

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

November 30, 2011

The Annual 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. Marley Woodall <i>absent</i>	(CH)	Mr. Eric Martin	(CH)
Mr. Everett Williams	(FR)	Ms. June Fleming	(FR)
Mr. Theodore Hardison <i>absent</i>	(IW)	Mr. W. Douglas Caskey <i>absent</i>	(IW)
Mr. Joseph Leafe	(NO)	Mr. Stanley A. Stein	(NO)
Mr. G. Timothy Oksman <i>absent</i>	(PO)	Mr. George M. Willson	(PO)
Mr. Roy Chesson	(SH)	Mr. Michael Johnson <i>absent</i>	(SH)
Mr. James C. Adams, II	(SU)	Ms. Selena Cuffee-Glenn	(SU)
Mr. Page Johnson	(VB)	Mr. John Barnes	(VB)

* Indicates Late Arrival

** Indicates Early Departure

(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 the Alternate Ex-Officio Members Taylor Williams (FR) and Eric Nielsen (SU) and the following SPSA executives Mr. Rowland (Bucky) Taylor, Executive Director, Ms. Liesl R. DeVary, Deputy Executive Director and Treasurer, and Mrs. Blanche Christian, Technical Support Coordinator, Trey Huelsberg, General Counsel, and staff from SPSA and the Hampton Roads Planning District Commission.

The meeting was then called to order by Chairman Leafe and was followed by the invocation by Vice Chairman Everett Williams, the Pledge of Allegiance, and Roll Call by Mrs. Christian. A quorum was present.

Chairman Leafe welcomed Paul Grego from Wheelabrator.

1. INFORMAL ITEMS: DISCUSSION ONLY

A. MONTHLY REPORT ON WTE OPERATIONS

Mr. Paul Grego said good morning to the Board and hoped everyone had a nice Thanksgiving. The operational stats for the month of October for Wheelabrator Portsmouth were presented. Mr.

Grego stated that the total waste received from SPSA was 33,822 tons. The total waste delivered to RDF facility was 57,527 tons. The total waste processed for the month was 47,090 tons. Ash delivered to SPSA landfill was 13,877 and total electric sold to the grid was 16,893 megawatts. Total steam sold to the Navy was 24,072 K pounds. Overall boiler availability was 74% with generator availability at 87%. There were no environmental incidents. We still remain under joint consent order with the Virginia DEQ, until May of 2012. There were two recordable accidents for a total of 9 for the year. As to some general notes... we are finishing our last capital project at the RDF facility which is replacement of the last trommel. That project has been in progress about a month and should be finished about the second week in December and at the same time the shredder is being overhauled. The other addition is that we have a capital lease on a shredder for nonprocessable waste which can handle approximately 100 tons per hour. This portable shredder will be used to supplement waste needed during the winter months when the volumes are low. We tested it last week. It's been overall a pretty good month.

Chairman Leafe asked if there were any questions. There were no questions.

B. EXECUTIVE DIRECTOR UPDATES

Mr. Taylor then began his monthly reports. The first item is the landfill. We did have the same gentleman that called the previous month call again in regards to an odor issue. Scott has gotten with the gas company to see whether or not additional wells may be necessary. There may be extra gas and by having additional wells it might help pull some of that gas and make beneficial use of it. He is also having HDR look at certain wells on the perimeter that do have water or condensate in them and we're having the Suffolk Energy Partners draw those down so that hopefully will be able to put greater vacuum on the system and therefore pull out more of the gas. Mr. Taylor asked Scott if he had anything to add.

Scott Whitehurst stated that we did start pumping those wells out on the perimeter yesterday. We didn't get too far because the weather was hampering us but SEP is pumping those wells. Next week we are also going to be installing the clean outs to make the pumping of those wells on outer perimeter more accessible. As it is right now we have to take the top off the well and check the depth of condensate in it and insert a tube down into the well to pump it. With the condensate traps it will be easier to do that and construction will begin next week as soon as the parts come in.

Mr. Taylor then began his second item. Mr. Taylor said that regarding some questions about the rehabs of some of the tractors we have done and the trailer rehabs by an outside firm. Patrick Lee has about three or four slides he would like to show you at this time to keep you up to date on what we are doing in this new venture.

Mr. Lee started his presentation. In fiscal year '10 the decision was made to overhaul ten trucks rather than purchasing new ones. An IFB was put out on the street and Truck Enterprises was the winning vendor. The result of that bid was that the average price per truck was \$53,724. That's less than half of what a new truck would have cost. In fiscal year '11, we attempted to do the same thing. An IFB was put out for ten trucks, and Truck Enterprises again was awarded the bid but the bid resulted in 8 trucks with the option of doing two additional trucks because of the money constraints. They ended up doing just the 8 trucks. The average price per truck was \$54,740. On the second group of trucks that was done we were not satisfied with the quality of work that we were getting. It was the same vendor but they had some management changes so we made an internal decision at SPSA to do the two additional trucks in-house to see how it would go. It went very well. And subsequently this year we proposed to do all ten or are in the process of doing all ten in-house. Right now, there are two trucks that have been completed this year and two that are in progress. We have completed a total of four counting the two optional trucks from fiscal year '11. Our average price per truck is \$43,820. That's resulted in a savings of just under \$11,000 per truck. And with this bid we should realize savings of \$109,000 roughly, once all ten are completed.

The power unit was going in each truck. It is a Cat remanufactured engine with a 5 year, 350,000 mile warranty. Once we've finished up with these ten trucks that will be total of 30 trucks that we have totally reconditioned versus buying new, we have saved over \$2 million in doing this and expect to get the same life out of these trucks as a new truck. Patrick asked if there were any questions on the trucks.

Mr. Everett Williams (FR) asked if these are old engines. Mr. Lee responded that these are pre 2011 tier four emission engines. That was another factor in the decision to re-condition the trucks. We didn't want to jump on buying first year 2011 emissions tractor which would have been much more costly. You would have had to add additional tanks to the truck for what they call your /RER, which is an additive to reduce emissions. We felt they were just too new off the market to get into. Mr. Adams (SU) asked if the fuel is better on the older engines around town, or you just don't know. Mr. Lee responded that we don't have any experience with the 2011 emissions. Mr. Everett Williams (FR) asked to be reminded on how many of these trucks have we got? Mr. Lee responded 41 and that $\frac{3}{4}$ of the fleet will have been rebuilt at the end of this year. Mr. Adams (SU) asked whether they were doing clutches or any of that. Mr. Lee responded that they were doing the same scope of work that was done by the vendors. Which included changing fluids, flushing, resealing, differentials and the axles, transmission side getting new clutch, new input shift, new X. Y. Shift control and resealed. We are going completely through the air system, cooling system, replacing all hoses, belts, just like you would if you were going to send the truck out to be completely overhauled. Ms. Fleming (FR) asked if this has been fitted into your regular work routine without having to divert other work. Mr. Lee responded that it's been a struggle and challenging but the guys in the shop have really stepped up and embraced it and enjoyed doing it and something out of the norm for them and they've

done a really good job. And they know that if it is not done right, they are the guys that have got to fix it.

Mr. Taylor commented that we also have one individual in the shop that was in Afghanistan on military leave who recently came back. That position has been also one that has worked on this and that was one of the reasons why we decided to go and try this particular way of fixing the truck because we knew we would have additional help and really needed to maintain the position anyway.

Mr. Barnes (VB) asked about the experience so far with maintenance and reliability. Mr. Lee said that we had some minor issues with the trucks that were done by the vendors, but the vendors corrected any issues we had. We haven't had any on our side. I think the quality control is much higher with us doing it. Mr. Chesson (SH) asked what type of problems were you having with the vendors work. Mr. Lee stated that they replaced their shop manager and his boss and they didn't really have a heavy truck background so we were having things like the truck would come back and a brake hose was crimped or bent over, things like that. A lot of minor incidental stuff that was caught on inspection prior to putting the truck on the road. We just felt like if you are sending a truck out to truck maintenance shop those aren't issues you should be having and it kind of made us question, if there could be major issues on top of that, but we haven't seen that at this point. Mr. Adams (SU) stated what a great job for you and your whole team to do this. That was well done. Thank you.

Mr. Lee continued with his presentation in regards to the trailers. This year, we put an IFB on the street to replace the walking floors and 25 of our trailers and in the beginning there was quite a few questions that related to what the added expense would be, because the unknown repairs that would be required. Once you pull the slats out of these trailers there are 26, 1x1 inch aluminum pieces of aluminum tubing that run full length of the trailer. So we really didn't have an idea on what kind of damage the sub decking would have until the slats were replaced or pulled out of the trailer. So we put the bid out, Max Trailer was awarded the bid with a price of \$19,387 per trailer. There is approximately less than 1200 linear feet of that 1x1 tubing in every trailer. They have completed 5 trailers to date and 94 feet of sub-decking replacement has been required. The additional cost per trailer already has resulted in approximately \$1260 which increased the base bill from \$19,387 to \$20,647. The slats are popping up are worn out, there is a little under a thousand plastic bearings under these slats that are also replaced. Once those bearings start wearing the slats start to pop up. Basically what happens is the whole floor will move towards the rear of the trailer, and then 3 different stages every third slate will move back to the front and then the next group will move back and then third group will move back towards the front. And then the whole floor again ejects towards the rear of the trailer so that's how the trash is walked off of the trailer. So there is a lot of movement, trash is very abrasive, and the biggest amount of

wear that you see is at the rear of the trailer because all the garbage goes across the rear versus the front where you see very little wear.

Chairman Leafe (NO) thanked Mr. Lee again and commented that it does look like the result of how it has been handled has been very positive and how we are keeping our equipment.

Mr. Taylor went to the next item which was diverted waste. He stated that SPSA diverted a little over 1100 tons on Veterans' Day and 800 tons roughly yesterday primarily due to back-ups and having issues at the RDF plant over the holiday.

As to the Virginia Beach discussions, Mr. Taylor stated that Trey had talked with the Virginia Beach attorney and they have set up a meeting on December 8th, at 1:30 at which they will begin their discussions on the issues pertinent to the ash and residue contract.

The last thing I have is we had one SPSA employee, Randy Rapper, who passed away yesterday. He was a Transportation Vehicle Operator and has been with SPSA since 1987. He was 55 years old.

C. CHAIRMAN'S COMMENTS

Chairman Leafe (NO) stated that this was June's last meeting. I would like to say personally and say for the board we really have appreciated your participation and input. I personally would like to thank you for that. And wish you well in whatever your future endeavors are.

There are a couple of comments I would like to make. With this meeting we finish two years together pretty much since this group started and we have had some pushes and pulls along the way. We've dealt with what I think are a number of challenging issues for the organization. I think together we have covered a lot of territory, and with principal thanks to Bucky and Liesl, and the management support team that they have that this organization has come from what it was to what I think today is well operating and efficiently operated organization, and over the couple of years, the staff has managed to identify a number of spots where we have saved a considerable amount of money. So I think that there is nothing wrong with recognizing the fact that these accomplishments have been made. It certainly does not mean that we don't continue to have issues which we will always continue to have. Our finances are in good shape, which leads to a different kind of problem because we are going to need as we go into this next year to decide how we best deal with those with our communities and tipping fees and money we have and those sorts of things. And so that's going to be a good priority for us to address. We still have some issues of contracts particularly as it relates to the landfill issues and closures and those sorts of things, but I am convinced, we will work through those things in a responsible way with this organization and also with our member communities as we position ourselves to do whatever the communities ultimately desire for the continuation of our organization.

I do also want to thank Bucky and Liesl and staff for all that they have done as well as the board and your participation and the multiple in-puts that come from the diverse back grounds that we

have here has been valuable to the organization. The third piece is that I am anticipating that we will be having a very short meeting this morning. I am not contemplating that we will have that short of a meeting in January. I think we will have maybe a variety of issues to discuss and plan your schedules and as we get to January I think we should plan to have maybe considerably more time together and as we begin a new year calendar year and some of the things that we have to address. In any event, I think things continue to move along well and again I have no doubt about our ability together to address the remaining issues that we have and to work with our member communities as we go forward into the future.

2. ACTION AGENDA

A. MINUTES OF THE BOARD MEETING

Chairman Leafe stated that we will now move to the action agenda. The minutes of the previous meeting have been distributed. Are there any additions or corrections to those minutes? If not, we will take a motion to approve the minutes.

Motion to approve Minutes – October 26, 2011 Board Meeting

Mr. Everett Williams (FR) moved, seconded by Mr. Willson (PO), that the minutes of the October 26, 2011 meeting be approved as presented. The vote of the motion was unanimous.

B. FINANCIAL MATTERS

1) Financial Reports

Chairman Leafe called on Ms. DeVary to present the financial report.

Ms. DeVary began by stating that for the month ending October total revenues exceeded total expenses by \$4 million as compared to \$2.2 million in the prior year. Tipping fees are up about 1.1% as compared to the previous year. This graph shows you a visual of where the tonnages have been. The green line with the green squares are where we are in the current year compared to previous years and we do anticipate that between now and February that it will be on the steady decline as they normally are. But since we are up in tonnages it may not dip down as far. As you can see at the bottom municipal waste tonnages total 146,500 compared to 143,663 a year ago. As of October 31st total expenses were \$12.9 million as compared to \$14.6 million in the previous year. If you look at the financial report I believe the year-to-date expenses for the prior year actually show over \$20 million but I excluded the additional debt retirement that we used last year and it give us a more “apples to apples” comparison. The largest decline was from the \$12.9 to \$14.6 as I mentioned previously is the decline in the service fee that has been paid to Wheelabrator which is about \$1.1 million less and we’ve also experienced other reductions, such as staffing. The expenses reflected in your monthly report for the Virginia Beach landfill are estimates for the month of August, September and October; however, I did receive the invoice on

Monday for August and September. We will be reviewing those over the next week or so, but so far they do not exceed my expectations.

At the last meeting a request to include the details of the service fees to Wheelabrator was made which I incorporated into the monthly financial report. This gives you the gross amount and then breaks down all the credits at the bottom of the second page. So that is in there now and I updated it or included the amounts from the previous year so you can see where those changes are. Capital expenses to date are \$488,500 and we still have encumbrances of \$714,000. And we still have plenty of cash, \$25.4 million in operating and \$10 million in operating reserve. One thing to keep in mind with the cash; we have not received invoices from Virginia Beach and of the \$25.4 a little over \$3 million is actually due to the Beach. Ms. DeVary asked if there were any questions.

Mr. Everett Williams (FR) asked what the benefit of transferring \$10 million out of Wachovia to LGIP? Ms. DeVary responded that the reason for it is because of interest earnings. Now we are earning .16% where at Wachovia we were earning .02%. The fund we are now using is actually a local government investment which is managed by the state department treasury.

Motion to approve Financial Reports Subject to Audit

Mr. Stein (NO) moved, seconded by Mr. Everett Williams (FR), that the financial reports subject to audit be approved as presented. The vote of the motion was unanimous.

C. POSSIBLE TIME LINE FOR POST 2018 DECISION BY COMMUNITIES

Chairman Leafe (NO) began that in our strategic planning process we established a tentative time line to get decisions from the local communities as to what their desires are for operating past 2018. I will say that from my observations and little bit of experience with local government, I think the communities have become engaged in the process and the SCS report is a big help to them. And I think it will be a big help to the evolution of the solid waste handling process. The one thing that they know and we know for certain is that come 2018, there will still be solid waste that needs to be handled throughout all of the communities so it is better to do it right than to just do it quickly. And so I think the mayors and chairs of the CAO's, meet on the first part of January. We will try to get an invitation to come and listen to them as we continue that process. In the attempt to not get completely out of date, Bucky has worked out updating the time line, given that we have until 2014 before we have to make some sort of decision as it relates to Wheelabrator and our agreement with Wheelabrator in terms of the extensions of the existing agreement with them. Obviously it is not a last second deal because there necessarily needs to be some discussions with Wheelabrator if they are going to continue to play a role in the handling of waste. So, the dates still are arbitrary in terms of the way that they have been put in because there can't be anything else when it is not our decision. It just keeps us out in front so it doesn't look like we have got a past date that we haven't done anything or haven't addressed.

Mr. Taylor commented that we took the best guess that we thought we would have based on information we had at the time to move the dates out so we can go back and update the strategic plan.

Mr. Stein (NO) stated that maybe something that might be beneficial to us as we move these discussions along individually and collectively is if there are issues like the future of the landfill or the status of the landfill from a legal perspective what the details are. Most of us weren't here back in 1980 whenever it was and so that everybody knows exactly where the landfill closure fees will be projected when we get to 2018 and what are the legal outcomes and options just so everybody has that sort of information. Mr. Everett Williams (FR) commented along the same line. Most of us this day and time if they ask you what basis you are going to make a decision on, it sounds like costs. I think it would be quite helpful, if staff made a gesture as to what the macro organization would be. What the cost would be for and obligations for the community would be if we stayed with SPSA. Of course in order to do that you have got to figure out hard stuff like what are the assumptions we are going to use for host fee for the landfill in order to incorporate all this stuff together. But I think that while the communities are working and trying to figure out what we want to do, that I think staff should be also figuring out, taking this report and coming up with a macro organization with some assumptions which obviously will be volatile as we go through discussions and give us and the community some idea of what we think we are dealing with, not that they won't be changing, but it will be a basis for which we can at least start and make some kind of a rational judgment and we are in the process of making judgments that we hope won't be dumb decisions. So if everybody participates in trying to generate what the SPSA organization would be, then we are less likely to make bad decisions.

Chairman Leafé (NO) said it seems to me that these are the kinds of areas that we as a Board, staff as well as the communities are going to be focusing on as we move into the next year. I think operationally and the functions that we are performing as an operating agency very well. We have gotten the approval this past year for our landfill expansion, so that is something that is in place. We are in place with Wheelabrator for the immediate future and Wheelabrator has worked hard in getting their facilities in order to continue that operation and hopefully in an efficient way. So that's a piece that will go into every ones thinking into what type of organization might exist in the future. Ultimately what type of waste disposal the communities want in the future knowing that there are trade-offs in various ways in which the waste is disposed of and how much emphasis they want to place on waste reduction within the communities as opposed to landfill for instance. And again, these become trade-offs for the communities as opposed to something that can be driven by SPSA or a SPSA type organization. I think the SCS report is quite helpful and at least on what we have done to this date we will be a debt free organization in 2018. I think we are being prudent and responsible in what we are doing to maintain the quality of our transfer stations and the quality of our transportation system and our trucks and so forth. So I certainly didn't mean to imply that we can sit back and do

nothing at this point because we are operating well, there are going to be substantial challenges going forward and very interesting ones. I think that we are up to the task, and we will start a little more into that come January. In the meantime, we can wish for all of us and all of you a joyous holiday season and our staff plenty of time to begin working on these things before they have to come back to us in late January.

Mr. Everett William (FR) stated that he would like to get integrated an obligation to staff to come up with some macro organization and some assumptions that we communities can use to respond before the end of 2014 and I don't see that in there. Ms. Fleming (FR) stated that maybe the scenario as individual entities or groups of entities begin to develop their vision as to where they are going. They will use information they have in the report and other places to begin to cost out in a way what they would like to have and maybe they will turn to SPSA and say so cost us this. Can you match this or can you give us a feel as to where we would fit, going this way or staying with SPSA. I think the issue has to be addressed but struggling with how SPSA and staff can come up with reliable estimates that would meet the needs that they don't know what they are. And Bucky I think you understand what I am trying to say I may not be saying it well. Mr. Everett Williams commented that in making our decisions we either have got to make assumptions on what we think SPSA will be and compare it with what we can do on the outside as individual community or staff can give us some assumptions so they can be if wrong at least comparing apples and apples otherwise we're going to have hodgepodge of what we think SPSA is like. Staff can provide a better estimate of what they perceive as the organization will look like than the individual communities can I believe. Ms. Fleming (FR) said I think I am trying to say something different and maybe Bucky you can help us with this let's just say we go away any city four cities get together and say this is what we want and how we would prefer to do business based on what it costs us X., come to SPSA and say this is where we are, this is kind of service we want it will cost us X, is there any configuration you can tell us or give us input as to where you would stand as SPSA group compared to what we have rather than going out trying to tell us and I think we need to hear from staff, maybe January meeting certainly not me, but which would be the better way to go. I think Bucky understands what I am saying and he could respond to it in January if he so choses.

Chairman Leafe (NO) said I think if we have a smart staff, they are listening to what is being said around the table and it would behoove them to get themselves up to speed on the various options that can and might come forth. It just seems to me we are maybe a little premature in trying to come to some conclusion of our own that says to the staff exactly what they ought to be putting together, so that it is in the form of a directive from the board, they certainly need to refine themselves as they go along. I want to be somewhat optimistic that the communities in getting together will begin to give us a little bit of direction as June expressed, as to where they may need to go. At any point that somebody decides to go in some other direction, then it certainly dictates our response to the Wheelabrator agreement in 2014 if we don't have the ability

to say hey, go ahead and renew or whatever might be required. So we are going to be spending a good bit of time in addressing these issues in the more immediate future, but I think we might be a little bit premature in telling them what they ought to do.

Mr. Barnes (VB) said I concur with the changes that are recommended in here in terms of that schedule. The SCS study has the answer but it's buried in there somewhere. What they have done is bracket all the possible options and so what's going to happen we have got to whittle away all the stuff that is not going to happen and figure out what's left and what that is. The answer is in there but it is a complicated issue. There is lot of work that is going to have to happen to figure out what that right answer is and that is something the cities have to do and SPSA will have to step in and say all right, if that's what you want then here's some options or here's the details of costs and arrangements and all of that stuff. And that's where, Mr. Williams, the staff for SPSA is going to step in. Mr. Everett Williams said I am starting out with costs. On SCS he says we ought to be able to do business post 2018 at today's economic \$67 a ton if we didn't have a debt and there aren't too many people sitting around this table that believes that. I have worked hard trying to justify that. Mr. Adams (SU) commented that to look 7 years down the road is just so far out. Let's focus on what we are doing. In 2014 your contract is up for renewal for Wheelabrator. They will renew. Where are they going to get that supply unless they go out into the open market but I think they would renew for two years until 2018 and what – he (Paul Grego) is shaking his head. Mr. Grego responded that I will take all the trash you want to give me. Mr. Adams (SU) continued that what it costs us will depend on what 1000 pounds of steam valued at and megawatt of power. I don't think you will get to where they will pay us to take it for fuel but how will we come to the city with formula when we don't know what it is and the only way to go forward to prove we are no longer one of the most inefficient organizations that ever walked the face of the earth and turn around and we can be efficient. As a group we can be more efficient than each of us individually if there is not that gut feeling among these cities then you won't go anyway. But I can't sit here and say 7 years we will be great and I don't see how we can justify or forecast what we are doing. I like looking ahead but to make in depth planning now I just think it is way out. Good that you all got this report but it is 7 years from now. I guess if you have got to put a landfill in a city maybe they need 7 years, but not any case to make-up their mind. Ms. Cuffee-Glenn (SU) said that's part of what's the report has explored. In our city we are doing that review and trying to understand what needs to occur as it relates to our city and how there can be a regional relationship. We don't have all the answers but we began the process and that was the intent of our localities putting in the dollars to get that data to start that review so I hope moving in that direction. And the CAO's will have this on the docket in January and we'd love for you to be part of that discussion with us so we don't lose sight of timelines and will need to be projections and decisions made to get us to 2014 and of course to 2018 so I understand exactly your comments and we are on that track and we are on that path as a community. Chairman Leafe (NO) commented that for the benefit of the board my purpose in going to meet with the CAO's is not to tell the CAO's what they ought to be doing, because I

can't do that and we can't do that, but it is to encourage them and again having some understanding of the political process to encourage them to put this in a sufficient priority that you can get to decision making point. They are competing with lots of other different issues and priorities within their individual communities and handling solid waste for good or for real doesn't get to the top of that stack very often.

Ms. Fleming (FR) said one is... SPSA is us. We talk about SPSA like it is something else out there. It isn't. It is us. And SPSA will be what we want and need it to be. And you need to keep that in mind. We talk about SPSA like something out there we can go and pay a fee and join and it's not the case. We make it. It is us and we give direction, so don't forget that. And the other thing is it is costs with a capital "C". And there's more to the cost of disposing of this trash than paying the tipping fee. And there is more to getting out of SPSA which is us than just the tipping fee. You have other obligations and expenses that are going to be incurred and if you just look at that tipping fee which none of us like, we talk about it politely, we don't like it because it is too high but that won't be the only thing to drive the decision. The decision will be driven by that plus that report focus' on it a little bit if you listen carefully what you hear from Liesl in these financial reports and you know that and whether you want to accept it or not challenge it you have got some issues to deal with as an entity if you pull out. You have to put all of that in. And lastly, it is a political decision. CAO's, I am one of them, but let me tell you we are what we are.

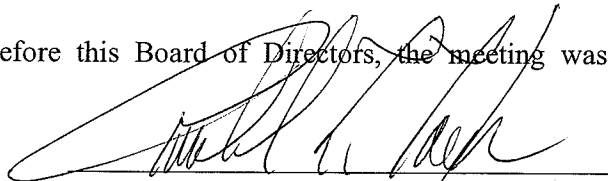
Chairman Leafe said the discussion has been very good and we will continue. Is there a motion to adopt this revised time line.

Motion that the Action Plan, Goal 4: Obtain Communities' Responses Regarding SPSA's role in waste disposal after January 24, 2018 be amended as noted within this Agenda item.

Ms. Fleming (FR) moved, seconded by Mr. Martin (CH), that the action plan, goal 4 be amended as noted within the agenda item. The vote of the motion was unanimous.

ADJOURNMENT

There being no further business to come before this Board of Directors, the meeting was adjourned at 10:37 a.m.



Rowland L. Taylor
Executive Director

Submitted by: Blanche Christian
Secretary, SPSA Board of Directors