

**THE BOARD OF COUNTY COMMISSIONERS  
DURHAM, NORTH CAROLINA**

Tuesday, September 8, 2009

1:00 P.M. Worksession

**MINUTES**

Place: Commissioners' Room, second floor, Durham County Government Administrative Complex, 200 E. Main Street, Durham, NC

Present: Chairman Michael D. Page, Vice-Chairman Ellen W. Reckhow, and Commissioners Joe W. Bowser, Becky M. Heron, and Brenda A. Howerton

Absent: None

Presider: Chairman Page

**Citizen Comments**

Chairman Page recognized Thelma White who requested time on the agenda to speak to the Commissioners about turn signals at Fayetteville Street and Riddle Road, and at Highway 55 and Riddle Road. She also seeks support for traffic signals at Riddle Road and Old Alston Avenue.

Ms. White was not in attendance.

**Review of August BOCC Directives**

County Manager Mike Ruffin introduced this item, stating that it was requested that at each month's worksession, the Board of County Commissioners have the opportunity to review the previous month's directives for staff and make comments as necessary.

Commissioner Heron commended County Manager Ruffin and staff on the updates.

County Manager Ruffin asked that the Board notify staff of any items that were not included on the list.

Commissioner Howerton inquired about the training session for boards and commissions.

Chairman Page reiterated the plan to organize a government retreat that pertains to boards and commissions due to many boards experiencing difficulty understanding their roles as it relates to government structure. He asked that board members be given a 30-day notice of meeting dates and times.

County Attorney Siler recapped the boards and commissions workshop that was held in the past. He stated that information was discussed as it relates to ethical issues, rules of procedure, and the attendance policy.

Commissioner Heron asked that the Board consider individuals who have full-time jobs when scheduling a date and time.

**Recognition of Sister Cities of Durham September Concert for Peace Day**

On September 13, 2009, Sister Cities of Durham Incorporated (SCD) and Durham Children's Choir (DCC) celebrated September Concert for Peace Day. SCD Inc. and the DCC staged a musical concert that presented music from the people of four sister cities—Arusha, Tanzania; Durham, United Kingdom; Kostroma, Russia; and Toyama, Japan. The concert music spoke for the wishes of citizens of the combined sister cities for mutual understanding and world peace.

Commissioner Heron moved, seconded by Vice-Chairman Reckhow, to suspend the rules and present the proclamation.

The motion carried unanimously.

Chairman Page read the following proclamation:

PROCLAMATION

WHEREAS, Sister Cities International (SCI) was created in 1956 after a White House summit where U.S. President Dwight D. Eisenhower called for people-to-people exchanges as a citizen diplomacy network for creating and strengthening partnerships between the U.S. and communities abroad;

WHEREAS, the opening session of the Eisenhower White House Summit took place on September 11, 1956, and that date was marked as a major advance in celebrating world friendship, strengthening our global partnerships, and building mutual respect and understanding;

WHEREAS, the tragic events of September 11, 2001 later reminded the people of this country and of the entire world that these valuable goals remained difficult to achieve in a world still shadowed by narrower and more violent beliefs of cultural and national superiority and vengeance;

WHEREAS, in the County of Durham, the mission of pursuing the values of world friendship through citizen diplomacy has been led by the Sister Cities of Durham Inc. (SCD) through the decades-old linkages that have been created with the four cities of Arusha, Tanzania; Durham, United Kingdom; Kostroma, Russia; and Toyama, Japan;

WHEREAS, it has been recognized throughout history that the message of peace can be especially effective when spread through the magical power of music, and that the uplifting and inspirational qualities of music can reach far out to the hearts and minds of both participants and observers at musical events;

WHEREAS, Sister Cities of Durham Inc. and the Durham Children's Choir will stage a musical concert on September 13, 2009 that will present music from the people of our four sister cities, and that the music at this concert will speak for the wishes of citizens of the combined sister cities for mutual understanding and world peace:

NOW, THEREFORE, BE IT RESOLVED that I, Michael D. Page, Chairman of the Durham County Board of Commissioners, do hereby proclaim September 13, 2009 as

### SEPTEMBER CONCERT FOR PEACE DAY

in Durham. I hereby urge all citizens to take special note of this observance and join in this special event celebrating the values of citizenship diplomacy in the pursuit of international peace and mutual understanding.

This the 8<sup>th</sup> day of September, 2009.

/s/ Michael D. Page, Chairman

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Ms. Scott Hill of the Durham Children's Choir thanked the Board for the proclamation. She explained the role of Sister Cities of Durham Incorporated. She expressed the importance of bringing people together after the tragedy of 9/11 to celebrate and recognize international understanding. She invited the Board to a free concert that would be held on Sunday, September 13, 2009, at the Carolina Theatre starting at 3:00 p.m.

Chairman Page thanked staff for preparing the proclamation in such short notice.

### **RDU Airport Authority Annual Update**

RDU Airport Authority members Craigie Sanders and Tommy Hunt provided the Board of Commissioners with an annual update relative to the Raleigh-Durham International Airport.

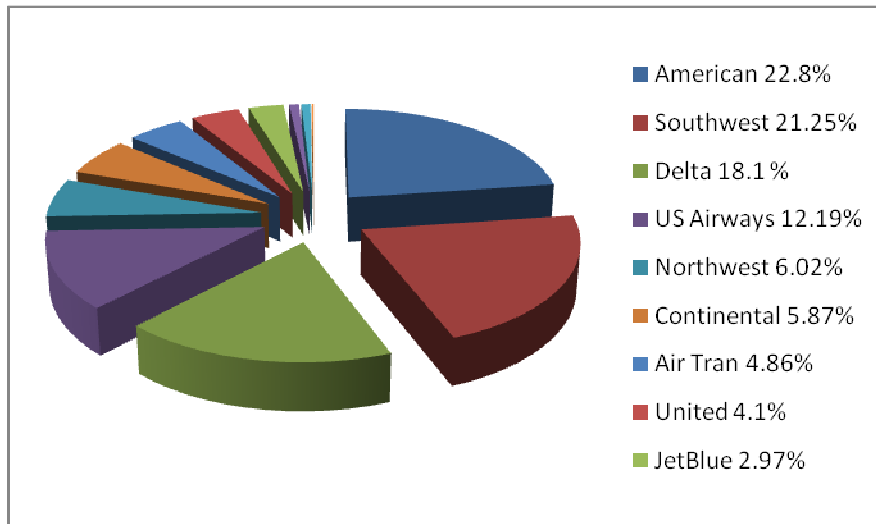
Mr. Sanders discussed the presentation as follows:

Raleigh-Durham Airport Authority  
Durham County Annual Update

#### Air Service

- In 2008, 9.6 million passengers, down 3.1% compared to 2007
- Seat availability constrained by airline schedule reductions
- Year-to-date: Passengers down 11.5%
- July: Number of passengers down 5.3%
- Projection for 2009: Down 10% compared to 2008
- 26 Airlines
  - 10 Major
  - 16 Regional Partners
- 193 Daily Flight Departures
- 36 Nonstop Destinations
- American Airlines
  - Moved daily flight from Gatwick to Heathrow
- Additional Service
  - Southwest launched service to Denver
  - JetBlue service to Fort Lauderdale and Boston

## 2008 Market Share



## Credit Rating

- Moody's and Fitch AA Ratings Reaffirmed
  - Moody's Aa3
  - Fitch AA
  - RDU one of three medium hub airports with AA rating
  - Bond rating agencies cite airport's strong financial position

## Customer Service Programs

- RDU Passport
  - Program for frequent parkers
  - Ticketless entry and exit
  - 150 customers participated in trial program
  - Full program to launch later this year
- Visitor Services Certification
  - Customer service ambassadors received certification as North Carolina Travel Counselors
  - A program of the N.C. Division of Tourism, Film, and Sports Development
- USO
  - Serves up to 2,400 military service members and their families monthly
  - 28,800 served in 2008
  - More than 150 volunteers staff the Center 24 hours a day

## Small Business Programs

- Two programs promoting MWBE participation: DBE and HUB
- DBE: For all federally-funded construction projects
- HUB: Program for all non-federal contracts and procurements
- DBE Goals
  - Food & Beverage contracts: 25%
  - Rental car operations: 10%
  - AIP construction projects: 13%

- HUB Goals: 10% participation for:
  - Construction
  - Professional Services
  - Information Services
  - Procurements
- Small and Emerging Business Assistance Program
  - RDU partnering with First Citizens Bank
  - Assists small businesses in Terminal 2 concessions program
  - Provides assistance in securing loan guarantees
  - \$743,000 loaned to two businesses in 2008

Mr. Hunt continued the presentation, highlighting the following:

#### Terminal 2

- Phase One opens on October 26
- More than 7,000 Triangle residents turned out for open house
- Enhanced customer experience
- Technology infrastructure supports terminal-wide operations
- Restaurants and shops offer variety

#### Terminal 2: Common Use

- Streamlines day-to-day operations
- Airline functions assigned as needed
- Sophisticated computer network includes hundreds of LCD screens

#### Terminal 2: Shopping and Dining (Images) Concourse (Images)

#### Other Projects

- Terminal 2 replaces Terminal C
- Terminal A renamed Terminal 1
- Runway Rehabilitation Project

The Board posed the following questions:

- What would happen to Terminal 1 if everything is moved to Terminal 2?
- Does the signage reflect the change?
- What is the projected date of completion for RDU's parking deck?
- What is the percentage of small business participation?
- What can be done to equalize the sales tax?
- How many top administrators are minorities?
- How many Durham residents are employed in the administration office?
- What additional advantages does Durham County have?

Shelby Moorman, RDU, Small Business Program Office, responded to Commissioner Howerton's question regarding participation. She gave the following percentages as it relates to participation in the last quarter:

- HUB program 13%

- Federally Funded Programs
  - Includes AIP Projects 13%
    - Construction
  - Concession 28%
    - Food & Beverage
  - Rental 10%

Ms. Moorman informed the Board that the percentage is broken down by State. Currently, there is a 13% minority percentage rate. She stated that the Airport Authority's approach is to ensure the structure as it relates to small businesses.

Mr. Sanders addressed Commissioner Heron's concerns about Wake County receiving the sales tax. He suggested that a discussion be held with the General Assembly regarding the issue. He informed the Board of a concession that would either enable the legislation that created RDU or potentially change the way taxes are shared.

Commissioner Bowser suggested that Mr. Sanders and Mr. Hunt advocate for Durham as it relates to sales tax revenue.

County Attorney Siler mentioned that the County Attorney's office would be researching additional options pertaining to the issue.

Ms. Sanders addressed additional concerns raised by the Board.

#### Directives

County Manager Ruffin to consider adding the sales tax item on a future legislative agenda to voice the Board's concerns or consider discussing the issue with the governing bodies.

#### **Presentation by Representatives of the National Children's Study**

Gayle Harris, Public Health Director, introduced this item. She stated that representatives of the National Children's Study have met with a number of County staff over the past 6-12 months and would like to inform the Commissioners about the study. The study would be a 21-year, longitudinal study of 100,000 children from 105 representative American communities and would examine a broad range of environmental, social, behavioral, and biomedical factors that may affect children's health.

Ms. Harris stated that the study is funded by the National Institutes of Health and has been contracted to the Carolina Population Center to conduct the study in six counties in North Carolina; Durham County has been selected as one of the six. The local principal investigators for Durham County consist of an investigator from the University of North Carolina at Chapel Hill, Dr. Anna Maria Siega-Riz, and a pediatrician from Duke University, Dr. Chip Walter.

No fiscal cost is associated with the community's participation in this study. Aside from a wealth of public health information that would benefit the nation and, more particularly, the Durham community, the investigators also estimate that 30-40 temporary part-time local personnel and 10-15 permanent local staff would be hired to help carry out the study.

Chip Walter, MD, Duke University Pediatrician discussed the following:

### National Children's Study

#### History

- The President's Task Force on Environmental Health and Safety Risks to Children – 1998
- The Children's Health Act of 2000
  - ...authorize NICHD to conduct a national longitudinal study of environmental influences on children's health and development.
  - ...from birth to adulthood
- Congressional Appropriations in 2007, 2008, and 2009

#### Study Aims

- General Aims
  - Identify the presence or absence of effects of various exposures on child health and development
    - Harmful, harmless, helpful
  - Identify possible environmental contributions to specific conditions and diseases
  - Genetic contribution and gene-environment interactions
  - National resource for future studies

#### Overview of Study Design

- Longitudinal cohort study
  - Pregnancy to early adulthood
  - Retention of participants once enrolled
- Large, nationally representative sample of ~100,000 births
- Breadth of exposure classes: Chemical, biological, psychosocial, physical, genetics
- Focus on a range of outcomes in infancy, childhood, and adolescence
  - Examples: Preterm Birth, Autism, Obesity, Asthma, Diabetes, Childhood Injury
- National probability sample of births within 105 counties
  - Communities selected to be representatives of the U.S.
  - No specific groups (race, ethnicity, economic) are singled out to participate in the study
- Population-based probability sample design
  - Recruit 1,000 births over four years, per county (250/yr)
  - Design and select 10-15 sampling units per county
  - Eligibility based on mother's residence at delivery
- Start with screening of households
  - Like U.S. Census with door-to-door contract
  - Only in the sampled geographic areas of the county
  - Not everyone in the county will be eligible

#### Integrity of Study Design and Protocol

- Consent to participate is required and data held to the highest standards of confidentiality
  - Reviewed by multiple IRBs, OMB, NAS

- The project is independent from industries and organizations with a particular focus

Overview of Implementation

- Study is implemented through Centers in combination with a central Coordinating Center and a centralized Information Management System
  - Broad scientific input
  - Community engagement
  - Standardized Protocol
- Full Study is preceded by a Pilot Phase
- Full Study initiated in three “Waves”

National Children’s Study Locations (Map)

Pilot Phase Sites

- Group 1 – Began Data Collection in January
  - University of North Carolina – Duplin County
  - Mount Sinai School of Medicine – Queens
- Group 2 – Began Data Collection in April
  - Children’s Hospital of Philadelphia – Montgomery County, PA
  - South Dakota State – Four Adjacent Counties in Minnesota and South Dakota (BYPL)
  - University of California, Irvine – Orange County, CA
  - University of Utah – Salt Lake County, UT
  - University of Wisconsin – Waukesha County, WI

The NCS in North Carolina (Map)

North Carolina Study Locations

<i>N.C. Counties</i>	<i>Waves</i>	<i>Estimated Field Start Dates</i>
Duplin	Vanguard	2009-2013
Rockingham	Wave 1	2011-2013
Burke	Wave 1	2011-2013
Durham	Wave 1	2011-2013
Cumberland	Wave 2	2012-2014
Buncombe	Wave 3	2013-2-15
Gaston	Not yet funded	TBD

Types of Data Collected

- Interview Data
  - Collected at every contact
  - Face-to-Face
  - Telephone
  - Self-Administered
- Bio-specimens
  - Collected at each in-person contact
- Physical Measures
  - Collected at each in-person contact
- Environmental Samples
  - Collected at each home in-person contact; some self-collected



### Schedule Participant Contacts – Year 1

#### *\*Pre-Pregnancy – home*

\*1<sup>st</sup> Trimester – home  
1<sup>st</sup> Trimester Father – home  
1<sup>st</sup> Trimester – ultrasound for dates  
\*2<sup>nd</sup> Trimester – ultrasound for growth  
\*3<sup>rd</sup> Trimester – clinic – full visit and ultrasound  
Birth – delivery location  
\*3 months  
6 months – home  
\*9 months  
12 months - home

#### Participant Incentives

- For the benefit of our children
- Monetary compensation for time, inconvenience and expenses
- Membership and engagement with Study
- Results from anthropometric, ultrasound, and some environmental measurements

#### Overview of the NCS

- Health care providers and hospitals will be asked to assist with some components
  - Recruitment, specimen collection
- Project staff will handle participant recruitment and most of the interactions
- Community outreach and engagement is key component to the study

#### Partnering with the Community

- Community Advisory Groups
- Stakeholders in the community
- Medical care providers
- Hospital where babies are delivered

#### County Impact

- Hiring in county personnel (30-40 temporary part-time local personnel and 10-15 permanent local staff to help carry out the study)
- Catering study related events from local vendors and holding functions at local venues
- Renting/leasing space for a Durham site office
- Marketing via event attendance and through local media sources

#### Priority Health Exposure & Outcomes (Chart)

Commissioner Howerton inquired about the salary range and how individuals would know that the jobs are available. She stressed the need to hire Durham residents.

Sharon E. Loza, Project Manager, spoke about the projected numbers for employing Durham County residents.

Mr. Walter responded to Commissioner Bowser's concerns regarding University of North Carolina at Chapel Hill (UNC) being the employer. He offered an explanation regarding UNC being the lead agency that holds the contracts. He stated that Duke University is working as a subcontractor to UNC and that North Carolina Central University has been approached regarding their involvement in the study. He informed the Board that the tenure of employment would be five years.

Ms. Loza replied to Vice-Chairman Reckhow's inquiry regarding community meetings. She stated that the intent is to meet with the community; however, meetings were held with The Partnership for Children, Healthy Partnership for Durham, County agencies, and non-profits. She hoped that the community advisory group would allow them to tap in to the expertise of the community to better understand how participants could be more informed.

Mr. Walter informed the Board that the budget for the study is around \$2.5 million, which would be over a five-year period. As it relates to the children, he stated that the program would continue to track individuals after age 21, only if they reside in the geographical area.

Chairman Page thanked staff for the report.

#### Directives

1. Bring statistics to the Board regarding the hiring range.
2. Mr. Walter and staff to interact with the boards in the area to determine what is happening in the communities.
3. Coordinate services that would be effective in the community.
4. Discuss ways to bring the groups together to work in a positive aspect.

#### **Camp Butner Joint Land Use Study**

Helen Youngblood, City-County Planning Department introduced this item. She stated that it is recommended that the Board of County Commissioners consider the item and accept the report.

Ms. Youngblood briefed the Board as follows:

#### Background

The Camp Butner Joint Land Use Study was conducted to help ensure future compatibility between land uses necessary to support the military mission at the Camp and the increasing civilian development occurring near the installation. The Study is an effort to guide orderly growth and enhance Durham and the communities that surround Camp Butner.

The Study establishes five goals:

1. Ensure compatibility of land uses between Camp Butner and the surrounding communities in the short- and long-term;
2. Education/outreach to surrounding communities regarding Camp Butner activities and mission;
3. Ensure environmental protection, including air quality and water quality, on Camp Butner lands and in the surrounding communities;

4. Ensure public involvement in the JLUS planning process and implementation phase;  
and
5. Protect the health, safety, and welfare of the employees of Camp Butner and the residents in surrounding communities.

The Camp Butner JLUS recommends numerous actions on the part of the Camp Butner Training Site staff and surrounding local governments to accomplish the study's goals and objectives. Several of these actions are directed toward Durham County.

#### Issues

Durham County is already taking actions to implement eight of the recommendations, including C., E., H., J., L., Q., R., and S. Durham could easily implement recommendation T. at the time of the next update of the Durham Comprehensive Plan. However, implementation of the other five recommendations would require significant additional effort and resources. Alternated ways of achieving the same objectives could be explored.

- Recommendation K. suggests that the Durham County establish vegetated buffers of at least 50 feet for properties that adjoin the CBTS. Recommendation o. suggests that Durham County establish 50-foot noise buffer noise buffer zones between residential properties and the boundary of the CBTS. However, Dunwoody Road and Range Road, both 60-foot rights-of-way, form most of the western and southern boundaries of CBTS in Durham County. A small number of parcels, in excess of 55 acres and used for pasture and woodland, form the northern boundary of CBTS. These conditions indicate that a 50-foot vegetated buffer is not needed in Durham County.
- Recommendation M. suggests that Durham participate in an ongoing implementation team to monitor implementation efforts. Durham could instead commit that the City-County planning director would participate on an as-needed basis in efforts to implement the JLUS.
- Recommendation P. suggest that Durham County require that building permits issued for properties within one mile of the CBTS be required to be stamped with a notification about the existence and proximity of the CBTS.
- Recommendation V. suggest that Durham require a real estate disclosure statement any time land is divided, sold, or leased within the Study Area. Given the low-density nature of land use plans and zoning in the area, Durham anticipates limited development activity in the area. Durham could instead proactively send a one-time notice to property owners within one mile of the CBTS to inform them of the Study and the implications for their property, and to ask for voluntary disclosure of the proximity of the CBTS when property is transferred. Durham could also add a note on the Zoning Atlas to provide notice that properties in northeast Durham County are near the CBTS

Ms. Youngblood entertained questions and concerns posed by the Board.

Vice-Chairman Reckhow thanked Ms. Youngblood for an excellent report.

No directives were given.

### **Transportation Briefing**

Mark Ahrendsen, City of Durham, introduced this item, stating that the purpose of the Transportation Briefing is to update the Commissioners on recent transportation plans, legislation, and issues. Several years ago, the Triangle region was notified that the proposed regional rail project would not qualify for federal New Start funding. This action motivated the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Capital Area Metropolitan Planning Organization (CAMPO) to appoint the Special Transit Advisory Commission (STAC) in 2007 to develop a transit vision for the region. In May 2008, STAC submitted its recommendations to the MPOs, which included rail transit extending from Raleigh to Durham to Chapel Hill and investments in bus transit to expand service coverage and to improve service quality. The STAC recommendations also included local options for a ½-cent sales tax and an increase in the motor vehicle fee to pay for the transit improvements. The DCHC MPO incorporated the STAC recommendations into the recently approved 2035 Long Range Transportation Plan (2035 LRTP) along with many highway, bicycle, and pedestrian projects.

Mr. Ahrendsen acknowledged that the Congestion Relief/Intermodal Transport bill was approved in August 2009, enabling local areas to fund public transportation using an increase in the sales tax, car registration fees, and special district property taxes, and requiring a Transit Plan to guide the use of such funding. At some time in the future, the BOCC may be asked to act on the Transit Plan called for in the bill and consider authorizing a referendum for a ½-cent sales tax for transit and/or approving a motor vehicle fee of up to \$7 for transit.

Staff updated the BOCC on the status of major Durham projects in the 7-year Transportation Improvement Program (TIP) and some of the transportation projects that would be implemented with funding from the American Recovery and Reinvestment Act (also known as stimulus funding).

Mr. Ahrendsen gave the following presentation:

#### Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

##### Transportation Briefing

##### Studies (input for the Plans)

- Special Transit Advisory Commission
- N.C. Railroad Study (for Commuter Rail)

##### Plans

- 2035 Long Range Transportation Plan (2035 LRTP)
- FY 2009-2015 Transportation Improvement Program (TIP)
- American Recovery and Reinvestment Act (ARRA)

##### Steps

- Congestion Relief and Intermodal Transport Bill
- Benchmarks for Rail Transit
- Triangle Transit Vision Plan
- Dallas Trip – Successful experience of other regions

Special Transit Advisory Commission (STAC)

STAC Goal—Provide MPOs with a set of recommended transit investments to serve the Triangle

STAC Work

- Composed of 29 citizens and 9 ex-officio members from throughout the Triangle region.
- Worked throughout 2008 and early 2009

STAC Recommendations (May 2009)

- Bus—Significant expansion of bus service
- Rail—Regional rail transit
- Circulators—connecting high activity centers

North Carolina Railroad (NCRR) Study

(October 2008)

- Identifies the capital costs needed for track improvements, stations, and vehicles to provide peak-period, peak-direction commuter rail services between Goldsboro and Greensboro
- Conclusion—rush hour commuter trains can operate on same tracks as freight.

Next Step—Ridership and market demand study

- Identify feasible travel segments and alternatives
- Tentatively complete by mid-2010

2035 Long Range Transportation Plan (LRTP)

- Lists highway, transit, and other transportation projects to address future transportation needs through year 2035.
- Regional—Coordinated with CAMPO (Wake Co. MPO) highway, bus service and light rail transit plans.
- Assumptions—based on future land use, population and employment.

2035 LRTP—Financing

- Revenues must cover costs.
- Total Cost is \$8.1 billion.
- Revenues include new sources for transit and highway funding.

2035 LRTP—Highway Projects

Major Projects:

- Triangle Parkway (2015)
- East End Connector (2025)
- US 70 upgrade to freeway (2025)
- Northern Durham Parkway (2025)
- I-85 widening (2025)
- Durham Freeway Widening (2035)
- US 15-501 upgrades (2035)
- HOV/"HOT" lanes (yellow lines) (2035)
- Roxboro Road widening (2035)

2035 LRTP—Transit Service

#### Light Rail Transit (yellow line)

- Durham to RTP to Raleigh
- Durham to Chapel Hill

#### Bus Transit

- Express bus service (thick blue)
- Local bus service improvements (thin blue), e.g. more frequent service
- Circulator bus service in employment centers (not shown)
- Feeder service to light rail transit

Transit plan follows recommendations from Special Transit Advisory Commission (STAC)

#### 2035 LRTP—Bicycle & Pedestrian

- Based on current plans:
  - Durham Walks! Pedestrian plan (2006)
  - Durham City and County Comprehensive Bicycle Transportation Plan (2006)
  - Several hundred projects in Durham County.
  - Bicycle & Facilities are encouraged to be part of all roadway projects.

#### Transportation Improvement Program (TIP)

##### Description

- Seven-year plan for transportation projects receiving federal funding.
- Current TIP includes FY 2009 through 2015

#### Declining revenue and increasing costs are resulting in project delays

- Overall revenue down 11% compared to last fiscal year
- Construction costs outpacing inflation over past decade. Only recently have costs decreased.
- Only \$15-20 million available each month for highway projects statewide

#### Transportation Improvement Plan—Transit

- Relocation of Durham Amtrak station
- Purchase of 20 hybrid electric buses for Durham Area Transit Authority
- Installation of bus shelters, benches, and lighting

#### Transportation Improvement Plan (TIP)—Bicycle & Pedestrian

- NC 147 Pedestrian Bridge near Alston Avenue—construction in 2009
- American Tobacco Trail from NC 54 to Chatham County –construction in 2010
- Old Durham – Chapel Hill Road from US 15-501 to Garrett Road – construction in 2011

American Recovery and Reinvestment Act  
\$838 million for transportation in N.C.

#### NCDOT Projects in Durham County \$13.4 million

- Resurfacing, Interchange/Intersection Improvements, LED Traffic Signals

#### Local Projects in Durham County \$5.1 million

- Sidewalks, Trails, Traffic Signals, Intersection Improvements, Landscaping

### Transit

- DATA, \$4.2 million
- Triangle Transit, \$1.4 million

### Discretionary Grant Programs

#### High Speed Rail – North Carolina Applying for \$4 Billion

- Includes several grade separations and track improvements in Durham County

#### TIGER – NCDOT and city of Durham Applying for \$380 million

- I-85 Yadkin River Bridge, Durham Neighborhood Commercial Streetscape Projects

#### TIGGER – DATA, TTA, Chapel Hill Transit Applying for \$4.3 million

- Alternative fuel and hybrid buses and vans

### Congestion Relief and Intermodal Transport Bill

- Recommended by the North Carolina 21 Century Committee on Transportation and Special Transit Advisory Commission (STAC)
- Received strong support from variety of organizations (e.g. Carolina Asphalt and Paving Association, N.C. Chamber, Sierra Club, N.C. County Commissioners, N.C. League of Municipalities, N.C. Rural Center, and many others)
- Passed both chambers with bi-partisan support
- Effective July 1, 2009

#### Options:

- Durham, Orange, Wake, Guilford, and Forsyth counties may levy ½ cent sales tax, with voter approval, for use in public transportation systems.
- Remaining counties may levy ¼ cent sales tax for use in public transportation.
- Regional transportation authority's (e.g. Triangle Transit) to increase vehicle registration fee by \$3 (from current \$5 limit; County Commissioner approval; \$2 immediately, and additional \$1 by July 1, 2010)
- All counties may increase vehicle registration fee by \$7 for public transportation projects. (County Commissioner Approval)
- County may levy additional property tax within service district up to 10 cents on each \$100 valuation for use in public transportation (includes Research Triangle Park).
- Creates Intermodal Fund that could eventually provide a way for state to participate in local transit projects (no funding has been appropriated for this item)

### Annual Revenue—Preliminary Estimates (Graphs)

#### Rail Transit—Benchmarks

#### Rail Transit—Vision Plan

### Contents of a County Plan

- Presents revenue assumptions
- Presents distribution of funding to rail and bus transit systems
- Demonstrates coordination with transit systems and implementation plans of adjacent counties (e.g., Orange and Wake).
- Presents affordable housing plan.

- Business Leaders, elected officials and transportation partners from Triangle participated.
- Dallas-Fort Worth metroplex is much larger in population than Triangle but there are similarities.
- Turnpikes had historical role – Dallas has had toll roads for over 50 years
- Toll roads enable accelerated investment – PGB turnpike built decades earlier than otherwise possible, and volumes rising quickly
- Toll roads important role in future:
  - TxDOT converting HOV lanes to toll/HOV
  - TxDOT + private co. Building express toll lanes
  - \$445m public investment will yield \$4b project

#### Description

- 45 stations, two lines (red and blue)
- Entirely in Dallas and Collin (e.g. Plano) Co.
- Separate corridor with at-grade crossings
- Converts to at-grade “streetcar” in downtown
- Busy ridership, even at night
- Additional 45 miles and two new lines approved
- Airport connection coming; will be within DFW Airport

#### Lessons Learned

- Development is station specific, such as:
  - Transit oriented development (TOD) with retail and residential;
  - Town center feel (like downtown Cary); and
  - No TOB, park-n-ride only.
- Transit can focus substantial development;
  - Creates sense of permanence
  - \$4b development = \$100m + annual tax revenue
- DFW airport and DART have creative revenue streams:
  - 100 + natural gas wells on DFW airport property
  - Cell towers and fiber optic cable on DART lands

#### Dallas Visit 2009—other transit

##### Heritage Circulator

- Three mile loop provides transit experience
- Northern terminus is at light rail station entrance
- Significant development along circulator line

##### Commuter Rail

- Only transit link between Dallas and Fort Worth (No existing light rail, no local/regional bus service)
- Trinity Railway Express: 10 stations, 34 miles
- Significant freight traffic remains; only 40% double-tracked

#### Dallas Visit 2009—Transit Ready Areas

##### Example 1 (Addison Road)

- Adjacent to proposed commuter rail line and toll way



- Contingent public investments fueled growth
- Primarily residential, with neighborhood retail
- Density > 100 units/acre but does not feel like it

#### Example 2 (Legacy Town Center)

- No planned transit but adjacent to toll way
- Density > 100 units/acre but does not feel like it
- More retail, broader mix of uses than Addison
- Analogy: RTP adjacent to an expanded North Hills

#### Lessons

- Walkable, mixed-use developments do not require transit to prosper (although it helps)
- Street experience is critical with or without transit

Mr. Ahrendsen addressed Vice-Chairman Reckhow's concerns regarding the commuter rail connection in the vision plan. He explained the reason for rail services in Wake Forest.

Vice-Chairman Reckhow offered a suggestion to review the Commute Trip Reduction Ordinance that determines where people are traveling from to determine what traveling needs must be addressed. She referred to a report that was conducted by UNC's planning students for TTA.

David King, Triangle Transit Authority, replied to Commissioner Heron's question regarding a fee that is collected at RDU for rental cars. He stated that there is a five percent surcharge. He enlightened the Board about the funds that are used to support the existing bus services and funds that are used for the capital program which comes out of the STAC plan.

Commissioner Heron expressed concerns about the need for park and ride services.

The Board asked the following questions:

- How would ridership benefit Durham?
- Have the discretionary grants been approved?
- Has any progress been made in terms of taxes?
- What is meant by declining revenue and increasing cost?

The Board held a lengthy discussion regarding rental car tax.

Mr. Ahrendsen responded to questions asked by the Board.

#### Directives

1. Consider a discussion to include Johnston County in the three-county region.
2. Review the North Carolina Railroad Commuter Study to determine how the commuter rail could be part of the solution.
3. Submit to the Board an accounting of how much money has been received and how has it been spent.
4. Research past minutes regarding the intention for the rail transit service.
5. Provide the Board with a copy of the budget.

**Adjournment**

There being no further business, Chairman Page adjourned the meeting at 3:36 p.m.

Respectfully Submitted,

Angela M. Pinnix  
Clerk to the Board's office