

## MINUTES

### RAPPAHANNOCK REGIONAL SOLID WASTE MANAGEMENT BOARD

February 17, 2021

Virtual Meeting via WebEx

**Meeting Convened:** A regular meeting of the Rappahannock Regional Solid Waste Management Board (R-Board) was convened at 8:30 a.m. on February 17, 2021, via WebEx. The meeting was noticed on the R-Board's website.

**Roll Call:** The following members were present: Meg Bohmke; Cindy C. Shelton; William C. Withers, Jr.; Tim Baroody; Matthew Kelly; and Fred Presley.

Also in attendance were: Bill Hefty, R-Board Attorney; Rick Markwardt, Landfill Superintendent; Chris Hoover, Assistant Landfill Superintendent; Diane Jones, Recycling Manager; McKenzie Bellimam, Environmental Technician; MC Morris, Community Outreach Supervisor; Pamela Timmons, Clerk; and Joe Buchanan, Director.

Mr. Hefty read a statement: This meeting is being conducted electronically, due to the COVID-19 public health emergency, using a video web conferencing service. The nature of the local declared emergency made it unsafe and impractical for the R-Board to meet at the same location, so it was necessary to have an electronic meeting.

**Approval of the minutes of prior meeting:** Ms. Shelton motioned, seconded by Ms. Bohmke, to approve the minutes from the November 18, 2020 meeting.

By roll call, the vote was:

Yea:	(6)	Baroody, Bohmke, Kelly, Presley, Shelton, Withers
Nay:	(0)	

**Presentations by the Public:** The following members of the public submitted a comment:

**Tim Rudy** – “Commercial Use of the Residential Facility – Do commercial users have unauthorized access to the residential facility, to avoid paying the tonnage rates the scale house would charge them?

Out of area (non-residents) Users of the Residential Service Operations – is this a problem, and if so could a license plate reader – or other technology - be used to determine access by the public, in an efficient manner?

If the R-Board approves the commercial fee increase, how will that likely impact the residents who use curb-side pickup? I have been advised that at least one of the commercial providers of curbside pickup does not have any problem with the fee increase, is that because they are intending to pass it along to their customers, and maybe even raise rates even higher than necessary? Recently there was a 25% price increase for residential landfill usage. I'm sure some of these annual pass users, also utilize a commercial hauler. An increase in private hauler fees, would be a double hit.

Regarding trailers, my concern is that the price needs to be fair. There is too large of a disparity between a \$5 user and a \$20 user - Scales on the residential side and a reasonable price per poundage may be a solution. The situation should be addressed more equitably."

**Michael Meier** – "Local residents and I have requested a resolution for truck traffic drag-out onto Eskimo Hill Rd/Potomac Run Rd for years. Previously during times of precipitation, the garbage trucks would deposit large amounts of dirt/mud on the road surfaces extending half a mile or more in multiple directions. This created slick unsafe road conditions and soiled private vehicles for days even after the precipitation ended. Then we had dust clouds for days after the mud dried up.

R-Board added the tire and wheel wash station at the commercial exit which now gives us drag-out every single day regardless of any precipitation occurring. This drag-out is as much, if not more than it was prior to the wash station installation. VDOT had previously cleaned out the drainage next to the entrance which has rapidly filled with mud since installation of the wash station.

Add an air water shearing station after the wash station to retain the wash water in its entirety?

The residual wash water dripping off the trucks has Eskimo Hill Rd & Potomac Run Road now coated in mud. With the abundance of large truck traffic entering/exiting the landfill, and the high amount of vehicle traffic going to/from the resident landfill entrance, it's only a matter of time before a fatal accident occurs.

The attached pictures (not shown) were taken on 2/10/2021 - 12:25 PM at the commercial truck entrance to the R-Board landfill on Eskimo Hill road. Surrounding area roads were dry with no precipitation occurring the previous 48 hours."

Mr. Kelly asked that Mr. Buchanan address this as part of his report later in the meeting. Ms. Bohmke asked that Mr. Buchanan share the comments and pictures with Board members.

**Presentations by the R-Board:** No members desired to speak.

**Report of the Landfill Superintendent:** Mr. Markwardt reported on the following:

**Cell F-2 Status** Draper Aden conducted the semi-annual flyover on January 6, 2021. Approximately 1,292,690 CY has been filled which is about 85%, this is with a 15% reduction for roads and berms. The life of F-2 is expected to last until April, 2021, if just filling the top continued or until August, 2021, filling both the slopes and top.

**Cell F-3 Status** Cell F-3 was officially completed on November 20, 2020. The R-Board received its Certificate to Operate (CTO) from DEQ on February 4, 2021, and the needed Air Permit on February 5, 2021. We are now authorized to begin filling Cell F-3. As the transition to F-3 occurs, staff will begin by

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placing the "FLUFF" layer first on the floor of the cell. After the fluff layer has been established then, other materials can then be placed on top.

**Compost** Staff received an email from DEQ on February 5, 2021 stating that our permit is still pending review by a supervisor. Until then, we are administratively approved to continue composting operations as normal. Once the permit is issued it will be effective for 10 years from the date of issuance.

**Environment Compliance** DEQ arrived on November 17<sup>th</sup> for the 4<sup>th</sup> quarter regular landfill inspection. The landfill received a "no deficiency" report for this inspection. Staff is expecting DEQ at any time for the 1<sup>st</sup> quarter landfill inspection.

The New Source Review Air Permit was issued on February 5, 2021. This permit was required before cell F-3 could be put into service.

Draper Aden conducted the 1<sup>st</sup> quarter Surface Emission Monitoring for Permit 589, and the annual Surface Emission Monitoring for Permit 74 in January, 2021. No exceedances were found.

Ms. Bohmke asked why would the filling of the cells be different? Mr. Markwardt responded that the north side slope will be filled along with F-3. F-3 will have to back up against the north slope. The south side would be filled first since there is room.

**Report of the Assistant Superintendent:**

**Personnel Status Update** Mr. Hoover reported on the following:

**Staffing:**

The R-Board is currently authorized for a total of 42 staff positions (38 are full-time and 4 are part-time). At this time, 34 full-time and 4 part-time positions are filled. In addition, there are 3 to 4 temporary workers on-site from an outside agency, per day. We have two maintenance worker and two operator positions that are not being recruited at this time.

Most recently, MacKenzie Bellimam was hired to fill the position of Environmental Technician; she is a graduate from Emory & Henry College with a bachelor's degree in Environmental Science and has experience working with the Department of Environmental Quality. I was also hired and started in December to fill the position of Assistant Landfill Superintendent with the departure of James Canty moving to the department of public works/utilities. Michael Cross was also promoted to the Assistant Superintendent of Operations.

### **Training**

Current training efforts remain focused on preventative measures regarding management of the current COVID-19 crisis; to include use of PPE, sanitation supplies and social distancing measures. All staff has completed COVID-19 update training on Cornerstone as well as 2021 Unauthorized Waste Training.

### **Accolades**

We would like to thank M.C. Morris, Diane Jones, and Pam Timmons for taking charge in PPE distribution and making sure all staff receive new PPE every week.

### **Career Development**

Staff has continued to work through 2020 annual review process on the Cornerstone software. There are also several staff members who have been utilizing the educational training that is provided by the county on cornerstone. John Becker and Cameron Morrow recently received their learners permit to acquire their CDL licenses.

### **Operations**

Wheel wash is still in operation. Staff has been diligent in shutting down the wheel wash in freezing temperatures to ensure roads stay clear of ice. A building was constructed and insulated around the pumps and cabinet to prevent freezing.

Mr. Buchanan noted that staff is diligently working on capturing the water, and working with the manufacturer to assist with that capture. A tremendous amount of mud has already been captured. Staff has drafted a response, and it will be shared with Board members.

Ms. Shelton asked for additional information on the wheel wash. Mr. Buchanan shared that staff is creating ditches for the excess water and mud. The road will be wet, due to the water truck spraying to clean the road.

Ms. Bohmke asked if an engineer assisted with the design prior to installation. Mr. Buchanan said that there was. They did anticipate some of the issues that are occurring, and are continuing to improve the system.

Regarding the public comment made by Mr. Meier, Mr. Buchanan stated that staff cleaned the ditches with VDOT's permission. The ditches are filled again, and are in good working condition. There are plans to work on the front gate. The roads are now in good condition and staff continues to wash down the road between the wheel wash and main entrance to help prevent anything being dragged out onto Eskimo Hill Road.

**Recycling Manager Report:** Ms. Jones reported on the following:

### **Waste Tire Disposal**

As of December 1, 2020, Fairfax County was forced to shut down intake of waste tires. The most recent update from Fairfax said the operation would be down indefinitely. They also are projecting much higher fees when they resume. Staff researched other contractor possibilities. Due to the volume we were intaking, we could not find a viable outlet. Commercial tire intake was suspended. We continue to take tires from Eskimo Hill and Belman Road residential drop-off sites and the City of Fredericksburg Public Works. We are currently able to split and landfill the smaller intake amounts we have with a third-party vendor.

#### **Volunteer Recycling Educator Program**

Volunteers sign up through the Stafford Citizen's Assistance C.A.S.T system. We now have 6 volunteers and as of December 31<sup>st</sup> they performed 35+ hours of service. We had to curtail their activity late December due to COVID outbreaks and weather but plans are to get recruitment going now and look to coordinate service hours in March. Later in this report you will see that we have set-up a comment card program and these volunteers will encourage citizens to fill out these cards as well as continue their valuable work in helping residents "recycle right."

#### **Reuse Work**

Staff continues to focus on this valuable waste management tool. We will be doing a webinar for the Fredericksburg Food Co-op in late February focusing on this topic. The outline of this event is finalized and we will be providing local lists and resources for repurposing, upcycling, and reusing to lengthen the life of our landfill. We are preparing an R-Board hosted webinar in late March for area neighborhoods. Themes will be Implementing Reuse Day programs and showcasing area neighborhoods and their environmental best practices.

**Litter Collection** Ms. Morris noted that thanks to continued strong partnership with other regional agencies litter collection along the public roads has not been greatly hindered over the last three months. We have received 40 new referrals from the Community Based Probation Office, there is a wide range of hours and requirements associated with each assignee. Some are required to do their work in the city only, others have months and months to finish their service, and won't likely be starting soon. These referrals are allowing us to continue to keep the roadways in fairly good shape. We have cultivated several volunteers that are also picking up litter in their neighborhoods. Together with the Rappahannock Regional Jail and the Office on Youth, both paid partnership programs, which is always weather and COVID dependent, but overall is working as well as can be expected under the circumstances.

**Community Outreach** Our methods of outreach have certainly turned upside down since March of last year. Earth Day 2020 was cancelled, no visits with school environmental clubs, or tabling at different festival/events. However, we are still strong committed to engaging with the public:

- **Fuller Survey Later, Comment Cards Now** – at the direction of the R-Board the customer satisfaction survey has been delayed until closer customer contact can be facilitated safely. In the meantime,

customer comment cards are being distributed in a self-serve manner at each of our locations. Our gate attendants are encouraging residents to take a card and share their thoughts, depositing the post cards in a mailbox provided at each site. These comment cards will be used to provide an entry point for discussion to the Volunteer Recycling Educator Program, as reported earlier.

- **Paint Your Neighborhood Green** – The R-Board outreach is facilitating a webinar in late March that will invite residents throughout our service area to expand their knowledge about how to grow their own action plan to help facilitate a healthier community. The webinar will feature Embrey Mill and Aquia Harbour sharing their approaches to connect with their neighbors and encourage more sustainable practices. Goodwill and the Habitat for Humanity ReStore will participate in the webinar offering their services to residents encouraging residents to “Donate Don’t Dump!”
- **Earth Day (April 16 & 17)** due to the far-reaching arm of the pandemic, we will shift presentation platforms and focus on gathering for a concert (Friday night) as well as a family film (Saturday night). The R-Board is the title sponsoring for the family film “The Lorax.” At the beginning of the film a FUN original “short” video will be viewed with entertaining content to encourage viewers to THINK before they toss their recycling in the bin. Amelia Draper from Channel 4, will also do a video presentation at the time of the movie.

Mr. Kelly stated that he was concerned about landfilling tires. He asked what the long-term prognosis may be. Mrs. Jones offered to keep the Board up to date regarding waste tire handling options.

Mr. Kelly also asked about composting. Mr. Buchanan said that staff was working on pre-consumer waste. The new permit will allow this, and there will be enough material. Still looking at the addition of brown materials. The compost will have a host, as it can always be used at the Landfill. Staff is still unsure of the market with a larger volume, and will keep the Board updated.

Mr. Withers asked if there have been any signs of tire dumping along the roads. Staff has not seen a large amount of tires on the main roads.

**Report on Finances:** Mr. Buchanan reported on the following:

**Financial Status** The finances for the R-Board are in good shape through January 2021. Actual revenue for the seven months is \$5,122,631, for an increase over budget projections of 11%. Expenses for the same period are \$4,891,805 which is 6% above projections.

Volumes into the landfill have remained constant with the commercial weights starting to come back with the re-opening of business in Stafford and Fredericksburg.

At the end of January, 2021, the R-Board had \$12,236,406 in cash and short-term investments.

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**New Equipment** The R-Board purchased 16 new roll-off containers that were placed at the residential convenience centers. These containers hope to be funded by FEMA (75%) and CARES (25%) money for COVID related expenses. The containers allow for better customer distancing when unloading.

Mr. Buchanan also noted that the overtime had increased due to COVID, but with staff back full-time, it should be much lower for the remainder of the fiscal year. He also noted that regarding the revenue, that was a substantial increase in Residential, due to the annual pass sales, but will level off in February.

Ms. Bohmke asked what the COVID protocol was. Mr. Buchanan responded that is was a 10-day quarantine if symptoms were present, and 14 days if exposed.

Weight and materials are only off by 4-5% from last year. Starting to see a transition back to commercial.

Mr. Withers said that his family has donated many household items to Goodwill. Mr. Kelly asked how Goodwill was doing. Mr. Buchanan said that they do not have the staff to return to normal operations, but hope to do so soon. Mr. Kelly asked that this topic be a discussion item at the R-Board's next meeting.

#### **Discuss Current vs. Future Model for Fee Structure**

At its November, 2020 meeting, the R-Board members requested staff to look at the current vs. future model for the fee structure. Staff investigated, and provided three scenarios to mitigate the differential between the standard residential fee of \$5 per visit and \$20 oversized load fee.

The residential convenience center at Eskimo Hill Road was not designed with the intent of making financial transactions. When fees were established in March 2015, the site was altered with the best attempt to have transactions flow smoothly. However, the sales area is, at best, a shadow of what is needed, and the volume on the site now dictates. The site would look entirely different had it been originally designed to support a fee-based system. The R-Board implemented a residential oversized load fee in 2019 which required a \$20 fee per trip for residential customers utilizing certain types of vehicles and for trailers exceeding 8' in length. Beginning in 2020, the residential fees for annual pass purchasers increased from \$100 to \$120; Single visit entrance fees at the gate for standard size loads increased from \$4 to \$5; and coupon books (of ten) increased from \$30 to \$40.

The consensus of the public is that the standard load fee structure of \$5 appears to be fair. The disparity between the \$5 fee and the \$20 fee is the point of contention, as well as the new rule preventing annual passes to be used for trailers greater than 8' in length. There is also concern about commercial usage of the residential site, as well as out of service area users.

The \$20 oversized load fee solution sought to provide a compromise to enable residents with larger loads to pay more equitably, without being required and inconvenienced by weighing materials at the

commercial scales. The purpose of the separate entrance and scales system is to accommodate all commercial customers. The inability to capture the commercial users who are operating under the guise of being a residential customer incurs a revenue loss. These “fake” residential customers also put the commercial customers, who are playing by the rules, at a disadvantage in the marketplace. The “fake” residential customers appear with great regularity, frequently on the weekends when the lines are too long, and staff is too busy, to engage them for inquiry. Many of these have identifiable logo shirts, and pay a \$5 fee or even pay a \$20 fee but bring tons of building demolition (C&D) materials through the gates. These customers are providing false information to our sales staff and should be weighing their material at the scales and paying our commercial customer rate which ranges from \$32 - \$41 per ton. The question is, how do you separate these “commercial customers” from a legitimate homeowner that is working on their home and visit the landfill with their renovation project debris, once or twice a year.

On average, 5,000 residential transactions occur each month at the Eskimo Hill Convenience Center. The study identified 10% of our residential business falls in the category of an oversized loads. These 500 customers now represent revenue of \$10,000 per month. Staff has not captured the data to determine what size trailers make-up the 10%. The current average for all residential transactions is \$27 per ton. The lowest rate paid by any commercial customer is \$32 per ton (note - this is the lowest rate based upon a volume incentive.)

**Scenario 1 : ASSESSMENT BY WEIGHT Scale Certain Trailers and Oversized Loads.** This scenario requires trailers greater than 8 feet in length, and all vehicles defined as oversized loads (see italics this paragraph) would go through the scales. This would require these customers to weigh in and out – and pay the scale rate of \$40 per ton with a minimum of \$5. *Oversized loads are defined in our fee schedule as: Cargo vehicles with enclosed cargo space with driver and front passenger seating only, dump trucks, box trucks, moving vans, and enclosed trailers. Any vehicle over one ton is rated a commercial vehicle.* This scenario would not alter the current \$5 residential customer using 8’ trailers, or annual pass/coupon or single visit transactions.

- **Pros and Cons: Pros:** This provides for an equitable solution. The residents bringing a very small amount of waste on a long trailer - pays only for that small amount. A resident who is performing home improvements pays for the airspace he/she uses at the landfill, and commercial customer who are chronically identifying themselves as residential customers trying to skirt our scales, no longer have that opportunity. **Cons:** There is a greater inconvenience for these customers as each trailer will need to wait at the scales, and weigh in, and then dump and return to the scales and weigh out and pay. If a scale could be installed at the residential side, then this inconvenience and travel time would be lessened. There would be increased staffing hours required at the scales, to cover extended weekend hours.

**Scenario 2: ASSESSMENT BY VOLUME – Categories of Fees for Different Lengths of Trailers.** In this scenario, categories can be established for the different trailer lengths. Access for all vehicles remain the same, through the residential side entrance. Possible trailer categories could be:



**8' Trailers or Less – Remain - \$5**

**Trailers Over 8' to 12' - \$10**

**Trailers Over 12' – 16' - \$15**

**Trailers greater than 16' and oversized loads that are not trailers - \$20**

- **Pros and Cons: Pros:** No residential customers with trailers or oversized loads would be charged a fee greater than \$20, no matter the tonnage. There would be no need to send trailers/vehicles to the scales. A staff person dedicated to measuring the trailer length would then be able to make a closer assessment to determine if the driver was actually a commercial customer. **Cons:** Double edge sword, residential customer would not be charged appropriately for tonnage, the large users would still not be paying the fair rate that other customers are paying for air space in the landfill. Two additional staff people will be needed to accomplish this scenario – and be dedicated to assessment and intake of trailers and oversized load. The identified commercial customers could become a compliance issue that would require greater enforcement support than current staff now provides.

**Scenario 3: Unit Pricing of Residential Waste – Bag it or Tag it - Bag Purchasing System.** This system has been used by the garbage collection industry over the last twenty years with varying degrees of success. The premise is simple, the public purchases special trash bags or tags. Household waste must fit in the bag or be tagged prior to being delivered to the convenience centers.

- **Pros:** Bags could be pre-purchased at prescribed outlets no need for coupons, decals, cash handling for each transaction. If trash is in one of the bags or has one of the tags, it is pre-approved. **Cons:** Staffing and site configuration would be required to be reworked and more data be collected on this topic. Industry articles and EPA studies note that the bags are often overly packed and increases the difficult to manage because customers frequently overstuff bags to get the most possible use from each one.

Mr. Withers asked if there have been any thoughts about weight limits and what is considered, “residential?” Mr. Buchanan said that staff is aware of what is considered a maximum weight for residential. He is in favor of weighing residential to make it equitable, and Mr. Withers sees the benefits of that. Mr. Presley stated that in the locality where he lived previously, there was a transfer station, and purchasing bags for trash at various locations. The residents with bags were directed to one area of the Landfill, and the remainder were weighed. He felt that it was very efficient.

Ms. Bohmke said that she hears from residents that bring in yard waste in a large trailer, and are charged \$20. They feel that it is an unfair charge. Mr. Kelly and Ms. Shelton are both interested in looking at the fee structure, and the purchasing of bags, etc.

### **Authorize a Public Hearing to Consider Commercial Fee Increase**

Operational costs continue to rise each year, including an adjustment for payroll to bring current employees pay in line with today’s pay scale. R-Board staff has done an excellent job of

controlling costs, but with the increasing costs of payroll, capital equipment, fuel, and new cell development it is necessary to adjust the rates for commercial customers by 3%. A recent staff review of similar landfills in our market area show that the Regional Landfill is on the lower end of pricing for commercial customers. Staff requests authorization to hold a public hearing to provide businesses and constituents an opportunity to express to the R-Board their thoughts or concerns. If approved, the increase would go in effect on January 1, 2022.

Ms. Shelton motioned, seconded by Mr. Withers, to adopt proposed Resolution RB21-02.

By roll call, the vote was:

Yea:	(6)	Baroody, Bohmke, Presley, Kelly, Shelton, Withers
Nay:	(0)	

RB21-02 reads as follows:

A RESOLUTION TO AUTHORIZE A PUBLIC HEARING TO CONSIDER CHANGES TO  
THE FEE SCHEDULE FOR COMMERCIAL CUSTOMERS

WHEREAS, the R-Board is committed to establishing fees that fairly compensate the R-Board for the solid waste services provided; and

WHEREAS, this rate of return for services is inadequate to compensate the R-Board sufficiently for the cost of providing these services, and is insufficient to fund operation, maintenance, capital equipment replacement, new cell construction, and closure/post-closure expenses; and

WHEREAS, the Landfill experiences increases each fiscal year to operate; and

WHEREAS, staff recommends a 3% increase in all commercial rates to compensate for increases in operating costs;

NOW, THEREFORE BE IT RESOLVED, by the Rappahannock Regional Solid Waste Management Board on this the 17<sup>th</sup> day of February, 2021 that the Regional Landfill Director be and he hereby is authorized to advertise a public hearing to consider commercial rate changes.

**FY2022 Budget**

Staff proposes a budget of \$8,592,243 for FY2022, which is supported by \$8,274,500 in projected revenue and \$317,743 in prior year fund balance. The proposed budget is 13.5% more than the current FY2021 budget.

Commercial revenue is projected to increase by a little over 17%, including the proposed fee increase which would start January 1, 2022 if approved.

Staff proposes a 3% increase in the commercial gate rate, and is holding a public hearing during the next board meeting. The rates for residential fees will not change in FY2022. Rates for the City of Fredericksburg will not increase.

Payroll increases will be finalized upon Stafford County's budget, with a projected cost of living increase of 2.75% with a potential for a further comp and class increase yet to be decided. The proposed budget includes the 2.75% increase.

Tires, single-stream recycling, and household hazardous waste will continue to be supplied by third party vendors. All of these contracts expire at the end of FY2020 and staff is currently preparing RFP's for these services.

Capital expenditures (\$1,380,000) for the proposed budget include the following new equipment: Caterpillar D-5 Dozer, Caterpillar 826 compactor, tarp machine with an odor control spray system, and a replacement leachate holding tank.

The goals of the R-Board staff in our budget planning process are:

1. Provide a safe, clean, and efficient disposal system for residential and commercial customers of Stafford County and the City of Fredericksburg.
2. Continue to follow all State and Federal guidelines for the operation of the Landfill and convenience center locations.
3. To self-fund current and future cell development
4. Update and replace capital equipment prior to end of life cycle

Mr. Baroody asked about the difference between the percentages on salary increase, and staff's budget estimate. Mr. Buchanan noted that the larger amount was to compensate some employees with the comp and class.

Mr. Kelly asked if staff will be able to continue with the maintenance, and moving towards a life-cycle maintenance program. Mr. Buchanan noted that Doug Webster is very good at overseeing the maintenance, and is continuing to improve. Mr. Kelly would like to look at the capital expenses outlook during the budget presentation and discussions.

Mr. Bohmke would like to look at possibly having financial policies in place. She feels that it would be beneficial for the future. Mr. Withers is not against it, but would support discussions to determine if it would be something to support. Mr. Buchanan is supportive of best business practices, and also feels that it is worth a discussion. Ms. Shelton said she agrees, but is cautious. She does not want to tie the R-Board's hands, but to plan for the future. Mr. Kelly also believed that it is worth a discussion during the budget process. Mr. Presley said that he would like to meet with County Budget staff, as well as Mr. Baroody to discuss.

Mr. Buchanan gave an overview of a violation received from DEQ, regarding silt fencing. Staff contacted Draper Aden to assist in the plan of action and repair. Mr. Buchanan was unaware of a civil penalty that was received, and will appeal to see if the penalty can be lowered. The payment will have to be made before the next meeting, so Mr. Buchanan asked for approval.

Ms. Shelton motioned, seconded by Ms. Bohmke, to approve the payment. Ms. Bohmke asked that Mr. Buchanan keep the R-Board apprised.

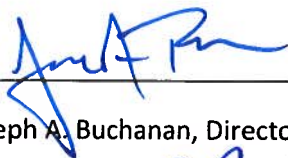
By roll call, the vote was:

Yea: (6) Baroody, Bohmke, Presley, Kelly, Shelton, Withers  
Nay: (0)

Mr. Kelly said that regarding the citizen comments entered into public record, not everything was answered. He asked that Mr. Buchanan send an email, answering the remainder of questions.

**Adjournment:** The meeting was adjourned at 10:00 a.m.

**Future Session:** A regular meeting will be held on May 19, 2021, at 8:30 a.m.



Joseph A. Buchanan, Director



Pamela L. Timmons, Clerk