

December 1, 2003

The Randolph County Board of Commissioners met in regular session at 4:00 p.m. in the Commissioners Meeting Room, County Office Building, 725 McDowell Road, Asheboro, NC. Commissioners Kemp, Frye, Davis, Holmes, and Mason were present. Rev. Happy Foster Kinnear, Associate Pastor, First Presbyterian Church, Asheboro, gave the invocation, and everyone recited the Pledge of Allegiance.

Reorganization of the Board

On motion of Kemp, seconded by Frye, the Board voted unanimously to appoint Harold Holmes as Chairman of the Board.

On motion of Davis, seconded by Mason, the Board voted unanimously to appoint Darrell Frye as Vice Chairman of the Board.

On motion of Kemp, seconded by Frye, the Board voted unanimously to appoint Aimee Scotton as County Attorney.

On motion of Frye, seconded by Mason, the Board voted unanimously to appoint Alice Dawson as Clerk to the Board.

On motion of Kemp, seconded by Davis, the Board voted unanimously to appoint Cheryl Ivey as Deputy Clerk to the Board.

On motion of Kemp, seconded by Mason, the Board voted unanimously to maintain the current board representation, as follows: Representative to the Board of Health, Robert Davis; Representative to the Consolidated Mental Health Board, Darrell Frye; Representative to the Social Services Board, Robert Mason; Representative to the High Point Transportation Advisory Board, Darrell Frye; PTCOG Delegate, Darrell Frye; Piedmont Triad Partnership, Darrell Frye; Piedmont Authority for Regional Transportation, Darrell Frye; Regional Planning Organization, Robert Davis.

Update on Pending Junked Vehicle Cases

Aimee Scotton, County Attorney, immediately following her appointment during the reorganization of the Board, told the Board that she and Planning Department staff had been diligently working on the large number of pending junked vehicle cases since last April. She said over the next several weeks she would be starting the legal process on the cases. She has divided the cases into workable batches; the first batch of 22 cases would be initiated the following day, Dec. 2, 2003.

At this time, newly appointed Chairman Harold Holmes presided over the meeting.

Consent Agenda

On motion of Frye, seconded by Davis, the Board voted unanimously to approve the consent agenda, as presented:

- *approve minutes of the November 3, 2003 meeting;*
- *adopt resolution canceling appointments as Review Officers for Plat Review, as follows:*

WHEREAS, S.L. 1997-309 (S875) makes a number of significant changes in the procedures for recording maps and plats; and

WHEREAS, the main purpose of the law is to transfer the responsibility for reviewing plats to determine whether they meet recording requirements from the Register of Deeds to a Review Officer; and

WHEREAS, the new G.S. 47-30.2 requires the Board of County Commissioners in each county, by resolution, to appoint a person to serve as Review Officer to review each plat before it is recorded and certify that it meets the statutory requirements for recording; and

WHEREAS, from time to time the County or municipalities may replace persons designated to perform all responsibilities as required for Review Officer under the appropriate North Carolina General Statutes; and

WHEREAS, the following individuals have been replaced as designated Review Officers: J. Martin Myers, City of Archdale; JoAnne Sanders, City of Asheboro; Richard Hardin, City of Randleman; and Dean Spinks and Alan Thornton, City of Trinity;

NOW, THEREFORE, BE IT RESOLVED that these individuals no longer be designated as Review Officers for their respective municipalities and that a copy of this Resolution be recorded in the Randolph County Register of Deeds Office.

BE IT FURTHER RESOLVED that future resolutions by this Board appointing Review Officers include language to indicate that the appointee is either an additional Review Officer or is replacing an existing officer, who will be indicated by name.;

- *reappoint James Blair, Randal Bowman and Donald Dalton to Guil-Rand Fire Dept. Commission;*
- *reappoint Karen Smith and Nan Kemp to Adult Care Home Advisory Committee;*
- *reappoint Addie Luther to Nursing Home Advisory Committee;*
- *reappoint Margaret Hayes to Seagrove-Ulah Metropolitan Water District Board;*
- *appoint Randy McNeil to Board of Health;*
- *appoint Bbhupen Patal to Tourism Development Authority to fill the unexpired term of Stacey Senters;*
- *adopt DOT resolution adding Loflin Farlow Lane to State Roads System, as follows:*

WHEREAS, the Department of Transportation has investigated Loflin Farlow Lane in the Hollowridge Estates Subdivision; and

WHEREAS, the subject road has been found to meet minimum requirements for addition.

NOW, THEREFORE, BE IT RESOLVED by the Randolph County Board of Commissioners that Loflin Farlow Lane in the Hollowridge Estates Subdivision be added to the Division of Highways' Secondary Road System.

Hazard Mitigation Plan Presentation and Public Meeting

Paula Sloneker, Piedmont Triad Council of Governments, told the Board that the Federal Disaster Mitigation Act of 2000 and N.C. Senate Bill 300 require all local governments to have a hazard mitigation plan submitted to the state for their approval by January 2004. Prior to the plan's submission in January, the public must be offered at least 2 opportunities for review and comment. The first meeting was held in July 2003. Upon review and acceptance by N.C. Division of Emergency Management and FEMA, the plan, in its entirety, must be adopted by the Randolph County Board of Commissioners and each of the county's municipal jurisdictions by November 2004. Failure to adopt a plan means that there will be no state or federal funding or public assistance in the event of a natural disaster. Financial assistance for disaster aid and recovery is the responsibility of the federal government. However, constitutional authority to adopt and implement mitigation tools to reduce the impacts of natural disasters resides with state and local government. The multi-jurisdictional hazard plan that PTCOG is currently developing outlines the consensus hazard mitigation goals developed by the counties and their municipalities and the strategies that will be implemented by each jurisdiction to reduce or eliminate

exposure to natural hazards. Ms. Sloneker, via a PowerPoint presentation, highlighted the components of the Multi-jurisdictional Hazard Mitigation Plan, including a list of potential natural hazards, mitigation goals and strategies. She also answered questions from the Board.

Chairman Holmes opened the floor for public comment and, hearing none, resumed the regular meeting.

Report and Recommendations from the Randolph County Historic Courthouse Committee

Richard Wells, Public Library Director and Chairman of the Randolph County Historic Courthouse Committee, reminded the Board that this committee was given the charge to determine the best use of the old Courthouse building in order to benefit all citizens of the county. He said that the building has been stabilized and heated and a fire alarm system has been installed. The following are the recommendations of the committee:

- The main floor should become offices for the Economic Development Commission and the Tourism Development Authority. The directors of both organizations agree that having their offices there would benefit the clients they serve with a more central location, more parking facilities, and much needed office and conference space.
- The courtroom on the second floor should be renovated to become the *The Randolph County Historical Museum*. The large open room could accommodate a myriad of displays focusing on different aspects of Randolph County history.
- The museum should have a curator responsible for all aspects of the operation of the museum and have responsibility for the physical building itself. This position would be supervised by the director of the public library.
- The basement floor should be used for storage for the museum and additional offices for use by governmental or non-profit agencies.
- The combination of offices and museum will mean that the courthouse will be open for public use and enjoyment on a daily basis
- The committee requests funds not to exceed \$20,000 in order to hire a museum consultant, then have an architectural study done to determine costs, etc.

Mr. Wells said that the committee was clear in recommending that the building be renovated for daily use, not restored as an artifact itself.

On motion of Kemp, seconded by Mason, the Board voted unanimously to accept the recommendations of the committee and to approve Budget Amendment #26, which allocates \$20,000 from the General Fund to hire a museum consultant and subsequently have an architectural study done to determine costs for the renovation.

GENERAL FUND - #26	
<i>Appropriation</i>	<i>Increase</i>
<i>Public Buildings</i>	<i>\$20,000</i>
<i>Revenues</i>	<i>Increase</i>
<i>Appropriated Fund Balance</i>	<i>\$20,000</i>

Presentation of Proposed New County Personnel Ordinance

Kim Newsom, Personnel Director, told the Board that County staff has been working on a technical re-write of the Personnel Ordinance in order to encompass certain appendices and freestanding policies as well as to update sections where legal interpretations have necessitated changes. He highlighted new sections and significant changes. He said that he hopes that the new ordinance will be user friendly, while incorporating professional human resources standards. He asked that the Board consider adopting the new document at their January meeting.

Request for Additional Refund Money in Tax Department

Jane Leonard, Deputy Finance Officer, said that the Tax Dept. has a line item in its budget to handle refund requests from taxpayers when they pay taxes they should not have paid. The refund amounts are usually nominal and there are normally enough funds to cover such situations that arise during the fiscal year. During these difficult economic times, many businesses are scrutinizing their books more than ever to determine if they may have overlisted their assets in the past several years. This scrutiny, along with audits performed by our staff, has increased the instances of discrepancy discovery that are falling, in many cases, in favor of the taxpayer. With this in mind, the Tax Dept. has had an unusual year in that several large refunds have occurred, and the Tax Dept. budget does not have sufficient funds to handle them. The current balance in the Refund Account is \$19,939.92 and will be used to cover the routine refunds for the remainder of this fiscal year. Ben Chavis, Tax Supervisor, has requested that the Commissioners transfer \$25,000.00 from the General Fund to the Refund Account to cover a \$24,620.69 refund due North Carolina Plastics, which was discovered through a routine audit of business/personal property assets by Tax Dept. auditors.

On motion of Frye, seconded by Davis, the Board voted unanimously to approve Budget Amendment # 27, as follows:

GENERAL FUND - #27	
Revenues	Increase
<i>Appropriated Fund Balance</i>	<i>\$25,000</i>
Appropriations	Increase
<i>Tax</i>	<i>\$25,000</i>

Purchase of Property at Randolph County Solid Waste Facility

David Townsend III, Public Works Director, told the Board that he has been working with several parties concerning the vacant shop located at the Randolph County Solid Waste Facility. According to County Manager Frank Willis the building was built around 1980 by Wayne Wright for use in his operations of the landfill. The County agreed to let Mr. Wright build the building on County property with the understanding that if he ever ceased having an involvement in solid waste operations, there would be two options available to him regarding this building. Mr. Wright could remove the building from County property at his own expense, or the County could reimburse him for the current value of the building and equipment inside the building. Tax Department has valued the building at \$29,000, and the attached machinery and equipment is valued at \$11,000, making the total current value \$40,000. Mr. Wright has agreed to accept this amount as reimbursement for his expenses to build and equip the building. The current contractor operating at the Solid Waste Facility has verbally agreed to rent this building from the County for \$400/month.

On motion of Davis, seconded by Mason, the Board voted unanimously to reimburse Wayne Wright \$40,000 for his cost of constructing and equipping the building and authorized the County Manager to sign a rental agreement with the current operator for \$400/month and approved Budget Amendment # 28 to appropriate the necessary funds from the County's Fund Balance, as follows:

GENERAL FUND - #28	
Appropriation	Increase
<i>Public Works</i>	<i>\$40,000</i>
Revenue	Increase
<i>Appropriated Fund Balance</i>	<i>\$37,600</i>
<i>Sales & Services</i>	<i>\$ 2,400</i>

Resolution Supporting a Film Industry Incentive

Hal Johnson, Planning Director, told the Board that the Tourism Development Authority is concerned that North Carolina may lose the opportunity for filming the Richard Petty movie. He said that the film industry is very important in North Carolina because a large percentage of a film's budget will be spent in the local area that the film is being produced. The TDA adopted a resolution supporting film industry incentives and asked the Board of Commissioners to do the same.

On motion of Kemp, seconded by Frye, the Board voted unanimously to adopt the following resolution:

WHEREAS, the state of North Carolina has for eighteen years ranked third (behind California and New York) in the nation among filmmaking states; and

WHEREAS, North Carolina's film industry generated a total of \$230.8 million in revenues in 2002; and

WHEREAS, the resulting big screen movies, documentaries, television shows, shorts and commercials showcase the cities, towns, mountains, coastlines and countryside of North Carolina and make it a more desirable place to visit; and

WHEREAS, the state of North Carolina is losing a significant number of these projects (nearly half) to other states and even other countries around the world due to an inability to meet or exceed tax and/or cash incentives being offered by those other locations; and

WHEREAS, North Carolinians will continue to lose jobs (nearly 10,000 in the last two years alone), and businesses will continue to lose revenues as more and more of these projects are lost to other locations;

NOW, THEREFORE, BE IT RESOLVED BY THE RANDOLPH COUNTY BOARD OF COMMISSIONERS that the Governor of North Carolina, the Legislature and the North Carolina Film Council be requested to develop and adopt a film industry incentive program that keeps our great state competitive in this world market, our citizens employed, our businesses selling goods, services, meals and hotel rooms to production companies, and maintaining (and growing) the stage that shows the world North Carolina is a desirable destination to visit.

BE IT FURTHER RESOLVED that appropriate regional and local organizations be encouraged to adopt similar resolutions showing the business and economic development community's support for this type of incentive.

Request from Town of Staley to Allow County Planning Department to Administer Town Zoning Regulations within Town Limits of Staley

Hal Johnson, Planning Director, told the Board that in October 2003, the Town of Staley adopted its first town wide zoning ordinance. Staley was the last municipality to adopt zoning regulations within Randolph County and it employs no full time staff. At the request of the Town of Staley, he met with their Town Council on 11/11 and reviewed with them the planning process they would now need to follow as a result of townwide zoning. The City Council asked if Randolph County could provide assistance to the Town in administering their new zoning ordinance and the related planning process. At their November meeting the Staley Town Council voted to request the Board of County Commissioners to authorize the County Planning Director to administer the Town's Zoning Ordinance and issue appropriate zoning permits through the County Central Permit office. Specifically, the County Planning Department would provide staff support for the Town of Staley's Planning Board and Town Council, including Code Enforcement up to the point of official legal action. If official legal action becomes necessary, it would be turned over to the Town attorney for enforcement.

On motion of Mason, seconded by Kemp, the Board voted unanimously to authorize the County Planning Dept to administer the Town of Staley's Zoning ordinance and to issue appropriate zoning permits through the County Central Permit Office and authorized the County Attorney to draft an inter-local agreement evidencing this arrangement and authorized the County Manager to sign the agreement.

Resolution In Support of Regional Welcome Center

Hal Johnson said that the State of North Carolina has plans to construct two rest areas on I-73/74 south of Seagrove in Randolph County as reflected on the State Transportation Improvement Plan (TIP). The rest area will be approximately one mile south of Seagrove and is designed to serve the anticipated large volume of visitors traveling the 1/73/74 corridor. At a recent meeting of the Rural Transportation Planning Organization (RPO), this rest area was identified as a prime location for the development of a regional welcome center, which could help promote the region's unique natural heritage, special attractions such as the NC Zoo, area golf courses, and the production of world-renowned Seagrove pottery. The RPO felt that the upgrading of this proposed rest area to a regional welcome center would have a positive impact on the many current efforts to promote the Piedmont Triad and the Uwharrie Lakes/Yadkin Pee Dee Lakes Region as an economic development resource.

Regional support for this proposal has been expressed by many central North Carolina organizations including the Piedmont Triad RPO; Randolph County Tourism Development Authority (TDA); Moore County TDA; Davidson County Tourism Development Partnership and the Asheboro/Randolph Chamber of Commerce. Resolutions of support are also anticipated from the Randolph County Economic Development Corporation (EDC); Montgomery County EDC; and the Boards of Commissioners of Davidson and Montgomery Counties.

On motion of Frye, seconded by Kemp, the Board voted unanimously to approve the following resolution:

WHEREAS, Randolph, Moore, Montgomery, and Davidson Counties are centrally located within the State of North Carolina; and the Uwharrie Lakes/Yadkin Pee Dee Lakes Region; and

WHEREAS, it is the desire of the Randolph County Board of Commissioners to support, promote, and enhance the use of the Piedmont Triad and the Uwharrie Lakes/Yadkin Pee Dee Lakes Region as an Economic Development Resource; and

WHEREAS, the Piedmont Triad/Uwharrie Lakes Region is rich in natural heritage, unique attractions such as the N.C. Zoo, spectacular golf and the production of world renown pottery; and

WHEREAS, regional support has been expressed from many central North Carolina organizations including the Piedmont Triad Rural Transportation Planning Organization (RPO); Moore County Tourism Development Authority; Randolph County Tourism Development Authority; Davidson County Tourism Development Partnership; Asheboro/Randolph Chamber of Commerce; Montgomery County Economic Development; Randolph County Economic Development Corporation; Yadkin Pee Dee Lakes Project; Randolph County Planning Board; and

WHEREAS, the State of North Carolina plans to construct two Rest Areas on 1/73/74 approximately one mile south of Seagrove to serve the anticipated volume of visitors traveling that corridor; and

WHEREAS, the State of North Carolina plans to construct the Rest Areas in 2006 as part of the 2006-2012 T.I.P. Project List;

NOW, THEREFORE, BE IT RESOLVED BY THE RANDOLPH COUNTY BOARD OF COMMISSIONERS that the North Carolina Department of Transportation be requested to expand the 1/73/74 Rest Area plans at Seagrove to include a Welcome Center serving as a central North Carolina visitor information facility.

BE IT FURTHER RESOLVED, that appropriate regional and local agencies be encouraged to explore possible partnerships with the North Carolina DOT in helping to facilitate the Welcome Center becoming a reality.

Adoption of Air Quality Resolution

Hal Johnson told the Board that the Federal Clean Air Act, administered through the Environmental Protection Agency, has established air quality standards for states and local governments. Recently, the Federal Environmental Protection Agency (EPA) mandated a more stringent (8-hour) air quality ozone standard. In November 2002, we learned that the NC Dept. of Environment and Natural Resources (DENR) has preliminarily determined that Randolph County currently exceeds the 8-hour air standard. In December 2002, the Randolph County Board of Commissioners adopted the "Early Action Compact" (EAC). This is a compact through which an area, in partnership with local government, the state, and EPA, can defer the effective date of designation as a non-attainment area from 2004 to 2007. It allows local and state governments the opportunity to voluntarily develop and implement a plan that will help attain the 8-hour air quality standard by the end of 2007. Local governments must now approve regional strategies to reduce ozone.

On motion of Frye, seconded by Davis, the Board voted unanimously to adopt the Air Quality Resolution and attached regional strategies to reduce ozone, as follows:

WHEREAS, by resolution of their governing boards, eleven Piedmont Triad counties (Alamance, Caswell, Davidson, Davie, Guilford, Forsyth, Randolph, Rockingham, Stokes, Surry, Yadkin) and their municipalities formed the Triad Air Quality Early Action Compact (EAC) in December 2002; and

WHEREAS, this Region currently exceeds the Environmental Protection Agency's (EPA)'s eight-hour standard for ozone but desires to achieve cleaner, healthier air and thereby avoid the consequences of designation as a "nonattainment area;" and

WHEREAS, by forming the Triad EAC and working in partnership with the N.C. Division of Air Quality and EPA, the Region can defer the effective date of designation as an ozone nonattainment area from December 2004 to December 2007, thereby gaining time to implement ozone reduction measures and attain the eight-hour standard; and

WHEREAS, the Piedmont Triad Council of Governments and the Northwest Piedmont Council of Governments, on behalf of their governments, appointed the Triad EAC Stakeholders Group, consisting of public officials, representatives of the environmental community, business and industry, to develop ozone reduction strategies for local government adoption; and

WHEREAS, the Stakeholders Group engaged in an extensive process of education, data evaluation, and public participation, leading to development of the attached Regional Strategies To Reduce Ozone, which it recommends for approval.

NOW, THEREFORE, BE IT RESOLVED, that the Randolph County Board of Commissioners hereby approves the attached Regional Strategies to Reduce Ozone; and

FURTHER, that the County of Randolph will use applicable strategies as policy guidelines in decisions affecting purchasing, workplace practices, evaluation and implementation of capital projects, transportation and land use planning, and communications with its citizens; and

FURTHER, that the County of Randolph will, along with other jurisdictions in the region, participate in providing information to the N.C. Division of Air Quality in order to track the Region's progress in lowering ozone producing emissions; and

FINALLY, that a copy of this Resolution along with the Regional Strategies be forwarded to the Environmental Protection Agency and the N.C. Division of Air Quality for inclusion in the preliminary Triad Early Action Plan for attainment of the eight-hour ozone standard.

Regional Strategies to Reduce Ozone

A. LOCAL GOVERNMENT INITIATIVES

Buy Low Emissions Vehicles and Equipment

- A1. Replace, As Needed, Gasoline Powered Vehicles for On-Road Fleets and/or Reduce Dependence on Old Higher Emissions Vehicles (i.e. cars and trucks). Purchase lower-emissions replacement vehicles such as hybrid (gasoline/electric) vehicles or alternatively fueled vehicles (AFVs) such as bio-diesel, electricity, hydrogen, natural gas, and other low emission, new engine technology options. Quantifiable
- A2. Replace, As Needed, Aging Equipment In Heavy Duty Non-Road Diesel Fleets and/or Reduce Dependence on Old Higher Emissions Equipment (i.e. bulldozers, excavators, backhoes, graders, forklifts and similar machinery). Purchase equipment with new engine technology being introduced in 2001 - 2005 (Tier 2) and 2006 - 2008 (Tier 3). Quantifiable
- A3. Replace, As Needed, Vehicles In Heavy Duty On-Road Diesel Fleets and/or Reduce Dependence on Old Higher Emissions Vehicles (i.e. dump trucks, garbage trucks, busses). Purchase vehicles with new engine technology scheduled for introduction in 2004 and 2007. Quantifiable
- A4. Replace, As Needed, Gasoline Powered Equipment and/or Reduce Dependence on Old Higher Emissions Equipment. (i.e. chainsaws, lawnmowers, and generators). Purchase new equipment that meets California standards. Quantifiable

Reduce Emissions on Large Public Construction Projects

- A5. Specify Emission Reductions For Heavy Duty Off-Road Equipment In Construction Contracts – Develop and implement policies by the end of 2004 for the use of lower-emission off-road vehicles and equipment in major construction projects, especially road construction, and including NCDOT. Policies to be developed include incentives within public contract specifications for the use of lower-emission vehicles and equipment. Quantifiable

Use and Support Public Transportation

- A6. Increase ridership on municipal and regional bus services (PART Express) – Piedmont Authority for Regional Transportation (PART) and local governments to provide all feasible increases in services, coupled with local government and private sector support for these services. (The regional bus service travels from downtown transit centers in Greensboro, Winston-Salem and High Point to the PART regional bus station. There, shuttles travel to hotels and businesses in the airport business area and to the airport itself.) Quantifiable
- A7. Park and Ride – Create park and ride lots with safe parking areas and enhancements. PART has a Federal Transit Administration grant to establish multiple regional park and ride lots by 2007. Quantifiable

Promote Options to Single Occupancy Vehicles

- A8. Expand PART Ride Sharing and Vanpooling of the Piedmont (RSVP) –Provides vanpool and ride-match services to employers and employees. Program has served commuters in region for 10 years. As of 2003, 75 vehicles in fleet. Quantifiable
- A9. Carpool – Continue to promote PART program to assist employers to facilitate establishment of more carpool programs to supplement situations for employees who live in proximity and work at the same or closely located sites. Quantifiable

Additional Public Transportation Measures

- A10. More Bus Stops - Add bus stops for municipal bus systems at employers. (This is in addition to employers served by PART Express, the regional bus service.) Nonquantifiable
- A11. Mass Transit Passes or Allowance - Promote purchase and use of bus passes to minimize use of individual vehicles. Employers purchase or provide an allowance for ozone season bus passes to give unlimited use of bus service on every ozone hazard day. Nonquantifiable
- A12. Mass Transit Enhancements - Improve existing transit systems with bus shelters, web based schedules Nonquantifiable

B. EMISSIONS REDUCTIONS REPORTED AND IN PROCESS BY INDUSTRIES & UTILITIES

Reduce Emissions from Boilers

- B1. The ad hoc Triad Business and Industry Air Quality Group recommends that DAQ's model take into account updated and most likely conditions for stationary emissions sources, including: Quantifiable
- Duke Power has communicated to DAQ its most likely NOx emissions rate for Belews Creek
 - R. J. Reynolds Tobacco Co. communicated to DAQ its most likely ozone season NOx emissions rate for its Tobacconville site (including boilers) on 10/6/03.
- B2. DAQ should remove from the future projected (2007) source inventory any businesses that have closed during the unprecedented downturn in NC's manufacturing sector. No one anticipates that any of the closed businesses will re-open. A list of closed facilities was transmitted to DAQ on 11/5/03. Quantifiable
- B3. R. J. Reynolds Tobacconville facility in Forsyth County will eliminate use of the coal-fired boilers identified in Title 15A of the North Carolina Administrative Code Chapter 2D, Section 1416 during the ozone seasons in 2004 through 2007. The "ozone season" shall be those defined in Title 15A of the North Carolina Administrative Code Chapter 2D Section 1401(a)(18) as "the period beginning May 31 and ending September 30 for 2004 and beginning May 1 and ending September 30 for all other years." The Facility's NOx allocations listed in Title 15A of the North Carolina Administrative Code, Chapter 2D, Section 1417 that will not be needed for compliance purposes may be traded in the NOx trading program in accordance with the requirements of Section 1419. Quantifiable

Reduce Emissions at Specific Business and Industry Sites (Boiler and non-boiler)

- B5. Syngenta Crop Protection: (Guilford County) Quantifiable
- 1) Delivery vehicles are not allowed to idle in shipping and receiving area during deliveries or during pick ups.
 - 2) Instituted temperature adjustments to reduce operations of the boilers since 2001. Temperatures are raised in the buildings after hours during the summer months. Temperatures are lowered in the buildings after hours during the winter months.
 - 3) Improved the efficiency of boiler operations and removed one of the boilers from one of the buildings in 2001.
 - 4) Boilers go through annual tunings as part of the preventive maintenance program to increase the efficiency of operations.

- B6. Energizer Battery Company, Inc.: (Randolph County) Quantifiable
- 1) *Reduced fleet of vehicles by 57%.*
 - 2) *90% of forklift trucks are now battery powered.*
 - 3) *Planning to use the smaller of two natural gas fired boilers during the months of June through October as the weather permits.*
 - 4) *Test diesel powered fire pumps and natural gas powered emergency generators during the cooler morning hours only.*
- B7. Duke Energy (Regionwide) Quantifiable
- 1) *Mobile meter reading program will yield a reduction of 56 pick-up trucks per day that would normally be running or idling 6 out of 8 hours per day.*
 - 2) *Plans to institute idling reduction guidelines in addition to the mobile meter reading program.*
- B8. Plans Expected to be Submitted:
Thomas Built Buses, Forsyth Medical Center, Degussa Stockhausen, Winston-Salem / Forsyth Co. Schools

C. SUPPORT FOR STATE AND REGIONAL INITIATIVES

Enforce State Regulations

- C1. Open Burning – *Enforce and strengthen open burning restrictions. Statewide rule to prohibit open burning on code red and code orange days will go to public hearing this fall.* Quantifiable

Promote Regional Approaches to Ozone Reduction

- C2. Participate in regional initiative to bring ultra-low sulfur fuels to the southeast earlier than scheduled date (September 1, 2006 for ultra low diesel fuels.) *Ultra-Low sulfur fuel can be available now if market demands are adequate (Current legal limit for sulfur in diesel fuel is 500 ppm; new EPA rulemaking imposes a limit of 15 ppm.)* Quantifiable
- C3. Support Our Regional Consortium - *Continue the Early Action Compact as a regional air quality consortium involving county and municipal governments to initiate and carry out initiatives to improve air quality in the region.* Nonquantifiable
- C4. Seek Grant Funds to Foster a Regional Clean Cities Designation - *Sponsored by the U.S. Department of Energy (DOE), the Clean Cities Program supports public and private partnerships that deploy low emissions vehicles and build supporting infrastructure. Funds awarded competitively to designated Clean Cities coalitions for specific projects related to developing alternative fuel vehicle infrastructure,; acquiring AFV school buses; and acquiring commercially available AFVs, particularly for niche market activities.* Nonquantifiable

Participate in State Initiated Pilot Projects

- C5. Diesel Retrofits on School Busses – *If DAQ’s EPA grant application is funded, retrofit or replace old diesel school buses in selected fleets with cleaner running buses.* Quantifiable
- C6. Diesel Retrofits on Other Vehicles - *Promote pollution control retrofits on other diesel vehicles in public and private sector.* Nonquantifiable
- C7. Truck Stop Electrification (TSE) – *Division of Air Quality will seek grant funds for a pilot project at truck stops along Triad (and other regions’) interstate highways. An inverter/charger system would allow standard 110V AC appliances to be powered from either the truck’s electrical system or an electrified truck stop. To realize the benefits of TSE, trucks would ideally be equipped with a DC/AC inverter connected to the truck’s batteries and charging system to allow use of the AC appliances while en route or for short durations while parked. For longer duration overnight stops, the truck would be plugged into the local electric utility, similar to existing arrangements at RV parks and boat marinas.* Quantifiable
- C8. Idling Reduction Efforts – *Division of Air Quality to see grant funds to install idling-reduction systems on trucks. Each fleet can choose which system will work best for them, whether it is an auxiliary power unit, a generator, an inverter-charger paired with an electrical HVAC system, or something else. “Shore power connections” allow truckers to utilize AC power at truck stops and terminals.* Quantifiable

Promote Efficient Freight Transport

- C9. Explore potential for electrification of rail switching yards to reduce lengthy engine idling time in rail yards. Nonquantifiable

D. Air Quality Education and Outreach

Expand Air Quality Education in the Region

- D1. Support and Expand Existing Programs - Supplement regional services provided through the Forsyth County Environmental Affairs Department and the Triad Air Awareness Program - On a county level implement outreach programs with added emphasis on ozone season (May – September) and ozone episodes. Nonquantifiable
- D2. PSAs - Place PSAs on ozone reduction methods and green products in movie theaters, TV
- D3. Ads and Special Events - Place media ads and develop special events highlighting ozone reduction strategies and green products. Nonquantifiable
- D4. Targeted Outreach - Develop special communications designed for Hispanic outreach program. Nonquantifiable
- D5. Go into the Schools – Develop school based outreach to educate children, who, in turn can inform their families. Similar to the approach that worked when children educated their families about recycling. Nonquantifiable
- D6. Media Reports - Increase Air Quality reports to TV, radio, newspaper, web sites, air bulletins. Nonquantifiable

E. Context Issues

Operate Energy Efficient Buildings and Systems

- E1. Implement energy efficiency in operation and design of facilities, purchase and use of equipment. (e.g. Guilford County Schools, Davidson County Public Buildings energy savings contracts) Some strategies quantifiable
- Use design and construction standards for energy efficient buildings
 - Retrofit public buildings and schools for energy efficiency
 - Seek out and purchase energy efficient products.
 - Use programmable thermostats and lighting to lessen use when the office is closed.
 - Practice energy efficient vehicle operating tips: shut off engine when parked; limit idling; operate vehicle only as needed; avoid travel through congested areas.
 - Reschedule nonessential operations (lawn maintenance, outdoor painting, paving) to non-peak ozone times
 - Promote solar water heating, passive solar design, photovoltaic and other renewable energy
 - Green Buildings - Promote environmentally sustainable and healthy building practices. Green buildings encourage reduction of air pollution through energy efficiency, renewable non-polluting energy, protection of existing landscapes, native plant conservation, and low VOC finishes.

Other Energy Savings, Emissions Reduction Strategies

- E2. E-government / increase available locations. Provide web-based services, both for information and transactions and/or multiple locations for payments, etc Nonquantifiable
- E3. Intelligent Transportation Systems (ITS) – Local transportation departments to use detection loops and other systems which monitor traffic. The system provides drivers with information such as lane closures, traffic delays and is used to reduce non-recurring congestion and associated emissions. Nonquantifiable
- E4. Employer Programs to Reduce Commuting - Encourage employers to establish voluntary bus and carpool programs with vehicle miles traveled goals and incentives. Nonquantifiable
- E5. Flex or compressed work time - Promote compressed work weeks or flexible work hours across work sectors. This reduces traffic congestion during peak driving hours by spreading out number of vehicles

- on the roadway over a longer period of time. Also grant flexibility for additional time needed to ride mass transit. Nonquantifiable
- E6. Employer Tax Credits – Promote use of federal tax credit for employer offered tax-free transit/vanpool benefits. Nonquantifiable
- E7. Telecommuting - Promote telecommuting as an option in which an employer allows an employee to perform their job tasks either from home or from a designated telework center. Nonquantifiable
- E8. Direct Deposit - Offer employees direct deposit, which saves at least one vehicle errand per pay period. Nonquantifiable

F. Maintenance Strategies

Strategies with Implications After 2007

Continue to Promote Automobile Alternatives

- F1. Proceed with Plans for Commuter and Intercity Rail – PART has completed a Major Investment Study for regional commuter rail in the urban area. NC DOT is studying feasibility of intercity rail from eastern to western NC, through the Triad. Initiatives will be implemented post 2007. Quantifiable
- F2. Encourage Non-Motorized Transportation - Shifts from automobile to nonmotorized transportation can impact energy conservation and emission reductions by reducing short motor vehicle trips, which have high per-mile fuel consumption and emission rates. (e.g. Winston-Salem and Greensboro bike patrol and bike commuters) Nonquantifiable
- F3. Encourage walking and cycling by improving pedestrian and bike infrastructure – Provide sidewalks, crosswalks, paths and bike lanes, and improve maintenance. Nonquantifiable
- F4. Increase bicycle parking and create changing facilities. Nonquantifiable

Coordinated and Pedestrian Friendly Land Use

- F5. Correct hazards – Repair roadway hazards specific to nonmotorized transport. Nonquantifiable
- F6. Provide Street Furniture – such as benches and design features such as human-scale street lights Nonquantifiable
- F7. Security - Address security concerns of pedestrians and cyclists. Nonquantifiable
- F8. Pedestrian Commercial Streets - Make pedestrian-oriented commercial streets where driving is discouraged or prohibited. Nonquantifiable
- F9. Non-auto Park Access – Design parks that encourage or require non-automotive access. Nonquantifiable
- F10. PART Coordinated Land Use Plan – Continue regional transportation initiatives based on the Coordinated Land Use and Transportation Policies adopted by PART and endorsed by 27 jurisdictions throughout the region. Nonquantifiable
- F11. Adopt Planned Growth Measures Including Pedestrian Friendly and Sound Transportation Strategies - Continue to apply and expand these principles throughout jurisdictions in the region, thereby intentionally altering the urban environment to improve air quality. Nonquantifiable Principles include:
- Transportation-related land use strategies that reduce vehicle miles traveled,
 - Multi-modal mobility including biking and walking
 - Increase infill development
 - Strengthen downtowns
 - Balance location of housing and employment opportunities.
 - Provide for transit oriented development, locating high-density development around transit stations).
 - Locate employment, retail and public services close together in walkable commercial centers
 - Revise land use ordinances to put maximums on parking lot size
 - Plan subdivisions with streets that interconnect – encourage walking, biking – minimize driving
- F12. Manage Traffic to affect the relative speed, convenience and safety of nonmotorized transportation.

Principles include: Nonquantifiable

- *Traffic Calming - roadway design features that reduce vehicle traffic speeds and volumes.*
 - *Roundabouts replace stop signs and traffic signals to improve traffic flow.*
 - *Traffic signal timing to limit stop-and-go driving that reduces vehicle efficiency (i.e., below 20 mph)*
 - *Manage roadway access by limiting number and location of curb cuts and driveways. Consolidate access to multiple businesses to reduce congestion, vehicle delay and emissions.*
- F13. *Green communities - Promote tree ordinances, open space, greenways and significant landscaping/buffer requirements in all jurisdictions establishing minimum tree preservation and planting standards for new development; and promote strategic tree planting, street trees, and parking lot trees and buffers, increase acreage for greenways and open space.* Nonquantifiable

NC Automobile Inspection & Maintenance Program – County Phase-In Update

Hal Johnson told the Board that beginning 1/1/04 the NC Automobile Inspection & Maintenance Program will take effect due to the new North Carolina Clean Air standards. This is a provision of North Carolina’s 1999 Clean Air Act adopted by the General Assembly. It is one of several state actions (including the 2000 Clean Smokestacks Act) that is helping to significantly improve NC air quality. 1996 model and newer cars and trucks have on-board computer diagnostic systems, which allow for testing of emissions. For older cars, actual emissions testing is not possible; annual inspections simply “eyeball” the tailpipe for smoking tailpipes. Nine metropolitan counties, including Guilford and Forsyth, began on-board computer testing July 2002. In July 2003 more counties, including Davidson in this region, were added. The July 2004 additions include Randolph and Alamance. By January 2006, the final phase-in date, 48 counties statewide will have this program. Cost for on-board computer tests of 1996 and later cars is \$30 for their emissions test and annual vehicle inspection. Pre-1996 cars will pay the standard \$9.10 inspection fee.

Pawnbroker License Renewal

On motion of Davis, seconded by Mason, the Board voted unanimously to approve the pawnbroker license renewal for Frank Chamberlin for one year.

Budget Amendment—Health Department

MiMi Cooper, Public Health Director, told the Board that the Division of Public Health has notified the Health Dept. of additional funding for Public Health Preparedness and Response in the amount of \$51,795. These funds are made available to local health departments to assist counties in continuing to strengthen local public health infrastructure and capacity and to effectively respond to a possible bioterrorism event. These funds will be used to pay for a Public Health Nurse who will assume the lead role in coordinating activities to prepare for and manage bioterrorism, communicable disease and other public health threats and emergencies. The Health Department currently has an unfunded Public Health Nurse II position and these funds can be used to cover the salary and fringe benefits for this position with no additional cost to the County.

On motion of Kemp, seconded by Davis, the Board voted unanimously to approve Budget Amendment # 29, as follows:

GENERAL FUND--#29	
Revenues	Increase
<i>Restricted Intergovernmental</i>	\$51,795
Appropriations	Increase

<i>Public Health</i>	\$51,795
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Public Health Budget Amendment

MiMi Cooper said that the Health Department has been notified by the Division of Public Health of additional funding from the Women’s & Children’s Health Section in the amount of \$2,216. These funds will be used to purchase contraceptives and pay for Pap tests.

On motion of Mason, seconded by Davis, the Board voted unanimously to approve Budget Amendment # 30, as follows:

GENERAL FUND--#30	
Revenues	Increase
<i>Restricted Intergovernmental</i>	\$2,216
Appropriations	Increase
<i>Public Health</i>	\$2,216

Day Reporting Center Budget Amendment

Jane Leonard told the Board that the Department of Juvenile Justice and Delinquency Prevention has provided Randolph County with \$7,198 in expansion funds for FY 2003-2004. At their November meeting, the Juvenile Crime Prevention Council approved \$4,000 for restitution and \$3,198 for a court psychologist for two existing programs.

On motion of Mason, seconded by Davis, the Board unanimously to approve Budget Amendment #31, as follows:

GENERAL FUND #31	
Revenue	Increase
<i>Restricted Intergovernmental</i>	\$7,198
Appropriation	Increase
<i>Day Reporting Center</i>	\$4,000
<i>Other Human Services Agency</i>	\$3,198

Homeland Security Grant Budget Amendment

Will Massie, Deputy Finance Officer, said that Randolph County has received a Homeland Security Grant for \$133,214 to enhance the capacity of State and local first responders to respond to a terrorism incident involving chemical, biological, nuclear, radiological, incendiary, and explosive devices. There are no matching requirements.

On motion of Frye, seconded by Mason, the Board voted unanimously to approve Budget Amendment #32, as follows:

GENERAL FUND--#32	
Revenues	Increase
<i>Restricted Intergovernmental</i>	\$ 133,214
Appropriations	Increase
<i>Emergency Services</i>	\$ 133,214

COPS Refunding Announcement

County Manager Frank Willis announced that the 1995 Certificates of Participation Refunding was finalized on November 24, 2003. This will save the County \$727,000. Mr. Willis expressed his appreciation to Steve Schemmel, who served as the County's underwriter, and to Bonnie Renfro (Randolph County Economic Development Corporation), Will Massie and the Local Government Commission.

At 6:15 p.m. the Board recessed until 6:30 pm.

Rezoning Public Hearing

At 6:30 p.m. the Board adjourned to a duly advertised public hearing to consider one rezoning request. Hal Johnson, Planning and Zoning Administrator, presented the following request, and Chairman Holmes opened the public hearing for comments on the request and closed it before taking action.

DAVID PARRISH, Asheboro, North Carolina, is requesting that 2.40 acres (out of 52.32 acres) located on N.C. Hwy 49 South (across from Grange Hall Road), Concord Township, be rezoned from Residential Agricultural to Light Industrial/Conditional Use. Parcel ID# 7618287756. The proposed Conditional Use Zoning District would specifically allow a construction business which would include an 80' x 80' building, a 20' x 80' office building, and a contractor's storage yard. The Planning Board considered this request at public meeting on November 4, 2003 and as a result of the 2 - 2 tie vote, a recommendation to rezone the property was not approved.

David Parrish, applicant, spoke in support of his request. He said that he has talked with all the surrounding property owners except for one residing on Dunbar Bridge Rd. and the Label Line owners, and they were all in support of this request. He said that these property owners would rather have a business at this location than a subdivision. He distributed a list with the names of these supporters. He said that he has agreed to a buffer condition of 2 rows of Leyland Cypress trees along the back and western property lines. He said that he plans to store his machinery and equipment to the rear of the property, but most of the time his equipment would be located on a job site. There would be only employee parking in the front of the building. He said that his employees would be leaving the building with the heavy machinery long before school hours begin in the mornings.

Walter Lavallee, 4165 Kemp Mill Rd., Asheboro, spoke in opposition to this request. He was concerned about the heavy equipment entering the two-lane highway. He asked why Mr. Parrish was not considering putting this business on the tract of land on Trotter Rd. that he resides on. He said that the heavy equipment would destroy the asphalt on a hot day. Mr. Lavallee demonstrated the length of a truck and trailer using a tape measure. He said that Mr. Parrish plans to work on this equipment on-site. He asked whether the local fire department was equipped to handle potential fuel spills. He also had concerns about hazardous run-off when Mr. Parrish washes his equipment since the site is located at the top of a ridge.

Tina Lavallee, 4165 Kemp Mill Rd., Asheboro, said that she had acquired land-use plan experience while serving on an advisory board for the City of Sanford. She said that the area around the proposed rezoning site is rural and a business like this would be out of character. She was concerned about watershed contamination should a fuel spill occur. The run-off would reach Tom's Creek on one side and the Uwharrie River on the other side. Also, approval of this rezoning could open the door for future development.

Clay Hunt, 739 Uwharrie St., Asheboro, said that he owns the property closest to the proposed business site. He also had concerns about watershed contamination from a potential fuel spill. He said that it would take 20 years for any tree buffers to grow large enough to disguise the building and equipment from Grange Hall Road. He said that traffic is always heavy in this area and it would be dangerous for the heavy equipment to be entering the road there. He is afraid that the business would cause surrounding property values to decrease. He's concerned that even though Mr. Parrish says he won't have a lot of equipment in plain view and the heavy equipment will be gone before school takes in in the mornings, he will do whatever he wants to after the site is rezoned.

On motion of Kemp, seconded by Frye, the Board voted 4-1, with Davis opposing, to deny the request of David Parrish.

Adjournment

There being no further business, the Board adjourned at 7:30 p.m.

J. Harold Holmes, Chairman

Darrell L. Frye

Phil Kemp

Robert B. Davis

Robert O. Mason

Cheryl A. Ivey, Deputy Clerk to the Board