

MINUTES
BOARD OF SUPERVISORS
COUNTY OF YORK

Regular Meeting
June 6, 2023

6:00 p.m.

Meeting Convened. A Regular Meeting of the York County Board of Supervisors was called to order at 6:02 p.m., Tuesday, June 6, 2023, in the East Room, York Hall, by Chairman Thomas G. Shepperd, Jr.

Attendance. The following members of the Board of Supervisors were present: Walter C. Zaremba, Sheila S. Noll, W. Chad Green, G. Stephen Roane, Jr., and Thomas G. Shepperd, Jr.

Also in attendance were Neil A. Morgan, County Administrator; Mark L. Bellamy, Jr., Deputy County Administrator; Brian Fuller, Assistant County Administrator; Richard E. Hill, Jr., County Attorney; and Heather L. Schott, Assistant to the County Administrator/Deputy Clerk.

WORK SESSION

VIRGINIA PORT AUTHORITY

Mr. Neil Morgan, County Administrator, introduced Mr. Chris Gullickson, Director of Development and Transportation Policy for the Port of Virginia. He reminded the Board and the public that the three pillars of the Hampton Roads economy are tourism, the federal government, and the Port. He then stated that it would be quite informative to receive an update on all of the positive things that the Port Authority is doing in Hampton Roads and in the Commonwealth of Virginia.

Mr. Gullickson thanked the Board for the opportunity to provide the latest information relative to the Port of Virginia, a group of facilities centered on the harbor of Hampton Roads, which is owned by the Virginia Port Authority. He then introduced Port Intern, Ms. Ashlyn Herring, who is participating in their Summer Internship Program. During his presentation, he provided the following information:

- The Port of Virginia represents six facilities spread throughout the Commonwealth, four of which are located in the Hampton Roads Harbor. He noted that the Norfolk International Terminals and the Virginia International Gateway are their two primary container handling facilities. He also stated that the other two Hampton Roads facilities are the Newport News Marine Terminal, which handles items not in shipping containers, and the Portsmouth Marine Terminal, which primarily serves containers, vehicles, and large military equipment.
- The Portsmouth facility is being repositioned to support the deployment of offshore wind equipment.
- Two additional inland facilities are also represented by the Port of Virginia: the Richmond Marine Terminal, along the James River, and the Virginia Inland Port, located in Front Royal.
- Since the pandemic, the Port has established what is called the "Virginia Model," signifying that the Commonwealth of Virginia owns or leases the six aforementioned facilities, which we also operate.
- A large monetary investment in equipment and automation technology has been made in the Port, placing it at the forefront of technology integration.
- Large investments continue to be made in equipment assets such as the large cranes.
- Use of the intermodal chassis owned and operated at the facilities were critical in the efficient movement of freight during the pandemic.

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- Due to the excellent location of the facilities, the Port has access to the northeast, southeast and mid-Atlantic markets, thereby capturing 75 percent of the import/export market.
- They are enjoying a second record year in the volume of work, handling approximately 1.8 million forty-foot containers.
- The positive economic impact of the Port of Virginia has led to its inclusion as one of the pillars driving the economy of the Commonwealth.
- 560,000 jobs in Virginia are associated with the port-related activity.
- They continue to invest in this world-class asset if the Commonwealth is to continue with positive impacts. Current investments being made include the dredging of the Norfolk inbound/outbound shipping channel, which will widen the channel allowing for wider ships and two-way transit. This should be completed by the end of 2024. The second investment is the kick-off of the Norfolk International Terminals North Optimization, which should commence very shortly. The project will advance the technology of the container handling facility in this area, enhancing efficiency and safety and replacing the current cranes with cranes designed to serve the larger ships visiting the ports today.
- The Port has focused also on de-carbonization, and already we are very much electrified as a port. The goal is to attain a net zero carbon by 2040.
- The Bureau of Labor Statistics (BLS) shows that the greatest growth in jobs/employment in Hampton Roads is in transportation and warehousing, which is directly related to the Port of Virginia. We continue to partner with the Virginia Peninsula Community College, the Hampton Workforce Council, An Achievable Dream, and the public schools in Hampton and Newport News to prepare young people for these positions.
- They continue to support the York County Department of Fire and Life Safety with equipment and training coordinated through the Port's Maritime Incident Response Team (MIRT).

During and subsequent to Mr. Gullickson's presentation, the Board posed the following questions or made the following comments:

Mrs. Noll asked approximately how many vessels typically wait for an opportunity to come into the port.

In response, Mr. Gullickson stated there were no ships currently waiting for entry. He added that, unlike California, the Port of Virginia entry wait time, even during the pandemic, based upon its efficiencies and due to the harbor's location along the coastline, was hours and not days.

Mr. Green asked where the spoils from the dredging were being deposited.

Mr. Gullickson stated that they were using three solutions to dispose of these materials. First, he noted that they have a Memorandum of Understanding (MOU) with the cities of Norfolk and Virginia Beach to repurpose good material, such as sand, to replenish their beaches. In addition, he stated that some of the material is taken to Craney Island or offshore for dredging disposal.

Chairman Shepperd asked if the new larger, deeper ships could jeopardize the current transportation tunnels in the Hampton Roads region.

Mr. Gullickson responded that even the larger, deeper vessels calling on ports in Asia and Northern Europe would still meet our keel requirement, safeguarding all of our tunnels.

Mrs. Noll asked from where the people are migrating in order to fill the increasing number of job vacancies in the Port facilities.

In response, Mr. Gullickson stated that many of the jobs are being filled by our local workforce, which is supported by our community colleges, the increasing number of certificate programs, and our partner, the Hampton Roads Workforce Council.

Mr. Roane asked the age of the six ports.

Mr. Gullickson stated that the Norfolk International Terminals really became a port during World War I with the deployment of troops into Europe. However, in the 1970s, the cities of Norfolk and Portsmouth created the Virginia Port Authority. Then, in the early 1980s, all of the ports were unified and operated as The Port of Virginia.

Mr. Roane also asked what procedures are in place to ensure that the containers received do not contain dangerous materials and if they are able to track the containers after they leave the port.

Mr. Gullickson explained that before a ship leaves its port of origin to dock at one of our ports, a Bill of Lading (BoL) associated with the shipment is transferred before departure to Customs and Border Patrol. Then Homeland Security begins processing all of the data captured in the BoL so that when it arrives in the United States if there are suspicious containers, they are pulled and sent to the Hampton Roads Examination Warehouse, where all of the enclosed materials are inspected. However, he noted that once the containers leave their facility, they no longer track them.

Mr. Zaremba asked if there are procedures or plans in place to protect our ports should they become a target of any enemy.

Mr. Gullickson stated that they work very closely with the state and federal governments relative to safety and security. Likewise, they keep the government apprised of any suspicious activity that could present a cyber or any other type of attack or threat.

Mr. Green asked what steps are being taken to upgrade the software being used at the Port facilities to automate the cranes so that they are more efficient.

Mr. Gullickson replied that it is a balancing act between technology and opportunities for the waterfront workers. They have banned ship-to-shore cranes, have great operators providing terrific production, enjoy a great partnership with the International Longshoreman Association (ILA), and have cranes being operated remotely. Also, he pointed out that they are always looking for ways to implement technology whenever possible to increase efficiency and productivity.

Chairman Shepperd stated that he recently had the opportunity to visit the Port of Virginia and was extremely impressed with the efficient oversight and management of this complex operation. In addition, he noted that the new process, whereby truck drivers obtain an appointment to offload their trailers, has eliminated the former backlog of trucks waiting to enter and offload their trailers. In closing, he stated that he is greatly impressed with the job the Port of Virginia is doing and appreciates Mr. Gullickson's presentation.

CONSENT CALENDAR

The Consent Calendar was considered and **approved on a vote of 5:0**. A summary of actions taken is below.

Chairman Shepperd asked if a Board member would like to pull, ask for clarification or offer comments on any of the consent items. Since there were none, he called for a motion.

Mr. Green moved that the Consent Calendar be approved as submitted, Item Nos. 2, 3, 4, 5, 6, 7, and 8 respectively.

On roll call the vote was:

Yea: (5) Zaremba, Noll, Green, Roane, Shepperd
Nay: (0)

Item No. 2. APPROVAL OF MINUTES

Thereupon, the following minutes were approved and resolutions adopted:

- April 18, 2023, Regular Meeting.
- May 2, 2023, Regular Meeting.
- May 16, 2023, Regular Meeting.

Item No. 3. REQUEST FOR REFUND OF BUSINESS LICENSE TAXES – T.D.I.: Resolution R23-83.

A RESOLUTION TO AUTHORIZE A TAX REFUND TO T.D.I. FOR THE TAX YEAR 2023

Item No. 4. FY 2024 FUNDING FOR LOCAL ARTS ORGANIZATIONS: Resolution R23-27.

A RESOLUTION TO APPROVE FY2024 COUNTY AND STATE FUNDING FOR LOCAL ARTS ORGANIZATIONS

Item No. 5. TRANSPORTATION AGREEMENT: Resolution R23-82.

A RESOLUTION TO AUTHORIZE THE COUNTY ADMINISTRATOR TO EXECUTE AN AGREEMENT WITH THE YORK COUNTY SCHOOL BOARD FOR THE TRANSPORTATION OF CHILDREN PARTICIPATING IN THE HEAD START PROGRAM AND PROGRAMS OPERATED BY THE DIVISION OF PARKS AND RECREATION

Item No. 6. COMMENDATION OF A RETIRING EMPLOYEE: Resolution R23-67.

A RESOLUTION TO COMMEND DOROTHY JULIEN, TEACHER WITH THE CHILDREN AND FAMILY SERVICES DIVISION, DEPARTMENT OF COMMUNITY SERVICES, ON THE OCCASION OF HER RETIREMENT FROM COUNTY SERVICE

Item No. 7. COMMENDATION OF A RETIRING EMPLOYEE: Resolution R23-80.

A RESOLUTION TO COMMEND SCOTT W. LANEY, GROUNDS MAINTENANCE SUPERVISOR FOR THE DEPARTMENT OF PUBLIC WORKS, ON THE OCCASION OF HIS RETIREMENT

Item No. 8. APPOINTMENT OF MEMBERS TO THE 2023-2024 YORK COUNTY YOUTH COMMISSION: Resolution R23-29.

A RESOLUTION TO APPOINT MEMBERS TO THE YORK COUNTY YOUTH COMMISSION FOR 2023-2024

NEW BUSINESS

This New Business item was considered and **approved on a vote of 5:0**. A summary of actions taken is below:

Item No. 9. JOINT EXERCISE OF POWERS AGREEMENT FOR A REGIONAL EMERGENCY COMMUNICATIONS CENTER: Ordinance No. 23-9

AN ORDINANCE TO AUTHORIZE EXECUTION OF A JOINT EXERCISE OF POWERS AGREEMENT BY AND BETWEEN JAMES CITY COUNTY AND YORK

COUNTY AND THE CITIES OF WILLIAMSBURG AND POQUOSON TO OPERATE
A REGIONAL EMERGENCY COMMUNICATIONS CENTER PROVIDING
COMPUTER-AIDED DISPATCH SERVICES FOR POLICE, FIRE, AND
EMERGENCY RESPONDERS

Mr. Morgan stated that the Board was previously made aware of this item, which was reviewed and considered by a staff team comprised of the Director of Emergency Communications, Mr. Terry Hall; the Director of Human Resources, Ms. Rose McKinney; the Director of Finance, Ms. Theresa Owens; the County Attorney and himself. He explained that the ordinance being considered by the Board this evening is to authorize the approval of a Joint Powers Agreement, which is a mechanism under state law whereby two or more localities can voluntarily agree to partner together on a specific service/matter. He reminded the Board that previously, the City of Poquoson, then the City of Williamsburg consolidated with the York County 911 operation, and tonight the proposal to include James City County into our 911 system is being considered. He noted that there are many advantages to such consolidation relative to improved efficiency and technology compatibility; however, it is somewhat complicated to implement. He noted that two issues have recently surfaced that have led to this issue coming forward at this time: the extreme labor market challenges for 911 operators and the electrical fire that occurred at the James City County 911 Center about three months ago. Fortunately, he stated that due to some advanced planning and great work, the James City County 911 personnel, in partnership with the County's personnel, were able to provide uninterrupted service to their residents. Currently, he reported that some of the James City County 911 employees are working out of York's center under a Memorandum of Agreement (MOA) that is in place with James City County. The approval of the ordinance being considered this evening would finalize the consolidation of the James City County 911 Center with that of York County. He pointed out that the biggest challenges of this consolidation are the transitioning of employees with different pay and benefit systems and different leave accruals. In addition, he noted the challenge of treating the transitioning James City County personnel fairly while not placing the County's employees at a disadvantage, plus the technology compatibility and expansion of necessary facilities. He stated that James City County will also consider the same ordinance at its meeting next week. Mr. Morgan explained that once the ordinance has been adopted by both Boards, he, Mr. Scott Stevens, James City County Administrator; York County's Directors of Emergency Communications, Human Resources, Finance, and the County Attorney will work out the details with their James City County counterparts. Although they are close to completing all of these tasks, he stressed that staff is taking their time and thoughtfully considering each aspect of the consolidation to ensure it is fair to both parties and all employees. In conclusion, he stated that although this effort represents a lot of additional work for all parties concerned, in five years, it will prove to be a good thing for the entire Virginia Peninsula.

Mr. Terry Hall, the York County 911 Emergency Communications Director, came forward and introduced Chief Ryan Ashe, James City County Fire Chief, and Ms. Rae Fleming, Management Analyst in his office. He also thanked the financial and legal directors from both jurisdictions and especially the dispatchers for the terrific job they have done and continue to do. He emphasized that it has been and continues to be a team effort. He then provided a brief overview of what was being proposed, which included the following information:

- James City County Emergency Communications has been suffering critical staff shortages for some time.
- On February 22, 2023, James City County Emergency Communications Center experienced an electrical malfunction requiring relocation to the York-Poquoson, Williamsburg Emergency Communications Center, where they continue to reside today.
- Due to the redundancy and existing working relationship we have had for many years with James City County, not a single phone call or radio traffic from anyone in York County, Poquoson, Williamsburg, or James City County was missed.
- On April 25, 2023, the James City County Board of Supervisors unanimously approved an ordinance authorizing the Joint Exercise of Powers Agreement.
- Since 2003, the Board approved a large regional radio system that encompassed not only York County, but James City County as well. Since then, a large system has been

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built that includes Gloucester County and 2,000 to 3,000 tenants that share the interoperability public safety system so that if one system takes a hit, another picks it up so there is no loss of service.

- The County is currently deploying the Next Generation 911, which is being mandated and partially funded by the Commonwealth and is occurring jointly with James City County.
- York County currently enjoys mutual aid with Williamsburg and James City County Fire Departments. Therefore, no matter where an emergency occurs in these three jurisdictions, dispatchers send the closest appropriate unit(s), whether fire and life safety or law enforcement, to the site.
- Having all of these calls come into one Emergency Communication Center decreases response times; eliminates the transferring of misrouted wireless calls between the two localities; optimizes staffing levels; creates greater redundancy and backup capabilities; and improves coordination and communication between First Responders.
- The James City County Center is being redesigned and will be brought back up in August or September of this year to be our backup center.
- The benefits of consolidation include cost savings from the leverage of economies of scale; reduction in equipment and maintenance costs; management of one regional Computer Aided Dispatch (CAD) system while maintaining independent Records Management Systems for Law/Fire/EMS; and an increase in grant opportunities.
- A \$1 million grant award letter was received today that will help offset the cost of the consolidation.
- A board has been established that oversees the operations of the 911 Center and is composed of the chief law and chief fire officers of York County, Poquoson, Williamsburg, and now James City County, to which it reports.

Mrs. Noll thanked Mr. Hall and other staff members for their hard work to make this consolidation a reality.

Mr. Roane asked if the County has sufficient staff to accommodate the consolidation with James City County or if we will need to seek additional staff.

Mr. Hall responded that we are currently deficient in the number of required employees, but are already advertising to fill these vacancies. Meanwhile, he pointed out that current staffing is adequate until those vacancies are filled.

Mr. Roane asked that additional information be provided on the issue of necessary redundancy and adequate protection of our 911 Center.

Mr. Hall stated that the County's Information Technology (IT) Department partnered with his employees and the James City County IT employees and, in approximately forty hours, stood up a temporary 911 Center in the Public Works building which could accommodate 12 people. This will be the temporary backup center that we will use until James City County comes online.

Mr. Morgan added that the James City County Administrator has committed to establishing their 911 Center as the official backup center for the foreseeable future until a permanent facility is made available.

Mr. Roane asked how the ongoing costs to incorporate James City County into our system will be handled.

Mr. Morgan stated that, at this time, it is impossible to quantify a response to this question; however, our goal is to have an arrangement that is cost-neutral for York County for the foreseeable future. He added that it is fair to say that the future growth of costs will be less because of the consolidation. He then noted that ongoing funding for 23 positions will be

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provided by James City County, even though they do not have that many positions filled at this time, which will help offset some of the overtime and other staff costs. One of the major concerns with the consolidation will be working through issues such as future healthcare costs; however, he noted that with the James City County Administrator's concurrence, a management overhead fee was built into the agreement with an inflator. In essence, he explained that in addition to receiving money for the 23 positions, the County will also receive a six percent management overhead fee that will grow over time to offset the additional work required by County staff to provide necessary services to the additional staff. He pointed out that the agreement will also include a contingency amount to cover any unexpected costs and will essentially be held in escrow.

Mr. Green asked how this consolidated system is going to decrease our response times and how the need for additional office space in our 911 Center will be addressed.

In response, Mr. Hall stated that during the pandemic, we rejuvenated our communication center and added more console positions so that now we have 17 positions on the floor. In addition, he reminded the Board that a call center for COVID was actually set up during the pandemic, which, if a catastrophic event occurred, could be set up again in a matter of minutes. However, he added that an expansion to the rear of the facility will be needed to provide space for some of the office personnel that will be hired. Also, he noted that the existing bathrooms will be minimally enlarged to accommodate the increased number of employees. Regarding the decrease in response times, Mr. Hall stated this is based upon all of the partnering localities receiving the same emergency incident information, which will enable the closest locality to provide the needed fire/rescue/law enforcement equipment and personnel, which will indeed result in saved lives.

Mr. Zaremba asked about the synergism between York County, Williamsburg, and James City County as it relates to security and also how it ties into the state and federal agencies should we experience a major attack.

Mr. Hall replied that currently, all traffic accidents are seen in the Virginia Department of Transportation (VDOT) Smart Traffic Center, and the County has contracts in place with the Virginia Department of Emergency Management and other appropriate state agencies. In addition, he noted that the County already has regional communication systems that enable us to directly connect with other Peninsula localities and links with the state. This also opens up our ability to communicate at a national level as well. Relative to the security of our technologies, the County has monitoring devices and software that constantly look for anything that could damage the systems. Mr. Hall stated that the County is constantly exercising its plans in conjunction with the Fire Department by participating in radiological drills, hurricane exercises, and so forth.

Mr. Shepperd stated that during his tenure on the Board, the technologies employed by staff have advanced tremendously. He asked if the County still has text 911 and if that will remain intact after the consolidation. He noted that York County was the first jurisdiction in the nation that provided text access to and from our 911 Center, which is essential in certain crisis situations.

In response, Mr. Hall stated that we have this ability and that it will continue after the consolidation. He added that with the use of grant funds, this service will be enhanced to provide more solutions that will include video into the 911 Center as well as transcriptions.

Chairman Shepperd asked the Board if they had any comments or questions. Seeing none, he asked for a motion:

Mr. Zaremba then moved the adoption of Ordinance No. 23-9.

On roll call the vote was:

Yea: (5) Noll, Green, Roane, Zaremba, Shepperd
Nay: (0)

Item No. 10. KINGS VILLA PUMP STATION REHABILITATION PROJECT: Resolution R23-86.

A RESOLUTION TO AUTHORIZE THE COUNTY ADMINISTRATOR TO EXECUTE A CONTRACT WITH CORBY ENERGY SERVICES, INC., FOR THE KINGS VILLA PHASE III, PUMP STATION REHABILITATION PROJECT

Mr. Morgan stated that this pump station project is relatively routine, although it is a little more environmentally sensitive, with this particular phase being the rehabilitation of the station.

Mr. Robert Krieger, Director of Public Works, stated that this is phase three of the rehabilitation of the Kings Villa pump station located in the vicinity of Mount Vernon Elementary School. Specifically, he noted that approval of this phase will provide slip lining of 2,000 linear feet of gravity sewer and manhole covers around the more central locations of Frances Circle and Winder Road. He explained that in wet weather events, the extra flow overwhelms the system, which can lead to sewer leaks. However, he noted that slip lining will repair the damage to the pipe, which is a fraction of the cost to replace the pipe.

Mr. Roane requested the timeline for the project.

In response, Mr. Krieger stated that it will likely take three months as part of the project goes through some wetlands.

Mr. Green asked Mr. Krieger to explain what slip lining is for the watching public.

Mr. Krieger explained that slip lining is a polymer that is applied to the lining of the existing pipe, and as it dries, it hardens, filling any existing cracks or leaks.

Mr. Morgan pointed out that slip lining is not nearly as disruptive as cutting up the roads and digging in residents' yards to replace sewer pipes.

Chairman Shepperd asked the Board if they had any comments or questions. Seeing none, he asked for a motion:

Mr. Roane then moved the adoption of Resolution R23-86.

On roll call the vote was:

Yea: (5) Green, Roane, Zaremba, Noll, Shepperd
Nay: (0)

MATTERS PRESENTED BY THE BOARD

Mr. Zaremba stated that tomorrow evening, the Queens Lake community will hold an important meeting with the County Administrator and appropriate County staff. However, he stated that he has not received any information from the County relative to the intent of the community's request and concerns.

In response, Mr. Morgan noted that the Memorandum of Understanding (MOU) the County has with the Queens Lake Community Association (QLCA) identifies a stormwater committee they have created to work with staff to address the various parts of the project to include ravine and dam upgrades, and the spillway. At the last meeting with the QLCA, a distinction was made that they would be responsible for the dam portion of the project while the County would address the spillway and the ravine. However, he noted that after the last meeting, the QLCA bid out the dam project and received unsatisfactory bids, which complicated the County from moving forward to make needed spillway repairs. He stated that if everyone is agreeable and upon the assurance of the Board's support, he will suggest that this project be treated as a series of County stormwater projects which will be managed by the County; however, with financial support from the QLCA. He added that if the Board agrees, the County will have to negotiate a cash capital contribution for the project to include an ongoing permanent maintenance contribution from the QLCA. To accomplish the necessary tasks, Mr. Morgan stated that the project will be run in phases by staff engineers and our contractors. He pointed

out that the QLCA has indicated that they like this idea; however, they want to share the information with a larger group of the Association to obtain their support. He added that the Director of Public Works and several County engineers will be present tomorrow evening to share this information and to negotiate the fiscal deposition by the QLCA. Currently, he noted that Mr. Krieger's team is close to negotiating a final fee to comprehensively complete all of the civil engineering for the whole project. He added that the logical way to approach this project is to address the dam and spillway and then work through the rest of the project.

Mr. Green encouraged citizens to attend and speak at the Planning Commission meeting to be held on Wednesday, June 7, at 7:00 p.m. in the York Hall Board Room, where a public hearing on the County's proposed Comprehensive Plan will be held.

Mrs. Noll stated that she recently discovered and was pleased to learn that the County's website can easily be read by persons who read and speak in a different language simply by clicking a small icon on the screen.

Mr. Roane stated that since it is so close to Independence Day, he would like an overview of the County's planned events celebrating this important holiday.

Mr. Brian Fuller, Assistant County Administrator, came forward and provided a brief summary of the planned events. He stated that they had obtained the necessary permit today from the National Park Service for the event's fireworks. He explained that Ms. Kristi Olsen, Director of Economic Development and Tourism Development, and her staff members, Mr. Kevin Ritchie and Mr. Darren Williams, and Sheriff Deputy Chris Ward are the lead people overseeing and managing the planned events. He stated that a parade will be held at 9 a.m. that morning, with various activities occurring throughout the day at the waterfront, then at 4:00 p.m., the battlefield parking lot will be opened for the evening concert and fireworks. In conclusion, he stated that he had heard from the Park Service, which has announced that July 4th will be a park-free day.

Mr. Morgan added that the Board will be provided with an update on the celebration at its June 20th Board meeting.

Mr. Shepperd reiterated that larceny of vehicles is still the number one crime in the County. As such, he urged everyone to lock their vehicles at all times and especially during the evenings. He noted a recent fire in Kiln Creek and encouraged residents, if possible, to obtain an alarm system that is tied to the Fire Department, so that if there is a fire in their home, they will get a quick response. He also pointed out that a child was recently hit by a car at Grafton High School and encouraged people to take their time and drive cautiously, especially around the various schools.

CLOSED MEETING

At 7:32 p.m. Chairman Shepperd moved that the meeting be convened in Closed Meeting pursuant to Section 2.2-3711(a)(5), Section 2.2-3711(a)(6), and Section 2.23711(a)(7) of the Code of Virginia pertaining to a prospective or existing business, investing of public funds, and legal consultation on probable litigation.

On roll call the vote was:

Yea: (5) Roane, Zaremba, Noll, Green, Shepperd
Nay: (0)

Meeting Reconvened. At 7:59 p.m. the meeting was reconvened in open session by order of the Chair.

Mr. Roane moved the adoption of proposed Resolution SR-1 which reads:

A RESOLUTION TO CERTIFY COMPLIANCE WITH THE
FREEDOM OF INFORMATION ACT REGARDING MEETING IN
CLOSED MEETING

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WHEREAS, the York County Board of Supervisors has convened a closed meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.2-3711.1 of the Code of Virginia requires a certification by the York County Board of Supervisors that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED by the York County Board of Supervisors this the 6th day of June, hereby certifies that, to the best of each member's knowledge, (1) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the closed meeting to which this certification resolution applies, and (2) only such public business matters as were identified in the motion convening the closed meeting were heard, discussed, or considered by the York County Board of Supervisors.

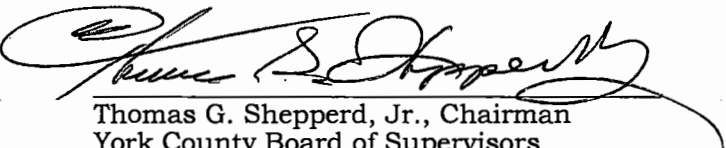
On roll call the vote was:

Yea: (5) Zaremba, Noll, Green, Roane, Shepperd
Nay: (0)

Meeting Adjourned. At 8:00 p.m. Chairman Shepperd declared the meeting adjourned sine die.



Neil A. Morgan
County Administrator



Thomas G. Shepperd, Jr., Chairman
York County Board of Supervisors