

**MINUTES OF OCTOBER BOARD MEETING
HORRY COUNTY SOLID WASTE AUTHORITY, INC.
October 27, 2020**

The Horry County Solid Waste Authority, Inc. held the October Board Meeting on Tuesday, October 27, 2020, at 5:30 P.M., at the Authority's Administrative Office, 1886 Highway 90, Conway, South Carolina. In accordance with the Freedom of Information Act, notices setting forth the date, time, and place of the meeting were posted as required.

Present were the following Board Members: Bo Ives, Chairman; W. Norfleet Jones, Vice Chairman; Carl H. Schwartzkopf, Treasurer; Samuel T. Johnson, Jr.; Secretary and Board Members Amos C. Berry, Pam J. Creech and Michael H. Hughes.

Steve Gosnell, Horry County Administrator was present via phone. Ron Andrews, Tamara Cannon, Gloria Graham, Jagger Suggs, Amelia Woods, Vance Moore, Craig Fortner of Garret & Moore, Britt Feldner, Joe Floyd of The Brigman Company represented the public. There were no members of media in attendance.

The following individuals were also in attendance: Danny Knight, Executive Director; Esther Murphy, Director; Jan Bitting, Director; Mike Bessant, Director and staff members Rodney Cannon, Kendra Hooks, Victoria Johnson, Cecil Terry and Jamie Suggs.

CALL TO ORDER

Chairman Ives called the meeting to order and Mr. Schwartzkopf rendered the invocation.

PLEDGE OF ALLEGIANCE

Ms. Creech led the group in the Pledge of Allegiance.

APPROVAL OF AGENDA

Chairman Ives asked for any revisions to the Agenda as contained in the Agenda Packet; however there were none.

Mr. Schwartzkopf moved to approve the Agenda as presented. There was a second by Ms. Creech and the Motion was carried.

APPROVAL OF MINUTES

Chairman Ives asked for any questions on or amendments to the Minutes of the September Board Meeting held on September 22, 2020, as contained in the Agenda Packet; however there were none.

Mr. Schwartzkopf moved to approve the Minutes of the Board Meeting held on September 22, 2020. There was a second by Ms. Creech and the Motion was carried.

SPECIAL RECOGNITION

Mr. Ives recognized Esther Murphy and Rodney Cannon who were both receiving their 30-year service awards from the SWA. He asked them both to comment on what significant changes they have seen over the years.

Mrs. Murphy thanked the Board for the special recognition of her 30-years of service. She remarked that for her the most significant change has always been the landfill itself and how often it still

changes. In addition, she commented of the various programs that the SWA now offers which were not even a consideration 30-years ago.

Mr. Cannon commented how each operation and facility had grown over the years; from the very first MRF being in the old farmer's market to the current MRF facility. He thanked the Board for the special recognition of his 30-years of service.

Mr. Ives asked Mr. Ron Andrews who was the first Executive Director for the SWA to please come and speak on her behalf. Mr. Andrews remarked that Mrs. Murphy was the best employee he had ever hired. He commented that he was the first Executive Director for the SWA and worked here from 1990 to 2000. Mr. Andrews said that he enjoyed working for the SWA. He talked about the changes and growth of Horry County and thanked the Board for the great job they do.

Mr. Knight conveyed the same sentiments about Mrs. Murphy and Mr. Cannon. He thanked Mr. Andrews for the groundbreaking work he did while he was Executive Director for the SWA.

OLD BUSINESS

Class Two Landfill Expansion Update – Mr. Moore stated the purpose of the presentation was to give an overview or an update of the Class Two Landfill Expansion. He introduced Craig Fortner of Garrett and Moore and Joe Floyd and Britt Feldner of the Brigman Company who oversaw the wetland mitigations. Mr. Moore explained the permitting background for the Highway 90 site (landfill) and what has been completed to date; what would be completed in the future; and the concepts and strategies his team would use.

Mr. Moore indicated that to begin this process the Solid Waste Management Plan had to be updated and approved. He stated the first Technical Advisory Committee met in January 2018 and was adopted by Horry County Council in March 2019. Mr. Moore reminded the group that any application sent to DHEC must be consistent with the current Solid Waste Management Plan to start the Class Two process. He stated that the Class Two Landfill Demonstration of Need/Letter of Consistency was submitted to DHEC in March 2019. Mr. Moore indicated that DHEC made their Determination in August 2019. He commented that the Class Two Landfill Siting Study was submitted in August 2019 with DHEC approving the Study in October 2019.

Mr. Moore stated this process was followed by the SWA submitting a Class Two Landfill permit application to construct which was submitted in December 2019. He indicated that DHEC had approved the permit to construct in September 2020.

Mr. Moore stated there were some concerns in this schedule such as Determination of Need/LOC process by DHEC which took 45 days longer than required by regulations. He said that the comment period was extended and the draft permit and public comment period for the construct application process was extended 60 days longer than regulations required. Mr. Moore commented that this was background for the Highway 90 site.

Mr. Moore discussed the permitting background for the 1187-acre site borrow areas and road work. He stated that the US Army Corps of Engineers (USACE) wetland permit application was submitted by Brigman and Company in June 2019. Mr. Moore indicated that the permit application was approved in a two-step process. He commented that USACE approved the haul road in January 2020 and then approved the bridge construction in March 2020. Mr. Moore stated that application for erosion and sediment control was submitted to Horry County in September 2019 and approved in

March 2020. He indicated that DHEC-OCRM Coastal Zone Consistency application was submitted in September 2019 and was approved in March 2020.

Mr. Moore commented that the Class Two Landfill development has two separate projects.

Mr. Moore explained that Project #1 consists of development of a borrow area and haul road on the 1187 property and landfill access road improvements at the landfill property. Mr. Moore indicated on a map the location of the borrow pit on the eastern part of the 1187 property and location of the proposed haul road from the borrow area to the location of the future bridge. He further indicated on a map the location of landfill access road improvements, associated erosion and sedimentation control ponds, and future Class Two landfill area on the landfill property. Mr. Moore commented that backfill for the Class Two landfill expansion would be discussed later in the presentation.

Mr. Moore explained that Project #2 consists of bridge construction connecting the Highway 90 landfill property and 1187 property and backfill for Class Two landfill base grades. He stated that the bridge is required to transport soil material from the 1187 borrow areas to the Class Two landfill expansion area. Mr. Moore indicated on a map the location of access road to allow for bridge construction.

Mr. Moore stated that the haul roads constructed in Project #1 would allow for bridge construction and Class Two landfill construction associated with Project #2.

Mr. Moore commented Project #1 was broken down into two different sub-categories: the landfill side and the 1187 site borrow area. Mr. Moore indicated the borrow area side has 10,000 linear feet of haul road which was almost two miles. He commented that the borrow area #5 development was timbered and in the process of being ready for borrow operations. Mr. Moore indicated that some of the material would be used to construct the road and the crossing. He stated two major sediment ponds were constructed for erosion sediment control for the earth moving activities and a road of 2,800 linear feet would be constructed.

Mr. Moore stated that the goals for Project #1 were to start as quickly as possible, to evaluate alternatives to maximize backfill production rates for Project #2, and to evaluate elimination of hauling traffic on Highway 90 during Project #1. Mr. Moore explained that there was a lot of soil material required to be hauled in a short amount of time. He stated that it was critical to fill this space within a certain length of time to complete this task and said a production schedule would be needed.

Mr. Moore stated that this project had generated a lot of interest by numerous contractors. He commented that contractors have asked about the use of heavier equipment such as 40-ton trucks. Mr. Moore indicated that the structure or bridge must be able to accommodate heavy off-road tractors. He commented that the closer we get to the start date, the more input he was receiving. Mr. Moore stated that a road constructed for two-way traffic was an alternative. He commented that originally the bid was for a road that was 24' wide, which was the standard road width. Mr. Moore indicated the 24' road could accommodate a 30-ton vehicle. He commented that a 32' wide road could accommodate a 40-ton truck and two-way traffic. Mr. Moore stated that the SWA would also have to evaluate the use of onsite soil or material to use in construction of the road to the landfill side of the project.

Mr. Moore explained when Project #1 was advertised, hauling of offsite soil to the Highway 90 site for the road construction was included in the bid. He said he would discuss a contractor using material from onsite which would eliminate truck traffic hauling material on Highway 90. Mr. Moore said that

he received base bids as well as value engineering options and expressed the need to evaluate several alternatives. Mr. Moore commented that widening the road from 24` to 32` feet wide was one alternative. He discussed the using of onsite material or soil as opposed to hauling them from offsite using 35,000 to 45,000 cubic yards of backfill material. Mr. Moore stated this would eliminate extra vehicles on Highway 90.

Mr. Moore stated that the contractors would use about 5-acres on the landfill site and minimize any material coming from this site. He reviewed the disadvantage of using material from this site. Mr. Moore indicated that the landfill operations would be limited from expanding the composting area which may have been expanding in the future.

Mr. Johnson asked why were we digging a hole there. Mr. Moore explained that we were trying to make this source of soil available to prevent any offsite soil or material from being hauled in on Highway 90 and to minimize the traffic impact. Mr. Johnson asked why would we want to minimize the traffic especially since we already bid the contract and we have two holes that we will have to fill in later. He said the SWA has a contract to haul material in. Mr. Hughes commented that he was a resident of Highway 90 and has seen wrecks every day since the construction of International Drive. He said that he was trying to save lives on Highway 90 and did not want more truck on the highway. Mr. Hughes indicated that Mr. Moore was trying to give the SWA an alternative other than to put more trucks on the highway. Mr. Johnson commented that the SWA only has a limited life and space so why use almost three million cubic yards of dirt to fill in three holes. Chairman Ives asked the Board to please hold all question to the end of the presentation.

Mr. Moore commented that Project #1 and #2 were interrelated and could not be considered separately. He indicated that project one bids were submitted on October 6, 2020. Mr. Moore stated that the low bid was submitted by King Construction Service for \$3.1 Million and the next lowest bid was \$1 Million higher. He explained that King Construction's bid was evaluated and determined that King Construction bid was complete and it was the lowest responsive bid and therefore recommended King Construction for the base bid. Mr. Moore indicated that he was recommending that the SWA consider the engineering alternatives to widen the road and to use the onsite soil materials. He recommended awarding the value engineering contract to King Construction. Chairman Ives commented to Mr. Moore that the widening of the road would save time instead of vehicles having to wait in line. He commented they would instead have a constant flow with no impediments.

Mr. Moore stated that he would like to issue a notice to proceed as soon as the Board votes on the start of this project so as to minimize delay. He indicated the target start date would be October 28, 2020, with the landfill haul road completion date being February 2021. Mr. Moore commented that the bridge construction would begin and the haul road and borrow area should be completed in June 2021.

Mr. Moore then reviewed Project #2 and stated it would start with the Class Two landfill backfill area which would have 1.3 Million cubic yards of material to be filled in. He commented that the bridge would allow these materials to be hauled in from the 1187 property. Mr. Moore stated that the bridge would be 650 feet long and have 36 feet wide travel lanes which would accommodate two-way 40-ton trucks. He explained there were about 20-acres of backfill area that must be filled and compacted.

Mr. Moore reviewed the Project #2 scope of work, which includes the construction of a 650' bridge and the approaches to it, the dewatering of the backfill area and then backfilling with 1.3 Million cubic yards with base grade material. Chairman Ives asked if the material used would be engineering

grade backfill which was compactable. Mr. Moore stated that the materials used for the bridge and the road will be similar to road building material which has to be structurally sound.

Mr. Moore stated the goals of Project #2 was to give the SWA three options: (1) evaluate the cost of minimizing the use of Highway 90 ; (2) preserve landfill site soils; and (3) the earliest completion date for this project. He commented these three options will be used to make the determination regarding the value of the soils and the value of SWA time. Mr. Moore indicated this was the intent for bidding the project three different ways. He stated that the SWA would award the bid based on how much the value of the soil was and the value of the SWA's time.

Mr. Moore commented that on the Project #2 schedule, a Bidders' Interest Meeting would be held on October 29, 2020. He indicated this meeting does not start the formal bidding process but would make contractors aware of the work that was to be done for construction of the road and bridge and would give the opportunity for feedback. Mr. Moore commented the bids for Project #2 would be due on December 17, 2020. He commented that the Notice to Proceed would be awarded in January 2021. Mr. Moore indicated that the bridge would take approximately six-months to complete. He commented that the bridge completion was necessary in order to bring material from the landfill to the 1187 site.

Mr. Moore commented that the completion of the backfill would depend on which option the SWA selects. He indicated some of the things that control the scheduling were the working days. Mr. Moore stated these were the days that the contractor was allowed to work. He said he was recommending that the contractor be allowed to work Monday through Saturday. Mr. Moore commented that he was recommending that contractors be allowed to work up to 12-hours a day daylight hours only. He stated that he did not recommend any type of night work. Mr. Moore then discussed adverse weather days and recommended a significant number of adverse weather days be included in the contract. He recommended that at least 30% of the available working days be assumed by the contractors as adverse weather days. In addition, Mr. Moore commented there would be significant liquidated damages for not meeting the completion date. He commented that he believed the liquidated damages should include the value of lost airspace to the SWA for the contractor not meeting their deadline. Mr. Moore said this calculation would consider the value of the airspace which the contractor caused the SWA not to use by not meeting their deadline. He also suggested liquidated damages for the cost of having the engineers on site longer to oversee the project through until completion and inspection time. Mr. Moore commented that he did not think the request was unreasonable to ask contractors for the production rate. He stated that the contractor must achieve a reasonable production rate in order to meet the deadline an example would be the two-way road for traffic.

Mr. Moore stated that Option 1 would have the latest completion date, all the backfill material or soil would come from the 1187 borrow areas and the bridge would have to be completed prior to the start of the backfill operations. He indicated this preserves the SWA future use of Tract D and exhausts Class Two capacity prior to making new capacity available. Mr. Moore revealed this is a disadvantage which would exhaust the Class Two capacity prior to having new Class Two capacity available.

Mr. Moore stated Option 2 was exactly the same as Option 1, except it has an earlier substantial completion date. He indicated the completion date would be June 1, 2020. Mr. Moore commented this would mean an increase production rate for the contractor of about 50% over Option 1. He stated this would preserve Highway 90 (Tract D) soil and it would provide additional Class Two capacity prior to exhausting current constructed disposal capacity. Mr. Moore commented that the contractor might say the cost would be significantly higher if the SWA wanted a shorter deadline.

Mr. Moore stated Option 3 was identical to Option 2 with the exception that the contractor would be able to utilize Highway 90 (Tract D) soils. He indicated that the contractor could immediately start using soil for backfill from Tract D concurrently with the bridge being designed, which would essentially give a six-month jump to the backfill operation schedule. He commented if that happens then the production rate would be consistent with Option 1. Mr. Moore explained by selecting this option the SWA would use the soil from Tracts D/E and lose the future use of these material. In the meanwhile, this option would provide the SWA with additional Class Two capacity prior to exhausting the current constructed disposal capacity. He stated what was the value of my soil to meet my production schedule. Mr. Moore indicated that the SWA has three options to consider based on the value of time and the value of the soil.

Mr. Johnson asked how much soil was available. Mr. Moore commented that in Option 3 there was 500,000 cubic yards or 32 acres. Mr. Moore commented that the 32 acres would be made available to the contractor to start the backfill operations. He stated the contractor would be asked to give us a price for doing this with a limited amount of information such as the condition of the soil content. Mr. Moore indicated the soil material must be viable material in order to get the proper compaction rate. He commented that the contractors bidding on Project Two would determine how useful the soil was to them and that would increase the competitiveness to bid the job which would be to the SWA's benefit.

Budget Consideration – Mrs. Bitting reviewed with the Board calculations regarding how the project would be funded. Mrs. Bitting indicated that Mr. Moore had reviewed and updated the funding based on the current bid from King Construction on the first project. She explained the anticipated tonnages each year with the inflation rate calculated in the current rate of \$9.50 per ton was put aside for closure. Mrs. Bitting indicated that this would increase to \$10.75 and then increase \$1.25 every five years after that. She commented these tipping fees were collected every year. She explained that the SWA has borrowed funding from it's own designated accounts to fund any of the SWA projects.

Mrs. Bitting stated that Mr. Moore viewed the tipping fees as money collected as future landfill money whether the money was used for construction or post closure. She mentioned that the SWA does separate funding into different categories. Mrs. Bitting commented that the funding would be available to fund future projects such as Landfill gas and for closure and post closure. She indicated that staff has taken into consideration having no construction and demolition at that point as well. Mrs. Bitting stated that she felt comfortable with the funding process. She commented that the SWA would be borrowing from itself.

Mr. Knight asked Mr. Moore to explain the graph with the projected capital fund balance and the years. Mr. Moore commented that the chart started with the current year and the lows were for the projects and then the fund starts to build again. He indicated that year 2022 would be the start of the Phase Two Piggyback being constructed on 20 acres of land. Mr. Moore stated 2030 would start the construction of the Phase Three Piggyback Class Three landfill. He indicated that 2050 would be where the closure starts with \$100 Million in the capital fund balance to provide 30-year post closure care. Mr. Moore commented that his estimate was higher and his assumption was reviewed by a third party and were on the conservative side. Chairman Ives asked is something happens to offset the tonnages.

Mr. Moore stated if tonnages go flat and then there is no increase in tonnages. He indicated the site is permitted for a specific amount of tons whether it fills up in a week or in 100 years. He said the tonnages may decrease but that would a longer life to the landfill and a longer time to fill up. Mr.

Moore commented that this is time value money application. He indicated if the space fills today you have today's dollars and if the space fills in over several years then you have tons at a higher rate because inflation is factored in. Mr. Johnson asked about the increase in the funding from 2040 to 2050 and inquired if the landfill would have enough space to make up \$65 Million. Mr. Moore commented that every year you are increasing and annually you are budgeted for an increase. He said that as the amount of tons coming in each year increases, so does the dollars per ton increase and the cost to do business also increases. Mr. Moore stated that the airspace must be considered with each expansion phase and said the liner system provides so many cubic yards of airspace based on the density. He explained this was based on historical numbers. Mr. Moore commented that he was confident with this budget consideration.

Mr. Johnson asked Mr. Moore if the funding used for these capital projects would be put back in the accounts. Mr. Moore commented that the SWA needed \$120 Million for the projects between now and 2050. Mr. Knight stated that the SWA would have increased the tipping fees for this year, but the Covid-19 pandemic stopped the increase which was why the SWA was still using the FY2020 budget. He indicated that this would be reviewed in this next budget cycle. Mr. Moore stated that this analysis used only available airspace to fund the revenue. He indicated that the SWA was not overselling available airspace.

Mr. Schwartzkopf asked if it would be cost effective to use soil from here rather than having it hauled in from offsite. Mr. Moore commented that there was a cost to purchase offsite material and having it hauled 10-15 miles here to the landfill. He indicated that having an off-road truck hauling a shorter distance was more cost effective. Mr. Moore stated that SWA staff discussed using the soil from Tract D for Project #1 and having off-road trucks with no traffic on Highway 90 to be beneficial to the SWA. He commented that with the construction of the bridge would help avoid traffic on Highway 90. Mr. Jones asked the Board if they wanted to see extra trucks on Highway 90. Mr. Hughes stated that the Solid Waste Management Plan (SWMP) addressed not having extra trucks on Highway 90 for any future SWA construction. He indicated that was the premise for the SWMP to alleviate traffic on Highway 90. Mr. Johnson remarked that he wished that he had known about the bid on Project #1 before it was advertised. He said the SWA was using 500,000 cubic yards of dirt and if we dig deeper we do not need a bridge. Mr. Jones asked the Board if they had any interest in putting trucks on Highway 90. He said that we should move on to another topic.

Mr. Johnson asked Mr. Moore questions concerning the amount of soil that would be needed. Mr. Moore commented that the contractors would submit with their bid a development plan on what dirt they would need in order to start.

Mr. Schwartzkopf asked if it was cost effective to bring offsite material and for trucks to haul it in. Mr. Moore indicated that SWA staff had discussed and determined that it was cost effective to use the onsite soil and to construct the bridge for work on this project. Mr. Johnson said that he wished that he had known about Project #1 bid before it was advertised and would be using 500,000 cubic yards of dirt. He asked Mr. Moore if the bridge caused the increase in price and was it six-months on the backend or the front. Mr. Johnson commented on Project #2 and inquired as to why the SWA was giving up six or seven months to build a bridge and why the bridge was not in Project #1.

Mr. Moore indicated that staff did not intend to incur significant cost until the permit was secured from DHEC. He stated that the design and construction of the bridge was contingent upon DHEC approval of the Class Two landfill expansion. Mr. Moore indicated that the permit was approved in

September 2020. He commented that the design and construction specification for the bridge was included for the contractor bid.

Mr. Moore informed the group that SWA had to await until the permit was issued in order to start. He commented that infrastructure for the road was needed to allow access to the bridge construction which needed a permit. Mr. Moore stated that the project could have begun sooner but the SWA was not in position to incur cost for a project that may not have been approved. Mr. Johnson asked when was this approved. Mr. Fortner stated that the permit was issued on September 3, 2020. He explained that was a 15-day protest period from the day issued.

Mr. Berry commented that he agreed with Mr. Hughes that he did not want to see more trucks on Highway 90 and agreed the meeting needed to move on. Mr. Johnson commented that he had only mentioned Highway 90 but that he lived off Highway 501 and knew about the traffic problems. Mr. Hughes stated that this presentation was to give the Board options on the upcoming projects and the cost that the SWA would incur. Chairman Ives thanked Mr. Moore for the presentation and asked the Board for a Motion and a vote.

Mr. Schwartzkopf made a Motion to proceed with the Class Two Landfill Expansion as presented. There was a second by Mr. Berry and Motion was carried.

EXECUTIVE DIRECTOR REPORT

Recycling and Corporate Affairs Update – Esther Murphy, Director of Recycling and Corporate Affairs offered an update of various projects in the Recycling and Corporate Affairs Division that were included as pages 13-21 in the Board Packet.

Chairman Ives congratulated Mrs. Murphy again for being recognized for 30-years of service. Mrs. Murphy commented that she was very appreciative for the recognition.

Talkin Trash Update – Mrs. Murphy stated that at the September Recycling & Corporate Affairs Committee meeting, the Talkin' Trash campaign was discussed. She indicated that 15 schools had agreed to participate in the Talkin' Trash Program this school year. Mrs. Murphy explained that the Talkin' Trash Program usually runs for six months; however, due to the pandemic this year's program would be amended to a three-month program. She stated that only half of the Talkin' Trash budget would be used. Mrs. Murphy indicated an RFP for a Talkin' Trash sponsor had been advertised and that proposals were received last Thursday. Mrs. Murphy stated that the presentations would begin next week and commented that the bid would be awarded by the November Board Meeting. Mrs. Murphy stated that she was very thankful that the schools agreed to participate in the Talkin Trash Program this year.

2020 United Way Campaign – Mrs. Murphy offered an update on the 2020 United Way Campaign. She indicated that to date \$3,528 had been donated by employees which was \$200 over the SWA's projected goal of \$3,300. Mrs. Murphy commented that last year the SWA did three additional fundraisers: pie in the eye fundraiser, hotdog fundraiser and a 50/50 raffle. She explained that because of the Covid-19 pandemic the SWA was not able to do those fundraisers this year.

Mrs. Murphy informed the group that Mr. Knight had agreed to do a new fundraiser - a vacation time raffle, as long as the donations collected through the sale of raffle tickets covered the cost of

a weeks' vacation. Mrs. Murphy commented that Ms. Terry was the primary salesperson of the tickets and was doing a fine job.

Mrs. Murphy advised the Board that the SWA participated in the annual Day of Caring on October 9, 2020. She thanked Tammy Collins, Cindy Keith, Kendra Hooks, Victoria Johnson, Cecil Terry and Chairman Bo Ives for participating in the writing of thank you cards. She indicated that over 300 thank you cards were written by staff.

Mr. Johnson inquired about the amount in total ticket sales the SWA was trying to raise for the Vacation Time Raffle. Mrs. Murphy replied the amount was \$600.00. Mr. Knight explained this amount was not being covered by the SWA so there would be no cost to the SWA.

Mr. Johnson made a Motion that the SWA fund the Vacation Time Raffle in the amount of \$600.00. There was a second by Ms. Creech and the Motion was carried.

Caught Green Handed Update – Mrs. Murphy informed the group the September “Caught Green Handed” winner was Ms. Shelly Crawford. She indicated that Ms. Crawford used the Kate’s Bay Recycling Center. Ms. Murphy stated Ms. Shelly Crawford received a SWA prize pack and media recognition.

2020 Employee Recognition Event Update – Mrs. Murphy commented that the SWA held the final 2020 Employee Recognition Event on October 22, 2020. She informed the group that employees wanted to thank the Board and were very appreciative for their gifts. Mrs. Murphy commented that SWA employees enjoyed the drive thru event. She stated that the turnout was very good. Mrs. Murphy thanked the Board for allowing the SWA to do this for the employees. Mrs. Murphy remarked that during the week of The Store’s Grand Re-Opening, the Board had a chance to meet and fellowship with each other. She commented that since the pandemic the Board has not had a chance to socialize with one another.

Chairman Ives thanked Mrs. Murphy for making each employee recognition event special. He said that Mrs. Murphy did an excellent job.

Mrs. Murphy stated that she wanted to remind the Board that the November Board Meeting would be on November 17, 2020 at 5:30pm. She indicated that the December Board Meeting would be on Thursday, December 10, 2020 at 1:00pm.

Financial Reports – Mrs. Bitting offered an update of the following which was included as page 22-38 in the Board Packet.

Monthly Finance Reports – Mrs. Bitting stated for the period ending September 30, 2020, the overall budget should be at 25%. She indicated MSW revenue was at 29.17% of budget. Mrs. Bitting stated Construction and Demolition revenue was at 26.96% of budget and Yard Waste revenue was at 27.99% of budget. She stated the sale of recyclables revenue was at 25.87% of budget. Mrs. Bitting stated the Construction and Demolition Processing Facility revenue for September was \$104,751.04 and expenses were \$132,111.43 with airspace saved equating to 12.29 days. Mrs. Bitting commented the MRF revenue year-to-date was \$769,106.46 and the expenses year-to-date were \$868,462.24 with a savings of 21.41 days of airspace. She indicated net income for September was \$420,660.58 and year-to-date was \$1,101,694.58.

Mrs. Bitting commented that since the restaurants and schools have opened that MSW, Construction and Demolition and Yard Waste were over their projected budgeted amounts. Chairman Ives thanked Mrs. Bitting for the financial reports regarding the Piggyback Expansion.

FY2020 Proposed Transfer of Designated Funds Update – Mrs. Bitting indicated staff performed a review of the unrestricted cash for July 1, 2019 through June 30, 2020 to determine if transfers to the restricted accounts were possible, in accordance with the Unrestricted Fund Transfer Account Policy Statement.

Mrs. Bitting indicated the total unrestricted cash and cash equivalents as of June 30, 2019, were \$6,387,884. She reminded the Board the unrestricted cash threshold for FY2020 was \$3,778,000 which equates to 15% of the estimated annual revenues. Mrs. Bitting indicated for the year end June 30, 2020, the amount to be transferred to designated funds was \$2,609,884. Mrs. Bitting stated staff was recommending transferring \$500,000 to Designated Construction-Piggyback and \$609,884 back to the Construction/Development Designated account and \$1,500,000 to the Designated Equipment Replacement Account.

Mr. Schwartzkopf moved to recommend the transfer of \$2,609,884 with \$500,000 transferred to Designated Construction-Piggyback and \$609,884 to the Construction/Development Designated account and \$1,500,000 to the Designated Equipment Replacement Account. There was a second by Ms. Creech and the Motion was carried.

Finance Department Update – Mrs. Bitting stated that since the upgrades to the scaleshouse that the transactions have increased by 3,000 over this time last year. She indicated this was about 50 additional transactions per day. With regard to billing, Mrs. Bitting indicated that 30% of landfill customers were email customers or green customers. She commented that her staff promotes going green to the landfill customers. Mrs. Bitting stated that the total number of paper checks were cut drastically since the Green Shades employee program was implemented. She indicated that the SWA has received \$20,000 in rebates this year through the use of p-cards.

Operations and Planning Update – Mr. Bessant presented the following update which was included as pages 39-53 of the Board Packet.

Landfill Operations Update – Mr. Bessant stated the landfill had a DHEC inspection on October 9, 2020. He indicated the inspector noted some concerns or flagging the landfill had. Mr. Bessant commented that the landfill had five inches of rain the day before the inspection. He stated that staff immediately addressed all the concerns that were noted that day.

Construction and Demolition Facility – Mr. Bessant stated the recycling rate for the Construction and Demolition Facility was 65%. He indicated that October had the lowest volume rate for recycling this year. Mr. Bessant remarked that landfill staff had a difficult time getting haulers to use the recycling facility even with the lower tipping fee. Mr. Johnson asked Mr. Bessant why were haulers reluctant to use the Construction and Demolition Facility. Mr. Bessant replied that the majority would not use the Construction and Demolition Facility unless told to do so. He commented that would be discussed under the Operations and Planning Committee report.

MRF Update – Mr. Bessant stated that the MRF had an increase in tonnage this month. He indicated that last year the MRF had 1671 tons for October but this year tonnage has increased by 16.4%. Mr. Bessant commented that during the summer months there was a slight increase.

Chairman Ives commented that cardboard tonnage was the same as last year. He said since the Covid-19 pandemic he thought that would impact tonnage and have decrease in tonnage. Chairman Ives said that pricing was affected but the volume was still the same. He asked Mr. Bessant if he thought the cardboard program was still viable. Mr. Bessant replied yes that the Collection and Hauling Department was adding additional cardboard customers each month. He commented that the volume of material was steadily being collected and the prices were gradually increasing. Mr. Bessant commented that the material that staff had stockpiled at the MRF was sold in October so the MRF would receive revenue next month.

Household Hazardous Waste Update– Mr. Bessant indicated that HHW had a pickup on September 22, 2020 with 45.91 tons of material being disposed of for FY2021. He commented that 25,200 lbs. (12.6 tons) of latex paint was disposed of and 8,000 lbs. (4 tons) of batteries. Mr. Bessant stated that the total amount of hazardous waste material collected equaled 44,150 lbs. or 22.07 tons.

Driver of the Month Update – Mr. Bessant stated the October Driver of the Month was Mr. Daniel Asbury from Waste Management. Mr. Bessant commented Mr. Asbury has been driving for 27 years. Mr. Bessant commented that he hired Mr. Asbury when he worked for Waste Management.

Executive Director Update – Mr. Knight presented the following update which was included as pages 54-59 of the Board Packet.

The Store Grand Re-Opening – Mr. Knight stated that the Grand Re-Opening of The Store was held on October 16, 2020. He indicated that about 120 people were in attendance. Mr. Knight commented that he distributed flyers at local businesses on Highway 90. He remarked that Anita's Attic had a good turnout.

WPDE Live Program on The Store – Chairman Ives commented that Amanda Kinseth with WPDE did a live presentation at 5:00am about the Re-Grand Opening of The Store. He said that Mr. Knight called The Store the crown jewel of the SWA. Chairman Ives said this was an opportunity to get the message of The Store out to the community. Mr. Knight commented that Esther Murphy, Ms. Elaine Gore and an employee were also at The Store for the live presentation.

Employee Recognition Giveaway – Mr. Knight announced the winners of the Employee Recognition Giveaway. He stated Mr. Ed Ray was the winner for the UCS Department and Mr. Billy Hellum was the SWA employee winner. Both winners received a 50" television.

COMMITTEE REPORTS

Operations and Planning Committee Meeting – Committee Chairman Pam Creech stated the Operations and Planning Committee met on September 30, 2020 at 2:00 P.M. Ms. Creech indicated Committee Members Amos C. Berry, Sam Johnson and Ex-Officio Member Bo Ives were present. Mr. Schwartzkopf was also present at the meeting. She reported on the following items:

Road and 1187 Burrow Area – Ms. Creech stated that Mr. Vance Moore gave an extensive presentation about this topic. This was covered in the earlier part of the meeting.

C&D Recycling Options – Ms. Creech asked Mr. Bessant to give an overview. Mr. Bessant commented that the Operations and Planning Committee discussed how they could increase recycling at the Construction and Demolition Facility. He stated a major concern was trying to persuade some of the larger haulers to use the Construction and Demolition Facility. Mr. Bessant indicated the haulers were reluctant even through a reduced tipping fee was offered. He explained presently a temporary staff person was in the scalehouse directing trucks to the Construction and Demolition Facility in order to test this program. Mr. Bessant commented that this test was beneficial in many ways such increasing the tonnage from 45 tons per day in September to 83 tons per day in October. He stated that staff had reviewed increasing the hours of operation for the Construction and Demolition Facility.

Mr. Bessant stated that with an extra person directing haulers to the Construction and Demolition Facility this would generate enough material to operate the facility. He indicated the hauler would now receive a \$10.00 discount savings for use of the facility. Mr. Bessant asked the Board to allow staff to fill this unfunded position. He commented that the Construction and Demolition Facility can increase from 15,000 tons per year to 24,000 tons per year. Mr. Bessant stated that staff had solicited buyers to purchase more wood chips.

Ms. Creech move to accept the Operations and Planning Committee recommendation to allow staff to utilize current budgeted funds for the unfunded Tradesworker position in the Construction and Demolition Recycling budget. The Finance Department will utilize funds for a load inspector within its budget which would utilize an unfunded position in their Department. There was a second by Mr. Schwartzkopf and the Motion was carried.

Electronic Recycling Update – Mr. Bessant indicated that bids were submitted for the Electronic Recycling. He reminded the group that Horry County and the municipalities spent about \$650,000 last year for electronics recycling. Mr. Bessant commented that the current contract had expired. He indicated that a company in Salisbury, North Carolina received the bid. Mr. Bessant commented that he, Ms. Creech and Mr. Jones traveled to North Carolina to tour the facility. He asked Ms. Creech or Mr. Jones if they wanted to comment about the trip.

Mr. Bessant stated that Mr. Jones asked that the contract include that the company not include their LLC which protects them from any liability. He indicated that the contract has been signed and returned. Chairman Ives said that Ms. Creech and Mr. Jones gave an excellent review of the facility that they toured in Salisbury. Ms. Creech said with the new contract this would save Horry County and the municipalities at least \$250,000 per year. Mr. Johnson asked how was this going to save the County money. Mr. Bessant explained that the MRF facility processed the electronics recycling and whatever this cost then the SWA charges to Horry County and the municipalities. He commented this was all based on tonnages. Mr. Bessant indicated that Horry County was spending about \$500,000 per year for electronic recycling. General discussion ensued about the contract and the discounted rates negotiated by Mr. Bessant.

Roundtable Discussion – Ms. Creech said general discussion was held regarding various materials, aluminum, concrete, plastics, construction and demolition which are considered commodities and the private industry can haul to any landfill. Ms. Creech stated that flow control keeps the MSW in Horry County. She indicated that the MSW tonnage and the designation of funding would keep funds for use on capital projects. Ms. Creech commented that the Committee also discussed financial responsibilities and the budget for the upcoming year.

Ms. Creech thanked the Operations and Planning Committee members and announced that the Operations and Planning Committee would schedule another meeting for November and Mr. Bessant would send out that information.

Finance and Administration Committee Meeting Update – Committee Chairman Schwartzkopf stated the Finance and Administration Committee met on October 6, 2020 at 10:00 A.M. Mr. Schwartzkopf indicated Committee Members Amos Berry, Sam Johnson and Ex-Officio Member Bo Ives were present. He reported on the following items:

Presentation of Fiscal Year 2020 Audit – Mr. Schwartzkopf indicated that the auditor stated the Report on Compliance and Internal Controls was issued in accordance with the Government Audit Standards. He stated the audit disclosed no instances of noncompliance and no material weakness in the SWA’s internal control structure.

Mr. Schwartzkopf moved to adopt the Fiscal Year 2020 Audit as prepared by Smith, Sapp P.A. There was a second by Ms. Creech and the Motion was carried.

Update of Investments – Mr. Schwartzkopf stated Horry County Treasurer Angie Jones gave an update on SWA investments. He indicated that Ms. Jones commented that investments were not doing well considering the Covid-19 pandemic. Mr. Schwartzkopf said that Ms. Jones would continue to work closely with Wells Fargo and Synovus to invest all the funds available to make the best return on investment.

Use of Contingency Funds-Internet Upgrade – Mr. Schwartzkopf stated discussion was held on the use of contingency funds to upgrade the internet service. He indicated to install fiber optic cable HTC has advised that there would be no additional cost to the Administrative Building; however, the cost to run it to the Scaleshouse and Operations Center the cost would be approximately \$30,000.

Mr. Johnson had requested that the SWA get a second quote in running the cable to the other buildings. Mrs. Murphy stated that three other quotes for fiber optic were submitted but only one response was received. She indicated that quote came in at \$40,000 due to the boring/digging through the concrete and asphalt.

Ms. Creech moved to accepted staff’s recommendation to upgrade the current internet service at the Administrative Building, Operations Center and Scalehouse from copper lines to fiber lines, and that Contingency Funds be used to cover the estimated \$30,000 cost. There was a second by Mr. Berry and the Motion carried.

Recycling and Corporate Affairs Committee Meeting Update – Committee Chairman Hughes stated the Recycling and Corporate Affairs Committee met on September 10, 2020 at 10:00 A.M. Mr. Hughes indicated Committee Members Pam Creech, W. Norfleet Jones and Ex-Officio Member Bo Ives were present. Mr. Schwartzkopf was also present at the meeting. He reported on the following items:

“Why Don’t You Recycle” Focus Group Update –Mr. Hughes stated that the “Why Don’t You Recycle” focus group only had three participants at the present time but staff was still hopeful that additional participants would sign up. He indicated that Mrs. Murphy had been

on talk radio to seek participants for the focus group. Mr. Hughes commented staff would continue to seek additional participants and would report back to the Board when necessary.

“Please Recycle” Signage – Mr. Hughes commented that Ms. Creech had asked for signage to ask Horry County residents to “Please Recycle”. He thanked Ms. Creech for her fore thought on the signs. Mr. Hughes said that the signs were a great idea.

OLD BUSINESS

Presentation given at the beginning of the Board Meeting.

NEW BUSINESS.

Roundtable Discussion – Chairman Ives discussed an article submitted by Mr. Schwartzkopf on a new super enzyme that eats plastic bottles six times faster. He commented that article was on Page 133 of the Board Packet and urged the Members to read it.

Chairman Ives thanked staff for a great presentation on the Class Two Landfill Expansion Update.

MOTION TO ADJOURN

There being no further business to come before the Board, **Mr. Schwartzkopf moved, seconded by Mr. Berry to adjourn the meeting. The Motion was carried** and the October Board Meeting was adjourned at 8:02 P.M.

Minutes approved on November 17, 2020.

HORRY COUNTY SOLID WASTE AUTHORITY, INC.

BY: _____(L. S.)
Bo Ives, Chairman

ATTEST:
_____(L. S.)
Samuel T. Johnson, Jr., Secretary

_____(L. S.)
Amos C. Berry, Sr.

_____(L. S.)
Pam J. Creech

_____(L. S.)
Michael H. Hughes

_____(L. S.)
W. Norfleet Jones

_____(L. S.)
Carl H. Schwartzkopf