

**MINUTES**  
**CHATHAM COUNTY BOARD OF COMMISSIONERS**  
**WORK SESSION**  
**NOVEMBER 19, 2012**

---

The Board of Commissioners (“the Board”) of the County of Chatham, North Carolina met in the Agricultural Building Auditorium, 45 South Street, Pittsboro, North Carolina at 2:30 PM on November 19, 2012.

Present: Brian Bock, Chairman; Walter Petty, Vice Chair; Commissioners Mike Cross, Sally Kost and Pamela Stewart

Present: Charlie Horne, County Manager; Jep Rose, County Attorney; Renee Paschal, Assistant County Manager; Vicki McConnell, Finance Officer; and Sandra B. Sublett, Clerk to the Board

*Work Session*

1. **Public Input Session**
2. **Presentation of “proposed” concepts of 911 Artifact Memorial Site:** Presentation of “proposed” design concepts of the 911 Artifact Memorial site by Mr. Ken Redfoot of Corley Redfoot Architects, Inc.
3. **TIP Presentation:** Presentation of the Draft 2014-2020 Transportation Improvement Program by staff from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The purpose of this presentation is to present the improvements recommended by the MPO and receive comments from the county
4. **Chatham Charter Update**
5. **Discussion and vote on Aqua North Carolina’s Purchase request to reserve capacity in the County’s water production facility**
6. **Purchase of Extrication Equipment for Goldston Fire Department:** Vote on a request to reimburse Goldston Fire Department for the purchase of extrication equipment not to exceed \$30,563.00.
7. **STAR Team:** Vote on a request to terminate the special response contract between Chatham County and North Chatham Fire Department dated September 26, 1994
8. **Planning Board Appointment:** Discuss applicants and vote to appoint an at large member to the Planning Board
9. **Closed Session to discuss matters within attorney client privilege**

### **CALL TO ORDER**

The Chairman welcomed those in attendance and called the meeting to order at 2:31 PM.

### **PUBLIC INPUT SESSION**

**Larry Ballas**, 139 Indian Trails, Apex, NC, congratulated the two re-elected Commissioners. He asked that the Board to reconsider or start discussions on “district only” voting. He stated that there has been some talk with regard to adding Commissioners to the Board, but “district only” voting would be independent of that. One of the advantages of “district only” voting would be that a person could not only live in their district but they could be focused more toward those people who are specifically voting for them in areas that are involved importantly in a rapidly growing county. Eastern Chatham County has a lot of interaction with the Town of Cary coming across the County line. He stated that he feels the County should have a person who focuses on that area more than what they have had in the past. With “district only” voting, he believes that Commissioner Kost would have had a better argument to stay on the committee on which she was replaced because she would specifically represent that committee. With Pittsboro growing, the County is involved in determining extraterritorial jurisdictions (ETJ’s) are allowed, how much they will be allowed to go into the city, and one would have to be concerned based on the development in the city of what is going to occur around it. If the County has “district only” voting, the person will not only live in that district but will be intimately involved with the voters in that district to be able to satisfy the needs that are growing around those areas and present them nicely to the rest of the Board.

### **9-11 ARTIFACT MEMORIAL SITE PRESENTATION**

Tom Bender, Chatham County Fire Marshal, explained that architects, Ken Redfoot and Andrew Cruickshank, Corley Redfoot Architects, Inc., met with David Hughes, Public Works Director and Tom Bender, Fire Marshal, and presented proposed concepts of the 9-11 artifact memorial. The proposed location would be to the west side of the new Chatham County Judicial Facility.

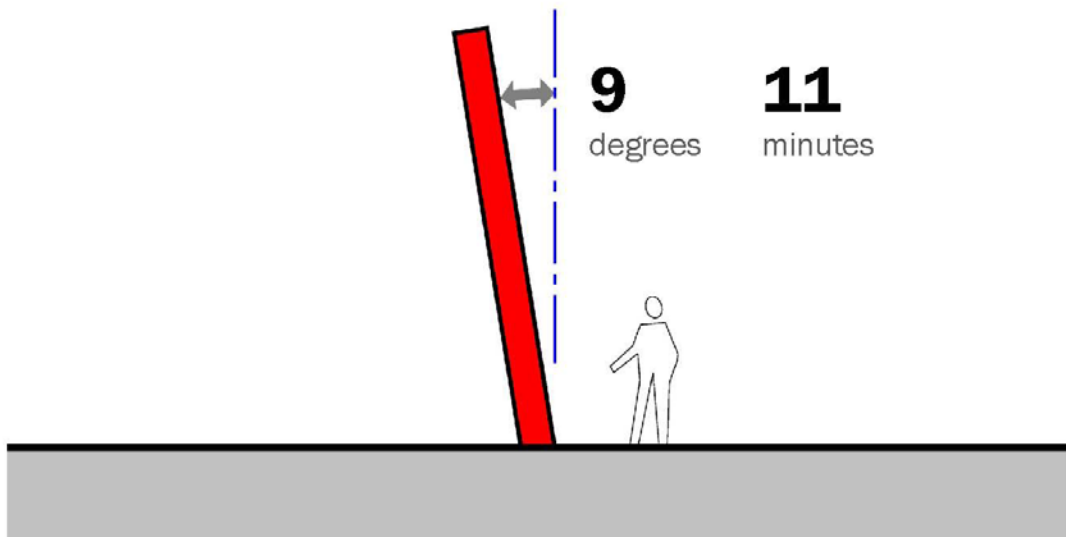
As the memorial will be Chatham County’s permanent remembrance of the tragic September 11, 2001 day, it is of utmost importance that a design is selected that all Chatham County Citizens and visitors will find attractive. Of equal importance, a special site to reflect upon their own personal feelings and to never forget our fellow citizens who gave their lives and the emergency responders that also sacrificed their lives in rendering aid to others.

There will be no government funding; however, the presentation may help the 9-11 Committee in planning future estimates of fund raising requirements and activities.

Ken Redfoot, architect, explained the specifics of the memorial and presented a PowerPoint as follows:

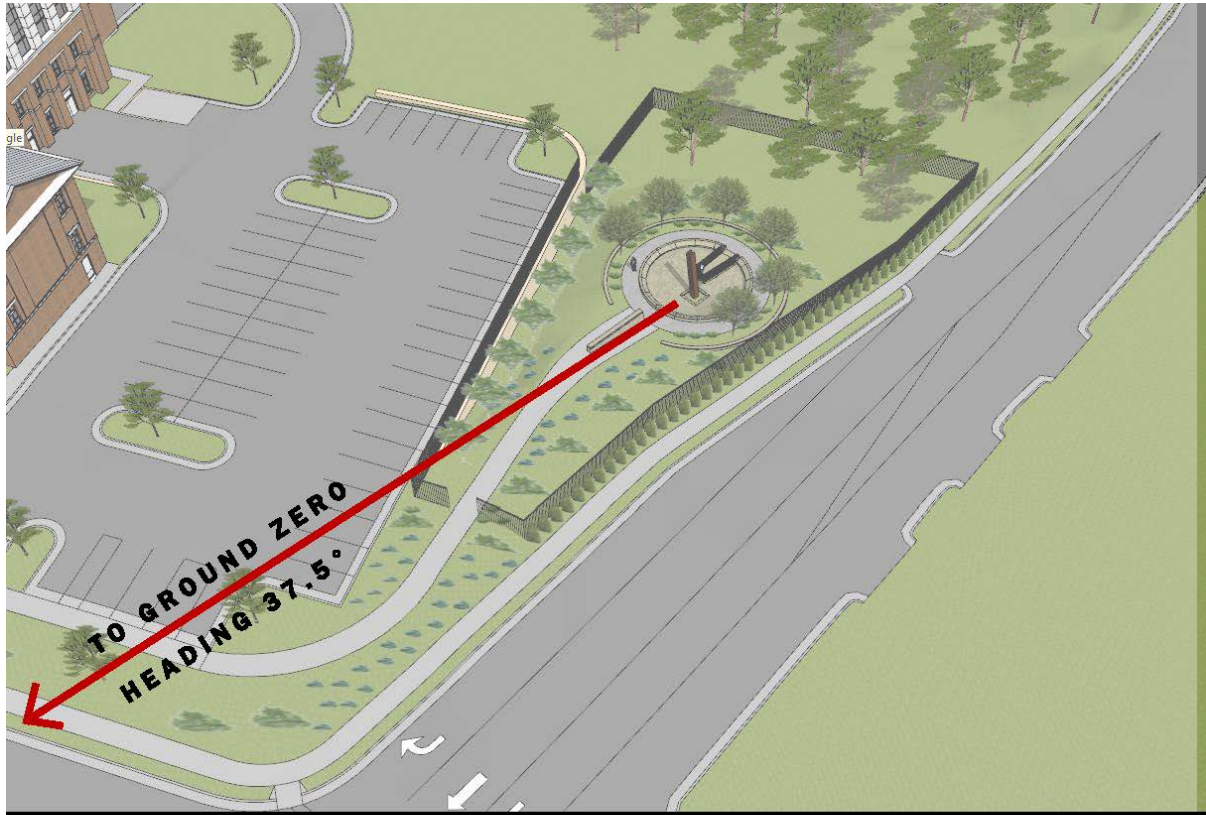


Chatham County 9/11 Memorial



Chatham County 9/11 Memorial





Chatham County 9/11 Memorial



Chatham County 9/11 Memorial



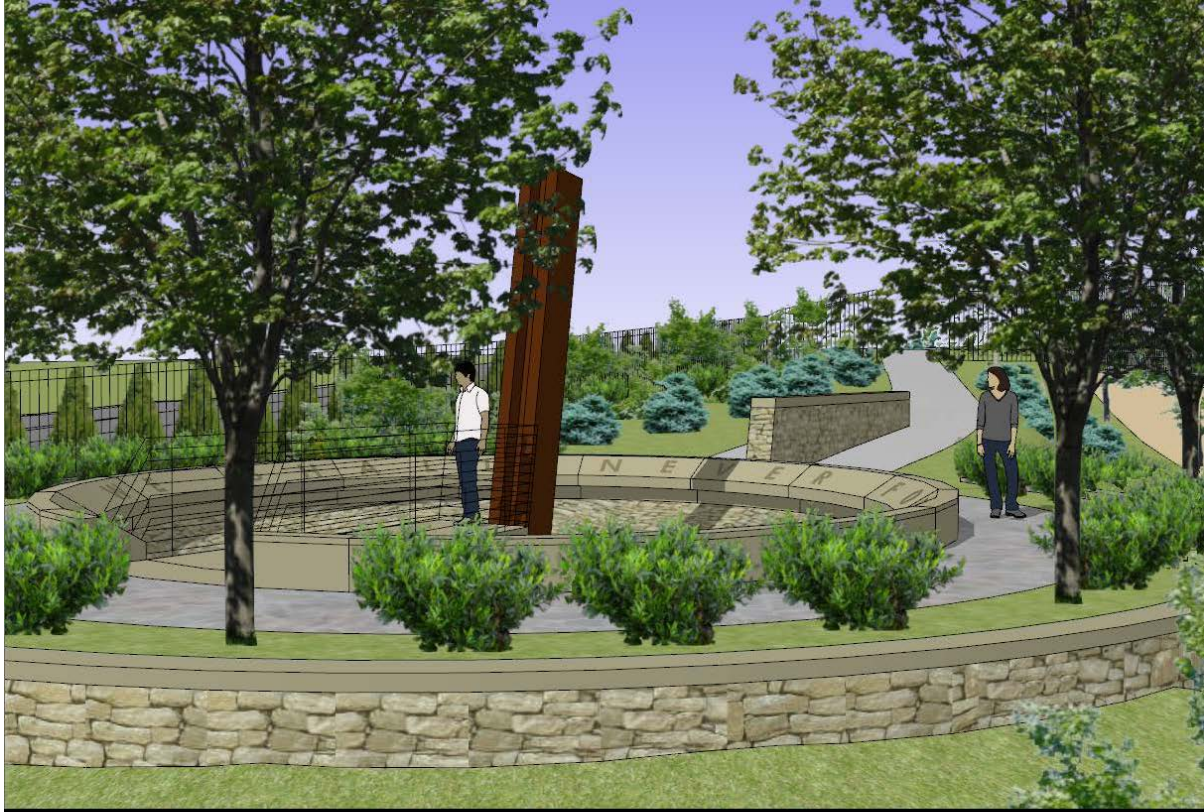


Chatham County 9/11 Memorial



Chatham County 9/11 Memorial





Chatham County 9/11 Memorial



Chatham County 9/11 Memorial



Mr. Redfoot answered questions from the Board.

Commissioner Cross asked if there was any discussing about following the perimeter of the walkway with some seating.

Mr. Redfoot stated that there was a lot of detail left in which seating could be incorporated especially between the walkway and the wall. He stated that there was also a possibility of bringing in placards or plaques to be placed in that zone to relay the history of the event.

Commissioner Cross asked about lighting stating that a memorial such as this should have an all-weather, lighted American Flag above it. He stated it was a great design, but he felt it should have an American Flag with a light on it.

Mr. Redfoot stated it could be incorporated in the plan.

Commissioner Kost asked for an explanation as to how the well area would drain.

Mr. Redfoot stated that there would be drains incorporated in the lower level so that any water that get down in there would be drained in a well-designed fashion. He stated that it was built up to a certain point and there is a lower level to the south end.

Commissioner Petty asked the depth of recessed area and height of wall around perimeter.

Mr. Redfoot stated that the depth of the recessed area was approximately six feet. The wall around the perimeter is approximately sixteen inches high.

Commissioner Kost asked about the estimated cost.

Mr. Redfoot stated that the cost had not been estimated.

Commissioner Cross asked if there was a place for maintenance to get down in there and clean it out.

Mr. Redfoot stated that they would have to go over the edge, but a ladder would not be involved as there is no significant slope.

Commissioner Kost stated that she liked the design. She asked what the next steps stating that there is some concern regarding the location. She stated that the memorial means different things to each of us and some see a conflict of having the memorial placed at the Judicial Center site. She stated that she hoped the Board could have public input in order to understand other people's viewpoints before the Board made a decision to put it at this location.

Commissioner Stewart asked about the specific concerns.

Commissioner Kost stated that she felt those should be brought forth specifically from the people who have made them. Some were from African-Americans who have previously owned the land.

Mr. Bender stated that there was a concern of injury around the outside perimeter. They felt that either posts or clear plates could be installed which would provide a degree of protection; however, they feared someone would put graffiti on it.

Commissioner Stewart stated that they talked about the opportunity early on, from a fund-raising standpoint, that some may like to have benches installed in recognition of someone.

Commissioner Kost asked if the Board would consider holding a public hearing on the concept, location, and design.

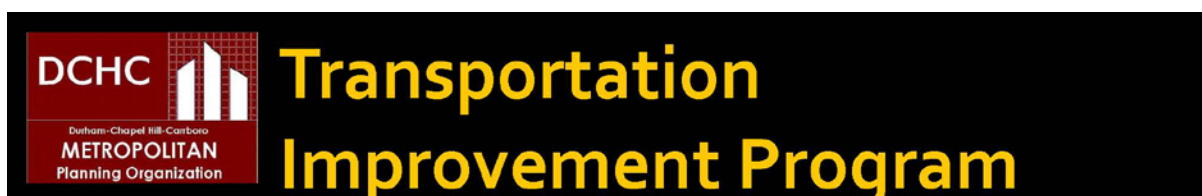
The County Manager stated that he thought the memorial had been designed for the Judicial Center site. Getting a cost estimate would be relative to the location of the memorial artifact. This is the site that the County would presumably donate. The funds would come from a fundraising effort. When the funds are collected, the structure will be built. If this is not the site, everything will be on hold until a site is found.

Commissioner Kost stated that she raised the concern several months ago when she was first contacted regarding this site and asked that this discussion be held. When she saw that the site had been designed without the discussion the site first, she felt it was the “chicken before the egg” scenario.

Chairman Bock asked that a public hearing be scheduled for the December 03, 2012 Board of Commissioners’ meeting. By consensus, the Board agreed.

**TIP PRESENTATION**

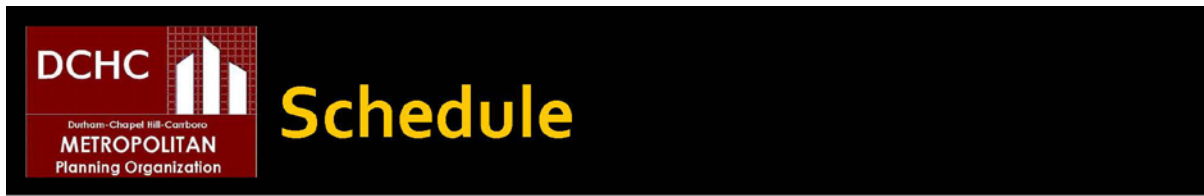
**Ellen Beckmann**, explained the specifics of the Transportation Improvement Program and presented a PowerPoint as follows:



- Document adopted by the MPO and State that shows the planned transportation expenditures for a seven-year time period
- No longer using the term MTIP. The MPO’s document is the TIP. The State’s document is the STIP.
- NCDOT now produces a 10-year work program. The STIP is a subset of years within that document

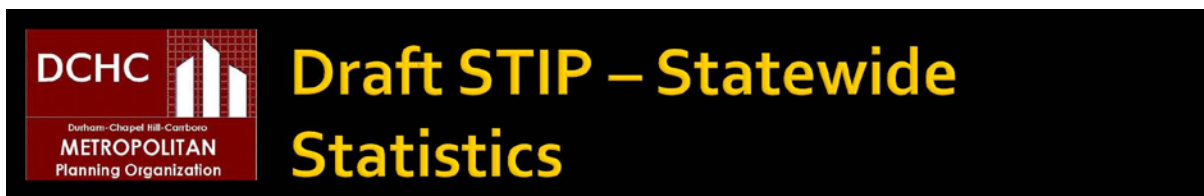
2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
5- year Work Program					Developmental Work Program					
STIP										





- STIP
  - September 2012: State BOT released draft STIP
  - October 2012: State BOT to begin public comment period
  - November 2012 –January 2013: NCDOT has requested priority sessions with MPOs
  - June 2013: State BOT to adopt STIP
- TIP
  - October 10, 2012: TAC releases the draft STIP as the draft TIP for a minimum 21-day public comment period
  - November 14, 2012: TAC holds public hearing
  - December 12, 2012: TAC endorses list of issues to discuss with NCDOT
  - January 2013: Priority sessions with NCDOT
    - TAC members and local staff are welcome to participate
  - June 2013: TAC adopts final TIP

3



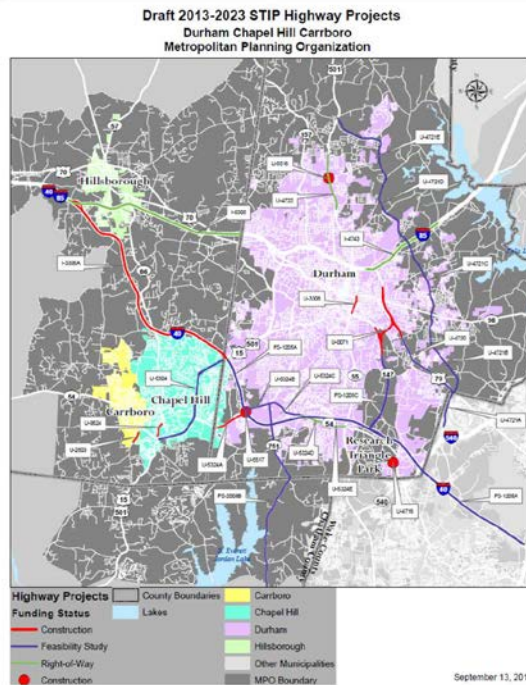
- Statistics for 2018-2022 (the years added to the work plan)
  - No overall shift in funding from highway to non-highway modes
    - 10.4% non-highway; 89.6% highway = identical to “stay the course”
    - Regional and BOT summits recommended a shift to non-highway modes
  - Bicycle and pedestrian mode rose from 0.2% to 0.6%
  - Public transportation mode fell from 7.3% to 4.4%
  - Highway-Mobility fell from 47.8% to 39.1%
  - Highway-Health rose from 40.4% to 48.8%
    - Most additional funding for Statewide tier pavement resurfacing
    - 0.4% for Regional and Subregional tier modernization (includes non-capacity improvements and on-road bicycle projects >\$1 Million)

4

**DCHC** Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

# DCHC MPO Highway

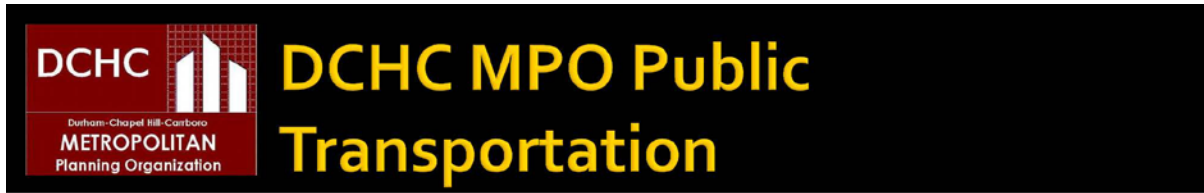
- **Funded for Construction**
  - Smith Level Road
  - S. Columbia Street
  - US 501-Infinity-Latta Intersection
  - NC 54-Farrington-I-40 slip ramp
  - Hopson Road-NCRR track realignment
  - Alston Avenue
  - EEC
  - I-40 widening in Orange County
  - NC 54 widening (Barbee Chapel to I-40)
- **Funded for Right-of-Way**
  - I-85 widening in Orange County
  - NC 54 widening (Fayetteville to NC 55)
  - US 501 widening
  - I-85 widening in Durham County
- **Many Feasibility Studies**



**DCHC** Durham-Chapel Hill-Carrboro METROPOLITAN Planning Organization

# DCHC MPO Bicycle and Pedestrian

- No Highway Modernization projects were funded in Divisions 5, 7, or 8.
- 2 Bicycle and Pedestrian Mobility projects
  - New: Sidewalks on Duke Street from Murray Avenue to Roxboro Road
    - DCHC MPO's #1 ranked pedestrian project
    - Right-of-Way in 2020; Construction in 2021
    - Includes assumed \$70,000 of City funding for right-of-way
  - From last prioritization process: Bicycle lanes and sidewalks on University Drive from Garrett Road to Cornwallis Road
    - Construction in 2015
- Many locally managed bicycle/pedestrian projects funded with MPO STPDA/CMAQ and local funds.
  - Schedules will be reviewed by MPO and local governments



- DATA, CHT, and TTA have been asked to review the public transportation sections of the draft STIP and compare it to their anticipated needs.
- Additional information will be presented to the TAC at a future meeting.

7



- Projects that scored well but were not funded in the DCHC MPO part of Chatham County
  - US 15-501 – Orange Co Line to Mann’s Chapel Rd. – construct wide outside lanes or bicycle lanes
    - #17 Statewide-Infrastructure Health
  - Jack Bennett Rd – US 15-501 to Lystra Rd. – safety improvements
    - #3 Subregional-Infrastructure Health
    - DCHC MPO assigned 50 points to this project

8



- The TAC will consider public comment and letters/resolutions from member governments in developing a list of discussion points for the one-on-one meetings with NCDOT.

9

#### 2014-2020 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a seven-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. The DCHC MPO has begun the process to develop the Fiscal Year 2014-2020 TIP. The draft TIP has been released for public comment. A public hearing will be held at the November 14, 2012 TAC meeting.

Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) approves its Transportation Improvement Program (TIP), and the North Carolina Department of Transportation (NCDOT) produces the State Transportation Improvement Program (STIP). The two agencies coordinate the projects on these companion documents, which identify the transportation projects that are to receive funding over the next seven years.

##### Regional Priority List

The DCHC MPO adopted a Regional Priority List for the FY 2014-2020 Transportation Improvement Program (TIP). The Regional Priority List provides guidance to the State and the MPO on the TIP and STIP.

The development of the Regional Priority List starts with the identification of projects to be evaluated by the MPO and NCDOT. In June 2011, the MPO approved [this list of projects](#) (120 KB) for consideration. This list was created from local priority lists submitted by the DCHC MPO member jurisdictions and includes projects considered by NCDOT for the previous TIP. The projects on this list were evaluated and ranked using the MPO's [technical ranking methodology](#) (179 KB). NCDOT also evaluated projects according to their [prioritization methodology](#).

The MPO released for public comment the draft Regional Priority List on October 30, 2011. There was a public hearing on the draft Regional Priority List at the November 9, 2011 TAC meeting. The final Regional Priority List was adopted on December 14, 2011.

[Regional Priority List](#) (363 KB)

##### Draft TIP

The draft TIP was released by the TAC on October 10, 2012. This document is a subset of the draft STIP released by the State Board of Transportation in September 2012. The MPO will be taking public comments on the draft TIP and use these comments to inform discussions with NCDOT on the final TIP and STIP.

[Draft FY 2014-2020 TIP](#) (1 MB)

Comments can also be mailed to the City of Durham, Transportation Division, 101 City Hall Plaza, Durham, NC 27701, Attn: Ellen Beckmann, or e-mailed to [Ellen.beckmann@durhamnc.gov](mailto:Ellen.beckmann@durhamnc.gov). All comments will be shared with the TAC. The TAC will hold a public hearing on November 14, 2012 at 7 pm.

##### Final TIP

The final TIP and MTIP are expected to be approved in June of 2013.

Last Updated ( Wednesday, 17 October 2012 )

The Transportation Improvement Program (TIP) is a seven-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. The DCHC MPO adopted the Fiscal Year 2012-2018 MTIP on September 14, 2011.

Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) approves its Metropolitan Transportation Improvement Program (MTIP), and the North Carolina Department of Transportation (NCDOT) produces the State Transportation Improvement Program (STIP). The two agencies coordinate the projects on these companion documents, which identify the transportation projects that are to receive funding over the next seven years.

The NCDOT released the draft FY 2012-2018 STIP in August 2010 as part of the Department's FY 2011-2020 Work Plan. The DCHC MPO has discussed the draft STIP with NCDOT, and released a draft FY 2012-2018 MTIP in February 2011. The DCHC MPO held a public hearing on March 9, 2011. The NCDOT policy board will adopt the final STIP in July 2011. The DCHC MPO adopted the final MTIP on September 14, 2011.

Before reviewing documents on this Web page, it will help the reader to know that some STIP information is presented by NCDOT Division and that the counties that comprise the DCHC MPO are each in a different Division. Durham County is in Division 5; Orange County is in Division 7; and, Chatham County is in Division 8.

#### **Final MTIP**

The final FY 2012-2018 Metropolitan Transportation Improvement Program was approved on September 14, 2011.

[Final FY 2012-2018 MTIP](#) (6 MB)

#### **Final STIP**

The [final FY 2012-2018 State Transportation Improvement Program](#) was adopted in July 2011.

#### **Draft MTIP**

The draft FY 2012-2018 Metropolitan Transportation Improvement Program was released for public comment on February 9, 2011. [Draft FY 2012-2018 MTIP](#) (2 MB)

#### **Draft STIP**

The draft FY 2012-2018 State Transportation Improvement Program and several NCDOT analysis documents are available at the following links:

[Draft FY12-18 STIP for DCHC MPO \(without transit projects\)](#) (420 KB)

[Draft FY12-18 STIP \(transit projects only\)](#) (399 KB)

[All Divisions -- Notes on changes between FY09-15 STIP and FY12-18 STIP](#) (81 KB)

[Division 5: Project-by-project funding table comparison between FY09-15 and FY12-18 STIPs](#) (488 KB)

[Division 7: Project-by-project funding table comparison between FY09-15 and FY12-18 STIPs](#) (482 KB)

[Division 8: Project-by-project funding table comparison between FY09-15 and FY12-18 STIPs](#) (409 KB)

#### **Regional Priority List**

The DCHC MPO developed a Regional Priority List for the FY 2011-2017 Transportation Improvement Program (TIP). The Regional Priority List provides guidance to the State and the MPO on the MTIP and STIP.

The draft list was created from local priority lists submitted by the DCHC MPO member jurisdictions. Projects from the local priority lists were evaluated and ranked using a [technical ranking methodology](#) (250 KB). The draft Regional Priority List was released for public comment at the November 12, 2008 TAC meeting. There was a public hearing on the draft Regional Priority List at the TAC meeting on January 14, 2009, and the public comment period ran to January 14, 2009. The final Regional Priority List was adopted on February 11, 2009.

[Division 5 Priority List](#) (231 KB)

[Division 7 Priority List](#) (233 KB)

[Division 8 Priority List](#) (188 KB)

#### **Other Analysis Documents**

The following links provide several other MPO documents used to review the draft FY 2012-2018 STIP. Some of these documents are also presented in the draft FY 2012-2018 MTIP report.

[Regional Priority List of the DCHC MPO \(including comparison with draft STIP and project ranking in NCDOT Strategic Prioritization process\)](#) (102 KB)

[Division 5 and 8: Agenda and discussion points for meeting with NCDOT](#) (33 KB)

[Division 7: Agenda and discussion points for meeting with NCDOT](#) (32 KB)

[Traffic Counts and Congestion Measures for Selected Roadways](#) (103 KB)  
[Comparison of FY09-15 STIP and draft FY 12-18 STIP](#) (86 KB)  
[Map of Selected Projects for draft STIP and DCHC MPO Priority Projects](#) (2 MB)

Last Updated ( Tuesday, 20 September 2011 )

### **FY09-15 TIP and 2035 LRTP Amendments**

The DCHC MPO amended the FY 2009-2015 TIP, the 2035 LRTP and related Air Quality analysis to accommodate the Hopson Road/Church Street area rail project (TIP project U-4716).

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) amended the 2035 Long Range Transportation Plan (LRTP), the FY2009-2015 Transportation Improvement Program (TIP), and the related Air Quality Conformity Determination Report. The 2035 LRTP and FY2009-2015 TIP identify the transportation projects to be implemented over the next twenty-five and seven years, respectively, and the Air Quality Report ensures that those plans conform to national air quality standards. A new transportation project that includes a grade separation (i.e., bridge) of Hopson Rd. and NC Railroad lines, the extension of Church St., and the widening of Hopson Rd. requires that these plans and programs be amended. The approved amendments are provided below, as well as the documents and events used in the amendment process.

#### **Approved Amendments**

[Amendment 1 to the 2035 LRTP](#) (2 MB)  
[Amendment 11 to the FY2009-2015 TIP](#) (2 MB)

#### **Amendment Information**

[Public Review Map](#) (3 MB)  
[Summary of TIP and LRTP Amendments](#) (69 KB)  
[FY 2009-2015 TIP Amendment #10 and Resolution](#) (76 KB)  
[2035 LRTP Amendment #1 and Resolution](#) (165 KB)  
[Air Quality Analysis and Determination Report](#) (522 KB)  
[Air Quality Resolution](#) (323 KB)

**Public Hearing** – Citizens can provide comments to local elected officials (Transportation Advisory Committee); Wednesday, November 11, 2009, at 9:00AM in the Committee Room (2<sup>nd</sup> Floor of Durham City Hall, 101 City Hall Plaza). Persons with disabilities will be accommodated -- provisions must be requested at least 48 hours in advance of the meeting.

**Public Comment Period** -- The 42-day public comment period will be open from Tuesday, October 27, 2009 through Tuesday, December 8, 2009. Comments should be forwarded to:

Andy Henry or Ellen Beckmann  
City of Durham, Transportation Division  
101 City Hall Plaza  
Durham, NC 27701  
E-mail: [andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov) Phone: (919) 560-4366

**NCDOT Public Hearing** -- The North Carolina Department of Transportation will conduct a public hearing on this project on January 14, 2010, 4:30PM-7:30PM, at the RTP Headquarters on Davis Drive in Durham.

Last Updated ( Friday, 29 October 2010 )

### **American Recovery and Reinvestment Act of 2009**

President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009, i.e. economic stimulus legislation, on February 17, 2009. The legislation provides funding for transportation projects including highways, transit, rail, airports, enhancements, etc. The transportation funds are being distributed through the agencies within the U.S. Department of Transportation, primarily the Federal Highway Administration and the Federal Transit Administration. The DCHC MPO must approve all projects using these funds by adding them to the FY 2009-2015 Transportation Improvement Program.

#### **First Wave of ARRA Projects**

On March 11, 2009, the TAC approved the first wave of ARRA economic stimulus projects in the MPO. This included six resurfacing projects in Durham County and two statewide projects. These six projects were identified because they are able to be implemented quickly. These projects are to be implemented by the North Carolina Department of Transportation.

[Administrative Modification #3 to the FY 2009-2015 MTIP](#) (105 KB)

#### **Second Wave of ARRA Projects**

On April 8, 2009, the TAC also approved the second wave of ARRA economic stimulus projects.

[Administrative Modification #5 to the FY 2009-2015 MTIP](#) (331 KB)

This list of projects was developed by MPO staff in coordination with the MPO's member governments, transit agencies, and the North Carolina Department of Transportation. Each member government and transit agency was asked to develop a list of projects that could meet the criteria for these funds. The primary criteria were:

For transit projects, the transit agency must file the project grant by May 29, 2009. If applicable, a project must also be designed, right-of-way must be acquired, and environmental review must be complete.

For highway/bicycle/pedestrian projects, documentation of right-of-way, utility, and environmental review must be submitted by September 1, 2009, and the project must have construction authorization by October 1, 2009. This means that there must be a project agreement in place, the design must be complete, the right-of-way must be in place, all utility conflicts are addressed, and the environmental review must be complete.

Projects must be in the current Long Range Transportation Plan.

Highway projects must be on the federal-aid system. Many local streets and/or municipal streets do not qualify.

The deadlines associated with the ARRA are very strict. Many projects were not included due to the inability to meet the deadlines in the legislation. In general, the projects on this list have already been designed and are "shovel-ready." The MPO will be monitoring the progress of all of these projects to ensure that they can meet the deadlines. The MPO and the State do not intend to let any of the stimulus funds lapse or be redistributed to other areas.

#### **Full List of ARRA Projects**

The current full list of ARRA economic stimulus projects in the DCHC MPO area is in this document

[November 11, 2009 Table of ARRA Projects](#) (534 KB)

The North Carolina Department of Transportation, local governments, and transit agencies will be responsible for implementing many of these projects. These agencies may have their own processes to solicit public input.

Questions can be sent to:

Ellen Beckmann  
City of Durham, Transportation Division  
101 City Hall Plaza  
Durham, NC 27701  
E-mail: [ellen.beckmann@durhamnc.gov](mailto:ellen.beckmann@durhamnc.gov)  
Phone: (919) 560-4366

Last Updated ( Monday, 09 November 2009 )

The North Carolina Department of Transportation (NCDOT) is proposing to widen Hillandale Road from I-85 to north of Carver Street (TIP Project No. U-3804). NCDOT will hold a Pre-Hearing Open House and a Design Public Hearing on Tuesday, December 4, 2007 in the Auditorium at the North Carolina School of Science and Mathematics, located at 1219 Broad Street in Durham.

The North Carolina Department of Transportation (NCDOT) is proposing to widen Hillandale Road from I-85 to north of Carver Street (TIP Project No. U-3804). NCDOT will hold a Pre-Hearing Open House and a Design Public Hearing on Tuesday, December 4, 2007 in the Auditorium at the North Carolina School of Science and Mathematics, located at 1219 Broad Street in Durham.

NCDOT representatives will be available at the Pre-Hearing Open House between the hours of 4:30 p.m. and 6:30 p.m. to answer questions and receive comments relative to the proposed project. The opportunity to submit written comments or questions will also be provided. Interested citizens may attend at any time during the above mentioned hours.

A formal presentation will begin at 7:00 p.m. The presentation will consist of an explanation of the proposed location, design, the state-federal relationship, and right-of-way and relocation requirements and procedures. The hearing will be open to those present for statements, questions, and comments. The presentation and comments will be recorded and a transcript will be prepared.

NCDOT proposes to widen Hillandale Road to a four-lane, median divided roadway with 12-foot inside lanes and 14-foot outside lanes, and will include curb and gutter, a 17.5-foot raised median, and 5-foot sidewalks. The purpose of the project is to relieve traffic congestion along Hillandale Road. Additional

right of way and the relocation of homes and businesses will be required for this project.

A map displaying the location and design of the project and a copy of the environmental document – [Environmental Assessment \(EA\)](#) - are available for public review at Durham - Chapel Hill - Carrboro MPO, Transportation Department, 101 City Hall Plaza, 4<sup>th</sup> Floor, Durham, NC 27701 and the NCDOT Division Office located at 2712 N. Duke Street, Durham. The map may also be viewed online (3 MB)

Anyone desiring additional information may contact Mr. Jamille Robbins, Human Environment Unit at 1583 Mail Service Center, Raleigh, NC 27699-1583, phone (919) 715-1534, or email [jarobbins@dot.state.nc.us](mailto:jarobbins@dot.state.nc.us). Additional material may be submitted until January 4, 2008.

NCDOT will provide auxiliary aids and services under the Americans with Disabilities Act for disabled persons who wish to participate in this workshop. Anyone requiring special services should contact Mr. Robbins as early as possible so that arrangements can be made.

Last Updated ( Wednesday, 14 November 2007 )

## 2009-2015 Transportation Improvement Program

The Transportation Improvement Program (TIP) is a seven-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) approves its Metropolitan Transportation Improvement Program (MTIP), and the North Carolina Department of Transportation (NCDOT) produces the State Transportation Improvement Program (STIP).

### Final STIP/MTIP

The State Board of Transportation approved the final 2009-2015 STIP in June 2008. DCHC MPO approved the final 2009-2015 MTIP in August 2008. The final 2009-2015 MTIP is the same as the final 2009-2015 STIP with the addition of "provide bicycle, pedestrian, and transit accommodations as appropriate" to the descriptions of several highway projects.

This is the DCHC MPO final MTIP. [Final 2009-2015 MTIP](#) (825 KB)

### Draft STIP/MTIP

The State Board of Transportation released the draft 2009-2015 STIP in November 2007. This is the DCHC MPO section of the draft STIP. [Draft 2009-2015 STIP/MTIP](#) (295 KB)

The DCHC MPO released the DCHC MPO section of the draft 2009-2015 STIP as the draft MTIP for public comment. A public hearing was held at the DCHC MPO TAC meeting on February 13, 2008, at 7pm in the Committee Room in Durham City Hall.

The North Carolina Department of Transportation held public comment meetings on the draft STIP in February. Two of these meetings were held in the DCHC MPO area.

Wednesday, February 20, 2008, 2pm to 4pm, Southern Human Services Center, Robert and Pearl Seymour Center, 2551 Homestead Road, Chapel Hill, NC

Thursday, February 21, 2008, 2pm to 4pm, Durham City Hall, Council Chambers, 101 City Hall Plaza, Durham, NC

There is also a public comment form for the STIP on the NCDOT website:  
<https://apps.dot.state.nc.us/ContactUS/PostComment.aspx?Unit=TIP>.

The draft Air Quality Conformity Determination Report for the FY 2009-2015 TIP has also been prepared and was released for public comment on March 12, 2008. This report documents TIP compliance with federal clean air and transportation legislation. [Draft Air Quality Conformity Determination Report for the FY 2009-2015 TIP](#) (123 KB)  
Comments may be sent to [comments@dchcmpo.org](mailto:comments@dchcmpo.org).

### Regional Priority List

The DCHC MPO developed a Regional Priority List for the FY 2009-2015 Transportation Improvement Program (TIP). The Regional Priority List provides guidance to the State and the MPO on the MTIP and STIP. The Regional Priority List was approved at the November 14, 2007 TAC meeting. The Regional Priority List consists of three separate lists by mode (bicycle/pedestrian, transit, highway).

[Final Regional Priority List](#) (57 KB)

The DCHC MPO used the approved Regional Priority List to develop lists of the top fifteen priority projects in Durham County and Orange County. Durham County and Orange County are in separate NCDOT funding divisions. These top fifteen lists were approved by the TAC on January 9, 2008. The top fifteen lists combine the three modes (bicycle/pedestrian, transit, highway).

[Durham County, NCDOT Division 5, Top Fifteen Priority List](#) (44 KB)  
[Orange County, NCDOT Division 7, Top Fifteen Priority List](#) (54 KB)



#### Background on the Regional Priority List

The TAC released for public comment the following documents as the draft Regional Priority List on September 12, 2007. There was a public hearing on the draft Regional Priority List at the TAC meeting on October 10, 2007. The draft Regional Priority List was split into three sections by mode (Bicycle and Pedestrian, Highway, and Transit).

[Bicycle and Pedestrian draft Regional Priority List](#) (22 KB)

[Highway draft Regional Priority List](#) (3 MB)

[Transit draft Regional Priority List](#) (207 KB)

The draft list was created from local priority lists submitted by the DCHC MPO member jurisdictions. Projects from the local priority lists were evaluated and ranked using a [technical ranking methodology](#) (264 KB).

Last Updated ( Thursday, 24 May 2012 )

#### TIP Overview and Schedule

[| Print |](#) [E-mail](#)

The Transportation Improvement Program (TIP) is a seven-year funding document for bicycle, pedestrian, highway, rail, and public transportation projects. Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) approves its Metropolitan Transportation Improvement Program (MTIP), and the North Carolina Department of Transportation (NCDOT) produces the State Transportation Improvement Program (STIP).

In addition to the MTIP and STIP, the DCHC MPO and NCDOT approve a supplement to the STIP, which includes adjustments to cost figures and schedules for projects programmed in the current TIP. In developing the TIP, the MPO and NCDOT follow the priorities of the previous State TIP as well as the Regional Priorities List that the MPO adopts every two years in accordance with the MPO's Public Participation Policy.

Transportation Improvement Program funds are initially divided among the 14 Highway Divisions in North Carolina. The DCHC-MPO is a part of both Division 5 and 7 with a small portion in Division 8 (Chatham County). Beyond highway funds, DCHC-MPO receives TIP funding for the three transit systems that operate in the urban area: Durham Area Transit Authority (DATA), Chapel Hill Transit, and the Triangle Transit Authority (TTA). These transit agencies receive capital and operating assistance through the TIP to expand and maintain their current fleet of buses, operating assistance for public transportation services, and planning assistance to critique and refine services.

The NCDOT maintains a site with information about the State TIP at <http://www.ncdot.org/planning/development/TIP/TIP/>.

Last Updated ( Friday, 08 June 2007 )

#### East End Connector

The East End Connector is a freeway project within the City of Durham and Durham County that will consist of constructing a multi-lane facility from NC 147 to NC 98 with improvements to US 70. This project has been discussed for over 25 years and is included in the 2009-2015 Transportation Improvement Program. Four build alternatives and a no-build alternative are currently under consideration. The project is about three (3) miles long. The North Carolina Department of Transportation, in partnership with the City of Durham and Durham County, is developing an Environmental Assessment (EA) for the Connector.

More information can be found on the NCDOT project website: [www.ncdot.gov/projects/eastendconnector](http://www.ncdot.gov/projects/eastendconnector)

or the City of Durham website:

[www.durhamnc.gov/departments/works/eastend\\_connector.cfm](http://www.durhamnc.gov/departments/works/eastend_connector.cfm)

For Project Information Contact:

- Email: [EastEndConnectorProject@rsandh.com](mailto:EastEndConnectorProject@rsandh.com)
- Project Hotline: 1-800-734-7062
- NCDOT Project Manager - Leza Mundt, AICP
- Consultant Project Manager - Chad Critcher, PE
- RS&H, Architects, Engineers, Planners, Inc.
- Office: 8008 Corporate Center Drive, Suite 410  
Charlotte, NC 28223-4489

Last Updated ( Thursday, 30 July 2009 )

Ms. Beckmann answered to questions from the Board.

### **CHATHAM CHARTER UPDATE**

Dr. John Eldridge, Chatham Charter Headmaster, explained that pending state board approval, they are expecting to add on to their existing K-8 program and bring in a high school. They want to phase in grades 9 and 10 grades the first year, adding a grade every year after that until by year 2015, they have a 9 through 12 school. When students get to the 11<sup>th</sup> and 12<sup>th</sup> grades, they will begin taking college courses which are paid for by the State Board of Education. They will be utilizing Central Carolina Community College (CCCC) to provide those courses which will mean free college credits for students before they graduate. Most will come close to graduating with an Associate Degree before they leave. They approached CCCC with regard to middle and early college high schools. In those are basically students who start taking college course work in the freshman and sophomore years. Middle college is the junior and senior years. They had students graduating with 64 college credits before they left high school. An average cost of a state college is approximately \$22,340.00. With what they will be offering, 9<sup>th</sup> and 10<sup>th</sup> grade students will take sixteen of the required high school credits that they need toward graduation. When they reach the junior year, they start taking nothing but college courses with CCCC which are dual credits. They will be earning three college credits for most courses; for science, it is a four credit course, while they are also meeting the high school graduation requirements. If students take full advantage of the curriculum they will be offering, there will be students who will be graduating with between 30-45 college credits, which translates to approximately \$35,000.

Dr. Eldridge stated that they did not want to be seen as trying to do this by themselves. They have already partnered with CCCC. They see a real future in our area. All of the counties in the state are looking for opportunities to partner with businesses. One of the first things people do when they start looking to move into an area, they look into educational environment in which they are going to be moving. They feel very strongly that with taking full advantage of this opportunity, they are going to be graduating students that are ready to go into internships and ready to go into the jobs that require more high skill jobs, if not going on to a four-year school, but if we attract those businesses and they know those students are graduating from this area, the kids will come back as opposed to leaving and staying. A lot of folks are finding that in rural counties, a lot of the students leave and do not return.

He asked the Board for an endorsement as they move forward, recognizing that this would be an opportunity to go out and find businesses that will stand behind them to provide internships, grants for purchasing things they will need, which will take support for finances and support for things outside of what they are able to do within their budget.

Commissioner Stewart asked if he spoken to anyone at SAS.

He stated that they were trying to roll this out in a logical manner. They wanted to speak with the Board of Commissioners first. Tomorrow the Economic Development Commission President will be coming to see the school and listen to what they shared with the Chairman and Vice Chairman. He stated that they have a parent who works with SAS and they feel like they may have an advantage. They want to make sure there is a Humanities and Social Sciences, Business and Economics, and Life and Health Sciences, and Engineering and Mathematics pathways. From some of the success he has seen with other school systems that have employed early and middle college students, it seems as we embark on building a high school, not to provide our students with the highest quality, rigorous opportunity that they could to prepare them for their jobs. Community colleges are under-utilized. Four year colleges are great, but lots of people who are not succeeding in business now are returning to the community colleges to get the training they need to be successful today. With CCCC so close, it would be a great way to partner with them and provide opportunities for the students in which businesses locate in the County.

He asked for an endorsement from the Board of Commissioners for them to continue to find business partners and they will do the same thing for the Economic Development Commission so that they see this as more than just a school trying to do something fancy. They are trying to do the right thing for Chatham County.

Commissioner Stewart asked if this is similar to what is being done as career pathways for certain schools in Durham where industries are being looked at and contacts made.

Dr. Eldridge replied that was correct, stating that these are state-created pathways. They have been there for a while, and all school districts have this as an option.

Commissioner Kost asked what percentage of Charter School students are on free or reduced lunches.

Dr. Eldridge stated that they are collecting that data now, but he thought it was around 30-35%.

Chairman Bock stated that he supports the idea. He stated that he thinks it fits in very well with other discussions that they are having with the district schools, superintendent, K4 Team Program, dual enrollment that our district schools are already having, etc. This is one more pathway and everyone is partnering with CCCC which is critical. He stated that he thinks it is great and one more option that our students will have to keep them in the County and get them at least to the community college level. He stated that he supports an official endorsement of the plan.

Commissioner Stewart asked how many students would be accommodated at the high school level.

Dr. Eldridge stated that there are currently in the K-8<sup>th</sup> grades, there are 328 students. They will be taking 50 students per grade level with a maximum of 200 students in the 9-12 grades.

Chairman Bock asked if the expectation was to get final approval from the state in March for the high school.

Dr. Eldridge explained that it was going to the State Board the first week in February. They are hoping they will a decision during that meeting and they will be ready to go.

Chairman Bock asked if the idea was to get approval in March and to open and have students by August.

Dr. Eldridge replied that was correct. He invited all of the Commissioners to visit the school stating that their contact information was placed in the back of the packets that they distributed.

Commissioner Petty asked Dr. Eldridge to elaborate on how industry got behind what they were doing in Guilford County stating that he felt it was the key to success.

Dr. Eldridge stated that one of the things that the middle college does is ensure that by the time students graduate from high school, they have proven themselves to be able to handle rigorous skilled course work. He stated that one thing that Guilford County did very well is not make the decisions by themselves, you bring in the business people and talk with them about the needs, where the holes are for them, and then design the program around it. If some of the course work needs to be tweaked course work, they see them as trying to supply them with the resources/human capital they need to be successful. They work in conjunction with each other. It has been a collaborative effort between the educational institution, the city government, the county government, and the business agencies to make it happen.

Chairman Bock asked if the CCCC credits they earn through this program are indistinguishable from a CCCC credit from a traditional student going to the campus.

Dr. Eldridge said it was the same credit. It has been approved by the University of North Carolina College System. The credits at CCCC are transferable to any of the state campuses and to private schools as well.

Commissioner Bock asked the Board if they would support a letter and endorsement of the Chatham Charter High School and Central Carolina Community College partnership to create a highly rigorous, college preparatory curriculum.

By consensus, the Board agreed.

### **AQUA NORTH CAROLINA**

Discussion and vote on Aqua North Carolina's Purchase request to reserve capacity in the County's water production facility

David Hughes, Public Works Director, explained that Aqua North Carolina had asked for an allocation 850,000 gallons of water per day for the northeastern part of the County. He stated that he envisioned the water would come from our supply from Durham. There is a leg that comes down Durham, across the County line, toward Governor's Club, and the tap would be made there and metered. They would provide the infrastructure and we would sell bulk water. It would be their system, their distribution, their billing, with the County selling bulk water. There is a contract in place now for three million gallons per day which goes up to four million gallons per day in April 2013. We have to make that request early in the year if we want to guarantee that amount. This is very early in the discussion and it would be about two years before they would be to permit it, design it, construct it, and put in place. It would be locked-in for the period of the contract for their use.

Commissioner Kost asked what they are expanding or what they are doing.

Tom Roberts explained that they buy water from Chatham County for resale in some of the small subdivisions, primarily in the Highway 15-501 area. They are also buying water in Chatham County from the Town of Pittsboro which they resell in the Chapel Ridge Subdivision and hope to sell more of at the Parks of Meadowview in the future. In addition, they serve just less than 900 water connections in Chatham County. They also serve approximately 2300 waste water connections in Chatham County. They serve the Governors Club and Forrest Village, The Preserve at Jordan Lake, and The Legacy. They are looking forward to serving customers at Westfall Subdivision. Due to the economic downfall, they have had a wastewater plant sitting on that property for about five years with no customers. Aqua North Carolina serves 53 counties outside of municipal areas. In North Carolina, they have approximately 75,000 water connections and just less than 18,000 wastewater connections. They serve customers from the coast to the mountains and from Virginia to South Carolina. They are based in Cary which is their largest operating area. They have about 170 employees based in North Carolina but does not include the regional call center which is also based in Cary. Aqua North Carolina is a subsidiary of Aqua America which is a publicly traded company based in southeastern Pennsylvania. They have been in business, basically doing the same thing, for over 125 years. North Carolina is one of ten states in which Aqua America does business; the largest is Pennsylvania. North Carolina is number three behind Ohio.

One of the other areas they serve in Chatham County is Colvard Farms in which they provide water and wastewater treatment. In Colvard Farms, they purchase the wells that serve potable water in that system and serve the customers within the development. There are approximate 150 connections. They have, in addition, their own irrigation supply where the developer continues to sell water to the residents for irrigation only. This is a non-treated well supply. That developer has the ability to grow about 150 lots within Colvard Farms which he hopes that Aqua North Carolina will serve. They recognize there might be other

needs on the other side of Jordan Lake that currently are not being served by Aqua or Chatham County or any others. They would be in a position to serve those needs.

He stated that their request today is early in the process, but they felt the need to make a presentation and discuss their request. They are asking for in January 2014 to have the ability to sell water on that side of the lake. They put 0 to 850,000 gallons which needs to be quantified. Sometime after 2020, it will probably grow to a million gallons.

He stated that Mr. Hughes suggested that they put their request in writing and ask the Board to consider their request and consider beginning more formal discussions.

Commissioner Petty asked if they were prepared to provide in other parts of the County as well. He stated there were parts of Chatham County that had been trying to get water for years.

Mr. Roberts stated that their business model was pretty simple. They provide water and wastewater.

Commissioner Stewart asked if they had a density requirement for their services.

Mr. Roberts stated that they typically work with developers that are looking to develop new properties. They work with them and come to a contractual agreement. They serve over 700 water systems in the State of North Carolina and have a contract for each one with the original developer. Some go back in the 1960s prior to Aqua being in the state. Everything is regulated through the Utility Commission with regard to contracts and rate approvals. They are also regulated the same way as any other system is regulated with regard to environmental regulations.

Commissioner Petty stated that most people who do not do it on a regular basis would not want those responsibilities. He stated that it is interesting to him to be able to buy water and be able to resell it in another capacity. The single biggest problem in the County for many years has been to provide the infrastructure for water.

Commissioner Stewart asked if a developer could come to Aqua North Carolina to provide water services.

Mr. Roberts replied that was correct. Each development might be just a little different. From a water standpoint, a lot of times, they will have to provide a water supply which is typically wells. They will build the facilities to their standards and then hand them the keys. As people hook-on, they will collect the tap fee and pay the developer back.

Commissioner Kost stated that Colvard Farms has some land in Durham County as well as in Chatham County. She asked if these additional customers would be Chatham County residents or Durham County residents.

Mr. Roberts stated that he believe the residents are in Durham County; however, they would look for opportunities whether in Durham or Chatham County.

Commissioner Kost stated that if the County was giving up allocation, she would only want to do so to Chatham County residents. She asked if this is tied to the 751 project.

Mr. Roberts stated that they had had discussions with them. It might be in the future.

Commissioner Kost stated that the 751 project has been dealing with the City of Durham continuously. It is a decision that she believes belongs to the City of Durham not to Chatham County.

Mr. Roberts stated that they were there to support planned growth. Whether it is Durham County, Chatham County, Durham City, or Pittsboro, they make the decisions with regard to growth.

Commissioner Kost stated that Chatham County would be giving allocation that we receive from Durham back to potentially a project that has been dealt with within the cities and county of Durham. She stated that something seems wrong about that. She stated she could support this if the allocation is for Chatham County Citizens only, but she could not support giving part of Chatham's allocation that we get from Durham to be turned around and given back to Durham.

Mr. Roberts stated that it would not be given to Durham, they are asking for the ability to enter into more serious discussions with the Public Works Director and the folks of Chatham County. The County would be supporting more of a regional point of view. From a regional standpoint, it makes sense if development is coming, it should be supplied with the utilities that make the most sense.

Commissioner Kost stated that she understands and appreciates that; however, she is very leery about this Board getting into the business of Durham County discussions about a project that has been extremely controversial. She stated that she thinks this is where this is leading us and it is not an appropriate place to be.

Chairman Bock stated that what interests him is getting some pipes in the ground in Chatham County to service water to that side of the lake. He stated that he thinks they would have considerably less pressure of annexation if they could provide water and wastewater and no one would want or could annex into the County. That has been a weakness for Chatham County forever. This kind of a partnership is very interesting as it could eventually service those folks that are within the Joint Land Use Plan area that Chatham County currently has with Cary and could prevent further annexation.

Mr. Roberts stated that he felt Chairman Bock's view of it was important as that is what they are asking, to be a partner with Chatham County to take a resource and serve customers in Chatham County but in a region that makes sense to be served.

Chairman Bock asked if they were really asking to work out the details and to come up with a contract to see if will be feasible to get the allocation and how it will be used.

Mr. Roberts stated that they believe the best way is to look at them as an industrial customer and start firming-up some more of when the allocation is needed, etc. He stated that they are looking to formalize the discussions and feel like there is an "Intent for Commitment" from Chatham County so that when they invest in this kind of effort, they know that there is a probability at the end of the discussion that they will come to a contractual agreement.

Chairman Petty stated that he felt it was their long-range goal to be able to provide the water one day rather than to have to buy it and resell it.

Mr. Roberts stated that in their letter, they made it clear that they want to meet the Interlocal Agreements that exist.

Chairman Bock asked if there were some restrictions of selling water back to someone's service area.

Mr. Roberts stated yes, they would have to work their way back through that and it would be part of the contractual discussions.

Commissioner Stewart asked if that would be something they could resolve, should the time come, if they are getting an allocation from Durham and the biggest part of the project is primarily going back to Durham, it could be addressed at that time.

Mr. Hughes stated that the County's agreement with Durham has a stipulation that says that they can't serve water in their service area. He stated that he was unsure of their water service boundary.

Chairman Bock asked if the reason he was looking for an intent to commit was they were not going to put any pipes in the ground unless they know they are going to get some water.

Mr. Roberts stated that was absolutely correct. He stated that he was looking for the ability to buy water to resell on the east side of the lake which might include Chatham County and others in that area.

Commissioner Kost asked the Public Works Director to expand on that as she has followed the 751 Project very carefully and this looks like a way to get around what Durham wishes for their community as far as the development of that project. She asked if Aqua could not provide water to the 751 Project.

Mr. Hughes stated that he did not know the details of the 751 Project. The agreement between the City of Durham and Chatham County says is that Chatham County cannot provide water in their service area and vice versa. He stated that he had not studied the City of Durham service area boundaries as he never thought he would go into the City of Durham and start installing lines. He stated that Chatham can provide a very limited amount of temporary service, but no significant amount of infrastructure.

Commissioner Kost stated that before the “go ahead” for this is given, she thinks discussions need to be held with the City of Durham and get the answer to those questions. She stated that she would hate to think that we are doing this to get around what another jurisdiction wishes for their own community. She stated that she hoped the Board of Commissioners would first have the dialogue with the City of Durham.

Chairman Petty stated that he would like to see it moved forward.

Commissioner Petty moved to allow staff and the County Manager to construct a contract that would be consistent with any type of water policies that Chatham County now has and take into consideration any interlocal agreement that might exist.

Commissioner Cross suggested that the Board consider a joint western Jordan Lake water intake plant. He stated that Chatham’s plant is almost at capacity now. If the economy jumps, Chatham County will need this water from Durham.

Chairman Petty stated that he felt that would be part of the discussion and in the contract of working out the details of it.

Chairman Bock stated that he likes the idea of possibly providing water to the east side of the lake, which now, he doesn’t see a way to get it done.

Commissioner Kost stated that she thinks we are jeopardizing a lot of things if we move forward without first talking to Durham.

Commissioner Petty suggested that it be left up to them to work it out.

Chairman Bock stated that if it couldn’t be worked out, it would be null and void.

Commissioner Stewart stated that there appears to be rules/policies in place. We are looking at what can be done in Chatham County.

Commissioner Petty stated that he sees this as a big opportunity to provide what we haven’t been able to.

Commissioner Kost stated that if that was true, she was all for it; however, she thinks that we should have that discussion with Durham before we spend staff time in developing a contract and doing all the work.

Chairman Bock asked for a second to the motion.

Commissioner Petty restated the motion to allow staff to negotiate a contract that meets all parties involved that would be consistent with any policies we have in place and any interlocal agreement. Staff would work out the detail and return it to the Board of Commissioners.

Commissioner Kost stated that the motion stated that it allowed staff to negotiate. She asked for clarification to allow staff to draft the contract.

Chairman Bock stated that it would be considered a "draft". He stated that if it was not acceptable, legal, and non-allowable by Durham, then the investigation would have been done.

Commissioner Stewart seconded the motion.

Commissioner Cross stated that it had been said that this was a way to bring water to the eastern side of the lake. He stated that a number of customers were needed in order to lay the lines. He asked if the line in the eastern part of the County would be totally dependent on Colvard Farms and Durham.

Mr. Roberts stated that it would be part in Durham and part in Chatham. They already own the facilities and have the franchise.

Chairman Bock asked if the idea was to replace some of the wells that are in Colvard Farms.

Mr. Roberts stated only if they run into an issue at some point. They are now operating fine. The developer has indicated that he would like to get out of the irrigation business and they might use this water for that purpose.

Commissioner Petty stated that they had an advantage in that they could spread the cost over many water customers that Chatham County cannot do. He stated that was one reason he views it as a viable option to get water in some areas where the County is unable to do so.

Mr. Roberts stated that he had been in this business for almost thirty-two years. He stated that he did not know county government. He stated that if they do this, it still leaves the County with the bonding capability to do other things.

Commissioner Kost stated that before the Board instructs staff to prepare a contract, we should get some real answers and have some real discussions with Durham. She stated that another thing that is making her very uncomfortable is that this item was very vague on the agenda, the public didn't know what the Board was talking about, and she feels that had people known what this was about, they would have had a lot more interest as the 751 Project is extremely important environmentally to many people in Chatham County. She stated that she could support this if they were talking about supplying water to Chatham County residents, but she doesn't think that is what this is about. She thinks waiting two weeks to get the answers to some of the questions would be more prudent.

Chairman Bock asked to wait and see what comes back.

Commissioner Kost asked not to direct staff to develop a contract.

Commissioner Petty stated that someone had to pull the answers together which is part of the process.

Chairman Bock stated that the contract would not be drafted until the answers were there.



Commissioner Stewart clarified the motion stating that the Board is giving staff approval to do the investigation to draft or negotiate with Durham on the water, put together a draft contract, that would be returned to the Board of Commissioners. In order to do that, you would have to be in discussion with Durham to clarify their policy on the resale of water and determine the answers to the questions.

Mr. Hughes stated that if they go through all the steps and details required for the contract, it will be months before completion. He stated that some of the details would involve the impact fee, service area, reimbursement, etc. which will be extremely detailed.

Commissioner Kost stated that she felt that before staff was directed to start developing a contract, the Board should talk with Durham. She could support that; however, she cannot support telling staff to start working on the contract as it will be a lot of work.

Mr. Roberts asked if it wasn't as simple as if the interlocal agreement exists today that says "you serve here and I serve there" and we are committed to following interlocal agreements, you would have your answer.

Commissioner Petty stated that is why he tied it to the interlocal agreements.

Chairman Bock stated that if what they are trying to do doesn't violate the interlocal agreements, then there should be no problem.

Mr. Hughes stated that the thing he sees that could possibly trip them up is that in Paragraph 5, it states: "The service area...." and there is some dispute from the City of Durham as to what their service area is.

Commissioner Petty stated that is what they would work out.

Chairman Bock stated that he did not want violate the interlocal agreement. If it can be done and is as simple as said, then he would be for it.

Mr. Hughes stated that the agreement with Durham complicates it somewhat because each year we have to state how much water we are going to take which is a guaranteed amount. If we say that we need a million gallons per day this April 1<sup>st</sup>, it means we have to pay for that amount every day. That has to be wrapped into Mr. Roberts' contract. He stated that their demand may fluctuate seasonally. They will have to pay for the peak day every day.

Commissioner Kost reiterated that the Board needs to talk with Durham. She stated that the other thing that concerns her is that we are looking to Durham to be a regional partner for the western intake. If Durham feels like Chatham is trying to go around them and undercutting them, they may not be willing to work with us on the regional intake. We have to keep that strong relationship.

Chairman Bock stated that if it jeopardizes that, then they won't do it.

Commissioner Petty reiterated that it should be tied to the existing interlocal agreements.

Chairman Bock called the question. The motion carried four (4) to one (1) with Commissioner Kost opposing.

### **GOLDSTON FIRE DEPARTMENT**

**Purchase of Extrication Equipment for Goldston Fire Department:** Vote on a request to reimburse Goldston Fire Department for the purchase of extrication equipment not to exceed \$30,563.00.

Tony Tucker, Chatham County Emergency Operations Director, explained that after meeting with the Goldston Fire Department Board of Directors on October 9, 2012 and discussing the details of what would be required of them including equipment costs, the fire department agreed to undertake this new responsibility provided that Chatham County can assist in the purchase of the needed extrication equipment. The fire department obtained three quotes for the equipment and after it was reviewed, his department recommended the mid-range priced equipment.

The recommended equipment cost would be \$30,563.00. He recommended that the Emergency Vehicle Replacement Fund be used to purchase this equipment. Even though this fund is basically used to purchase vehicles for the volunteers, this equipment would get assistance to the citizens in need which is the ultimate goal.

Commissioner Kost asked if the Goldston Rescue had the equipment. If so, could the County purchase it from them or would they have to purchase new equipment.

Mr. Tucker explained that they did have some equipment, but he was uncertain as to the condition of the equipment. He also said that he did not know if they would sell the equipment.

Commissioner Petty stated that he didn't think they could be asked to do a job without providing them the proper equipment to work with.

The Finance Officer stated that there were funds in the account; however, she thought a resolution was passed stating that it was to be used for emergency vehicles. We might have to amend the resolution before the money is used.

Commissioner Kost moved, seconded by Commissioner Cross, to reimburse Goldston Fire Department for the purchase of extrication equipment not to exceed \$30,563.00 paid for from contingency. The motion carried five (5) to zero (0).

### **STAR TEAM**

Vote on a request to terminate the special response contract between Chatham County and North Chatham Fire Department dated September 26, 1994

Mr. Tucker, Chatham County Emergency Operations Director, explained that the Special Tactics and Response Team (STAR Team) was formed in the late 1980's by members of several fire departments to respond to hazardous material incidents and other specialized or technical type rescue calls. On September 26, 1994, the County entered into a contract with North Chatham Fire Department (NCFD) to house, maintain, and respond with the STAR Team equipment to all requests from the other fire departments. The response aspect was based on the participation and support of several firemen from the other fire departments in the County.

Over the past few years, the support from the other fire departments has decreased to the point that NCFD is left to handle almost all STAR Team training and responses. They have done an outstanding job over the years with very little assistance from the other departments. NCFD has agreed to make every effort to continue to respond to mutual aid requests with the STAR Team equipment.

NCFD met with Chatham County Emergency Operations and most of the fire department chiefs from across the County to decide the future of the STAR Team. It was decided at that meeting, that there wasn't enough volunteer interest to keep the STAR Team operational.

There will be a savings of \$15,600.00 based on current budget figures for the STAR Team.

Commissioner Kost asked if there was a unanimous decision by all the fire chiefs so that all of the fire departments are behind this decision.

Mr. Tucker responded that all of the fire departments attended the meeting stating this has been discussed for several years. None of the original participants wanted to see the STAR Team disbanded as it has done a lot over the years; however, it was necessary due to people aging out and lack of volunteer interest.

Commissioner Kost asked if there was a major chemical spill on the highway, who would respond.

Mr. Tucker explained that the local fire department would respond. Most are trained for hazmat operations, which means they can build a dam ahead of a project, etc. to help contain a spill; however, they cannot go in and try to stop the leak. The state would then be called and the Regional Hazmat Team would come from Raleigh, Greensboro, or Fayetteville.

Commissioner Stewart moved, seconded by Commissioner Petty, to terminate the special response contract dated September 26, 1994 between Chatham County and North Chatham Fire Department. The motion carried five (5) to zero (0).

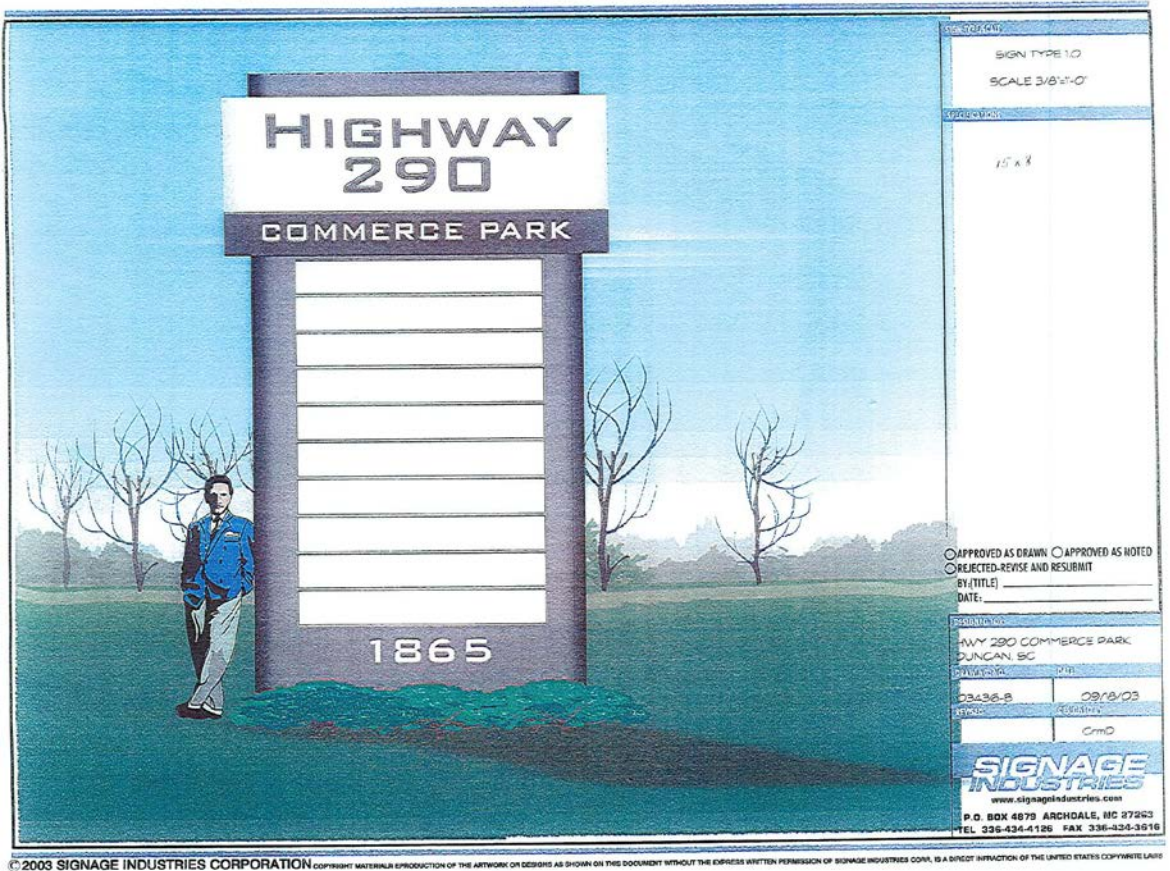
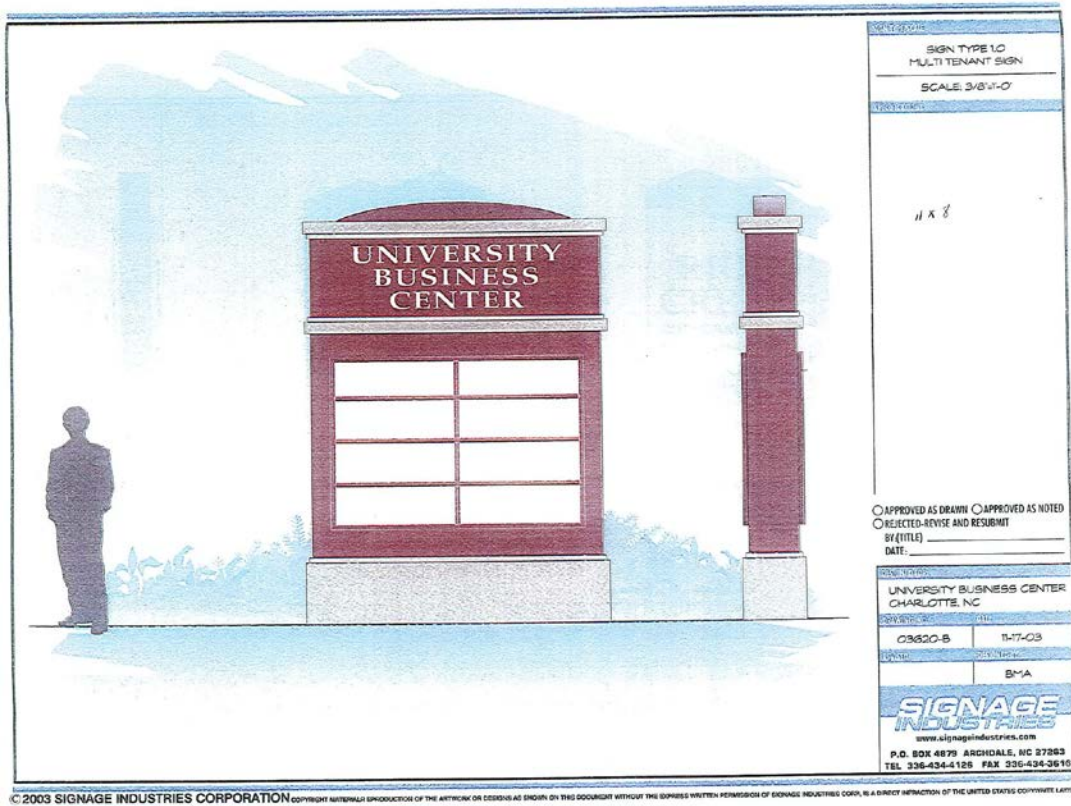
#### **PLANNING BOARD APPOINTMENT**

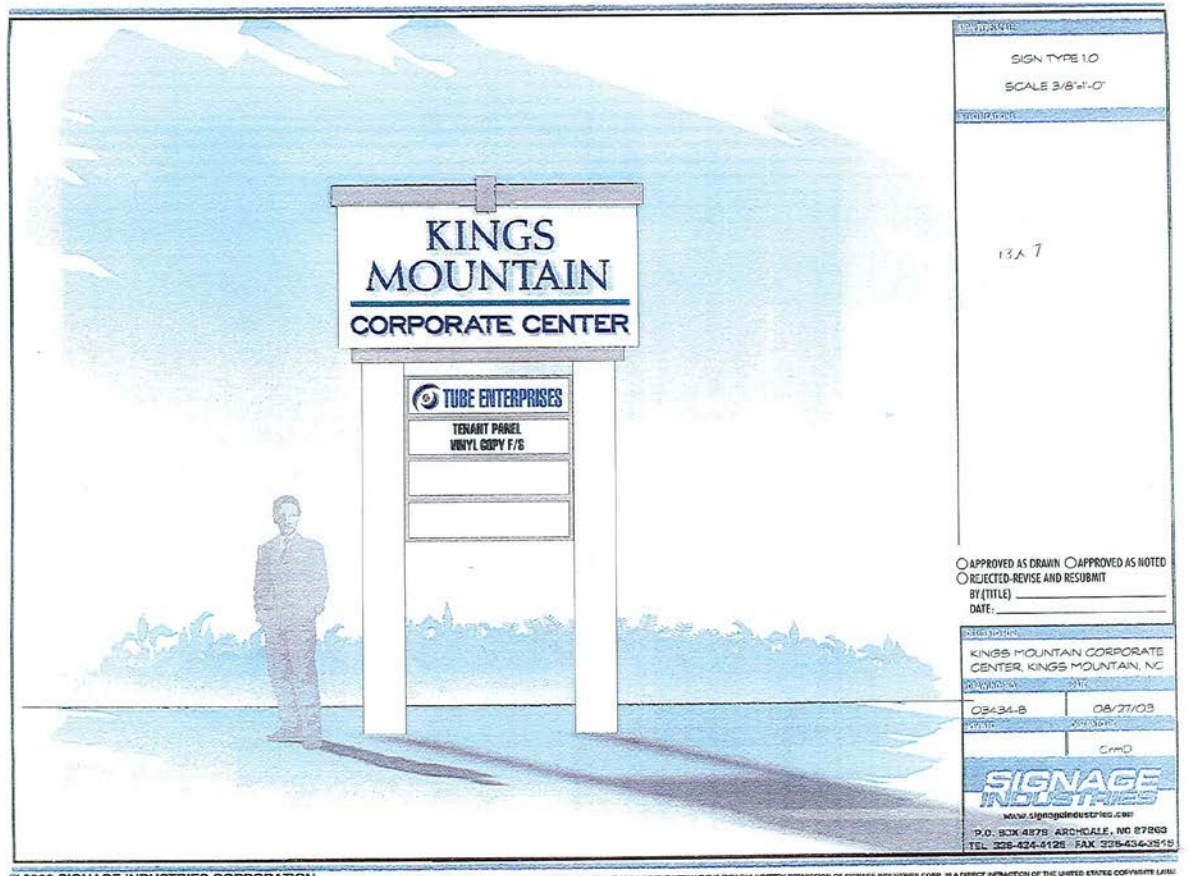
After considerable discussion regarding applicants for the Planning Board, the Board deferred a decision on the appointments to the evening Board of Commissioners' meeting.

#### **BUSINESS PARK SIGNAGE**

Dianne Reid, Economic Development President, presented pictures of different signs available and explained the specifics of each. She stated that they wanted a sign that would say "Central Carolina Business Campus" and have spaces for logos for large users such as the hospital and Central Carolina Community College. They developed a recommendation that it would be limited to property owners with fifty or more acres so that only the large users would be illuminated on the sign. There were to be no more than eight and she suggested no more than six spaces.

The signs are as follows:





© 2003 SIGNAGE INDUSTRIES CORPORATION. COPYRIGHT MATERIAL. REPRODUCTION OF THE ARTWORK OR DESIGN AS SHOWN ON THIS DOCUMENT WITHOUT THE EXPRESS WRITTEN PERMISSION OF SIGNAGE INDUSTRIES CORP. IS A DIRECT INFRINGEMENT OF THE UNITED STATES COPYRIGHT LAWS.



A discussion ensued. The Board preferred the first sign. Commissioner Petty suggested a stone base. Commissioner Kost suggested using a color scheme consistent with the Town of Siler City signage program.

**BREAK**

The Chairman called for a short break.

**CLOSED SESSION**

Commissioner Stewart moved, seconded by Commissioner Kost, to go out of the Work Session and convene in Closed Session for the purpose of consulting with the County Attorney on matters within the attorney/client privilege under GS 143-318 11(a) (3). The motion carried five (5) to zero (0).

**WORK SESSION**

Commissioner Cross moved, seconded by Commissioner Stewart, to adjourn the Closed Session and reconvene in the Work Session. The motion carried five (5) to zero (0).

**ADJOURNMENT**

Commissioner Cross moved, seconded by Commissioner Stewart, to adjourn the meeting. The motion carried five (5) to zero (0), and the meeting was adjourned at 4:56 PM.

---

Brian Bock, Chairman

ATTEST:

---

Sandra B. Sublett, CMC, NCCCC, Clerk to the Board  
Chatham County Board of Commissioners