

SOUTHEASTERN PUBLIC SERVICE AUTHORITY

Board of Directors ~ Regular Meeting*

Regional Board Room

723 Woodlake Drive, Chesapeake, Virginia



Wednesday, February 24, 2021 at 9:30 a.m.

*To encourage social distancing, members of the public may listen to and view presentations displayed at this meeting by registering at <https://attendee.gotowebinar.com/register/8936611021113867023>. Members of the public may also listen to the SPSA Board Meeting via telephone by dialing toll-free to 1-877-309-2074 and entering access code 362-894-468. Additionally, members of the public are invited to speak electronically at the SPSA Board of Directors Meeting during the designated public comment period at the beginning of the meeting by registering in advance with the meeting organizer. All requests for registration to make an electronic public comment must be received by 3:00 p.m. on February 23, 2021.

Meeting Organizer: Tressa Preston ~ tpreston@spsa.com ~ 757.961.3486

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1. Call Meeting to Order

Roll Call

2. Public Comment Period

All speakers must register prior to call to order;
5-minute maximum per speaker unless advised by Chairman differently;
30-minute total maximum time.

3. Chairman's Comments**4. Approval of Minutes**

The minutes of the January 27, 2021 Board meeting are included below for your review and approval.

RECOMMENDED ACTION: Approve the minutes as presented.

MOTION: Do I hear a motion that the January 27, 2021 minutes of the SPSA Board of Directors meeting be approved as presented?

**MINUTES OF THE BOARD OF DIRECTORS OF THE
SOUTHEASTERN PUBLIC SERVICE AUTHORITY OF VIRGINIA**

January 27, 2021

The Regular Meeting of the Board of Directors of the Southeastern Public Service Authority (SPSA) was held at 9:30 a.m. in the Regional Board Room at the Regional Building, 723 Woodlake Drive, Chesapeake, Virginia. The following members were in attendance or as noted:

Mr. John Maxwell	(CH)	Mr. Earl Sorey	(CH)
Ms. Sheryl Raulston	(FR)	Ms. Amanda Jarratt (absent)	(FR)
Mr. Dale Baugh	(IW)	Mr. Randy Keaton	(IW)
Mr. John Keifer	(NO)	Mr. Richard Broad	(NO)
Mr. C.W. "Luke" McCoy	(PO)	Mr. Burle Stromberg	(PO)
Mr. Mark Hodges*	(SH)	Ms. Lynette Lowe	(SH)
Mr. David Arnold	(SU)	Mr. Albert Moor	(SU)
VACANT	(VB)	Mr. John Barnes	(VB)

(CH) Chesapeake; (FR) Franklin; (IW) Isle of Wight; (NO) Norfolk; (PO) Portsmouth, (SH) Southampton County; (SU) Suffolk; (VB) Virginia Beach

Others present at the meeting included Alternate Ex-Officio Members, Mr. Michael Etheridge (IW), Mr. L.J. Hansen (SU), Mr. Greg Martin (CH), Ms. Trista Pope (NO), and Mr. Bobby Wheeler‡ (VB). SPSA executives, Ms. Liesl R. DeVary, Executive Director and Treasurer, Mr. Dennis Bagley, Deputy Executive Director, Ms. Tressa Preston, Secretary and Executive Administrator, and Mr. Brett Spain, General Counsel.

‡Indicates late arrival.

Alternate Ex-Officio Member Mr. Chad Edwards (FR) participated from his home in Franklin for medical reasons. There were no objections to his electronic attendance.

To encourage social distancing during the COVID-19 pandemic state of emergency, through the meeting notice, members of the public were also invited to listen to and view presentations displayed at the meeting by registering for attendance using a GoTo Webinar teleconferencing platform. Members of the public were also invited to speak at the SPSA Board of Directors Meeting during the designated public comment period at the beginning of the meeting by registering in advance with the Secretary through contact information published in the meeting notice. Members of the public were also invited to listen to the SPSA Board Meeting via toll-free telephone.

1. CALL MEETING TO ORDER

Mr. Keifer, Chairman of the Board, called the meeting to order at 9:30 a.m.

2. PUBLIC COMMENT

Ms. Preston reported that she received no requests to make a public comment.

3. CHAIRMAN'S COMMENTS

Chairman Keifer informed the Board that former SPSA Executive Director John Hadfield passed away on January 18th. He went on to say that Mr. Hadfield was with SPSA for about 30 years and was there at its inception, noting that Mr. Hadfield was a good man and a dedicated public servant. Chairman Keifer expressed the Board's sadness over his passing.

The "Other Business" section of the meeting is where Chairman Keifer intends to discuss the evaluation of the Executive Director in open session, due to the public meeting having electronic attendees. He will recommend issuing an outstanding review and a 2% pay increase and open the floor for discussion. If any Board Member prefers to discuss the matter in closed session, that can be arranged for the following meeting.

4. APPROVAL OF MINUTES

The minutes of the December 9, 2020 Board Meeting have been distributed. Chairman Keifer asked if there were any additions or changes and there were none.

Mr. Broad moved, seconded by Ms. Raulston, to approve the December 9, 2020 minutes of the SPSA Board of Directors as presented. The electronic participant was polled individually. The vote on the motion was unanimous.

5. EXECUTIVE DIRECTOR UPDATES

Ms. DeVary was happy to inform the Board that SPSA staff continue to keep operations running smoothly, and she drew the Board's attention to the updated Board Manuals at their places, which are distributed each January.

The requested revisions to House Bill 1872, also known as the Cosgrove Bill, have passed the Virginia Senate as recommended. Ms. DeVary reminded the Board of the email she sent the previous week regarding Senate Bill 1186, which, if passed, would not allow the siting of a landfill within three miles of any historic district, building, etc. Prompted by a letter sent by Ms. DeVary, she and Senator Hashmi, the author of the bill, spoke about SPSA's concerns. The Senator was receptive and made it clear that her intent is not to compromise a regional authority serving its mission. At Senator Hashmi's suggestion, Ms. DeVary consulted with counsel and submitted language for the bill that would exclude landfills sited by an authority created under the Virginia Water and Waste Authorities Act. The Senator let Ms. DeVary know that she approved of the language and would bring it to the Committee for addition to the Bill. Ms. DeVary has received no further information about the status of the Bill but, should it become legislation, the new language would not prevent the proposed SPSA landfill expansion.

In further good news, the DEQ consent order issued to the Regional Landfill in 2017 for leachate remaining in the landfill has been terminated. When made aware of the issue, SPSA remedied the situation immediately and followed up by installing a new SCADA system and a loadout so that leachate can be pumped and hauled as necessary.

Ms. DeVary has little new information on the Norfolk Naval Shipyard's proposed power plant. She has been told that Wheelabrator will be meeting with the Norfolk Naval Shipyard this week regarding their proposed extension to the steam agreement and Wheelabrator will keep her informed about their conversation. Ms. DeVary, Mr. Bagley and SPSA's attorneys

have completed a “first turn” of the Amended and Restated Landfill Gas Agreement with Mas Energy. SPSA is waiting for Mas Energy to respond with their comments, but Ms. DeVary stated that they are making great strides in completing the draft.

As an update on the Cell VIII and IX permitting process, Ms. DeVary informed the Board that the Corps and VHB continue to work on narrowing down the off-site alternatives. As previously reported, the selection was narrowed to five properties in Southampton and one in Suffolk, which were published for public comment on the virtual scoping website in the hopes that the Corps would receive information to help them further narrow the field. Southampton and Suffolk both submitted helpful comments on the parcels of land in question and Ms. DeVary thanked them for their efforts. VHB is working on a revised schedule now and it appears that the draft Environmental Impact Statement will be ready in late July 2021 and the final record of decision is planned for June of 2022. As Ms. DeVary has mentioned before, this process will require additional funding and she hopes to have a breakdown to present to the Board at the February meeting.

In 2020, the Families First Coronavirus Response Act required that SPSA provide each full-time employee with one-time access to 80 hours of emergency sick leave if they were unable to work due to specified reasons related to COVID-19. This mandate expired December 31st of 2020. However, as she is sure many of the municipalities have experienced, Ms. DeVary reported that SPSA began seeing more staff affected by the virus after Christmas and through January. Therefore, she recommends that SPSA extend the emergency sick leave provision retroactive to January 1, 2021 through June 30, 2021.

Mr. Arnold moved, seconded by Mr. Stromberg, to extend the COVID-19 emergency sick leave provision retroactive to January 1, 2021 with an expiration date of June 30, 2021. The electronic participant was polled individually. The vote on the motion was unanimous.

In December, the Board approved revisions to the Procurement Policy. After discussion at that meeting regarding Chapter II, (i), under Executive Director Authorities, and with assistance from counsel, Ms. DeVary is recommending the addition at the beginning of the sentence “Utilize contingencies and....” This will further clarify that the Executive Director is permitted to utilize contingencies, as well as issue work orders, provided that they have been approved by the Board in advance. Chairman Keifer asked if there were any comments or points for discussion, but there were none.

Mr. McCoy moved, seconded by Mr. Moor, to approve the amendment to Chapter II, (i) of the SPSA Procurement Policy as presented. The electronic participant was polled individually. The vote on the motion was unanimous.

At the first of the year, Ms. DeVary received a call from the HRTPO requesting a conference call with SPSA and VDOT to review the plans for the flyover at the Regional Landfill. At the call on January 7th, SPSA was informed that the revised cost estimate to build the flyover is now \$39.3 million, as compared to the \$23 million estimate previously provided by VDOT and used in grant applications. Ms. DeVary requested detailed breakdowns which show an increase of \$8.1 million for construction, and an increase of \$5.8 million for other expenses such as right of way costs, wetland mitigation, and preliminary engineering. Because the project will not be completed until 2026, there are also added escalation costs of \$2.3 million, which is how VDOT is now arriving the \$39.3 million estimate.

During that same call, Ms. DeVary was informed that SPSA's application with the TPO for RSTP funding had been ranked 13 out of 15 applications and they encouraged her to give a presentation at the January 15th Transportation Programming Subcommittee to stress the regional importance of the flyover. Ms. DeVary gave that presentation and the result was that the TPS is recommending that the flyover project be allocated \$500,000 in fiscal year 2027, which is the current fiscal year funding round. Ms. DeVary has been told that once a project has been approved in the RSTP program, it is common practice for funds to be moved between funding years. For example, if a project is funded for 2022, but they are not yet shovel-ready, they can swap funding with a project from a later funding year that is ready to break ground.

The Executive Committee met last week and discussed the situation at length. Given the uncertainties in future funding opportunities, the Committee believes it would be in SPSA's best interest to start funding the project through the municipal tipping fee in fiscal year 2022. Based on preliminary analysis, which assumes level funding, the municipal tip fee would include a \$7.75 per ton "surcharge" in each of the next six fiscal years. Ms. DeVary believes this to be an extremely conservative number, stating that if tonnages remain at their current level, this number will go down each year. She also reminded the Board that, historically, SPSA finishes the fiscal year with a surplus and any individual year's surplus could be applied to reduce the number further. Additionally, VDOT is eager to get this project completed and they are looking for other funding opportunities, as well. The next steps would be to discuss with VDOT and determine the documentation they require for a commitment from SPSA.

Ms. DeVary went on to say that she received an estimate of cashflow needs from VDOT that shows, as expected, the highest level of funding will be needed in later years once construction has begun. So, another way to look at funding would be to adjust the tipping fee based on cashflow needs, rather than at a level setting for the six years. However, this would mean starting out with a smaller surcharge and then a sudden escalation of around \$12.00 in the later years, and Ms. DeVary understands that most localities generally prefer to keep things as level as possible for their budgeting purposes. She opened the floor for discussion.

Chairman Keifer began by stating that it was disturbing and disappointing to learn that the cost estimate had changed so drastically, but does not want to dwell any further on that subject. Chairman Keifer reminded the Board that several years ago when SPSA and the member communities signed new Use and Support Agreements, one of the basic understandings was that SPSA and its member communities were committed to building this flyover as a condition of receiving approval to continue to use the Regional Landfill in Suffolk. At that time, it was thought that the flyover would be funded as a regional transportation project, but aside from a possible small allocation from RSTP funds, that has not happened. Therefore, the majority of this project will need to be funded through the tipping fee and that need will be reflected in the proposed fiscal year 2022 budget. The Chairman asked for further comments and questions.

Mr. Keaton commented that in his experience, and likely in the experience of other Board Members, the cost estimates for VDOT projects regularly fluctuate vastly. He suspects that the \$39.3 million estimate may ultimately prove to be inflated, but that it is impossible to know until the project is actually put out to bid. Secondly, Mr. Keaton requested that the Board be able to see an estimated tip fee surcharge that reflected a gradual increase as an

additional option to the level increase. With a gradual increase, if additional funds become available, the higher cost in the later years could possibly be mitigated.

Mr. McCoy added, as a member of the Executive Committee, that it has been challenging to address this issue, and the Board as a whole will have to make some difficult decisions. While SPSA did not anticipate the cost of this project, it is a long-standing commitment that must be honored. As the Board moves forward in this process, he encourages all Members to ask questions and ensure that they have a full understanding of the situation both currently and in regards to strategies to move forward. SPSA has been presented with several uncertainties in the industry, including the Navy's proposed power plant, that present no simple solutions. It is imperative that Board Members are able to return to their constituents, City Councils and Boards of Supervisors prepared to answer their questions.

Mr. Arnold, after reiterating that the flyover is a critical project on which SPSA must move forward as aggressively as possible, expressed his dismay at the 70% increase in this cost estimate. He does not see how the Executive Committee can plan for a project and appropriately address issues with this kind of sudden and unanticipated variation in cost, particularly when, as Mr. Keaton mentioned, the cost may change again. Citing specifically VDOT's reference to additional "right of way costs", Mr. Arnold encourages the Committee to seek more thorough explanations surrounding the cost increases and receive reassurance that the new estimate is accurate. Otherwise, it will be impossible for them to plan with any confidence.

Ms. DeVary agreed that the extremely disappointing news of the massive increase to the cost estimate was indeed shocking. Throughout the process there was one engineer working with the technical committee looking at all the many initial flyover variables and possible phases. Ms. DeVary has been told that the initial estimate was crafted to align with the BUILD Grant and VDOT has apologized for the vast discrepancy. The new estimate was prepared by HDR Engineering in Virginia Beach and Ms. DeVary has reached out to SPSA's HDR engineer, Jeff Murray, for his impressions. Mr. Murray believes that the new estimate certainly seems more reasonable, but is likely on the high end, perhaps in an effort to completely ensure coverage. The plan, as it stands, has a goal of having 30% of the design cost estimate completed by the end of this September, so that there can be a better understanding of the specific needs.

Ms. DeVary went on to say that SPSA must complete this flyover because without it, Cell VII cannot be constructed for use. It is in the region's best interest that Cell VII be fully realized, hopefully along with future calls as well, but even with only Cell VII, the flyover provides a permanent safety solution for that corridor by eliminating dangerous U-turns. While it would have been preferable to have funding for this project from a regional transportation source, SPSA is a regional organization and is capable of providing the funding. Ms. DeVary stated that while the new estimate may be high, VDOT will need to investigate further, as they are the experts in road project construction. Wet conditions will require hydraulics and pumps, as well as any wetland permitting work, so there will be costs involved with that. However, Ms. DeVary stressed that SPSA needs to move forward with the necessary steps to continue to use the Regional Landfill. The other alternative is hauling municipal waste out of the region requiring an increase of \$15 to \$20 on the tip fee which would be sustained indefinitely. Increases to build the flyover would be for only five or six years.

As she said earlier, Ms. DeVary believes that a \$7.75 surcharge is a very conservative number. Municipal tonnages are higher than they have been even before recycling programs were implemented. Much of the increase is due to COVID-19, but some of those work and lifestyle changes are likely to continue post pandemic. If waste tonnages stay up, the fee can go down because SPSA's operating costs are not increasing. The option of a \$7.75 surcharge gives the Board a flat number to look at, but there are other options, like the suggested graduated approach.

When Ms. DeVary presented the fiscal year 2021 budget and budget book it included a projection that the fiscal year 2022 municipal tip fee would increase \$3.00, largely to cover contractual increased costs to Wheelabrator. But due to the volume of waste received this year, that full increase may not be necessary. Many variables are at play when calculating the tip fee, but Ms. DeVary and staff track and adjust for all of them in order to make the best decisions for the member communities.

Ms. DeVary believes that it is necessary to move forward to fund the flyover now because prolonging the process could increase fees. The newly received airspace report indicates that if SPSA is able to continue to achieve optimal compaction rates, Cells V and VI may last until late 2029, but to put off construction of the flyover would mean that costs will only continue to escalate due to inflation. Ms. DeVary asked the Board to consider her past actions and recognize that she is not in the habit of increasing the tip fee and would only suggest doing so under necessary circumstances such as these.

Mr. Maxwell asked for, and received, confirmation that the flyover not only meets SPSA's commitment to the City of Suffolk, but also has traffic benefits, making it eligible for transportation funding. Nevertheless, SPSA did not receive those funds. Mr. Maxwell is concerned about the neglect on the part of the regional transportation agencies to recognize the regional importance of this project. Chairman Keifer responded that the representatives for the regional transportation agencies work for the member communities, as do SPSA's Ex-Officio Members. The member communities have been made aware that this project needs to be funded either through regional transportation funds or through the tipping fee, and transportation funds have not been forthcoming either due to ineligibility or preference for other projects. The surcharge to the tipping fee that is being presented is projected to be the sole funding source, except for the potential \$500,000 FY 2027 allocation from RSTP funding, along with funds that have already been set aside for the project.

Mr. Sorey agrees with Mr. Keaton that he would like to look at the tip fee increase being a graduated approach due to the fact that many Members have already presented their operating budgets for fiscal year 2022 and had not anticipated a \$7.75 increase. Mr. Sorey also raised the concern that the possible \$500,000 from RSTP would be federal funds and may prove to be more of a hindrance than a help given all of the rules and regulations that accompany the use of federal funds, and given that it is a relatively small amount. He suggests that there be a candid discussion on the subject before accepting the funds, should they be awarded. Mr. Sorey went on to add that from an engineering perspective, a solid estimate can only be achieved after reaching the 30% design stage, so he encourages first achieving that goal to be in a better position to make planning decisions. Chairman Keifer noted that Mr. Sorey made an excellent point regarding requirements to use federal funding and noted that they will look into the situation.

Ms. DeVary added that she researched the NEPA requirements and the estimate does include the NEPA process which, according to VDOT's environmental group, should only

involve an environmental assessment, rather than the more extensive environmental impact statement. The flyover is also planned to be a design build project which should also help with costs. Ms. DeVary thanked Mr. Sorey for his information on federal funding. She also added that, as 2020 has shown us, situations can change suddenly so there may very well be more opportunities that present themselves, but it is SPSA's responsibility to start planning now. Per the Use and Support Agreements, SPSA is obligated to try and provide an estimated tip fee in February, but she knows that many communities begin budgeting earlier, which is why she has presented this proposed \$7.75 surcharge now with the opportunity to explore other options.

Mr. Barnes asked if the \$7.75 figure was dependent on Wheelabrator satisfying their contract. Ms. DeVary replied that, as SPSA has no information to the contrary, it is the assumption that the contract will be fulfilled. Mr. Barnes went on to mention concerns that the elevated tonnages related to COVID will likely drop off quite a bit, so that should be a consideration, as well. Lastly, Mr. Barnes agreed that Cell VII has to be built with better access from the west, but that it may be valuable to revisit other options presented at earlier meetings now that the cost for the flyover has increased. However, if the flyover is still the best option, perhaps there are ways to reduce costs where there are opportunities.

Mr. McCoy suggested that Ms. DeVary look to the \$5 million that has already been set aside for the project and use that fund to achieve the 30% design. Ms. DeVary responded that should SPSA proceed to agreements to move forward, VDOT's cashflow needs for the current fiscal year are projected to be about \$908,000, which could potentially come from the \$5 million already designated. For fiscal year 2022, the need is \$2.2 million, which is also achievable with that funding. So SPSA could certainly fund the project through the estimated September completion of the 30% design of the project. If in September, should the project no longer seem viable, it would be a relatively nominal outlay. SPSA would have to stress to VDOT that there could be no further delays beyond September for the 30% design, but the tip fee does not have to change to simply fund the 30% design completion. Ms. DeVary cautioned however that it should be kept in mind that the suggested \$7.75 level six-year surcharge is to accomplish funding the entire project. To adjust the tip fee to only meet immediate cashflow needs would require as much as a \$12.00 increase to meet the \$13 million required in fiscal years 2025 and 2026.

Chairman Keifer asked for further questions. Ms. DeVary added that her plan would be to reach out to VDOT to see what types of memorandums of understanding might be necessary, have Mr. Spain review them, and if possible, discuss them in the February Executive Committee. Mr. McCoy added that if SPSA wants to move forward with the Landfill, the flyover needs to get started in order to fulfill a commitment that was made ten years ago.

Mr. Arnold made an observation that there is much to cover on this topic, but without further information the discussion cannot truly progress. He suggests that the Executive Committee come back with an update next month and that the meeting progress to the next topic.

Chairman Keifer gave a final comment on the subject that the flyover is part of SPSA's agreement with the host City of Suffolk and he is very appreciative to them. The Regional Landfill is an extremely valuable resource and this flyover is being built very willingly.

Mr. Bagley delivered the operational report stating that 27,915 tons of material was landfilled, noting that it is a bit lower than what has typically been seen. The amount of

leachate sent to HRSD during the reporting period was close to 1.9 million gallons. Mr. Bagley corrected the total number on the presentation was inaccurate, and stated that 848,229 gallons were pumped and 1,093,399 gallons were hauled. The high levels of leachate were due in part to extremely high rainfall in December, but also because the landfill is currently operating with a fairly large working face in an effort to capture additional airspace. 83% of the ash received from Wheelabrator was used as alternative daily cover. Mr. Bagley commented that this number is lower than what has been seen in recent months, but is still above the designated target of 80%. There were no odor complaints for the reporting period.

As an update to the PFAS study that has been discussed, Mr. Bagley informed the Board that the memorandum of agreement has been sent to the university to review and execute and he hopes to receive it back in the next few days and he will then bring it to the Board for approval. Staff is excited about getting this project underway.

The new wheeled loader that was approved under the current capital budget will arrive at Landstown the first week of February. The painting of all the transfer stations in need of new paint is nearly completed, and staff is very pleased with the way the landscaping, signage, and exteriors of the facilities are looking. Mr. Bagley encourages Board Members to go by their transfer stations and take a look. The tipping floor repairs at Landstown have been completed and Mr. Bagley thanked the Cities of Virginia Beach, Chesapeake, and Norfolk with their assistance in re-routing vehicles to avoid delays.

Mr. Bagley has carefully reviewed the data in the 2020 Airspace Study and plans to make a presentation at the February Board Meeting. As Ms. DeVary mentioned briefly, the data indicates that the life expectancy of Cells V and VI have been extended even though tonnages are up, which is excellent news and an indication of proper compaction efforts. Because the Cells are getting closer to completion, drone monitoring of air space usage is being increased to every other month to keep a close eye on progress. That information will be sent to HDR and they will do a mini study every other month so that any missed airspace can be recaptured, which will help ensure that as much space as possible is utilized before moving to Cell VII. Mr. Bagley offered to answer any questions, but there were none.

6. WHEELABRATOR PORTSMOUTH MONTHLY REPORT

Mr. Clint Stratton presented the Wheelabrator monthly report and Mr. Peter DiCecco presented the Wheelabrator annual report electronically.

Wheelabrator Portsmouth

January 2021 Report



Meeting SPSA's mission to provide safe and environmentally sound disposal of regional solid waste



Wheelabrator Portsmouth December 2020




Actual Operational Data

Net Refuse Received			Total Refuse Processed			Total NP Diverted			Ash Shipped		
Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan
53,159	48,256	4,903	50,358	48,550	1,808	5,072	5,362	290	13,569	13,350	(219)
Volumes remain high			Driven by favorable steam loads despite unfor. boiler USDT						Driven by favorable processing and timing from last month		

Steam Sales			Boilers Unscheduled Downtime			TD's Unscheduled Downtime			Net MWH Sold		
Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan
74,821	68,070	6,751	195	128	(67)	0	0	0	15,246	15,823	(577)
NNSY continues to take large volumes of steam			Driven by tube failure on #3 boiler superheater						Driven by favorable steam sales		

- Includes 2,281 tons of non-qualifying residue delivered to landfill, qualifying residue 83.19% for December
- Waste delivered by SPSA to RDF - 47,999 tons; Boiler availability - 88%; Turbine Generator availability - 100%; Ash screen availability - 90%
- Boiler 3 scheduled outage completed this period to include grate cleaning, superheater replacement, flue gas, SDA and baghouse repairs, RDF feed system screw repairs and ash removal system repairs
- 0 OSHA Recordable accidents this period, 5 for the year; 0 environmental incidents and citizen complaints

Wheelabrator Portsmouth 2020 Performance 
Actual Operational Data

Net Refuse Received			Total Refuse Processed			Total NP Diverted			Ash Shipped		
Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan
641,439	602,381	39,058	629,075	606,427	20,962	66,226	66,932	706	179,534	166,350	(13,184)
Volumes remain high regionally			Driven by favorable steam loads despite unfav boiler USDT			Great NP management despite additional tonnages to plan			Driven by favorable processing		

Steam Sales			Boilers			TG's Unscheduled Downtime			Net MWH Sold		
Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan	Actual	Plan	Act-Plan
766,743	632,653	234,090	2,036	1213	(822)	794	72	(722)	198,802	214,145	(15,343)
NNSY continues to take large volume of steam			Driven mainly by tube failure on #3 boiler superheater, ash removal issues, feed chute plugs and TG electrical			Driven by electrical output issues between grid tie-in and VTI and bearing failure on #2 TG			Driven by favorable steam sales and USDT on boilers and #2 TG		

- 5 OSHA Recordable accidents this year – YoY increase in employee injuries from 3 in 2019.
- Zero lost time incidents – YoY decrease as we had 1 lost time in 2019.
- Processed 38k more tons than 2019 – continue to see strong volumes.
- We were better in 2020 with Screened Ash and Bottom Ash issue, but still need improvement in how we operate and repair our boiler grate system.
- 2021 Focus is reliability of HV switchyard as well RDF feed chute plugs.

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2021 Budget Updates



- The facility completed a rigorous budget review process to identify areas to improve.
- Wheelabrator instituted a Plant Condition Report (PCR) for the 2021 budget review process. The PCR analyzed each piece of equipment at both the RDF and Power Generation Station to identify repair history and remaining life expectancy.
- Using the PCR, the facility managers, as well as the corporate maintenance team, developed a Facility Risk Assessment, which highlights the facilities' most significant equipment risks.
- Based off the PCR and Facility Risk Assessment, WP built a robust R&M plan to improve and sustain boiler and turbine reliability for our customers.

	2020 Plan	2021 Plan	Variance
Expense	6,425	8,209	1,784
Capital	8,203	8,823	620
Gross	14,628	17,032	2,404

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2021 SPP Major Projects - \$10M 

- **Boiler 1** - RDF Chute Replacement, Bin Feed Overhaul, Apron Conveyor Overhaul, Furnace Overlay, Generator Tube Replacement, Tubular Air Heater Tube Replacement, Furnace Overlay and Pressure Part Repairs - **\$1.6M**
- **Boiler 2** - Bin Feed Overhaul, Apron Conveyor Overhaul, Furnace Overlay, Generator Tube Replacement, Tubular Air Heater Tube Replacement, Furnace Overlay and Superheater Replacement - **\$1.4M**
- **Boiler 3** - Bin Feed Overhaul, Apron Conveyor Overhaul, Furnace Overlay, Economizer Tube Replacement, Grate Overhaul, PA Fan Replacement, Furnace Overlay and Superheater Replacement, ID Fan Motor Replacement - **\$1.6M**
- **Boiler 4** - Bin Feed Overhaul, Apron Conveyor Overhaul, Furnace Overlay, Economizer Tube Replacement, Grate Overhaul, PA and SA Fan Replacement, Furnace Overlay and Superheater Replacement, Baghouse Replacement - **\$1.5M**
- **Turbine 1 Overhaul - \$750k**
- **Bottom Drag Overhauls on all boilers - \$1.5M**
- **Residual Handling equipment** repairs including East Pugmill Replacements - **\$1M**
- **Cooling Tower 7 & 8 Cell Replacements - \$700k**
- Replace wiring from 4PP and 6PP to TG Transformers - **\$250k**

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2021 RDF Major Projects - \$1.5M 

- Stationary Crane Inspections - **\$100k**
- A line shredder overhaul - **\$300k**
- C3B Overhaul - **\$400k**
- C1C Overhaul - **\$100k**
- C3C Overhaul - **\$100k**
- S1A, S1B and S1C Dust Collector Overhauls - **\$50k each**
- S1C Shredder Drive Upgrade - **\$100k**
- S1C Sweep Chamber, Cone Replacement and Overlay - **\$150k**
- M2C replacement, M2A and M2B Overhauls - **\$200k**

6

2021 Headcount 

Regionally, disposal volumes have increased; and during the 2021 budget process, we took steps to manage the additional volume as follows:

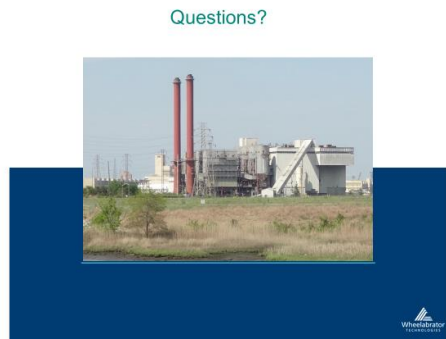
- Added five Fuel and Ash Handler II positions at the RDF to more efficiently handle the incoming tonnages. These five employees will also contribute to better housekeeping.
- Added five Fuel and Ash Handler I positions, which will split time between the RDF and SPP to handle incoming tonnages and provide more resources for ash screening
- Added one RDF Shift Supervisor to manage the additional personnel and allow the Lead Supervisor to engage in overall facility performance
- Added two Mechanics to better maintain the equipment and projected work scopes over the five-year plan
- Added an Operations Technician position to manage day-to-day compliance items at each facility plus safety and environmental inspections
- Facility headcount was 105 and is now 119, and we expect this will enhance our housekeeping expectations.

7

2021 Focus Areas 

- Employee morale and engagement
- Recruiting/Retaining talent
- Communication of initiatives and resources
- Executing the Navy Steam Contract extension – *slow moving*
- Ash Screener preventative maintenance and performance
- Continued Housekeeping Improvements – we have made progress but can be better
- USDT – Too many RDF feed chute plugs and boiler grate issues
- Accountability on cleanliness of the Power Station
- Executing/Utilizing the newly purchased metal walking floor trailers
- Customer service – staying a step ahead of the process including communication to SPSA

8



Mr. DiCecco ended his presentation by stating that they are still planning to meet with the Navy to discuss their contract extension request and that, as the presentation shows, Wheelabrator is committed to maintaining good operations for SPSA. Mr. DiCecco offered to answer any questions.

Chairman Keifer thanked Mr. DiCecco for the thorough report and voiced his appreciation at all of their efforts particularly in their maintenance plans. He went on to ask if the considerable increase to the Navy steam sales is due to demand or a greater ability to meet existing demand. Mr. DiCecco replied that the increase is due to demand and that Wheelabrator can deliver more or less steam through a control valve and the Navy requested more. Mr. Stromberg asked Mr. DiCecco if the Navy builds its own plant how long the construction is anticipated to take. Mr. DiCecco replied that from his discussions with the Navy, he believes that they are aiming to have their plant built by the end of 2022, but that they may indeed, as Mr. Stromberg suggested, be encountering delays. Mr. DiCecco believes these uncertainties are likely why Wheelabrator's proposals for a 12-month or 18-month contract extension have not yet received a definitive response. Mr. Stratton stated that the Navy has not yet broken ground on the project, but Ms. DeVary added that DEQ has granted the Navy an air permit for the project. She also encouraged Mr. Stromberg to call her if he would like to discuss Portsmouth's information further.

7. FINANCIAL REPORT

Ms. DeVary informed the Board that as of December 31, 2020, total revenues exceeded total expenses by approximately \$5.4 million as compared to \$3 million in the previous fiscal year. Tipping fees reflect an increase of 8% or approximately \$1.7 million as compared to FY 2020. Municipal waste tons are up approximately 16.5% or 37,607 tons as compared to last fiscal year. However, commercial tons are down 5% or 4,261 tons as compared to last year. As of December 31, 2020, municipal waste tonnages were 264,955 compared to 227,348 last year. With December being the halfway mark of the fiscal year, and using tonnages from previous years as a comparison, it is safe to anticipate that the remaining six months of the year will bring in the same amount of tonnage, or a little less. This puts SPSA on track to receive 520,000 tons of municipal waste for the fiscal year ending June 30, 2021. These inflated numbers are likely due to the change in habits related to COVID-19, as well as regional growth. Ms. DeVary anticipates that while municipal tonnages will likely remain somewhat elevated, she does not think they will remain at the levels being seen this fiscal year. Therefore, Ms. DeVary is currently projecting 476,000 tons of municipal waste in FY 2022 and has begun budgeting with that projection in mind. She will continue to fine tune the numbers.

Ms. DeVary reported that total expenses fiscal year to date for the month ending December 31st were approximately \$20.8 million, compared to \$20.4 million in the prior fiscal year. Cash balances are at \$47.8 million, currently designated as \$5.8 million in operating, \$5.9 million, the equivalent of 2 months' operating expenses, in undesignated fund balance, \$13,950 in FY 2020 rolled purchase orders, \$314,757 for unencumbered capital budget, \$2.5 million for the proposed HRSD force main, \$271,822 for landfill expansion purchase orders, and \$32.9 million in the landfill expansion and closure fund. Ms. DeVary then opened the floor for questions or comments.

Prompted by his budgeting process in Isle of Wight now that Smithfield has stopped collecting recycling, Mr. Keaton asked the group if they have noticed a correlation between increased municipal tonnages and decreased recycling. He is also curious if the other communities have discontinued or are considering discontinuing recycling services due to the poor market, which results in recycling ultimately being processed in the same manner as municipal waste. Ms. DeVary responded that staff could survey the municipalities and provide that information at the next meeting. There were no further questions or comments.

Mr. Arnold moved, seconded by Mr. McCoy to approve the SPSA financial report as presented. The electronic participant was polled individually. The vote on the motion was unanimous.

8. OTHER BUSINESS

As Chairman Keifer mentioned at the beginning of the meeting, he and the Executive Committee have reviewed the Board's evaluations of the Executive Director. The Chairman passed out a memo to the Board detailing his recommendations and asked for the Board to approve issuing the Executive Director an outstanding evaluation and a 2% pay raise.

There was discussion regarding whether or not SPSA staff received a merit increase in July of 2020. Ms. DeVary clarified that the Board approved full-time employees receiving a one-time net payment of \$1,000. Mr. McCoy went on to comment that, having reviewed the submitted evaluations, it is clear that Ms. DeVary continues to make improvements and that both the Executive Director and the organization should receive a very favorable evaluation.

Mr. Broad moved, seconded by Mr. McCoy to issue the Executive Director an outstanding evaluation and a 2% salary increase effective February 1, 2021. The electronic participant was polled individually. The vote on the motion was unanimous.

9. ADJOURN MEETING

There being no further business to come before the Board of Directors the regular meeting was adjourned at 10:45 a.m.

Liesl R. DeVary
Executive Director

Submitted by: Tressa Preston, Secretary, SPSA Board of Directors

5. Executive Director Updates

Airspace Presentation

Attachments:

- Landfill Operational Summary
- Executive Committee Minutes – December 2, 2020

Landfill Operational Summary

SPSA Regional Landfill Operational Summary		KEY:			
Period	January 1st, 2021 to January 31st, 2021		Change Since Last Report		
			All Is Well		
			Working On		
			Noted Issue		
Item	Metric Item	Metric	Performance/Comment	Status Code	Comments/Corrective Actions
1	Regulatory Compliance				
1.1	Notice of Violations	None	In Compliance		No issues during the reporting period.
1.2	Environmental compliance and reporting	Compliance	All submissions made.		
1.2.1	Solid waste operations	Compliance	In Compliance		No issues during the reporting period.
1.2.2	Title V	Compliance	In Compliance		New EPA regulations have been issued. Still awaiting VDEQ's final decision on whether they will accept those regulations as written or enforce more stringent limits as allowed by the new EPA rules.
1.2.3	VPDES	Compliance	In Compliance		New Permit was issued as of October 1st 2020
1.2.4	Financial Assurance	Compliance	In compliance		
1.2.5	Wetlands	Compliance	In Compliance		
1.2.6	Groundwater	Compliance	In Compliance		
1.2.7	Storm water system operating and in compliance with VPDES permit	Systems operational and in good order	In Compliance		In compliance.
2	Landfilling Operations				
2.1	Tonnage Landfilled	Actual Tons	28,035		
2.2	No. staff	15.5	11.5		4 vacancies: 3-HEO, 1-Solid Waste Assistant
2.2	Equipment Utilization	Key equipment fully operational and deployed	All equipment operating and deployed with appropriate spares		
3	Cover Operations				
3.1	Total Cover Material Received	Actual Tons	13,976		
3.2	Date of last aerial survey	12/12/2019			
3.3	December 2020 Operational In-Place Density (lbs./cy)	1,600-1,800lbs/cy	1,903 lbs./cy or AUF = .94		Airspace Study completed January 2021
3.4	December 2020 Effective In-Place Density (lbs./cy)	1,600 lbs./cy	1,997 lbs./cy or AUF = .99		Still well above targeted long term airspace utilization.

4	Leachate Management				
4.1	Pump stations operational during period	100 % Operational	All pump stations are operational, pump performance is being monitored, and repairs/replacements made as necessary.		All vaults are operational.
4.2	SCADA system operational during period	100 % Operational	Fully operational		SCADA is fully operational. Low Flow to meters to HRSD, FIT-0301, and FIT-0401 were calibrated on 12/29 and the Pump & Haul Totalizer was reset on 12/30.
4.3	Flow meter system functional during period	100 % Operational	All 8 Cell V/VI Pump Stations are now operational		Flow Meters can now be logged to history in Scada system and reviewed as needed.
4.4	Leachate Levels	In compliance	In compliance.		1. In compliance at all 8 pump station locations. 2. Flow generation remain < 40,000 GPD typically.
4.5	Leachate Disposal	In compliance			Capital Project for dredging of the Leachate Ponds is complete.
4.5.1	Quantity of leachate pumped to HRSD during period	x gallons		848,229.0	From 01/01 to 01/31
4.5.1.1	Cell V, Sumps 1-4	x gallons		502,678	From 01/01 to 01/31
4.5.1.2	Cell VI, Sumps 5-8	x gallons		384,616	From 01/01 to 01/31
4.5.2	Quantity of leachate hauled for disposal during period	x gallons		1,014,046	From 01/01 to 01/31
4.5.3	Disposal costs in period: \$		\$	28,932	From 01/01 to 01/31
4.5.4	Any issues relative to leachate quality and acceptance at WWTPs?	No constraints	No constraints		
5	Landfill Gas Management	Compliance	In compliance		
6	Odor Complaints	No complaints	No complaints		From 01/01 to 01/31
7	HRSD Force Main	Contract Schedule	None provided to date.		HRSD has reported that the project is delayed two years.

Acronym Definitions

ACOE- Army Core Of Engineers **AUF**- Airspace Utilization Factor **BOD**- Biological Oxygen Demand **CAP**- Corrective Action Plan
COD- Chemical Oxygen Demand **CSCE**- Comprehensive Site Compliance Evaluation **DMR**- Discharge Monitoring Report
GPS- Groundwater Protection Standards **LCL**- Lower Confidence Limit **NOV**- Notice Of Violation **SCADA**- Supervisory Control And Data Acquisition
SWIFT- Sustainable Water Initiative For Tomorrow **SWPPP**- Storm Water Pollution Prevention Plan **VPDES**- Va. Pollution Discharge Elimination System
WWTP- Waste Water Treatment Plant **PLC**- Programmable Logic Controller **GPM**- Gallons Per Minute **GPD**- Gallons Per Day

Executive Committee Minutes – December 2, 2020

Executive Committee Minutes
Southeastern Public Service Authority of Virginia
December 2, 2020

A meeting of the Executive Committee was held at 1:00 p.m. in the second-floor conference room of the SPSA Regional Office Building in Chesapeake, Virginia and was called to order by Chairman John Keifer. The other Committee Members present at this meeting were Vice Chairman Luke McCoy, Mr. Randy Keaton, and Ms. Sheryl Raulston. Also in attendance were Executive Director, Liesl R. DeVary, Deputy Executive Director, Dennis Bagley, Executive Administrator, Tressa Preston. Brett Spain, General Counsel, attended the meeting by phone.

Items for Discussion:

1. Review and approve Executive Committee Minutes of October 21, 2020

Mr. McCoy moved, seconded by Ms. Raulston, to approve the minutes of October 21, 2020. All were in favor.

2. Executive Director Reports / December Board Meeting Agenda

a) Wheelabrator and Navy

Ms. DeVary informed the Committee that Wheelabrator has received a response from the Navy regarding the proposal Wheelabrator submitted before Thanksgiving. The Navy has had the proposal reviewed by their contractor, Ameresco, who has approved it from a technical perspective, but is completing further review from an administrative, and likely financial, perspective. There is no new information regarding the pending DEQ air permit for the Navy's proposed powerplant. Staff will inform the Board if there are future opportunities for public comment on the matter.

b) Wetlands Permitting

The Army Corps of Engineers has identified six properties that could potentially serve as off-site alternatives to expanding the Regional Landfill, for purposes of fulfilling the alternative site requirement of their Environmental Impact Statement (EIS). VHB and the Corps are still in the process of narrowing the selections from the five Southampton properties and the one property in Suffolk. The next conference call with VHB, the Corps, and the engineering consultants is scheduled for December 15th. Ms. DeVary has requested that VHB supply her with an updated schedule for completion and budget that she may bring to the Board at the January meeting.

c) Board Changes

Bill Sorrentino, the governor-appointed Board Member from Virginia Beach, is resigning at the end of the year due to time constraints from his other commitments. The City of Virginia Beach is contacting the governor with their nominees for a new appointment.

d) Mas Energy

SPSA is waiting on Mas Energy to deliver their draft agreement for review so staff and counsel can ensure that all parties are in agreement on key terms. Ms. DeVary has spoken to Brad Nowak about Mas Energy's suggestion that they write the new amendment and restate the contract for him to review. He is agreeable to that and this arrangement will likely reduce legal costs.

e) Procurement Policy Updates – Use of Design-Build Procurement Method

Ms. DeVary and Mr. Spain have completed a total revision of the procurement policy to ensure that it aligns with the Virginia Public Procurement Act. It also incorporates protocols set out in House Bill 1872 and suggestions made by the Chairman earlier in the year. Areas of particular interest are the sections that clarify the authorities of the Executive Director and the addition of design-build construction as a method of procurement. The Committee discussed the specific sections of the policy in detail and clarification suggestions were made which Ms. Spain and Ms. DeVary will incorporate into the draft policy to be sent to the Board.

f) Fire Recovery

Mr. Bagley presented a design mock-up of the potential upgrades being made as a result of the landfill fire, showing the footprint for the new admin building, larger maintenance shop with additional bays, a new storage area with five bays, and new drive-through Household Hazardous Waste building. The image also shows asphalt demo and the removal of underground fuel storage and the installation of above ground fuel storage tanks. Ms. Raulston asked about any potential dangers of leakage from underground fuel storage tanks. Mr. Bagley assured her that testing equipment is in place, there are no leak issues, and appropriate closure procedures will be followed. Staff is confident that the plans to rebuild at the Regional Landfill will be covered by the \$1.18 million in insurance proceeds for the depreciated value of the destroyed buildings. More detailed information will be brought to the Board at a later meeting further along in the design process.

g) Executive Director Annual Evaluation

As is done each year, the Board will be asked to complete a series of questions evaluating the Executive Director's performance. Based on feedback from last year's evaluation, a response of "not observed" has been added as an answer option. Hard copies will be available at the Board Meeting and Ms. Preston will email fillable pdf forms to the Board. Completed responses will be sent to the Chairman and discussed at the January Executive Committee and Board Meeting.

h) Flyover / VDOT Update

SPSA is expecting a memorandum of agreement from VDOT on or around December 15th with information including cost and a project timeline with schedules for construction of the Flyover at the Regional Landfill. The meeting discussing RSTP funding is scheduled to take place on December 11th, with the HRPDC voting on awards in January.

i) House Bill 1872 Suggested Amendments

The letter from Ms. DeVary and Chairman Keifer regarding suggested changes to HB 1872 was sent to Senator Cosgrove's district office by email and U.S. Mail. Communicating with his district office has been challenging, but brief messages have indicated that the proposed changes to the legislation were submitted before the deadline and that the Senator is open to meeting. Staff will send available meeting dates for Ms. DeVary, Mr. Keifer, and Mr. McCoy and continue to follow up with his office.

j) Board Meeting Agenda

Mr. Bagley will be giving a presentation reviewing the results of the SPSA facilities assessment. Three contracts will be brought to the Board for review. The first is the renewal contract with HDR for professional engineering services. This contract covers a broad array of services provided at the Regional Landfill, and prices have not increased in this final year of the contract. Total estimated costs are \$270,000, which is included in the operating budget. The hourly rates for services is included in the Board Agenda. The second contract is an additional contract with HDR Engineering to provide engineering services associated with preparation of request for design-build proposal documents and bidding assistance to replace the structures destroyed in the fire at the Regional Landfill. The cost of this task order would not exceed \$60,900 and would be funded from insurance proceeds. The presentation of this contract is dependent on the Board's vote on the procurement policy and resolution establishing procedures for the use of the construction management and design-build methods of construction contracting. The last contract is a cooperative contract with Jezzi Corp./GAC to paint twenty tractors white as the final step of SPSA's rebranding process which began last year. The total cost for the project, which demonstrates the SPSA core value of "Pride," is \$84,200.

3. Meeting Adjourned at 3:06 p.m.

6. Wheelabrator Portsmouth Monthly Report

February 15, 2021

Liesl R. DeVary
Southeastern Public Service Authority
723 Woodlake Drive
Chesapeake, VA 23320

Dear Ms. DeVary:

Please find attached the Monthly Report for Wheelabrator Portsmouth Inc. facility required by Schedule 15 of the Service Agreement. Should you have any questions on any of the items covered herein please do not hesitate to contact me.

Sincerely,

Clint Stratton
Plant Manager, Wheelabrator Portsmouth

enclosure

WHEELABRATOR PORTSMOUTH INC
 TONNAGES REPORT
 CALENDAR YEAR 2021

MONTH	SPSA ACCEPTABLE WASTE (TONS)		THIRD PARTY ACCEPTABLE WASTE (TONS)		OUT-OF-STATE WASTE (TONS) *		OUTSIDE-AREA WASTE (TONS)		TOTAL TONNAGE		NAVY STEAM DELIVERED (K-LBS)		ALL WASTE ACCEPTED AT RDF (TONS)		NP REMOVED FROM RDF (TONS)		PROHIBITED WASTE		RDF WASTE DIVERTED TO LANDFILLS (TONS)		PROCESSED WASTE (CALC)		PROCESSED FORMULA		RESIDUE DELIVERED TO LANDFILL (TONS)		MW SOLD TO THE GRID (MWHt)				
JAN	40,450.18	12,657.54	12,657.54	1,557.04	1,557.04	-	54,664.76	73,158	54,664.76	4,736.59	-	-	49,928.17	52,206.35	14,798.12	14,930															
FEB																															
MAR																															
APR																															
MAY																															
JUN																															
JUL																															
AUG																															
SEP																															
OCT																															
NOV																															
DEC																															
YTD TOTAL	40,450.18	12,657.54	12,657.54	1,557.04	1,557.04	-	54,664.76	73,158.00	54,664.76	4,736.59	-	-	49,928.17	52,206.35	14,798.12	14,930.00															

* NOTE: This is material brought in from the nearby counties in NC provided for under the Service Agreement.

**WHEELABRATOR PORTSMOUTH INC
AVAILABILITY
CALENDAR YEAR 2021**

MONTH	BOILER AVAILABILITY (%)	BOILER PLANNED OUTAGES (HRS)	BOILER UNPLANNED OUTAGES (HRS)	TURBINE AVAILABILITY	TURBINE PLANNED OUTAGES (HRS)	TURBINE UNPLANNED OUTAGES (HRS)
JAN	91.4%	144	112	96.3%	68	15
FEB						
MAR						
APR						
MAY						
JUN						
JUL						
AUG						
SEP						
OCT						
NOV						
DEC						
YTD TOTAL	91%	144.00	112.00	96%	68.00	15.00

WHEELABRATOR PORTSMOUTH INC

SUPPLEMENTAL INFORMATION

January 2021

Total Waste received by SPSA:	40,450 tons
Waste delivered to RDF:	54,665 tons
Total RDF processed:	52,206 tons
Residue sent to landfill:	14,798 tons*
Electric power sold:	14,930 MW
Steam sold to Navy:	73,158 K-LBS
Overall Boiler availability:	91%
Overall Generator availability:	96%
Environmental Incidents	0

OSHA Recordable Accidents this period:	1
OSHA Recordable Accidents YTD:	1

General Notes:

* This total includes 1136.44 tons of non-qualifying residue delivered to the landfill this period, qualifying residue 92.32% for this period.

* Boiler 4 outage completed this period to include pressur part repairs, grate, flue gas, RDF system, ash removal and baghouse repairs.

Wheelabrator Portsmouth Inc.

Monthly Report for the Month of January 2021

This report is submitted in accordance with the Waste Disposal & Services Agreement, section 3.17.1.

Environmental Issues:

Contractor has not received any notices in violation (NOVs) or orders, and no such NOVs, proceedings, orders or investigations are pending, for the subject period.

Tests Completed:

Monthly Industrial Discharge Samples
Fuel Oil Sample
Quarterly Ash Test

Tests Planned:

Monthly Industrial Discharge Samples
Fuel Oil Sample(s)
Storm Water Sample
Quarterly Ash Test

Inspections:

Solid Waste

Air Quality Violations:

None

Safety Issues:


OSHA Recordable Accidents this period:	1
OSHA Recordable Accidents YTD:	1
Lost Time Accidents this period:	0
Lost Time Accidents YTD:	0

Op Stats: see attached spreadsheet

Upcoming Planned Outages:

2021 Outages

January 10-16	Boiler 4
February 7-13	Boiler 1
March 14-22	Boiler 2
April	No outage
May 9-15	Boiler 3
June 13-19	Boiler 4
July 11-17	Boiler 1
August 15-21	Boiler 2
September 12-18	Boiler 3
October 17-23	Boiler 4
November	No outage
December 12-18	Boiler 1

Wheelabrator RDF and WTE Operational Summary			KEY:		
Provided by Wheelabrator Portsmouth		Change Since Last Report			
Period	January 1 to January 31, 2021	All Is Well			
		Working On			
		Noted Issue			
Item	Metric Item	Metric	Performance	Status	Comments
1	Regulatory Compliance				
1.1	Notice of Violations	None	In Compliance		No issues during reporting period
1.2	VPDES	Compliance	In Compliance		No issues during reporting period
1.2.1	Solid waste operations	Compliance	In Compliance		No issues during reporting period
1.2.2	Title V	Compliance	In Compliance		No issues during reporting period
2	RDF Tipping Floor Operations				
2.1	Wait Times	<30 min			Wait times were less than 30 minutes
2.2	Floor Volume	<1,000 Tons	Noted issue		
2.3	Equipment Utilization	Key equipment fully operational and deployed	All 3 lines shredder overhaul/minors are now completed		
3	Ash				
3.1	Ash Delivered to RLF	Actual Tons	14,379		
3.2	Percentage of Ash Re-classified	<20%	1,136		Reclassified was 7.68%
3.3	Percentage of Ash used as ADC	> 80%	13,243		ADC was 92.32%
3.4	Rejected Loads of Ash	0	0		
4	WTE				
4.1	Boiler Availability	> 90%	91.40%		
4.2	TG Availability	> 90%	96.30%		
4.3	Ash Screener Availability	> 95 %	95.00%		
5	Cleanliness/Litter Control				
5.1	Citizen Complaints	0			Overall cleanliness of the facility continues to improve.
5.2	Odor Complaints	0			No issues during reporting period
<p>Acronym Definitions RDF - Refuse Derived Fuel, WTE - Waste To Energy, VPDES - Virginia Pollution Discharge Elimination System, ADC - Alternative Daily Cover, TG - Turbine Generator</p>					

7. Financial Report

Statement of Revenue and Expenses – Budget to Actual Comparison

For the month ending January 31, 2021, total revenues exceeded total expenses by approximately \$5.7 million as compared to \$2.5 million in the previous year.

Tipping fee revenue received FYTD reflects an increase of 6% or approximately \$1.5 million as compared to fiscal year 2020. Municipal waste tons are up approximately 13% or 35,283 tons as compared to fiscal year 2020.

For the month ending January 31, 2021, total expenses were approximately \$23.9 million as compared to \$24.5 million incurred in the previous fiscal year.

Monthly Expense Line Items

This report provides the actual expenses by month by the type of expense. The majority of the line items vary in amounts from month to month because they are either: (1) dependent on usage, or (2) timing of payment and/or check date.

Monthly Comparison of Revenues and Expenses

This report illustrates the monthly revenues and expenses. An explanation is included under each graph if there is a sizeable variance. The straight line in each graph represents the fiscal year 2021 budget on a straight-lined basis and the line graph represents the prior fiscal year for comparison.

Waste Stream Report

This report has been developed to provide the status of tonnages received as compared to the amounts budgeted. For the month ending January 31, 2021, municipal waste tonnages reflect an increase of 13% or approximately 35,283 tons as compared to January 31, 2020.

Treasurer's Report of Cash Balances

This report captures the monthly activity in each of the depository accounts grouped as either unrestricted and designated funds or trust funds. As of January 31, 2021, operating cash balances were approximately \$48.6 million representing approximately \$6.3 million in the operating account, \$5.9 million in undesignated fund balance, \$13,950 for FY 2020 Rolled Purchase Orders, \$314,757 for unencumbered capital budget for FY 2020, \$2.5 million reserved for the HRSD Force Main, \$228,136 for Landfill Expansion Purchase Orders and \$33.3 million designated for landfill expansion/closure.

MOTION: Do I hear a motion that the SPSA Monthly Financial Reports, subject to audit, be approved as presented?

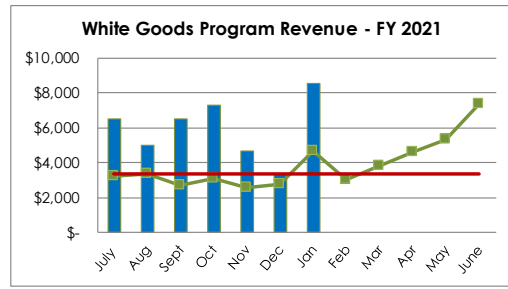
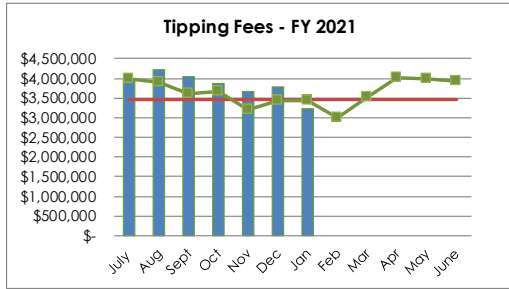
Southeastern Public Service Authority Statement of Revenue and Expenses - Budget to Actual Comparison For the Period Ending January 31, 2021								
	January 2021				January 2020			
	Adjusted Budget	Month	FYTD	% of Budget	Adjusted Budget	Month	FYTD	% of Budget
REVENUES								
Tipping Fees	\$ 41,756,055	\$ 3,233,670	\$ 26,782,298	64.1%	\$ 41,631,237	\$ 3,439,049	\$ 25,260,359	60.7%
Tire program	600,000	33,120	337,504	56.3%	515,200	40,613	331,285	64.3%
Household Hazardous Waste Revenue	333,000	25,076	227,736	68.4%	305,000	19,087	209,583	68.7%
White Goods Program	40,000	8,541	41,908	104.8%	35,000	4,652	22,324	63.8%
Landfill Gas Recovery	260,000	25,175	136,445	52.5%	312,000	9,053	144,239	46.2%
Miscellaneous Income	332,491	71,836	1,366,534	411.0%	333,775	73,100	306,360	91.8%
Interest Earnings	450,000	1,426	360,577	80.1%	350,000	22,096	235,185	67.2%
Fund Balance / Capital / Rolled PO's	410,933	-	82,225	20.0%	799,255	32,066	462,017	57.8%
Fund Balance / Landfill Expansion	565,012	43,686	307,047	54.3%	518,111	-	-	0.0%
TOTAL REVENUES	\$ 44,747,491	\$ 3,442,531	\$ 29,642,274	66.2%	\$ 44,799,578	\$ 3,639,715	\$ 26,971,351	60.2%
OPERATING EXPENSES								
Administration								
Salaries / Wages	\$ 837,565	\$ 63,261	\$ 486,839	58.1%	\$ 892,877	\$ 93,938	\$ 453,196	50.8%
Employee Benefits	212,102	15,643	108,141	51.0%	231,231	18,521	100,898	43.6%
Professional / Contracted Services	703,063	30,892	164,588	23.4%	727,254	8,281	233,662	32.1%
Other Operating Expenses	223,872	16,448	119,420	53.3%	231,521	8,893	101,156	43.7%
Materials / Supplies	17,888	387	4,247	23.7%	22,301	841	6,929	31.1%
Total Administration	\$ 1,994,490	\$ 126,631	\$ 883,235	44.3%	\$ 2,105,184	\$ 130,474	\$ 895,841	42.6%
Environmental Management								
Salaries / Wages	\$ 319,891	\$ 23,292	\$ 171,536	53.6%	\$ 291,479	\$ 29,301	\$ 162,203	55.6%
Employee Benefits	114,101	8,202	53,817	47.2%	101,641	9,119	59,288	58.3%
Professional / Contracted Services	78,200	308	28,926	37.0%	74,200	14,721	34,189	46.1%
Other Operating Expenses	13,700	(1,998)	3,300	24.1%	10,174	492	2,714	26.7%
Materials / Supplies	22,838	899	4,638	20.3%	22,368	740	5,913	26.4%
Total Environmental Management	\$ 548,730	\$ 30,704	\$ 262,217	47.8%	\$ 499,862	\$ 54,372	\$ 264,306	52.9%
Operations								
Salaries / Wages	\$ 5,731,396	\$ 407,767	\$ 3,218,393	56.2%	\$ 5,841,183	\$ 620,594	\$ 3,172,538	54.3%
Employee Benefits	1,917,326	149,602	1,059,980	55.3%	1,940,329	169,348	1,050,943	54.2%
Professional / Contracted Services	3,003,643	251,993	1,593,970	53.1%	2,920,332	180,363	1,471,562	50.4%
Other Operating Expenses	1,053,761	171,013	487,997	46.3%	1,066,852	66,127	423,244	39.7%
Materials / Supplies	1,813,457	88,240	674,448	37.2%	1,883,733	105,835	805,814	42.8%
Total Operations	\$ 13,519,583	\$ 1,068,614	\$ 7,034,788	52.0%	\$ 13,652,429	\$ 1,142,266	\$ 6,924,100	50.7%
TOTAL OPERATING EXPENSES	\$ 16,062,803	\$ 1,225,949	\$ 8,180,240	50.9%	\$ 16,257,475	\$ 1,327,113	\$ 8,084,246	49.7%
CAPITAL PROJECTS / EQUIPMENT REPLACEMENT								
Cell 8/9 Permitting	565,012	43,685	307,045.52	54.3%				
RLF - Asphalt Overlay	27,090	-	27,090.00	100.0%				
RLF - Cells I-IV Repair	25,875	-	25,875.00	100.0%				
RLF - TRACTOR W/SIDE BOOM	123,821	-	123,820.80	100.0%				
RLF - PUMP	35,000	-	-	0.0%				
RLF - DOZER	528,884	-	528,884.00	100.0%				
FLT - COALESCER	13,340	-	13,340.00	100.0%				
TSP - ROAD TRACTORS	599,888	-	-	0.0%				
CTS - YARD DOG	119,500	-	-	0.0%				
FTS - YARD DOG	119,500	-	-	0.0%				
IWTS - YARD DOG	119,500	-	-	0.0%				
LTS - WHEELED LOADER	518,096	-	-	0.0%				
OTS - YARD DOG	119,500	-	-	0.0%				
STS - YARD DOG	119,500	-	-	0.0%				
TPS - TIRE SHREDDER	643,880	-	-	0.0%				
ROB - UPGRADE LIGHTING TO LED	100,000	-	-	0.0%				
RLF - GUARDSHACK	21,918	14,618	14,618.00					
RLF- DEMO/CONSTRUCTION	84,000	-	-					
TSP - PAINT TRACTORS	84,200	16,840	21,050.00					
UNDESIGNATED	555,423	-	-	0.0%				
TOTAL CAPITAL PROJECTS/EQUIPMENT REPLACEMENT	\$ 4,523,927	\$ 75,143	\$ 1,061,723	23.5%	\$ 4,903,156	\$ 950,729	\$ 2,799,524	57.1%
OTHER USES								
Contracted Waste Disposal	\$ 19,820,929	\$ 1,448,883	\$ 12,131,411	61.2%	\$ 19,295,197	\$ 1,712,718	\$ 7,005,285	36.3%
Suffolk Environmental Trust Fund	5,000	-	-	0.0%	5,000	-	-	0.0%
Reserves for Landfill Expansion/Closure	4,338,750	361,563	2,530,938	58.3%	4,338,750	361,563	2,530,938	58.3%
TOTAL OTHER USES	\$ 24,164,679	\$ 1,810,445	\$ 14,662,348	60.7%	\$ 23,638,947	\$ 1,868,800	\$ 13,614,078	57.6%
GRAND TOTAL EXPENSES	\$ 44,751,409	\$ 3,111,537	\$ 23,904,312	53.4%	\$ 44,799,578	\$ 4,146,642	\$ 24,497,848	54.7%
NET REVENUES / (EXPENSES)	\$ (3,918.00)	\$ 330,994	\$ 5,737,962		\$ -	\$ (506,928)	\$ 2,473,502	

A Budget has been adjusted by \$946,115 for purchase orders rolled over from FY 2020 and unencumbered funds from the capital budget.

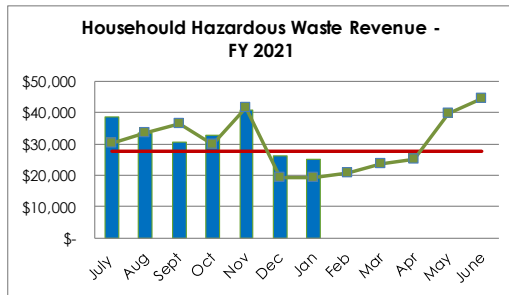
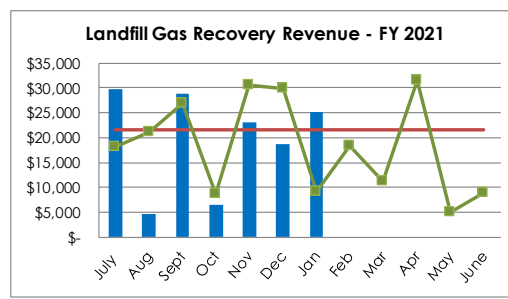
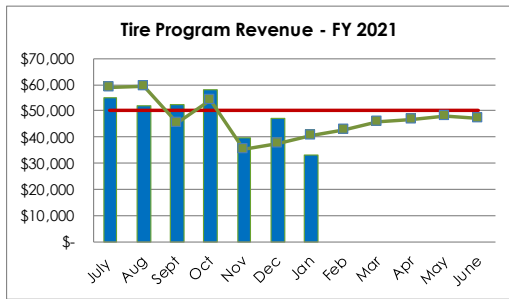
Southeastern Public Service Authority							
Monthly Expense Line Items							
Description	FY 2021 Budget	Nov-20	Dec-20	Jan-21	FYTD	From Previous Month	
						\$ Change	% Change
Salaries Exempt	\$ 1,974,694	\$ 150,970	\$ 226,455	\$ 150,271	\$ 1,126,460	\$ (76,184)	-33.6%
Salaries Non-Exempt	4,599,858	324,261	496,634	326,565	2,600,341	(170,069)	-34.2%
Overtime	314,300	20,400	20,138	17,484	149,967	(2,654)	-13.2%
Fica / Medicare Tax	526,999	35,140	52,425	35,802	274,517	(16,623)	-31.1%
VRS Retirement	43,063	3,313	3,367	3,488	22,508	122	3.6%
Health Insurance	1,418,550	115,306	115,448	112,739	784,843	(2,709)	-2.3%
Vrs Group Life Insurance	84,663	6,693	6,732	6,745	46,480	13	0.2%
Unemployment Insurance	1,128	16	19	1,538	1,638	1,519	7988.7%
Workers Compensation	169,126	13,136	13,136	13,136	91,952	-	0.0%
Medical Fees	14,000	675	790	902	5,252	112	14.2%
Security Service	84,000	6,548	6,630	8,404	48,317	1,774	26.8%
Professional Services	162,761	6,907	95	9,153	46,931	9,059	9566.8%
Engineering Services	276,001	11,893	64	30,129	109,110	30,065	46859.2%
Landfill Survey	7,500	-	-	-	-	-	N/A
Legal Fees	325,000	19,056	12,411	18,133	55,850	5,722	46.1%
Environmental Testing	103,000	11,257	1,807	1,170	36,174	(638)	-35.3%
Fire Protection	8,000	-	1,968	-	4,846	(1,968)	-100.0%
Temporary Employment Services	34,320	949	965	1,530	8,254	565	58.5%
Uniform Rental	50,976	829	2,462	2,509	18,745	47	1.9%
Maintenance Service Agreements	163,082	2,159.57	8,076	2,713	56,023	(5,362)	-66.4%
Grounds Maintenance	104,190	3,452	6,884	604	36,171	(6,280)	-91.2%
Hazardous Waste Disp/Cleanup	57,000	11,710	-	-	23,270	-	N/A
Equipment Maintenance	990,800	54,638	135,402	75,738	481,447	(59,664)	-44.1%
Building / Site Maintenance	677,749	59,589	59,951	80,365	387,475	20,414	34.1%
Leachate Pumping Station Maint	38,735	7,971	-	2,588	17,947	2,588	N/A
Advertising	9,500	524	-	299	2,442	299	N/A
Trustee Expense	1,000	-	-	-	-	-	N/A
Permit Fees	94,892	-	-	6,160	94,489	6,160	N/A
Suffolk Host Fee	582,400	47,536	53,876	42,795	354,742	(11,081)	-20.6%
Electricity	217,600	13,941	14,174	15,416	87,764	1,242	8.8%
Heating/Gas/Propane	11,500	73	862	2,478	3,847	1,616	187.4%
Water / Sewer	42,192	2,270	2,953	2,650	21,554	(302)	-10.2%
Leachate Treatment	380,000	-	-	66,784	111,937	66,784	N/A
Telephone	112,000	9,298	9,179	9,162	58,987	(16)	-0.2%
Postage	2,060	68	68	118	652	50	73.5%
Radio Communication & Repair	4,500	-	-	572	923	572	N/A
Insurance & Bonding	207,908	17,182	17,182	17,182	120,774	-	0.0%
Landfill Fire Expenses	0	(19,903)	(67,250)	50,584	51,094	117,834	-175.2%
Equipment Rental	35,000	523	903	2,932	5,490	2,029	224.6%
Land Lease Payment	3,500	292	292	292	2,042	-	0.0%
Tire De-Rimming Service	5,000	-	-	1,567	3,369	1,567	N/A
Travel And Training	42,300	278	2,862	(1,630)	2,073	(4,492)	-157.0%
Road Tolls	171,885	14,317	14,378	13,027	103,374	(1,351)	-9.4%
Membership & Professional Dues	3,888	-	-	544	1,592	544	N/A
Bank Fees	42,000	4,404	3,392	3,608	27,372	216	6.4%
Awards Programs	9,000	6,800	399	127	7,823	(272)	-68.2%
EMS Support Program	1,000	-	-	50	50	50	N/A
Office Supplies	13,350	287	1,237	461	5,982	(776)	-62.7%
Dues & Subscriptions	16,950	1,166	648	188	9,189	(460)	-71.0%
Other Operating Supplies	92,886	6,812	6,426	2,251	38,374	(4,175)	-65.0%
Vehicle / Equipment Fuel	913,329	38,702	46,149	38,977	269,473	(7,171)	-15.5%
Vehicle / Equipment Tires	747,700	47,451	51,178	46,530	332,847	(4,648)	-9.1%
Safety Apparel & Equipment	25,150	2,687	1,863	838	17,083	(1,026)	-55.0%
Small Equipment	34,818	579	3,390	282	9,920	(3,108)	-91.7%
Computer Hardware	10,000	-	440	-	465	(440)	-100.0%
Total Operating Expenses	\$ 16,062,803	\$ 1,062,155	\$ 1,336,459	\$ 1,225,949	\$ 8,180,240	\$ (110,511)	-8.3%
Capital Projects/Equip Replacement	\$ 4,523,927	58,752	568,732	75,143	1,061,723	(493,589)	-86.8%
Contracted Waste Disposal	19,820,929	1,678,280	1,715,278	1,448,883	12,131,411	(266,395)	-15.5%
Suffolk Environmental Trust Fund	5,000	-	-	-	-	-	N/A
Reserves for Landfill Expansion/Closu	4,338,750	361,563	361,563	361,563	2,530,938	-	0.0%
Total Expenses	\$ 44,751,409	\$ 3,160,749	\$ 3,982,032	\$ 3,111,537	\$ 23,904,312	\$ (870,495)	-21.9%

**Southeastern Public Service Authority
Monthly Comparison of Revenues and Expenses**

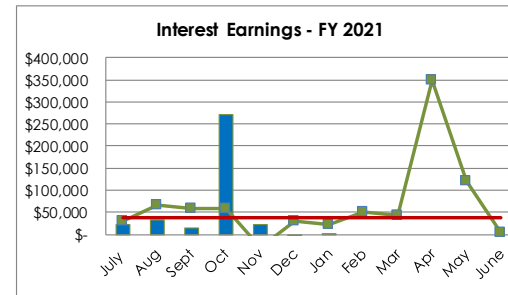
FY 2021 (bar)
FY 2020
FY 2021 Budget



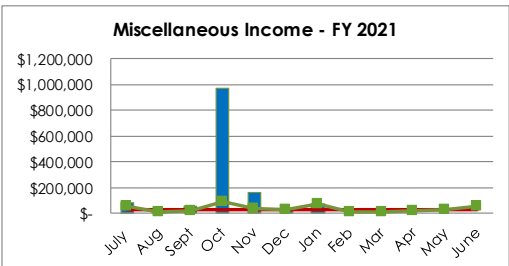
* Monthly revenue is dependent on users.



* Monthly revenue is dependent on users.



Interest payments vary based on investment date and maturity date.

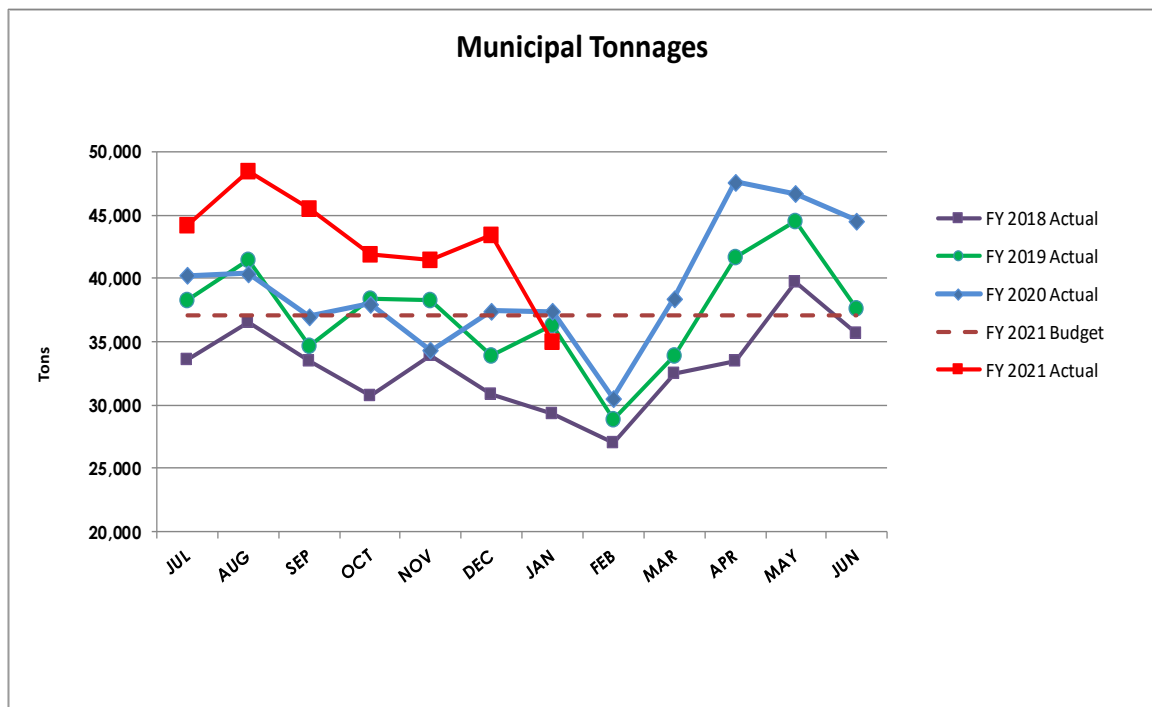




Southeastern Public Service Authority (SPSA) Waste Stream

Waste Category	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2021	
	Actual (Tons)	Actual (Tons)	Actual (Tons)	Actual (Tons)	Budget	Actual (Tons) as of 1/31/2021	% of Budget
Waste Stream Budgeted under Tipping Fees							
Municipal Waste							
Chesapeake	90,926	90,896	105,353	112,154	107,000	68,525	64.0%
Franklin	2,690	2,698	2,955	3,276	3,000	2,033	67.8%
Isle of Wight	15,180	16,883	17,265	17,102	17,200	10,467	60.9%
Norfolk	64,575	62,587	90,129	92,423	88,000	55,491	63.1%
Portsmouth	30,023	32,769	40,222	43,829	40,500	26,840	66.3%
Southampton	8,593	8,910	10,675	9,881	10,800	5,675	52.5%
Suffolk	45,645	40,847	42,325	46,614	38,900	29,181	75.0%
Virginia Beach	130,645	127,483	138,823	147,250	139,600	101,769	72.9%
Residential (Free of Charge)	11,223	13,711	-	-	-	-	N/A
Total Municipal Waste	399,500	396,784	447,747	472,529	445,000	299,981	67.4%
Sludge - Norfolk	4,782	5,586	6,040	4,725	5,500	2,226	40.5%
Navy Waste	24,500	26,653	26,265	24,974	25,500	13,366	52.4%
SPSA Contracted Waste	26,437	65,936	146,442	130,777	130,000	66,174	50.9%
Construction & Demolition Debris	14,252	14,850	9,808	9,312	15,000	3,181	21.2%
Non-Contract Waste	-	15,469	36,682	39,588	35,500	22,553	63.5%
Total Other Waste	69,971	128,494	225,237	209,377	211,500	107,500	50.8%
Total Waste Stream	469,471	525,278	672,984	681,906	656,500	407,481	62.1%

Note: Effective July 1, 2018 residential waste tons is included with municipal waste tons.



Southeastern Public Service Authority (SPSA) Regional Landfill Waste Stream												
Types of Waste (tons)	FY 2017	FY 2018	FY 2019	FY 2020	July	Aug	Sept	Oct	Nov	Dec	Jan	FYTD
	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021	FY 2021
Construction and Demolition Debris	14,252	14,850	9,807	9,312	514	615	568	580	493	412	473	3,655
Water Treatment Plant Sludge	4,927	5,717	6,039	4,725	426	352	295	321	469	362	442	2,667
Industrial Waste	846	379	295	660	12	21	11	383	-	-	-	427
Soils for Use as Alternate Daily Cover	18,935	9,990	8,630	6,602	439	610	538	680	379	67	157	2,870
Clean Fill	25,369	26,396	5,940	97,970	805	337	534	283	185	-	-	2,144
Peanut Residue/Hulls	5,650	9,366	4,023	4,907	477	382	394	383	336	269	414	2,655
Non-Processible Municipal Solid Waste	5,765	3,791	867	1,570	536	707	269	456	255	253	278	2,754
Navy Waste ²	150	154	359	237	7	3	15	17	11	22	-	75
Non-Processible Commercial Waste ²	4,518	2,631	598	650	36	46	62	72	91	70	83	460
Concrete/Asphalt	3	-	133	116	-	-	-	-	-	-	-	-
Shredded Tires	3,289	4,586	5,394	6,144	724	304	860	578	357	252	157	3,232
Ash - Qualifying	174,420	179,361	113,979	112,585	14,844	12,734	11,545	14,862	12,149	11,288	13,662	91,084
Non-Qualifying Ash	-	-	52,998	58,912	2,537	1,251	1,267	1,007	1,030	2,281	1,136	10,509
MSW from FTS, IWTS, STS	-	46,011	102,702	106,908	9,655	10,061	10,169	9,305	9,207	9,729	8,001	66,127
Clean Fill - Clearfield	28,226	31,709	51,540	57,872	5,670	5,385	3,231	3,912	3,534	2,835	3,156	27,723
Residual Waste - Clearfield	9,771	5,585	436	446	76	76	76	95	95	76	76	570
Diverted Processible Waste (from station)	11,337	201	2,518	2,127	-	-	-	-	-	-	-	-
Total	307,458	340,727	366,258	471,743	36,758	32,884	29,834	32,934	28,591	27,916	28,035	216,952

¹ Prior to January 25, 2018, Represents CDD from the City of Suffolk and City of Suffolk's Contractors
² Boats, Flour, Frozen Foods, Other items too large for Suffolk Transfer Station

Southeastern Public Service Authority Treasurer's Report of Cash Balances For the Month Ending January 31, 2021						
Fund Type	Beginning Balance	Deposits / Transfers In	Interest Earnings	Payables / Transfers Out	Payroll	Ending Balance
Unrestricted and Designated Funds (see footnote below):						
Townebank Operating	\$ 1,973,065.20	\$ 3,167,799.33		\$ 1,934,638.14	\$ 466,621.10	\$ 2,739,605.29
Townebank Money Market	21,774.28		0.19			21,774.47
Townebank CD	6,254,087.85					6,254,087.85
Virginia Investment Pool (VIP)	12,351,510.80		1,403.79			12,352,914.59
Raymond James & Associates Investments	27,208,830.22		40,168.02			27,248,998.24
Total Unrestricted and Designated Funds	\$ 47,809,268.35	\$ 3,167,799.33	\$ 41,572.00	\$ 1,934,638.14	\$ 466,621.10	\$ 48,617,380.44
Trust Funds:						
Environmental / Va. Beach Landfill	\$ 470,281.83		11.23			470,293.06
Environmental / Regional Landfill	466,653.24		11.00			466,664.24
Total Trust Funds	\$ 936,935.07	\$ -	\$ 22.23	\$ -	\$ -	\$ 936,957.30
GRAND TOTAL	\$ 48,746,203.42	\$ 3,167,799.33	\$ 41,594.23	\$ 1,934,638.14	\$ 466,621.10	\$ 49,554,337.74
Cash Balances Designated as follows:						
Operating Funds	\$ 6,329,378.49					
Undesignated (Fund Balance June 30, 2020)	5,974,800.00					
Reserved for FY 2020 Rolled Purchase Orders	\$13,950.59					
Reserved for Capital Budget	314,757.38					
Reserved for HRSD Forcemain	2,500,000.00					
Purchase Orders for Landfill Expansion	228,135.77					
Landfill Closure (as of June 30, 2020)	18,633,452.00					
Landfill Expansion	14,622,906.21					
Total Designated Funds	<u>\$ 48,617,380.44</u>					

Southeastern Public Service Authority Budget Transfer Activity For the Month Ending January 31, 2021				
Department	Object	Description	Transfer In	Transfer Out
Capital	62116	RLF - Guardshack	\$ 3,918.00	
Landfill	53410	Building/Site Maintenance		\$ 3,918.00
Franklin TS	53410	Building/Site Maintenance	\$ 5,771.91	
Franklin TS	56200	Vehicle/Equipment Fuel		\$ 3,000.00
Franklin TS	56220	Vehicle/Equipment Tires		\$ 2,771.91
Oceana TS	56140	Other Operating Supplies	\$ 300.00	
Oceana TS	55430	Office Supplies		\$ 300.00
Executive	56300	Safety Shoes	\$ 130.00	
Executive	56110	Dues & Subscriptions		\$ 130.00
Tire Shredder	56140	Other Operating Supplies	\$ 1,000.00	
Tire Shredder	53400	Equipment Maintenance		\$ 1,000.00
Fleet	56100	Office Supplies	\$ 1,000.00	
Fleet	56140	Other Operating Supplies		\$ 1,000.00
Total Budget Transfers			\$ 12,119.91	\$ 12,119.91
Per the Strategic Operating Plan, the SPSA Board shall be advised of all budget transfers between cost centers.				

8. Contracts

Solid Rubber Cutting Edges

A solid rubber cutting edge is secured to the bottom of the bucket on wheeled loaders used at SPSA transfer stations to prevent premature failure of the concrete tipping floors. These rubber edges also serve as a squeegee to push leachate to designated drains in the tipping floor. Each loader requires a new cutting edge approximately once per quarter. This contract provides a supply of cutting edges that are installed by SPSA mechanics as the need arises. The estimated annual cost is approximately \$62,151.25.

Bid: IFB 06-21
Issued: 1/12/21
Opened: 2/2/21

Bidder: Cookson Enterprises dba: Rubberedge
Toms River, NJ

Estimated Annual Cost: \$62,151.25

RECOMMENDATION: Staff recommends awarding a contract to Cookson Enterprises dba: Rubberedge at the unit costs provided in bid.

MOTION: Do I hear a motion to award the contract to Rubberedge, as presented?

Aboveground Storage Tank at Regional Landfill

The current Underground Storage Tank (UST) for diesel fuel (at the landfill) is a 20,000-gallon tank that is over 30 years old. The size of the tank is much larger than needed resulting in fuel quality issues for new Tier IV Final equipment. In addition, the age and structural integrity of the UST presents an increasing environmental risk that can be mitigated by replacing the UST with an Aboveground Storage Tank (AST). Due to changes necessitated by the reconstruction of the Administration building after the RLF fire, it makes both logistical and financial sense to replace the UST with an AST during re-construction. Staff recommends awarding a contract in the amount of \$206,810 to Blue 1 Energy to install a new 12,000-gallon AST and all necessary fueling and monitoring equipment. Funds are available in the undesignated capital line item.

Bid: Sourcewell Contract #040215-PGE

Vendors:

Blue 1 Energy Equipment Buford, GA	\$206,810 (Sourcewell Cooperative Agreement Price)
Oil Equipment Sales & Service Co. Chesapeake, VA	\$247,449 (Non-Sourcewell Price for Comparison)

RECOMMENDATION: Award the contract in the amount of \$206,810 to Blue 1 Energy to install a new 12,000-gallon AST and all necessary fueling and monitoring equipment.

MOTION: Do I hear a motion to approve the contract with Blue 1 Energy as presented?

VHB Contract Amendment

This RFP is for preparation of the Environmental Impact Statement (EIS) required for a wetlands permit for expansion of the Regional Landfill. At its December 10, 2019 meeting, the SPSA Board authorized the Executive Director to award a contract which would be ratified at the January 22, 2020 SPSA Board meeting. An approval letter to award the contract to VHB was received from the USACE on December 16, 2019. SPSA staff met with VHB representatives on January 7, 2020 and awarded a contract in the amount of \$488,111 on January 13, 2020.

Over the past 12 months, VHB and the Corps have developed a planning document, began preparation of the draft environmental impact statement, coordinated public outreach to include a virtual scoping process via a website, and most importantly began the development of alternatives to SPSA's proposed expansion of the Regional Landfill. The scope of work required for the development of alternatives had yet to be determined at the time the contract was awarded and therefore was not included in the original contract amount.

The additional funding includes analyses of four (4) alternatives to the proposed expansion. These alternatives will include a no action alternative, two on-site alternatives and one offsite alternative. At this point it is believed that no other alternatives will be reviewed. However, if additional alternatives are determined to be needed at a later date the estimated additional cost for each will be \$49,500.

The revised contract amount is \$1,288,155, an increase of \$800,044, and the date for a record of decision is estimated in June 2022.

Bid: RFP 04-20
Project: Preparation of Third-Party Environmental Impact Statement
Issued: 10/28/19
Opened: 11/12/19

Vendor: Vanasse Hangen Brustlin, Inc. (VHB)

Original Cost: \$488,111
Revised Cost: \$1,288,155

RECOMMENDATION: Staff recommends amending the contract with VHB to a revised cost of \$1,288,155.

MOTION: Do I hear a motion to amend the contract with VHB, as presented?

9. Other Business

10. Adjourn