth. For Downtown Goldsboro to prosper it needs a constant flow of hungry traffic and shopper to spend \$\$\$\$ Downtown Goldsboro.	12/27/2024 8:01 PM
189	I believe if you own or work at a buisness downtown and do not have access to private parking lots then you should not park on Center street. Also the owner of the old hotel should enforce their staff, residents and guests to use the parking lot in the back or East Mulberry St. Most of the parking regular parking issues stem from busy nights at the paramount. Also to note, people need to be okay with walking more than a block. If they were to go to any major downtown area it is guaranteed for them to walk at least a mile. Wayne County is 36% obese. We need to walk. There is plenty of parking in the downtown area to not have to monitor/police it. Lastly, I believe we need to re-stripe all the lines along Center St. they are enormous! Look at the old photos with bigger cars and they were packed in tight! Probably twice as much parking in the same space.	12/27/2024 7:51 PM
190	I do not understand all the pushback against timed parking. Most cities have it.	12/27/2024 7:50 PM
191	I think it is absolutely ridiculous to worry about 2 hour parking. People who work downtown should not have to set timers or remember to move their car. That is just a reach for more money.	12/27/2024 7:46 PM
192	When people walk a bit to reach their destination they often pass stores they wouldn't have gone into if they parked right in front of their destination. Goldsboro was developed as a "walking" city in that the blocks were laid out in a easy rectangular fashion. A little bit of walking is not a deterrent to people who view downtown as a destination. It should be marketed as a destination where attractions and shopping are in close proximity. There is artwork and garden areas to be seen up close when you walk rather than drive. And I am nearly 80 years old. It doesn't bother me to walk a bit downtown.	12/27/2024 7:41 PM
193	The "Two Hour Rule" is ridiculous! Greatly limits time for shopping and dining.	12/27/2024 7:36 PM
194	Only time parking is a problem is when the Paramount has an event. The city should offer parking on the vacant grass on Center Street.	12/27/2024 7:30 PM
195	Leave the 2 hour on street limit in effect. If you remove the limits, employees and owners will park on street instead of in parking lots. They could also add more handicapped parking	12/27/2024 7:25 PM
196	Don't bring 2 hour parking back. There was never a problem to begin with.	12/27/2024 7:24 PM
197	Everyone complain about the 2 hour parking	12/27/2024 7:18 PM
198	No	12/27/2024 7:18 PM
199	Reinstate the 2 hour parking.	12/27/2024 7:16 PM
200	Don't put time limits on parking. It's never gonna be good.	12/27/2024 7:16 PM
201	The street parking on Walnut st near James st should be FREE and time unlimited for residents of The View. Give residents car decals. The area is far too unsafe at night to park far away and have to walk to the entrance of the place we LIVE.	12/27/2024 7:14 PM
202	Put the parking back the way it was. Leave it alone. It worked, wasn't the best but it worked	12/27/2024 7:13 PM

City of Goldsboro Parking Survey

203	Have never had problems finding parking in center street or neighboring streets. If the parking is a such a big problem to folks then an small parking deck should be built.	12/27/2024 7:13 PM
204	See previous suggestion. If you want to be a city, you need to start building a city. Cities are built for people, not cars.	12/27/2024 7:11 PM
205	Build a parking garage on center street.	12/27/2024 6:59 PM
206	I don't know who's stupid idea it was to change the design of the packing spaces. There was more parking spaces before an less businesses. Now there's all these shops which are good but no where to park. You have to drive around several times before you can find a space. The night life is ridiculous because what female feels safe walking to their car!	12/27/2024 6:53 PM
207	I think you need to really listen to the business owners. They are the reason you have a downtown and why it is booming. Without them you don't have anything. I would also look at lots you could use for parking and I would only ticket those that are parked more than 24 hours in the same spot. Also back in the day city employees had to find and lease their own spots for parking so having those spots available to all city employees does cut down on the spaces off street allowed for businesses so you may need to rethink that or find other areas for city workers to park or for the city to lease if you are going to move forward with a timed limit or paid parking.	12/27/2024 6:43 PM
208	City vehicles should not park on-street. I feel that residential parking causes more on-street parking. Business owners and their employees should have designated parking areas that are well lit and accessible to their business and aren't on-street.	12/27/2024 6:43 PM
209	I didn't know we had a parking problem. I never find a spot on Center street so I always park on a side street or in a parking lot and don't mind walking a block or two.	12/27/2024 6:42 PM
210	If you ever plan to grow goldsboro's downtown you must have a plan for parking. Your choices are to build a parking deck or manage existing parking. One generates revenue while one will put you in debt. It may make some people mad but just remember that even if 500 people are vocally against parking restrictions, that leaves over 35k citizens of goldsboro who are either supportive or don't care. The responsible thing to do is manage parking even if it's an unpopular decision. Don't bow to the selfish vocal few.	12/27/2024 6:36 PM
211	Do not implement paid parking	12/27/2024 6:34 PM
212	Residents are taking up spots. What will be done?	12/27/2024 6:34 PM
213	Install meters and charge to park. Yes there is an upfront cost but I may will pay for itself. Then if the ladies want to park to get their hair done, then they can pump the machine full of quarters. If they want to stay longer..... get more quarters. It is completely reasonable to expect to pay to park in public downtown areas.	12/27/2024 6:32 PM
214	Just my previous suggestion of a mix of downtown parking with added handicap parking spots. Thanks for considering the residents of Goldsboro when making your decisions.	12/27/2024 6:28 PM
215	Build a parking deck.	12/27/2024 6:13 PM
216	Time limitations need to be enforced. Tickets need to be given for parking in non-designated spots and loading zones. "Left wheels to curb" (wrong direction) parked vehicles need to be ticketed. Vehicles parked on the sidewalks need to be ticketed. It's common sense. It's on the driver's license tests. People have gotten lazy & complacent because they've gotten away with doing what they want for so long.	12/27/2024 6:13 PM
217	Do not do it	12/27/2024 6:10 PM
218	Stop trying to over think it , parking sn be managed depending on the time day think	12/27/2024 6:08 PM
219	If a time limit is reinstalled, recommend it be for 4 hours to allow people to spend plenty of time downtown. Also recommend residents that live downtown have parking passes that are on their vehicle that indicate where they're allowed to park	12/27/2024 5:56 PM
220	Don't give us a time limit unless you want to cause businesses to start losing customers.	12/27/2024 5:54 PM
221	A parking deck at the end of the currently developed area.	12/27/2024 5:50 PM
222	Thank you for pausing parking restrictions, and reconsidering.	12/27/2024 5:48 PM
223	This is a small community with citizens that doesn't want to cone park and have this guy	12/27/2024 5:48 PM

City of Goldsboro Parking Survey

checking you plate to measure your time, or being scare of getting a ticket after 2 hours, this is not a big city where we have lots of visitor, business here rely in the citizens to come and support but they rather to go Berkley or somewhere else, this has the downtown business sales go down a lot.

224	Would go downtown more often if parking weren't so hard	12/27/2024 5:44 PM
225	Need a cleared parking lot. Business owners and employees need to park off the streets to allow for customers to park.	12/27/2024 5:41 PM
226	-	12/27/2024 5:40 PM
227	People working in downtown were really having an extremely hard time finding parking with restrictions and so were our clients. Instead of them relaxing they were worried about getting a ticket and so were we. I would have to walk a very long ways to get to work with restrictions and my clients had a very hard time finding parking causing everyone to be late. I would highly highly appreciate keeping the no restrictions, I have seen no problems whatsoever without them. Thank you	12/27/2024 5:40 PM
228	There should not be a charge to park. This distracts and does not encourage one to visit downtown. When downtown, you want it to be that of leisure (leisurely shop and browse and eat and visit with others). Charging to park does not make this possible.	12/27/2024 5:35 PM
229	More lighting in lots, patrol of lots for safety, better lighting on side streets	12/27/2024 5:33 PM
230	I moved here in 2022 and never had issues finding parking downtown.. even at my favorite restaurants Jay 108... I rather have limited time parking than to pay for parking... I typically go downtown to drink coffee and go for a walk ... if you make me pay I will rarely go and limit my time downtown	12/27/2024 5:32 PM
231	Many smaller downtowns with way less traffic have parking restrictions. This is not a new idea. And the spaces are all still free, with plenty of non-restricted spaces also available. This should be a no-brainer. More turnover is better for merchants. The council is letting a handful of unhappy merchants steer the ship, while most either appreciate the restrictions or do not notice a difference.	12/27/2024 5:32 PM
232	Allowing businesses to have longer periods (like salons) for customers (hair takes 3+ hrs)	12/27/2024 5:29 PM
233	More parking lots downtown.	12/27/2024 5:29 PM
234	Keep the 2 hour parking limit on Center Street only. The hair Salons should either have dedicated spaces for their customers or have parking passes they could give to their customers who have appointments lasting longer than two hours.	12/27/2024 5:29 PM
235	Please consider something for the good of economic development in downtown, not something which is most convenient for the unwilling.	12/27/2024 5:29 PM
236	Goldsboro should implement paid parking for the street during certain times where people can choose how long they will be there and take the generated revenue to continue to develop downtown Goldsboro or use it to pay the cities debt and help reduce the tax on the citizens of Goldsboro.	12/27/2024 5:28 PM
237	Just wondering where all This originated bc it has been no paid pkg for as long as I can remember. And to what & whom is the advantage? Like is it revenue for COG or another business /customer complaint ? We the ppl need to know if this is to be implemented and enforce, it is our right. Instead of paid parking, the city needs to worry about more handicap accessible parking. I just think about the turnout you guys have for Center Street jam every year think about how that will affect it it will not only affect the jam itself, but the businesses downtown as well because I'm sure that brings in big money. Thanks, Karen Peele	12/27/2024 5:27 PM
238	Growing downtowns need parking plans especially as we have more residential options. Residents need to be encouraged to park in their designated spaces. Without an enforced parking plan you can't make them not park on the street in front of businesses.	12/27/2024 5:23 PM
239	The problem came when the old Wachovia Building was opened for renting apartments. No one complained and we could live with it. Only a few. Things change and they have a right to park. We could park across the street. When apartments were opened up above the old pharmacy we could no longer could do that.	12/27/2024 5:20 PM
240	Hoping for a solution!	12/27/2024 5:16 PM

City of Goldsboro Parking Survey

241	Hope that the 2 hour parking goes back in place! It is very discouraging when your own customers have no where to park when they come to spend \$\$\$\$. If business owners would stop making it about themselves and think about customers spending \$\$\$ and to make their business profitable! I thought this was common sense. When I go by everyday the same business owners that park in front of their business are the same ones that don't agree with 2 hour parking.	12/27/2024 5:08 PM
242	How about taking that big empty space where the Farmers market used to be and paving it. Then have marked parking spaces there. While it's down on the end, it's still close to some things.	12/27/2024 5:01 PM
243	I find that I am usually able to find reasonable parking both before and after the restrictions were in place, but I know that is a different experience for different locations along center street. There are ample lots available if needed so I would support some metered parking along the street with plentiful free parking still available in public lots	12/27/2024 5:01 PM
244	If employees and downtown residents had other parking you would not have any issues. It is the long term parking, 6 or more hours, that is the problem.	12/27/2024 4:59 PM
245	Parking time restrictions make it unlikely that I would dine or shop or seek salon services downtown at all. I'm not willing to move my car after 2 hours just to play musical cars. I spend less time and money downtown if 2 hour time restrictions are in place. I might be in favor of a longer time limit, maybe 8 hours. And exemptions for businesses owners and employees.	12/27/2024 4:58 PM
246	Make a parking lot across from Fire Dept. And have a bus that just runs up and down Center St.	12/27/2024 4:56 PM
247	Build a parking garage in any of the public parking areas if parking is an issue.	12/27/2024 4:52 PM
248	Maybe an employees parking lot for city And city maintenance trucks. Small businesses need availability for customers for the work day.	12/27/2024 4:52 PM
249	If it's not broke, don't try to fix it	12/27/2024 4:51 PM
250	There has been a lot of positive feedback within my business as well as on social media since the parking restrictions were lifted. I do not believe that they are necessary. There are very few stores that are affected by "low parking availability". It was said at your last meeting that parking is most affected during lunch hours and as someone who is downtown everyday that is simply not true. It has also been said that the apartment residents parking on the street are a problem. Now, I believe they should have to park in their designated parking lots however, most of them have handicapped parking access meaning they can park on street parking without consequences therefore timed parking doesn't solve that. My customers have been far more relaxed knowing that they can enjoy their time without worry of getting a ticket. I have also had multiple customers who had stopped shopping downtown, return now that the limit has been lifted. Please consider not reimplementing the parking limits as I believe it hurts downtown businesses. I love operating my business downtown but would consider moving if it is implemented again.	12/27/2024 4:51 PM
251	Refer to my previous comment. Lets make Downtown Goldsboro a great experience for everyone.	12/27/2024 4:45 PM
252	Bring back timed parking. It was working for the betterment of Downtiwn Goldsboro.	12/27/2024 4:44 PM
253	I don't think your questions really touched the problem. People are having. - People usually do shop in businesses or have lunch for one to two hours, but then they move on to other businesses and that question was not addressed. With parking restrictions, they would have to shop or eat and then go move their car to continue to go get coffee or to walk around downtown and that is the problem when you're trying to shop downtown you're going to multiple stores or if you offer a service to people that question was not touched either if you offer a surface to people like hosting events or doing hair or any type of treatments, the two hour does not a lot for time like that . When you have vendors come to your shop to set up and to sell their stuff and then to pack up, it takes more than two hours. You can't unload in front of your store. If you have to unload for people to set up for their events these questions were not addressed.. And these are the main questions for the issues for the parking	12/27/2024 4:42 PM
254	Quite a dilemma you have. Goldsboro may have reached the point of needing to pay for parking in premium parking ares.	12/27/2024 4:40 PM

City of Goldsboro Parking Survey

255	Have times meters and have customers Take a ticket.. Have police patrol And give parking tickets for Over the time limit	12/27/2024 4:38 PM
256	None	12/27/2024 4:37 PM
257	If they are going to implement 2 hour parking on the street of my apartment, we should be given stickers to allow us to park however long we'd like on our street, so we are not punished for living there.	12/27/2024 4:35 PM
258	Goldsboro is not Raleigh or Greenville where a 2-hour parking limit would be necessary. We have regular customers who come and sit for hours at a time to work, socialize, have a low-key place to hangout. Raleigh has it to where you can pay to keep your space if you're there over 2 hours. Or residents/employers get a pass. Goldsboro didn't (to my knowledge) offer anything like that to merchants, residents, or caretakers. I also noticed that citations were handed out inconsistently. We had customers who would not be ticketed for being there for 3+ hours and other downtown employees would be ticketed. 2-hour parking didn't seem like a good strategy from the beginning, and I'm not sure what was trying to be accomplished by implementing this.	12/27/2024 4:34 PM
259	Not that I can list here.	12/27/2024 4:33 PM
260	The parking was not a problem before implementation of the restrictions. The only reason this is being addressed is to be passive aggressive to get back at someone/business owners/residents parking and the mayors father going before council asking for restrictions. The business owners have spoken loud and proud and are against this parking.You can't fix what is not broken	12/27/2024 4:31 PM
261	Get rid of parking restrictions. People can certainly walk a little further, if necessary. Get rid of homeless people (our out of town guests didn't like that). Add more trash receptacles and bags for dogs.	12/27/2024 4:30 PM
262	We need some kind of parking enforcement to help our businesses grow.	12/27/2024 4:30 PM
263	No charge for parking. First come, first serve. Parking monitor/enforcement for those who abuse the parking privileges.	12/27/2024 4:27 PM
264	Stop waffling. Put in the management plan the last Council implemented (which was data driven and based on expert advice and community input) and let it cook for a year. The anti-change whiners will get bored and move on if you ignore them for a little while.	12/27/2024 4:27 PM
265	Buy the grass lot across from city hall from the church and turn it in to a parking lot if developed correctly you should be able to park 125-175 parking spaces in there for the people at the end of ash st to park	12/27/2024 4:27 PM
266	If there has to be some type of pay to park. I suggest just putting up the scan signs and people can pay to park during the week, like Raleigh. It's very affordable for all.	12/27/2024 4:25 PM
267	More handicap parking	12/27/2024 4:24 PM
268	Drop the parking time restrictions. Enforce parking rules, just not time limits.	12/27/2024 4:20 PM
269	None	12/27/2024 4:19 PM
270	If the City doesn't presently have property downtown, they should purchase some and build a parking garage and each level should have as many cameras as can hold. As well as an attendant or security to walk through same to show presence.	12/27/2024 4:18 PM
271	Do not go back to 2 hour or any restrictions. Why not take one of the empty grass lots and turn one of them into a parking lot, if for nothing else downtown employees.	12/27/2024 4:13 PM
272	If you expect people to support businesses down town, there should not be any timed parking with the risk of a ticket. This is absurd and is doing nothing but hurting certain business who never have had issues with parking. There is not a business down town that I would shop 2 hours in. However, the salons and restaurant customers are the ones being penalized as well as the workers.	12/27/2024 4:13 PM
273	No parking restrictions	12/27/2024 4:12 PM
274	Paid and hourly parking will cause more harm for the businesses than good	12/27/2024 4:09 PM
275	Bring back the parking implementation and I will return.	12/27/2024 4:09 PM

City of Goldsboro Parking Survey

276	Larger cities implement parking restrictions. Not everyone likes it, but there are benefits to the regulations and it has potential to generate revenue to maintain the roads.	12/27/2024 4:09 PM
277	Leave it alone. We don't need parking restrictions, especially if it just to pacify a couple of businesses or whatever. MOST don't want time -limited parking	12/27/2024 4:08 PM
278	Downtown Goldsboro is beautiful, and proud to be born and raised in Goldsboro!	12/27/2024 4:07 PM
279	GET RID OF THE 2 HOUR PARKING THIS IS HURTING SMALL BUISNESSES	12/27/2024 4:06 PM
280	In my opinion, timed and/or paid parking is unnecessary in downtown Goldsboro. Thank you for all of your efforts in researching this.	12/27/2024 4:06 PM
281	Build parking lots, not ugly sculptures.	12/27/2024 4:03 PM
282	Thanks for considering our input. This Managed Parking has been a bad idea since day 1. Ticketing customers downtown spending money while looking the other way at elected officials parked in No parking zones. It happened to me & I witnessed the mentioned violation so I hope you'll consider trashing this entire concept until you have a real need for parking management!	12/27/2024 4:03 PM
283	We have plenty of parking spaces in City-owned lots, but they are not marked well, if at all. There should be signs at the lots and also the typical "P" signs on Center/Ash Streets so people know where the lots are located. Those of us who live here know, but out of town visitors or new folks cannot easily see them. Also, some people are deterred from the public lots because they could be privately owned (again, there's no signage). Having better lighting in the lots would help tremendously. I come downtown very often, and the only time I have issues with finding a parking space is during large special events, such as a parade. Otherwise, parking is available if you know where to look.	12/27/2024 4:01 PM
284	City council spending too much of their valuable time on parking	12/27/2024 3:57 PM
285	Do not reimplement 2 hr or paid parking. We are NOT a big city!	12/27/2024 3:53 PM
286	Get rid of the timed parking. Make residents and employees park in designated spots. We also need more accessible spots as we do have a large aging community	12/27/2024 3:52 PM
287	Employees should find parking elsewhere instead of right by their stores. Most other businesses within town makes workers park elsewhere. Maybe start employees parking lot in an empty lot close by.	12/27/2024 3:51 PM
288	Why are there so many private lots of businesses that aren't open evening hours- but unable to park there? One would think downtown businesses would be supportive of each other and allow parking as long as it does not interfere with their business.	12/27/2024 3:49 PM
289	I feel parking restrictions for consumers should be at the top of the list. Where I work, I have to park 1500 steps from the entrance. Shouldn't be a problem for anyone working downtown. Perhaps investigate more handicapped parking. I would like to have access to downtown merchants.	12/27/2024 3:49 PM
290	That the mayor stop showing favoritism to people he knows concerning this agenda. Ridiculous!	12/27/2024 3:49 PM
291	Implement Greenville and Raleigh's paid parking. Using an app, the first 2 hours are free. Nominal hourly rate after that.	12/27/2024 3:46 PM
292	Leave it alone	12/27/2024 3:45 PM
293	I would like to see metered parking, operated by an app. The income generated from the metered parking can be used towards the schools.	12/27/2024 3:42 PM
294	Stop trying to make it hard on individuals. It's hard enough just to afford paying everyday bills and keeping food on our tables. Concentrate on what you can do to bring business back and stop trying to make a dollar. Like I said try parking around the courthouse. You can't because employees there take all space.	12/27/2024 3:42 PM
295	As someone that has a business in Goldsboro, I should NOT have to pay to park. Nor should my clients have to pay to park. They are already paying to get their hair done, they may not come back if they have to pay to park too. I also hate the 2 hour parking limit. I do not have time in my day to move my car every two hours. My clients should not have to move their cars either. There is no close parking options to our salon as the city of Goldsboro employees fill up	12/27/2024 3:41 PM

City of Goldsboro Parking Survey

the only close parking lot. Asking me or my clients to park far away and walk to the salon is putting us in danger. The parking passes were no help as we didn't have enough for all of our employees let alone our clients. The pass also did not provide enough time as some services take 5 hours. Some clients come to get multiple services done. I have been incredibly disappointed with how the parking situation has been handled, and even more so my clients hate it too.

296	NA	12/27/2024 3:32 PM
297	As stated in the survey, more handicapped parking is needed in front of the businesses to decrease distance needed to go in to these businesses	12/27/2024 3:31 PM
298	NA	12/27/2024 3:29 PM
299	Go back to. Free parking it just crazy have to pay to park in downtown Goldsboro	12/27/2024 3:29 PM
300	If I'm going to shop, I don't want to pay for parking. The spaces near front of stores should be for customers and businesses should have a place for employees to park.	12/27/2024 3:26 PM
301	I have no issue with limiting time or paying, just a better system to manage it. I'd prefer pay meters so I can manage my time and pay accordingly and it be fair and have a checks and balance system.	12/27/2024 3:25 PM
302	stop messing with downtown parking and focus the budget and efforts on clearing out dangerous beggars and gang bangers in the area	12/27/2024 3:23 PM
303	More parking areas/lots.	12/27/2024 3:23 PM
304	No overnight parking on the streets.	12/27/2024 3:19 PM
305	Parking garage.	12/27/2024 3:19 PM
306	I think you let a few squeaky wheels change a parking policy that was working. No change comes without griping. But to make changes without allowing your parking plan time to be successful is a waste of money and energy. And what's the alternative? Paid parking? That will be even more unpopular.	12/27/2024 3:16 PM
307	Metered parking with penalties and use proceeds to build parking garage. Force living locations to do parking garages for their residents.	12/27/2024 3:15 PM
308	I've heard a lot of talk about parking on both sides of for and against and it's my opinion the ones against it are just too stubborn to accept change which is necessary in any growing downtown. It's been said by someone I saw talking about data at one of the meetings that only 5% of available parking was being regulated in our downtown before it was paused which means there are plenty of places to park other than actually on Center St if you plan to stay longer than 2 hours. Personally, I think we are fortunate to have such a large amount of parking, (the other 95%), that is exempt from any regulations at all. That is not the case in a lot of downtown's in larger or rapidly growing downtown's that I frequently go to. A lot of them have zero unregulated parking meaning you can't park anywhere without paying unless you own the land you're parking on! One thing I can say for certain as someone who frequents our downtown is that when the 2 hour was put in place I could easily find a space to park in the managed area to be able to run in somewhere when I planned to only be there a short time and as soon as it was paused and the signs taken down within a week there's no places again available in the regulated areas because everyone that was abusing the spaces started right back parking there all day and in some cases all day and all night again so we're right back where we started :/ which proves regulation on the high traffic spots IS necessary and beneficial. And another thing, lastly, in my opinion from observation I would say the folks that are clogging up the high traffic spots on and around Center St during the day are employees of the businesses that fail to realize that them being too lazy to park off street is actually harming business by taking those places away from customers that don't want to park somewhere off street just to go in and out of somewhere within a short amount of time. It's like role reversal. Meaning without regulations the customers must park off street and walk to Center St because the business employees are parking and using the spaces as employee parking. When the regulations were in place then the employees had to park off street and the customers were actually able to use the places. So what it boils down to is who do you want to provide convenient parking to? The customers or the employees??? Because there's only enough spaces on Center Street for one or the other not both in my opinion. I remember when parking was regulated back in the day at either 30 min or an hour when I was a kid and I never recall	12/23/2024 10:27 PM

City of Goldsboro Parking Survey

one single person complaining including my family members. It was just how it was and was what was beneficial and conducive for business because without businesses there wouldn't be a downtown to begin with. Someone is always gonna grumble about something in the era we live in now so we should satisfy the customers not the employees!! And I say that as a downtown property owner!! The employees in my property have always parked off street since they opened and never complained and you know why?? Because they have decency and common sense and just do the right thing without someone forcing them to. They want their customers to have somewhere convenient to park and understand those places along Center St are for the customers not themselves!!! Lastly, the folks living downtown in any City that has regulations understand that during the day those places are for business customers!! We are blessed in our downtown when the regulations were in place that once the work day is over that those places are completely unregulated which allows them to be parked in overnight!! That's not the case in a lot of downtown's that have managed parking. One more thing, when I bought my property downtown I was fully aware I had no expectations of being provided any parking privileges because I only own a building and not a parking lot and I knew that as did everyone else that bought a building without parking area ownership!!! That means anyone owning a building without land for parking has to be happy with whatever options they can find since they don't have their own. So therefore there should be zero expectations of parking privileges and especially any premium parking. If someone who owns a building or business or rents an apartment etc wants special parking privileges then they can buy some land and make their own parking they control. Until then as long as they're using public property there should be no complaining and should be understanding of the fact that during the daytime it's not about them it's about the customers!! Again, if they don't like it then buy your own land. My two cents and should be the same opinion of anyone of reasonable intelligence. Bottom line is you can't tell someone what they can or can't do with something you don't own. They don't like it then as I said, buy your own property and until then stop complaining and being selfish and realize it's about the customers and not the employees and business owners and property owners including myself that doesn't own their own parking. That's all. Thanks for this opportunity to whomever put this out !!!



FY 25/26 Goldsboro Budget Workgroup:

The budget workgroup consists of staff members and three elected officials appointed by the City Council. The workgroup consists of:

Members

City Manager

Assistant City Manager

Assistant to the City Manager

Finance Director and (3 team members)

3 elected City Council representatives:

Mayor Charles Gaylor, Mayor Pro-Tempore Jones, Councilwoman Weeks

Scope and Purpose

To develop the budget in a transparent manner and in collaboration with the city council, the council has appointed from the law and finance committee, a three-member budget workgroup. The workgroup along with administration and finance will be tasked with reviewing operational budget and capital requests.

One of the goals of using a budget workgroup is to provide the city additional time to review, analyze and evaluate city expenditures. The workgroup will be meeting with each city department as part of the overall budget review prior to the document being submitted to the City Council. The purpose of the workgroup is to review operational and capital budget requests and make recommendations to the City Manager who will then provide a draft recommended budget for consideration to the City Council in April.

Role of elected officials

The elected officials play a key role in ensuring that the budget adequately addresses council goals and objectives as identified by priorities set out by the Goldsboro City Council. The budget workgroup will enable city council to better understand the process and more importantly, the needs of city departments in providing various city services.

Elected officials are expected to discuss with their elected peers so that the entire council will be informed throughout the budget development process.

Goals and Objectives

The budget workgroup will bring the city council a budget that has been thoroughly vetted and has the support of a majority of the city council. Ideally, the proposed budget will meet the needs of the citizens, provide equipment and resources to continue to improve the efficiency of city departments and meet the goals and directives set out by the entire city council.

Meetings

Our first meeting will begin in late January or early February to discuss general proposed budget priorities as laid out in the city retreat. We will then meet monthly after budget requests have been submitted starting in mid to late February until May. Most if not all meeting(s) will be held in the City Hall Addition's Large Conference Room. These are business meeting(s) and as such are not public meetings. Attached is the adopted budget calendar.

FY 2025-26 Budget Calendar

<u>Date</u>	<u>Description</u>	<u>Department</u>
July - Sept	CIP planning and development meetings	City Manager (CM) / Departments
Nov	CIP Presentation	CM
Dec	Council approval and adoption of resolution for CIP	CM / Council
Jan	Department Budget Workbooks & Instructions Available	All Departments
Jan 16 & 17	Council Retreat	CM / Council / Depts.
Feb 12 - Mar 7	Discussion of estimated revenues	Finance
Feb 24-28	Budget meetings with Departments/CM/Council Budget Committee	Depts and Council Committee
Apr 7	Submit official FY25-26 Manager's Recommended Budget to City Council	CM / Finance
Apr 7	Publish printed copy of FY25-26 Manager's Recommended Budget for the Budget work session, and publish to website	Finance / IT
Apr 7	Publish advertisement of submitted Manager's Budget and property tax revaluation to include revenue neutral rate	Finance
April 14 - May 1	Council's budget work session meetings	CM / Council / Depts.
May 5	Hold Public Hearing on recommended budget	City Council
June 2	Formally adopt budget ordinance and rate resolution	City Council
July 1	Beginning of Fiscal Year 2025-26	