



BOOK 38
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**AMHERST COUNTY
BOARD OF SUPERVISORS**

Board of Supervisors

Tom Martin, Chair
District 1
L.J. Ayers III, Vice-Chair
District 3
Claudia Tucker, Supervisor
District 2
Drew Wade, Supervisor
District 5
David W. Pugh, Jr., Supervisor
District 4

MINUTES

April 4, 2023
Administration Building - 153 Washington
Street - Public Meeting Room
Amherst, Virginia 24521
Meeting Convened - 3:00 PM

County Administrator
Jeremy Bryant, Interim

County Attorney
Mark Popovich

I. Call to Order

At a regular meeting of the Amherst County Board of Supervisors held on April 4, 2023, at 3:00 p.m., the following members were present:

BOARD OF SUPERVISORS:

Tom Martin, Chairman
L. J. Ayers III, Vice-Chair
Drew Wade, Supervisor
David W. Pugh, Jr., Supervisor (via electronic participation)

ABSENT: Claudia D. Tucker, Supervisor (Mrs. Tucker was absent for the first 11 minutes of the meeting)

STAFF:

Jeremy S. Bryant, Interim County Administrator
David R. Proffitt, Deputy County Administrator
Mark Popovich, County Attorney
Kristen Freeman, Clerk

Chairman Martin called the meeting to order at 3:00 p.m.

Chairman Martin motioned to authorize the electronic participation of Mr. David W. Pugh, Jr in today's meeting discussion and certification pursuant to Section 1-5, Amherst County Board of Supervisors Rules of Procedure. Mr. Pugh joined the meeting electronically as he was out of town.

AYE: Mr. Martin, Mr. Ayers, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: Mrs. Tucker

NOTE: All Board of Supervisors meetings are now being streamed live on Facebook and on YouTube.

II. Approval of Agenda

By motion of Vice-Chair Ayers and with the following vote, the Board approved the agenda.

AYE: Mr. Martin, Mr. Ayers, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: Mrs. Tucker

III. Invocation and Pledge of Allegiance

Vice-Chair Ayers led the Invocation and Chairman Martin led the Pledge of Allegiance.

IV. Citizen Comment

Andrew Proctor addressed the Board regarding the Gateway Sanitary Sewer Project (SEE ATTACHMENT 1)

Ray Gordiveer addressed the Board regarding Windy Ridge Way and the status of when that road would be paved.

John A. Marks, Jr. addressed the Board regarding the Gateway Sanitary Sewer Project. Mr. Marks provided a copy of his comments that he requested be added to the official record of the meeting. (SEE ATTACHMENT 2)

Kristie Davis addressed the Board regarding Windy Ridge Way and the status of the paving of this road. She stated the residents of that road are being pushed off and that VDOT is not being responsive to their requests.

MacArthur W. Paige Jr. addressed the Board regarding Windy Ridge Way. He stated residents have been complaining about this road for 20 years, and nothing is being done about it.

Kimberly Jackson addressed the Board regarding Windy Ridge Way. She would like to have a legitimate reason as to why that road has yet to be paved.

Terry Morcom addressed the Board stating he is the developer benefiting from the Gateway Sanitary Sewer Project. Mr. Morcom stated he has lived in Amherst County for 63 years and his family started building homes in the county in 1958. Mr. Morcom named multiple subdivisions that his family has developed speaking to his commitment to Amherst County. He also stated he has countless people come up to him and state this development is much needed. Mr. Morcom stated he is trying to do something positive for this county and the senior community in this county and he is very committed to this.

V. Consent Agenda

By motion of Vice-Chair Ayers and with the following vote, the Board approved the Consent Agenda for April 4, 2023.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

A. Minutes - March 21, 2023

It was moved that the Board adopt the minutes of March 21, 2023.

B. Appropriation of Revenue - Amherst County Public Schools

It was moved that the Board appropriate the \$ 324,375 of additional funds to the 2022-2023 School Operational Budget.

C. Appropriation of Revenue - Sheriff's Office

It was moved that the Board approve the appropriation of funds as described.

VI. Special Presentation

A. Gateway Sanitary Sewer Project

R.T. Taylor of Davenport presented information to the Board regarding Gateway Sanitary Sewer Project funding. (SEE ATTACHMENT 3)

By motion of Supervisor Wade and with the following vote, the Board directed staff to prepare the Resolution and the Support Agreement with Amherst County Service Authority, for the financing of ACSA's Gateway Sanitary Sewer Project, for action at the April 18, 2023, board meeting.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, and Mr. Wade

NAY: Mr. Pugh

ABSENT: None

VII. New Business

A. Landfill Cell Two and Transfer Station Presentation

Bob Dick and Ryan Mahon of SCS Engineers addressed the Board with a Presentation regarding Landfill Cell Two and Transfer Station (SEE ATTACHMENT 4)

Brian Thacker, Director of Public Works, also addressed the Board with a Supplemental Presentation. (SEE ATTACHMENT 5)

B. VDOT Rural Rustic Six Year Road Plan

Robert Brown of VDOT presented the Board with the Rural Rustic Six-Year Road Plan. (SEE ATTACHMENT 6)

By motion of Supervisor Wade and with the following vote, the Board directed staff to schedule the Public Hearing on May 16, 2023.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

C. Revocation of Special Exception Permit

Tyler Creasy presented the Board with information regarding the consideration of revoking of a special exception permit.

By motion of Chairman Martin and with the following vote, the Board directed staff to prepare a resolution that revokes special exception 2020-380 and schedule a public hearing for the Planning Commission and Board of Supervisors.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

VIII. County Administrator's Report

A. Boards/Commissions/Committees - Building Appeals Board

By motion of Supervisor Tucker and with the following vote, the Board reappointed Mr. Kenneth Campbell as an At-Large representative to the Building Appeals Board for another four-year term.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

B. Boards/Commissions/Committees - Agriculture Committee

By motion of Vice-Chair Ayers and with the following vote, the Board reappointed Mr. Ed Sale to serve another three-year term on the Agriculture Committee.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

C. Project Status Report

For the Boards Information.

IX. County Attorney's Report

The County Attorney had no matter to discuss.

X. Citizen Comment

There was no public comment.

XI. Matters from Members of the Board of Supervisors

Chair Martin had no matter to discuss.

Vice-Chair Ayers thanked Supervisor Wade for making the motion for the Gateway Sanitary Sewer project, and he also wanted to make it publicly known he will not be seeking re-election regarding his seat on the Board. Mr. Ayers stated he will complete his term through December. Mr. Ayers stated it has been great to serve in this capacity for the last eight years.

Supervisor Tucker had no matter to discuss.

Supervisor Wade thanked Mr. Ayers for his time on the Board and their time together and wished him luck.

Supervisor Pugh thanked Mr. Ayers for his time on the Board and wished him luck on his future endeavors.

XII. Closed Session

A. A closed session, pursuant to Sec. 2.2-3711(A)(1) for the purpose of discussing and considering prospective candidates for employment as County Administrator.

Chairman Martin moved that the Amherst County Board of Supervisors convene in closed session pursuant to Section 2.2-3711 (A)(1), of the Code of Virginia, 1950, as amended, to evaluate the performance of the County Administrator.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

Supervisor Wade motioned to come out of closed session and was approved with the following vote:

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None

XIII. Certification of Closed Session

Chairman Martin moved that the Amherst County Board of Supervisors certify by a recorded vote that, to the best of each Board member's knowledge, only public business matters lawfully exempted from the open meeting requirements of the Virginia Freedom of Information Act and identified in the motion authorizing the closed session were heard, discussed, or considered in the closed session.

Mr. Martin: AYE

Mr. Ayers: AYE

Mrs. Tucker: AYE

Mr. Wade: AYE

Mr. Pugh: AYE

XIV. Adjournment

By motion of Chairman Martin and with the following vote, the Board adjourned at 5:23 pm.

AYE: Mr. Martin, Mr. Ayers, Mrs. Tucker, Mr. Wade, and Mr. Pugh

NAY: None

ABSENT: None



Tom Martin, Chair
Amherst County Board of Supervisors



Jeremy Bryant Interim County Administrator



Gateway Sewer – 4/4/23

Andrew Proctor – Amherst County EDA Chairman

The EDA has spent the last two weeks reviewing the details of the Gateway Sewer project with the various stakeholders to ensure we have a fresh view of all it entails and to fully evaluate the risks, opportunities, and costs it comes with. We deemed our discussions with stakeholders critical because both the opportunities and costs are significant. A transparent, collaborative partnership between the county who would be establishing infrastructure and the business community doing the commercial development is crucial to minimizing risk and maximizing economic return for all parties.

Estimated Cost Overview

The project can be broken into 3 distinct but connected engineering activities. The \$2.5M that remains to be funded is tied in part to the river line and pump station as well as the sewer extension. The project will benefit many different groups over many years to come and therefore cannot be attributed in whole to any one specific party.

Project	Est. Cost	Identified Funding	Funding Balance
River line and Pump station	\$2.5M	\$1.0M	\$1.5M
Sewer line extension to hilltop	\$1.0M	\$0	\$1.0M
Total	\$3.5M	\$1.0M	\$2.5M

Investment Perspective

This investment is multi-faceted and low risk because as it addresses immediate and future concerns of existing residents, enables proposed development to move forward, and sets the stage for additional development in the immediate and surrounding area. This investment is also practical because it is targeted for area with an existing need and there is a proposed development on the table that would start generating a return in the near future.

There is no doubt the investment cost we're facing now is significant, however we're virtually assured that if we wait several years, it will only increase.

Sticker Shock is real when we're faced with \$2.5M that needs to be funded. However, it's relative when you consider the cost of doing business. For example, the cost to paint the county's water towers is over \$1M and recent developments such as a car wash cost well over \$1M.

It's a good idea to benchmark recent county investments to see how this one stacks up. The county invested \$400K in utilities to support Phelps Rd development which created ~\$7M in economic activity.

The \$400K is 5.7% investment to generate \$7M. An investment of \$2.5M by the county would create \$100M in economic activity in the immediate and surrounding area which is an investment of 2.5%.

How does this investment benefit the citizens of Amherst County?

Solves sewer problems reported by residents along River Road.

Brings sewer within reach of the ~60 homes off Merrymoor Drive that are on septic systems that are nearing the end their projected lives.

Extends a sewer line into an area designated by the comprehensive plan as a growth area that has immediate and future development potential along Rt. 163, Thomas Rd., and Kings Rd.

The immediate proposed development activity has a focus on senior housing which county residents have been pressing for and will help stem the tide of seniors leaving the county.

The immediate development along Rt. 163 and future development along Thomas and King's Roads will add general housing close to downtown Lynchburg which continues to experience strong housing demand and is running short on supply. The investment in this area will grow the number of residents in the county's target area and along with population in nearby downtown Lynchburg will increase demand for grocery stores, retail, restaurants, and service businesses up the Rt. 29 Madison Heights corridor driving economic growth for the county. This increase in population will also benefit our businesses who regularly tell us they have trouble finding labor.

Summary

Making the decision to invest in the comprehensive Gateway Sewer project is not one to taken lightly. Investing in it may feel uncomfortable but is crucial to economic growth and it has a very high likelihood of success. Not investing in this infrastructure may mean investing in it later at a higher price and not capitalizing on the excellent growth opportunity this area of the county is primed to take advantage of. The EDA hopes the county will move forward with the comprehensive Gateway Sewer investment and the EDA will continue to lead collaboration with developers and the business community to share information and minimize risk wherever possible.

April 4th, 2023 Presentation to Amherst County Board of
Supervisors

Good evening members of the Board. My name is John A. Marks, Jr. I reside at 225 Clark Street, Madison Heights, VA, 24572.

I would like to address Item VI.A of the agenda concerning the Gateway Sanitary Sewer Project. Based on the recommended actions presented in the agenda it appears the Board is being asked to vote on either borrowing 2.5 million dollars to complete the Gateway Sanitary Sewer Project or tell the developer that the county will not fund the Gateway Project.

It is my opinion, for several reasons, that the County should not fund the project without a formal commitment from the developer. First, I believe it establishes a terrible precedent. What does the Board say to the next developer that has an equally viable project? Second, later in this meeting the Board will be receiving a report concerning the landfill that may require the borrowing of another 3.5 million dollars. Third, it seems only reasonable that the developer has some stake in this endeavor. However, I believe there is another option that should be considered. The developer, in an email dated November, 2, 2022, stated for year one "We are projecting to sell between 15-20 senior villas and are projecting 75-100 apartments(then repeat until complete.)" This same email projected that water and waste water Total Annual Revenue from this project after three years would be \$278,955. The

projected debt service on the loan is stated to be \$177,000. It would seem reasonable that a written agreement between the developer and the County could be reached where the County borrows the money and handles the debt service for the first three years, after which the projected revenue should more than cover the debt service. However, should the project not build out as projected, and after three years the revenue from the project does not cover the debt service, then the developer will be responsible for covering the difference between the actual revenue and the debt service until revenue covers debt service. This would not seem to place any upfront burden on the developer, but would provide some protection for the county. If the developer does not have enough confidence in the plan to agree to this, then why should the county have any confidence in the plan?

I would like my comments to be included in the minutes of this meeting. I will provide the clerk with a copy of the comments and if the clerk sends me an email address, I will email the comments for inclusion in the minutes.

Thank You.

John A. Marks, Jr.

434-941-7405

Jmarkjr225@comcast.net

Discussion Materials | Gateway Sanitation Sewer Project

Amherst County Service Authority



April 4, 2023

Goals and Objectives

- Provide an update on the timing and interest rate for the interim financing related to the Gateway Sanitation Sewer Project (the “Project”).
- Discuss the benefits of Creating a Utility Service District:
 - Provides the County flexibility for generating additional revenues to afford the new infrastructure, if so desired — does not have to be assessed.
 - Keeps the General Fund whole on collecting existing Ad Valorem on the real property in the Utility District — no existing recurring revenues are carved out of the General Fund.
 - Potentially mitigates water and sewer rate increases across the broader system.
- Evaluate the potential impact on the system, given the information provided by the developer and the rate/usage assumptions from Authority staff, with respect to:
 - Water/Sewer Rate Increases;
 - County Support; and/or
 - Special Ad Valorem Tax Revenues.
- Obtain guidance from the County and Authority Boards in order to determine path forward.

Update | Gateway Sewer Project Financings



- Davenport conducted an RFP process and received interest rate proposals on January 12, 2023.
 - Webster Bank provided the lowest fixed interest rate of 3.76%, as well as flexible prepayment provisions.
 - At the time, the County decided to “pause” the interim funding of the Gateway Project.
 - The Authority moved forward with the \$7.5mm Raw Water Intake interim funding and Closed March 8, 2023.
- Webster Bank agreed to hold it’s proposal open for the Gateway Project, but indicated that they would potentially have to “refresh” the interest rate due to the delay.
 - The updated interest rate is 3.98% and will be “held-firm” through a Closing of May 12, 2023.
 - This is still below the next bidder’s interest rate of 4.02% provided in January.

A		B	
Estimated Short-term and Long-term Debt Service		County's Gateway Sanitation Sewer Project	
1	Short-term Estimated Annual Interest Expense	Webster Bank Fixed Rate of 3.98%	
2	Par Amount	\$	2,500,000
3	Interest Rate		3.98%
4	Short-term Annual Interest	\$	99,500
5	Long-term Estimated Annual Principal & Interest Payments	Current Market Est. as of 4/3/2023	
6	Par Amount	\$	2,500,000
7	Interest Rate		3.74%
8	Term in Years		20.0
9	Long-term Avg. Annual (P&I) Payments CM	\$	177,047
10	Sensitivities		
11	Long-term Avg. Annual (P&I) Payments CM +50bps	\$	185,070
12	Long-term Avg. Annual (P&I) Payments CM +100bps	\$	193,158

- **Purpose:** A Service District provides additional and more timely public services, including water and sewer service to residents and businesses located within the district boundaries AND also to promote future economic development. The ordinance creating the Service District could limit services to be provided by the District to water and sewer service.
- **Flexibility:** The County MAY charge an additional Ad Valorem tax over and above current property taxes, if desired / needed. The additional Ad Valorem tax does NOT have to be implemented.
- **Creation:** The Service District creation process is relatively simple:
 - Hold a public hearing and Adopt an ordinance;
 - Provide the name and boundaries of the service district, the purposes, and the facilities and services to be provided; and
 - Describe the plan and potential benefits for providing these facilities and services.
- **Advantages:** Utility Service District advantages include, but may not be limited to the following:
 - Direct control by the local government (Board of Supervisors);
 - Flexibility and ability to make the district larger, if needed; and
 - Share the onus with the developer – if needed, whether by delay or otherwise, the additional taxes/fees could be paid by the developer, residents, or businesses in the Utility Service District.

- The Gateway Project is anticipated to be funded initially through an Interim Financing note with a maturity of approximately 2 to 3 years in order to:
 - Kick-start the Project; and
 - Allow time for the details to evolve, prior to funding on a permanent basis.
- The estimated useful life of the system assets is well over 20 years; however, for purposes of this analysis, Davenport has assumed a term of 20 years for Permanent Financings in order to keep estimates conservative and also to contemplate potential access to Bank financings (i.e., banks will typically only go out to 20 years).
- The County and ACSA may want to consider the following revenue sources and other funds that may become available for funding the Project and future operations:
 - Grant moneys – Staff has indicated that there may be additional funds that become available in the coming months to reduce the permanent funding borrowing amount;
 - Water and Sewer Rate Increases; and
 - A potential Utility Service District Ad Valorem tax that would be assessed on the area specific (limited) to the Gateway Sewer Project area.
 - Additionally, the County could contribute funds as needed to supplement the System as it has done in the past under the Support Agreements already in place.

Key Assumptions | Gateway Sewer Project

- Based on information provided by the Developer, the matrix below shows the incremental number of units assumed to be built and sold per year. For example, the units shown in column 2024 are assumed to be built and sold in 2023, therefore ACSA would begin to realize water and sewer revenues from the units beginning in 2024.

- In addition, the matrix lays out the estimated additional water and sewer revenues generated by the New Development.

– Based on the 55% current operating margin (operating expenses ÷ operating revenues), Davenport has assumed that 45% of the potential new revenues would be available for debt service.

Number of Units by Type	2024	2025	2026	2027	2028	2029	2030	Totals
1 Senior Villas	20	20	20	24				84
2 Market Apartments	69	69	69	69				276
3 Commercial Buildings	1	2	2					5
4 Memory/Assisted Living	28	28	28	28	28			140
5 Senior Apartments			30	30	30	30	30	150
6								
7 Additional Water and Sewer Revenues ⁽¹⁾								
8 Senior Villas	\$ 21,420	\$ 45,206	\$ 71,125	\$ 104,905	\$ 110,230	\$ 115,910	\$ 121,590	
9 Market Apartments	61,736	130,908	206,669	293,030	309,075	326,255	343,440	
10 Commercial Buildings	1,343	4,029	6,715	6,715	7,035	7,365	7,700	
11 Memory/Assisted Living	21,700	43,400	65,100	86,800	108,500	108,510	114,285	
12 Senior Apartments	-	-	38,880	77,760	116,640	155,520	194,400	
13 Total Est. Additional W&S Revenue	\$ 106,199	\$ 223,544	\$ 388,489	\$ 569,210	\$ 651,480	\$ 713,560	\$ 781,415	100% Gross Incremental Revenues
14								
15 Estimated Operating Expense Ratio (Operating Expenses ÷ Revenues)	55%	55%	55%	55%	55%	55%	55%	
16								
Est. Additional Revenues								
17 Available for Debt Service [line 13 x (1- line 15)]	\$ 47,789	\$ 100,595	\$ 174,820	\$ 256,144	\$ 293,166	\$ 321,102	\$ 351,637	45% Net Incremental Revenues

(1) Based on usage and rate assumptions provided by Authority Staff.

Key Assumptions | Special Ad Valorem on Utility Service District



- Based on information provided by the Developer regarding the estimated build schedule, the matrix below shows the estimated additional revenues available for debt service from Ad Valorem taxes.
- Each unit is assumed to have an average value of \$100,000 in 2024, and grow in value by 3% annually thereafter.

Number of Units by Type	2024	2025	2026	2027	2028	2029	2030	Totals
1 Senior Villas	20	20	20	24				84
2 Market Apartments	69	69	69	69				276
3 Commercial Buildings	1	2	2					5
4 Memory/Assisted Living	28	28	28	28	28			140
5 Senior Apartments			30	30	30	30	30	150
6								
Total Assessed Value	2024	2025	2026	2027	2028	2029	2030	
8 Base (lots 1 & 2) ⁽¹⁾	\$ 368,900	\$ 379,967	\$ 391,366	\$ 403,107	\$ 415,200	\$ 427,656	\$ 440,486	
9 New Development ⁽²⁾	11,800,000	24,054,000	39,675,620	55,965,889	63,444,865	68,348,211	73,398,658	
10 Total Assessed Value	\$ 12,168,900	\$ 24,433,967	\$ 40,066,986	\$ 56,368,996	\$ 63,860,065	\$ 68,775,867	\$ 73,839,143	
11								
12 Service District Ad Valorem Tax Revenues								
13 Total Assessed Value	12,168,900	24,433,967	40,066,986	56,368,996	63,860,065	68,775,867	73,839,143	
14 Total AV per \$100	121.689	244.340	400.670	563.690	638.601	687.759	738.391	
15 Additional Ad Valorem Rate	0.10	0.10	0.10	0.10	0.10	0.10	0.10	
16 Revenue from Service District Tax	\$ 12,169	\$ 24,434	\$ 40,067	\$ 56,369	\$ 63,860	\$ 68,776	\$ 73,839	
17								
18 Additional Tax Revenue to County								
19 New Development AV ⁽¹⁾	11,800,000	24,054,000	39,675,620	55,965,889	63,444,865	68,348,211	73,398,658	
20 New Development AV per \$100	118.000	240.540	396.756	559.659	634.449	683.482	733.987	
21 Current Real Estate Tax Rate	0.61	0.61	0.61	0.61	0.61	0.61	0.61	
22 Revenue from New Development	\$ 71,980	\$ 146,729	\$ 242,021	\$ 341,392	\$ 387,014	\$ 416,924	\$ 447,732	

(1) The lots (1 and 2), on which the development is planned to occur, have current values of \$223,500 and \$145,400, respectively. The lots are assumed to increase in value by 3% annually beginning in 2025 and beyond.

(2) As mentioned above, each unit is assumed to have an average value of \$100,000 in 2024. The value per unit is assumed to grow by 3% annually in 2025 and beyond.

- County and Authority Boards determine if Gateway Sewer Project is desirable / viable.
- County determines if creating the Utility Service District for purposes of flexibility is desired.
- County and Authority Staff continue monitoring for and identifying potential grant moneys and other sources of funds that could further reduce the permanent financing amount.
- Davenport to update the Pro Forma this Spring once the auditors have provided updated financial information for ACSA, ahead of the Authority's new budget for FY 2024.

Municipal Advisor Disclosure



The enclosed information relates to an existing or potential municipal advisor engagement.

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AMHERST COUNTY, VA

Solid Waste Disposal Options

March 7, 2023

Purpose

- SCS Engineers was asked by Amherst County to complete a financial analysis comparing the future waste disposal options
- 4 scenarios were used for comparison
 1. Closing the Landfill and transferring waste to Brunswick utilizing County employees to haul the waste
 2. Closing the Landfill and transferring waste to Brunswick and outsourcing the hauling and trucking
 3. Building Landfill Cell 2 and keeping the Transfer Station open for all traffic and hauling to the landfill active cell
 4. Building Landfill Cell 2 and turning the Transfer Station into a Convenience Center for residential traffic and hauling to the landfill active cell

Solid Waste Disposal Options Analysis

Results: Fiscal Year 2028

Notes:

1. Analysis begins in FY 2028, the estimated remaining life of Cell 1 is approximately 5-years, solid waste disposal will continue as is until that point.
2. Assumed a waste intake rate of 124 tons/day about 38,200 tons/year
 - Based on 2022 tonnage, highest tonnage to the landfill in its history
 - Increased tonnage for the future based on local development projects
3. Transfer Station Scenarios assumes hauling trash to Brunswick:
 - Brunswick Tipping Fee = \$19.28
 - Hauling Distance = 240 miles (total roundtrip)
 - Hauling to Amelia County is more expensive with tipping fee of \$35.00, despite 150 miles roundtrip
4. All costs and prices for future values have been raised by an assumed 3% annual inflation
5. Landfill Cell 2 scenario includes cost for functioning Transfer Station
6. Costs included in each total described on separate slides for each scenario

Fiscal Year 2028 – First Year of Each Option				
	Transfer Station (in-house trucking)	Transfer Station (out-source trucking)	Landfill Cell 2 (Transfer Station)	Landfill Cell 2 (Conv. Center)
First Annual Expense Total	\$6,546,000	\$6,993,000	\$5,508,000	\$5,452,000
First Annual Expense per Ton	\$171	\$183	\$144	\$142

Solid Waste Disposal Options Analysis

Results: Cumulative Total 2028 – 2040

Notes:

1. The Analysis time period is 13 years from the starting year (FY 2028) through FY 2040. This is the estimated life expectancy of Cell 2
2. Assumed a waste intake rate of 124 tons/day about 38,200 tons/year
 - Based on 2022 tonnage, highest tonnage to the landfill in its history
 - Increased tonnage for the future based on local development projects,
3. Transfer Station Scenarios assume hauling trash to Brunswick:
 - Tipping Fee = \$19.28
 - Hauling Distance = 240 miles (total roundtrip)
 - Hauling to Amelia County is more expensive with tipping fee of \$35.00, despite 150 miles roundtrip
4. All costs and prices for future values have been raised by an assumed 3% annual inflation
5. Landfill Cell 2 scenario includes cost for functioning transfer station or convenience center
6. Cumulative Costs included in each total shown in separate slide for each scenario

Fiscal Year 2028-2040 – 13 Year Cumulative Total				
	Transfer Station (in-house trucking)	Transfer Station (out-source trucking)	Landfill Cell 2 (Transfer Station)	Landfill Cell 2 (Conv. Center)
Cumulative Total	\$45,420,000	\$57,800,000	\$42,233,000	\$41,369,000
Cumulative Total per Ton	\$91	\$116	\$85	\$83

TS In-house Trucking Cost Breakdown

Fiscal Year 2028 - \$6,546,000

Total 2028-2040 - \$45,420,000

Item	Price	Description
Closure Cost	\$3,713,000	SCS Engineers Closure Cost estimate
Operations & Maint.	\$972,000	TS – Annual O&M cost
Equipment	\$671,000	2 New Tractors, 3 new trailers
Hauling and Truck Cost	\$345,000	240 miles per trip, \$3.25 per gallon
Tipping Fee	\$845,000	\$19.28 tipping fee at Brunswick
Total	\$6,546,000	

Item	Price	Description
Closure Cost	\$3,713,000	SCS Engineers Closure Cost estimate
Post Closure Care	\$2,152,000	Post Closure Care, SCS estimate of \$127,000 per yr
Operations & Maint.	\$15,190,000	11 years of O&M
Equipment	\$5,778,000	Capitol Costs of Replacement/ New Equip.
Hauling and Truck Cost	\$5,386,000	240 miles per trip
Tipping Fee	\$13,201,000	\$19.28 tipping fee at Brunswick
Total	\$45,420,000	

Note:
Line Items discussed in detail in later slides

TS Out-Source Trucking Cost Breakdown

Fiscal Year 2028 - \$6,993,000

Total 2028-2040 - \$57,800,000

Item	Price	Description
Closure Cost	\$3,713,000	SCS Engineers Closure Cost estimate
Operations & Maint.	\$570,000	TS – Annual O&M cost without haul drivers
Equipment	\$0	No new equipment with outsource trucking
Hauling and Truck Cost	\$1,865,000	Thompson trucking prices for hauling
Tipping Fee	\$845,000	\$19.28 tipping fee at Brunswick
Total	\$6,993,000	

Item	Price	Description
Closure Cost	\$3,713,000	SCS Engineers Closure Cost estimate
Post Closure Care	\$2,152,000	Post Closure Care, SCS estimate of \$127,000 per yr
Operations & Maint.	\$8,901,000	11 years of O&M
Equipment	\$1,297,000	Capitol Costs of Replacement/ New Equip.
Hauling and Truck Cost	\$28,536,000	Thompson trucking prices for 11 years
Tipping Fee	\$13,201,000	\$19.28 tipping fee at Brunswick
Total	\$57,800,000	

Note:
Line Items discussed in detail in later slides

LF Cell 2 w/ TS Cost Break Down

Fiscal Year 2028 - \$5,508,000

Total 2028-2040 - \$42,233,000

Item	Price	Description
Cell 2 Construction	\$3,245,000	SCS Engineers Construction Cost estimate
Operations & Maint.	\$1,277,000	TS & LF – Annual O&M cost
Equipment	\$986,000	New Compactor
Hauling and Truck Cost	\$0	No Hauling
Tipping Fee	\$0	\$Not Tipping fees
Total	\$5,508,000	

Item	Price	Description
Closure Cost	\$7,584,000	SCS Engineers Closure Cost for Cells 1 & 2
Post Closure Care	\$1,000,000	Partial Post-Closure Approximation
Cell 2 Construction	3,245,000	SCS Engineers Construction Cost estimate
Operations & Maint.	\$19,947,000	11 years of O&M
Equipment	\$10,457,000	Capitol Costs of Replacement/ New Equip.
Hauling and Truck Cost	\$0	
Tipping Fee	\$0	
Total	\$42,233,000	

Note:
Line Items discussed in detail in later slides

LF Cell 2 w/ Conv. Center Cost Break Down

Fiscal Year 2028 - \$5,452,000

Item	Price	Description
Cell 2 Construction	\$3,245,000	SCS Engineers Construction Cost estimate
Operations & Maint.	\$1,211,000	TS & LF – Annual O&M cost
Equipment	\$986,000	New Compactor
Hauling and Truck Cost	\$0	No Hauling
Tipping Fee	\$0	\$Not Tipping fees
Total	\$5,452,000	

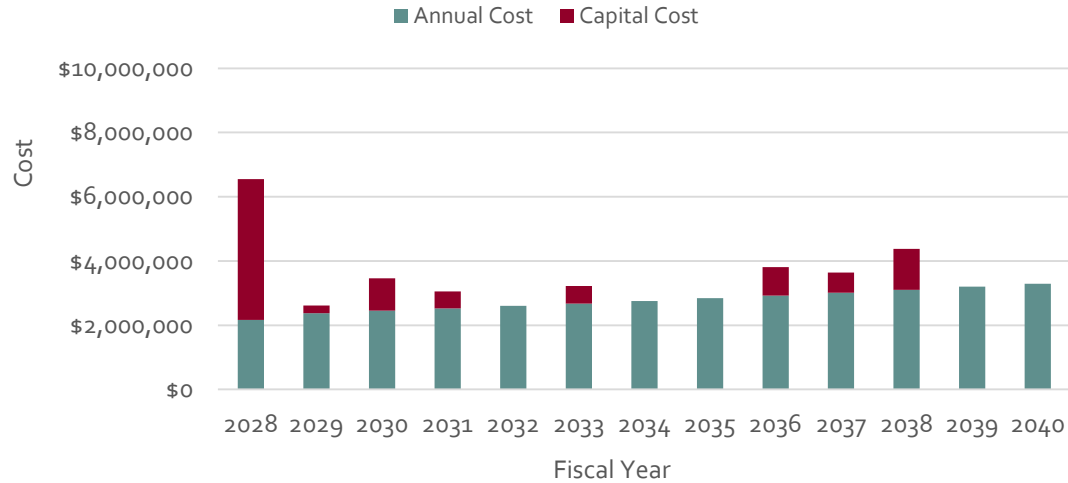
Total 2028-2040 - \$41,369,000

Item	Price	Description
Closure Cost	\$7,584,000	SCS Engineers Closure Cost for Cells 1 & 2
Post Closure Care	\$1,000,000	Partial Post-Closure Approximation
Cell 2 Construction	3,245,000	SCS Engineers Construction Cost estimate
Operations & Maint.	\$19,083,000	11 years of O&M
Equipment	\$10,457,000	Capitol Costs of Replacement/ New Equip.
Hauling and Truck Cost	\$0	
Tipping Fee	\$0	
Total	\$41,369,000	

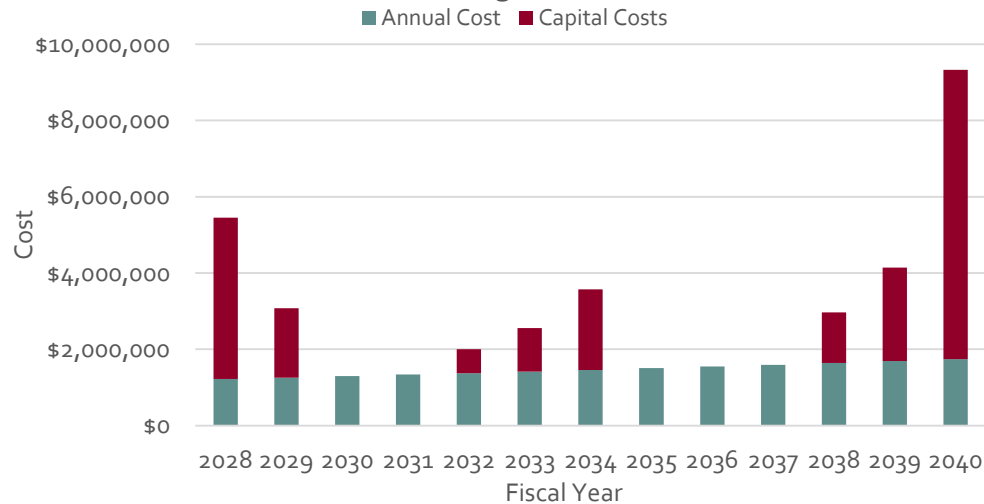
Note:
Line Items discussed in detail in later slides

Annual Cost Breakdown

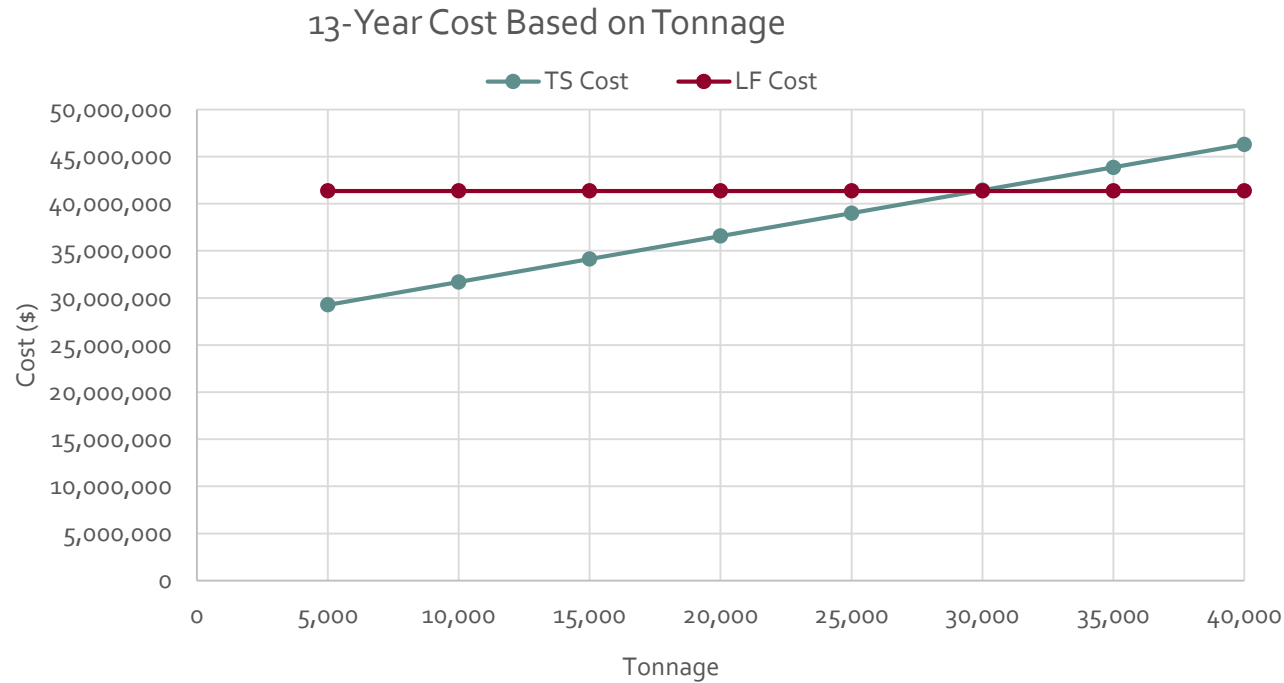
Transfer Station 13-Year Costs



Landfil 13-Year Costs



Tonnage Comparison



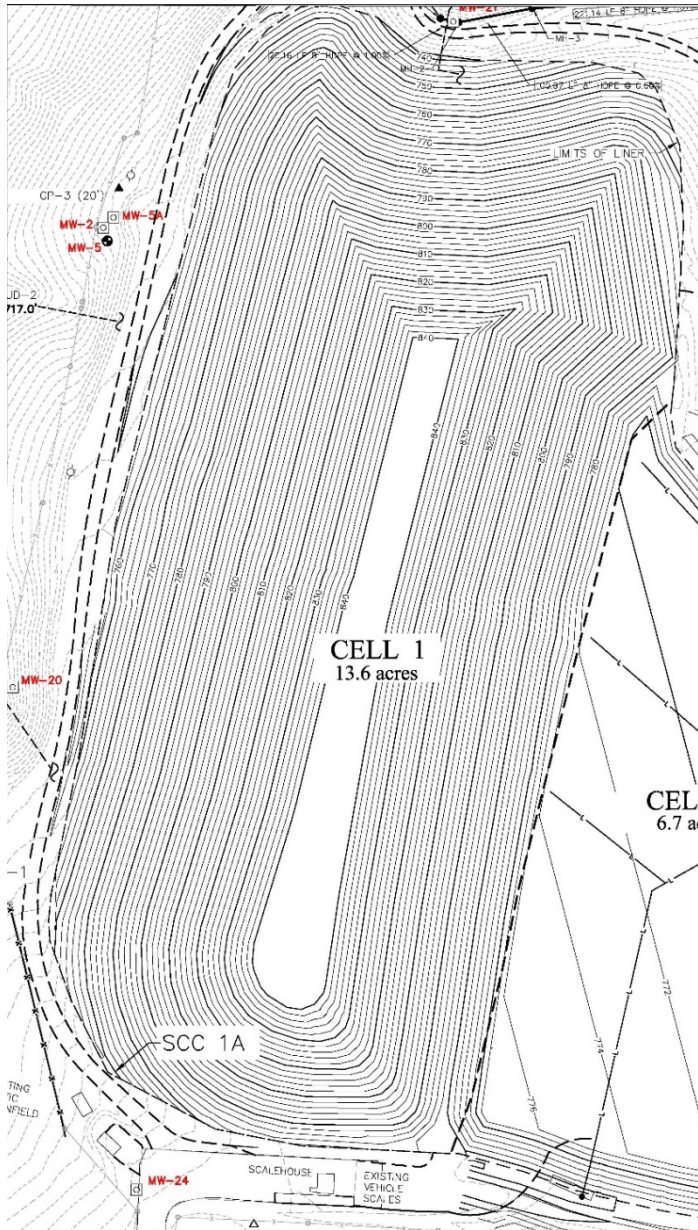
Note:

The Transfer Station Option Cost is heavily dependent on the total tonnage the landfill accepts. At low tonnages (and all other variables held constant) the Transfer Station Option is more feasible. However, as tonnage increases the Landfill Option becomes more feasible.

Hauling Cost and Tipping Fees

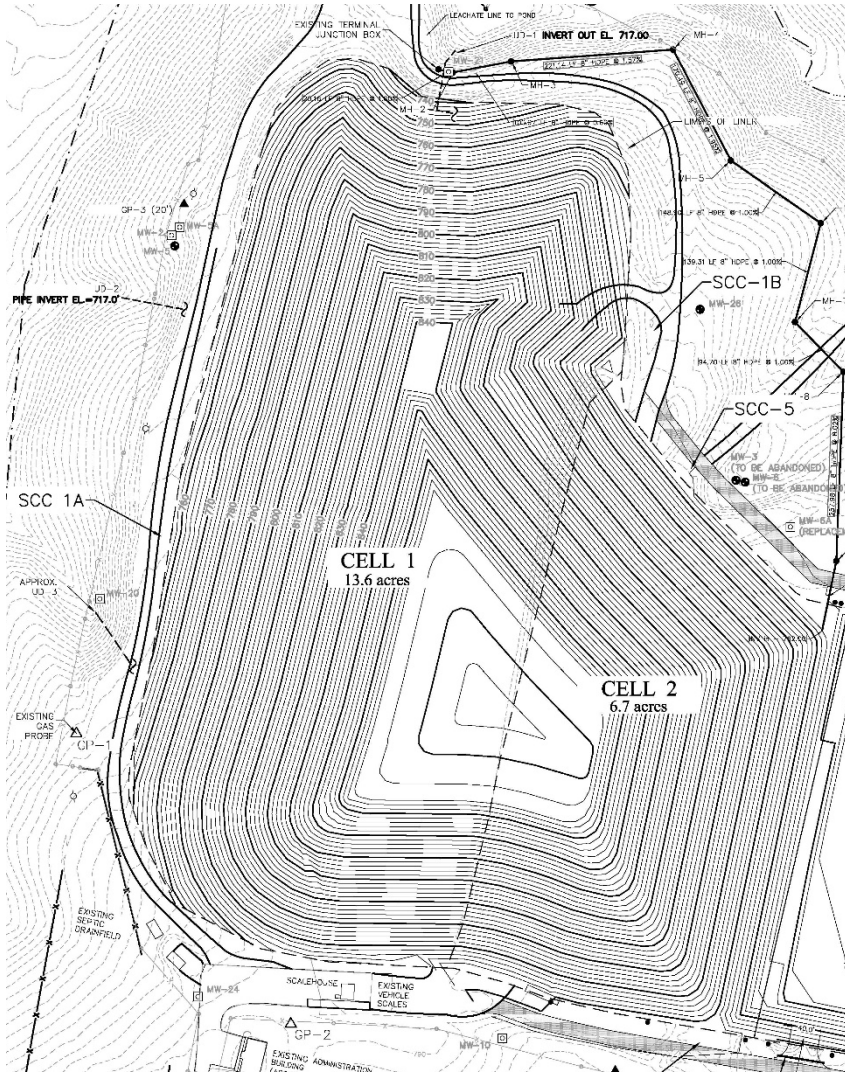
- Cooperative Procurement allows hauling to Brunswick at a Tipping Fee of \$19.28 per ton
 - Amelia County tipping fee is quoted at \$35.00 per ton
- Hauling Distance of 240 miles round trip
 - Assuming 30 minutes at the gate and to unload, total trip is approximately 4.5 to 5 hours
 - Additional tractors are needed as a single driver can not do multiple trips in a single 8 hour day
 - Brunswick closes the gates at 4pm, final waste load must depart Amherst by 1:30pm
- Thompson Trucking quoted \$710 per trip in 2022 at that distance, plus the cost of fueling

Cell 1 Closure Cost and Post Closure: TS Scenarios



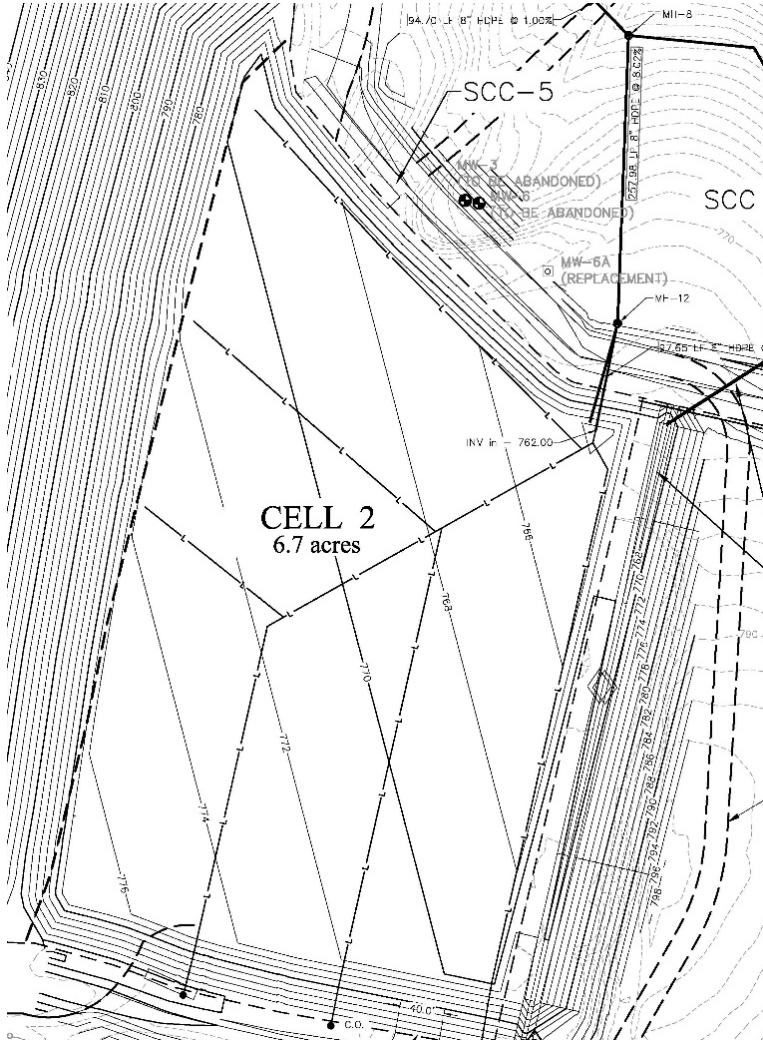
- Closure Cost of **\$3,712,000** based on SCS Engineers Financial Assurance Closure Cost raised for inflation, includes
 - 13.6 acre footprint of Cell 1
 - Geosynthetic and 18" Soil Cap
 - Stormwater Management
 - Erosion and Sediment Control Measures
 - Permanent Seeding
- Closure is required to start 6 months after final waste is placed in Cell 1
- Post Closure Care will be started the year following Closure, FY 2029, based on SCS Financial Assurance Calculations – Post Closure on Cell 1 is approx. **\$127,000/yr** (2022 dollars)
 - Post Closure Care will continue for a minimum of 30 years after completion (2059)

Cell 1 & 2 Closure & Post Closure: LF Scenario



- Construction Cost of **\$7,584,000** in 2040 based on SCS Engineers 2022 Closure Financial Assurance, includes:
 - 20.3 acre footprint of Cell 1 and 2
 - Geosynthetic layer
 - Stormwater Management
 - Erosion and Sediment Control Measures
 - Updated road and berms
 - And additional Construction measures for proper cell construction
- In 2040 Cell 1 and Cell 2 will have to be fully closed within 6 months of final waste placement
- Portions of Cell 1 that have reached final grade may have to be closed at some time during the 13 year life of Cell 2, SCS approximated a potential cost of **\$1,000,000** for that post-closure
 - In 2022 this is not a required item, but is being assumed due to current regulation changes
 - Post Closure Care is required for 30 years upon completion of closure construction. In the landfill scenario, 30-year Post Closure Care period would start in 2040

Construction Cost for Cell 2



- Construction Cost of **\$3,245,000** based on SCS Engineers Construction Cost estimate raised for inflation, includes:
 - 6.7 acre footprint of Cell 2
 - Geosynthetic layer, protective cover layers, drainage layers
 - Leachate Pipes
 - Stormwater Management
 - Erosion and Sediment Control Measures
 - Updated road and berms
- Cell 2 will have to be constructed prior to final waste placement in Cell 1

Operations and Maintenance

Transfer Station In House Trucking

- Personnel Salaries
 - 2 TS Operators,
 - 2 Convenience Site drivers,
 - 1 Operator/Driver
 - 5 transfer drivers

Transfer Station Out Source Trucking

- Personnel Salaries
 - 2 TS Operators,
 - 2 Convenience Site drivers,
 - 1 Operator/Driver

Landfill Cell 2 w/TS

- Personnel Salaries
 - 2 TS Operators,
 - 2 Convenience Site drivers,
 - 1 Operator/Driver
 - 4 LF Operators

Landfill Cell 2 w/ Convenience Center

- Personnel Salaries
 - Part-time convenience operators \$15/hour
 - 2 Convenience Site drivers,
 - 1 Operator/Driver
 - 4 LF Operators

Additional items included in operation and maintenance costs were: Equipment maintenance, Building Utilities, and Monitoring and Compliance costs

Note:

1. Although the part-time Convenience Center Operators reduce the annual salary costs; the CC Operators are unable to operate within the landfill or operate machinery.
2. Transfer Station Operators are interchangeable with Landfill Operators and in the event a TS Operator or LF Operator is unable to work operators can be shifted around to continue regular operations.

Equipment

- Transfer Station equipment is assumed to have a life expectancy of 7-years (10-years in the Landfill Scenario)
- Landfill equipment is assumed to have a life expectancy of 5-years
- All prices were quoted in 2022

Landfill Equipment prices :

Compactor - \$850,000

CAT Loader - \$650,000

Track Hoe - \$375,000

2017 Dozer - \$500,000

Transfer Station Equipment:

Tractors – \$135,000 (each)

Walking Floor Trailers - \$97,500 (each)

Tipper Trailers - \$58,000 (each)

CAT skidsteer - \$68,000

Wheel Loader - \$220,000

“Potato Smasher” Loader add-on - \$25,000

Mini trackhoe - \$70,000

Conclusion

Cost Conclusions

- The LF Cell 2 with the Convenience Center scenario is the lowest cost of the 4 scenarios both in the first year **\$5,452,000** and over the life of the landfill **\$39,581,000**.
- For the Transfer Station Options, it is cheaper to provide trucking in-house **\$44,077,000** then to out source trucking **\$57,897,000**
- The Landfill Cell 2 scenario with the Transfer Station **\$40,635,000** is about \$3.2 million cheaper than the TS in-house trucking scenario

Final Notes:

- The 2028 first annual cost for each option is not a consistent annual cost, a typical year would only include O&M, Hauling and Trucking, and Tipping Fees
- Changes to annual waste will most affect the outcome and benefit of TS or LF scenarios
- The numbers shown are approximated based on SCS Engineers best estimates and understandings. They should in no way be considered exact. All assumptions are subject to change
- The cost to permit and open a landfill are extensive, there is a benefit to having an existing permit.
- The Convenience Center option does not take into account the cost or efforts necessary to re-permit the transfer station at any point. These efforts can be extensive and costly.
- Additionally, there is a cost to closing the Transfer Station and converting it to a Convenience Center, the current Closure Cost Estimate for the Transfer Station is \$57,961

Addendum to Solid Waste Disposal Options Presentation

Transfer Station vs. Convenience Center

Convenience Center option about \$81,000 less expensive per year to operate than Transfer Station

- However, cost analyses do not include expense of sharing Landfill employee part-time with Convenience Center to perform multiple daily operations
- Transporting full tractor trailer to landfill, emptying, returning to scales, cleaning spilled waste from lower level
- Compacting waste, servicing site with medium and heavy-duty equipment (Loader, Smasher, Mini Excavator, skid steer)

Transfer Station vs. Convenience Center

- Actual personnel expense cost difference (2 full-time employees for Transfer Station operations vs. 3-4 part-time employees for Convenience Center operations) only approximately \$22,000 of the total expenditure per year
- Remaining \$59,000 of annual savings realized in less wear and tear on equipment and extending the time the Transfer Station floor would need to be replaced
- If Convenience Center option is exercised, **landfill would still be short ½ employee of the DEQ minimum staff requirement at landfill**, thereby necessitating an additional hire and eradicating all personnel cost savings from terminating the Transfer Station permit

Transfer Station vs. Convenience Center

Continuing site as Transfer Station allows for maximum flexibility and interchangeability with staffing

- Transfer Station employees currently fill in as needed at landfill, other projects when the need arises
- Includes vacation time, sick time, terminations, DEQ inspections, landfill strategies, other County non-landfill projects

Interchangeability, operational efficiencies, & economies of scale disappear if Transfer Station idled

Transfer Station Option & Public Works Projects



Keeping Transfer Station open allows for maximum interchangeability between Public Works divisions

Full employment for Public Works permits staff to participate in other County projects, such as:

- Repairing Rose's Mill trail drainage issues
- Preparing sites for 'Green Flush' park restrooms
- Removing 90 loads of fallen rock from River Edge Park rock slides
- Assisting Public Safety in suppressing fires (High Peak Road)
- Civil Code Enforcement yard and street cleanups
- Connect roads between Lynchburg Road and EDA building in Amherst
- Erosion control, bridge work at Dixie Youth baseball fields
- Triple footprint of beach area at Mill Creek Lake
- Trail clearing at River Edge Park
- Site preparation for future Public Safety burn building training area, including gravel delivery
- Level site for future Seminole Park ("Bark Park")
- Create new ramp launch area for batteau boats at River's Edge Park
- Repairing Tye River Bridge for Amherst, Nelson Counties
- Build path for Public Safety and other vehicles at Mill Creek Lake
- Stumps Hill Road walking path to River Edge Park
- Removed Thrasher's Creek composting toilet

Performing these projects and other 'outside' tasks have saved significant taxpayer funds!

Attachment 6

AMHERST COUNTY

Approved 5/17/21

RURAL RUSTIC PRIORITY LIST - FY22/FY27

Amherst County Rural Rustic Priority List- FY23/FY28

Draft 5/17/2022

PRIORITY	ROUTE	NAME	FROM	TO	LENGTH	TC - VPD	PROJECTED FUNDING *
1	613	Kent Moor Farm Rd	Route 648	Route 654	1.20 Mi	80	\$240,000
2	776	Walnut Springs Road	Route 622	DEAD END	0.50 Mi	70	\$100,000
3	616	West Monitor Road	Route 617	Route 60	0.94 Mi	80	\$200,000
4	662	Geddes Mt. Road	Route 700	Route 29	1.80 Mi.	80	\$360,000
5	621	Indian Creek	Route 687	Dead End	1.58 Mi	60	\$300,000
6	716	Moss Rock Rd	Route 60	Dead End	0.20 Mi.	69	\$30,000
7	769	Bucks Hollow	Route 60	Dead End	0.22 Mi	74	\$40,000
8	808	Loblolly Lane	Route 610	Dead End	0.25 Mi.	50	\$40,000
9	655	Ned Brown Road	0.27 Mi. S Route 671	Dead End	0.18 Mi	40	\$36,000
10	647	Waugh's Ferry Road	0.80 Mi. S Route 130	Dead End	0.40 Mi	40	\$80,000
11	624	Early Farm Road	4.85 Mi. E. Route 604	Route 622	2.85 Mi	80	\$570,000
12	692	Long Branch Rd	Route 617	Route 752	0.47 Mi.	40	\$88,000
13	612	Summer Hill Road	Route 768	Dead End	0.76 Mi.	53	\$160,000
14	664	Josuha Falls Road	Route 622	Dead End	1.55 Mi	60	\$310,000
15	752	Long Branch Road	Route 617	Dead End	1.00 Mi	40	\$200,000
16	776	Pierce Mountain Road	Route 617	Dead End	0.80 Mi	50	\$160,000
17	617	PoorHouse Farm Rd	Route 692	Route 778	1.92 Mi	49	\$384,000
18	607	Beverly Town Road	Route 610	Route 640	1.30 Mi	28	\$240,000

\$3,538,000

Estimated cost per mile \$200,000

*Based FY22/FY27 SSYP projected allocations

\$1,145,105

Under the Priority column
(*) Board Requested

Amherst County Rural Rustic Priority List- FY24/FY29

Draft 3/23/2023

PRIORITY	ROUTE	NAME	FROM	TO	LENGTH	TC - VPD	PROJECTED FUNDING *
1	716	Moss Rock Rd	Route 60	Dead End	0.20 Mi.	69	\$30,000
2	769	Bucks Hollow	Route 60	Dead End	0.22 Mi	74	\$40,000
3	808	Loblolly Lane	Route 610	Dead End	0.25 Mi.	50	\$40,000
4	655	Ned Brown Road	0.27 Mi. S Route 671	Dead End	0.18 Mi	40	\$36,000
5	647	Waugh's Ferry Road	0.80 Mi. S Route 130	Dead End	0.40 Mi	40	\$80,000
6	624	Early Farm Road	4.85 Mi. E. Route 604	Route 622	2.85 Mi	80	\$570,000
7	692	Long Branch Rd	Route 617	Route 752	0.47 Mi.	40	\$88,000
8	612	Summer Hill Road	Route 768	Dead End	0.76 Mi.	53	\$160,000
9	664	Josuha Falls Road	Route 622	Dead End	1.55 Mi	60	\$310,000
10	752	Long Branch Road	Route 617	Dead End	1.00 Mi	40	\$200,000
11	776	Pierce Mountain Road	Route 617	Dead End	0.80 Mi	50	\$160,000
12	617	PoorHouse Farm Rd	Route 692	Route 778	1.92 Mi	49	\$384,000
13	607	Beverly Town Road	Route 610	Route 640	1.30 Mi	28	\$240,000

\$2,338,000

Estimated cost per mile \$200,000

PRIORITY	UPC	ROUTE	STREET NAME	START LOCATION	START STATE MILEPOINT	END LOCATION	END STATE MILEPOINT	LENGTH
2.01	116288	650	EAST PERCH ROAD	2.040 MILES EAST OF RTE 695	3.14	0.060 MILE WEST OF RTE 691	6.11	2.011
2.02	116289	606	FOX HALL DRIVE	RTE 60	0.44	DEAD END	1.84	1.4
2.03	116290	696	SHADY MOUNTAIN ROAD	RTE 715	0	DEAD END	1	1
2.04	116059	729	CHESTNUT LANE	RTE 742	0	DEAD END	0.6	0.6
2.05	121282	607	BEVERLY TOWN ROAD	1.90 MILE WEST OF RTE 640	3.64	3.3 MILE WEST OF RTE 640	5.04	1.4
2.06	121283	733	WINDY RIDGE WAY	DEAD END	0	RTE 658	1.3	1.3
2.07	121284	636	WARES GAP ROAD	1.20 MILE EAST OF RTE 610	10.03	1.37 MILE EAST OF RTE 610	10.14	0.14
2.08	121285	613	KENT MOOR FARM ROAD	RTE 648	0	1.20 MILE NORTH OF RTE 648	1.2	1.2
2.09	121286	776	WALNUT SPRINGS ROAD	RTE 622	0	DEAD END	0.5	0.5
2.1	121287	616	WEST MONITOR ROAD	RTE 60	0	RTE 617	0.94	0.94
2.11	121288	662	GEDDES MOUNTAIN ROAD	RTE 700	1.4	RTE 29	3.2	1.8
2.12	121289	621	INDIAN CREEK ROAD	DEAD END	0	RTE 687	1.58	1.58

RST COUNTY (SSYP) Secondary Six Year Plan FY24-FY29

ESTIMATE	PLANNED CN SEASON	Previous Yr Allocations		FY24 Allocations		FY25 Allocations		FY26 Allocations	
		Unpaved	Tele-Fees	Unpaved	Tele-Fees	Unpaved	Tele-Fees	Unpaved	Tele-Fees
		636,917	353,083	463,278	85,938	458,051	85,938	343,128	85,938
\$367,581	2022	367,581							
\$252,000	2022	153,865	98,135						
\$185,694	2022	28,746	156,948						
\$108,000	2022	10,000	98,000						
\$302,400	2023	66,725		235,675					
\$294,840	2023	10,000		217,603		67,237			
\$56,700	2024			5,000		51,700			
\$272,160	2024			5,000		267,160			
\$119,070	2025					25,000		94,070	
\$238,140	2025					46,954		191,186	
\$450,072	2026							57,872	
\$393,810	2027								
		-	-	-	85,938	-	85,938	-	85,938

DRAFT 3/24/2023

FY27 Allocations		FY28 Allocations		FY29 Allocations		Total Programmed	Construction Status
Unpaved	Tele-Fees	Unpaved	Tele-Fees	Unpaved	Tele-Fees		
343,128	85,938	343,128	85,938	343,128	85,938		
						367,581	Complete
						252,000	Complete
						185,694	Complete
						108,000	Complete
						302,400	-
						294,840	-
						56,700	-
						272,160	-
						119,070	-
						238,140	-
287,865		104,335				450,072	-
55,263		238,793		99,754		393,810	-
-	85,938	-	85,938	243,374	85,938		