

Minutes
Floyd County Board of Supervisors
Regular Meeting
November 03, 2022

1. **Called to Order** – Chairman Turman called the meeting to order at 8:30 am.
2. **Opening Prayer** – The opening prayer was offered by Supervisor Bechtold.
3. **Pledge of Allegiance** – Supervisor Kuchenbuch offered the Pledge of Allegiance.
4. **Quorum** – Dr. Millsaps called the roll. A quorum was found as all Supervisors were present.
5. **Approval of Agenda** – On a motion by Supervisor Kuchenbuch, seconded by Supervisor Cox, and approved unanimously with the amendment of additional presentation of Pastor Josh Blankenship:
6. **Approval of Disbursements** – On a motion by Supervisor Boothe seconded by Supervisor Kuchenbuch and approved unanimously the disbursements.
7. **Approval of Minutes** - On a motion by Supervisor Cox, seconded by Supervisor Kuchenbuch, and carried out, the minutes for 5/10/2022 were approved.

Supervisor Cox – yes
Supervisor Kuchenbuch – yes
Supervisor Bechtold – yes
Supervisor Boothe – abstain.
Supervisor Turman – yes

On a motion by Supervisor Kuchenbuch, seconded by Supervisor Bechtold and approved unanimously, the minutes for 06/28/2022.

8. Presentations:

Dr. John Wheeler:

We're still progressing very nicely with everything. No, major updates to give you. Everything's going well, as far as school goes. Yesterday, we won the region, cross country, both boys and girls, looking for a good state run with that and then hopefully after tomorrow night, we'll see where we're seated with football with the playoffs but everything else academically is going well. We finished our first quarter so we're rolling

right ahead and adjusting back pretty nicely as well as you can in this climate. So, our constructions doing well, we're still getting and the engineering priority list for equipment that has to be replaced, as we talked about before, the larger units and the larger areas. We'll look at that. But once again, we're fortunate with having some relief money to do it with, we won't have to (Inaudible). Still with the Construction Assistance Program, no word. Came back Monday from meeting in Richmond, still no word on exactly what that process will be. But as you know, you look at it and you wait and see if they'll make it retroactive. Since the CCDC is still in progress, I still haven't gotten an answer on that whether you have to make it retroactive for projects that you're currently involved with but have not closed out. So, and like with that one that's a LCI measure and that's 20%. So, you know, at least that's almost 3 million that will work hard on that grant once that comes out and money will go right back over there. Still waiting to see the word and process for that. Yeah, we'll get that quick whenever it comes out. I'll work with Mrs. Martin, with Lydeana, whatever we have to do and there's no question what they're looking for is what we got and its workforce development. We had probably the best job fair that we could ask for. There was a lot of people from a lot of different counties need a lot of workers. So, they came, and we even had another school division, a larger school division come and see how we do it because they don't get very much participation. They toured our facility, our new facility down there. So that went really well for us and that's the object of what we want to do with this journey. That's one of the driving forces with this assistance program, it's there to create jobs. So hopefully, we'll have a good shot at that. We got a lot of good information to put in when the grant process does come out. But everything's moving fast. Believe me Britt wants to get done with that building more than we do. But it's getting there and they're doing a lot to finish up some of the exterior landscaping, which is part of the project, just cleaning it up. So, it's not looking like a construction zone as much anymore. But everything's going well. I just have to say, I was in Richmond with all the other superintendents and what we built that for. I mean, I was hated quite a bit. Believe me, because they're trying to use their money and the prices are skyrocketing, just from initial projects.

Conversation ensued regarding gas prices and how it relates to the current school budget.

Dr. John Wheeler:

Right now, We're okay. Obviously, not just the schools but the County, the government where a lot of our vehicles get the same diesel will always be a priority. As far as the cost goes you really won't know that till the end of the year. I mean, we won't run out of money, hopefully. I mean, if something goes, if something gets that high, it's going to affect a lot more than just our budget. So, our budget will probably be the least of the worries that we'll have to deal with as a county. But right now, you know, there's no fluff in our budget, they're never so there's no built in for a drastic raise we just will roll with and see where we are in the spring and see what happens. We'll roll with fluctuations and make sure our kids get to school. Make sure we take care of it. We got a good thing going here in Floyd. With all you on our board. You got some good people taking care of our greatest resource, our kids. A lot of needs out there and we got people that enjoy making them no matter how tough.

Lisa Baker, Commissioner of Revenue:

All right, we're just here to follow up on the possible increase of income and the net income for the (inaudible) and to see if the discount can be maybe a little bit better, to help the taxpayers in the County. Also, we're proposing to amend the ordinance if we can match the Code of Virginia to go from January 1 through April 1st, instead of May 1st, since our system allows it to put discounts in before we post the book.

Conversation and questions ensued by the Board regarding the process and time table that the Commissioner's office utilizes.

Lisa Baker, Commissioner of Revenue:

As far as like the tax liens, we start January the first. They come in and do their applications, and we check if they qualify. So, before we post our real estate book, we've always added a discount in so when the tax ticket goes out the discounts always showing the flat rate which you know, you get the max of \$200.00. \$100.00 off your first half taxed then the second half will come off on December 5, right. But then as far as like penalty and interest that would all be done through the treasurer's office, we don't have any part in that part, we just allow the detail, then the treasurer sees it on her side what the discount is.

Board members discussed whether a percentage or flat rate should be used and asked Lisa Baker how this may affect her office.

Lisa Baker, Commissioner of Revenue:

Flat rate is easier in the system and it's easier when it processes through the treasurer so first half it shows what the discount is and the rest of the discount would be in the second half. All of this will go out the last working day of December.

The board thanked Mrs. Baker for her time and hard work by her and her staff.

On a motion by Supervisor Kuchenbuch, seconded by Supervisor Boothe and unanimously carried, approved to advertise of change of ordinance for elderly and disabled.

Mr. Anthony Ford, PE, Salem District Planning & Investment Manager:

(Mr. Ford remoted into meeting)

Hopefully you guys are seeing that. So, Levi, or can Jerry you guys give a thumbs up once everyone is seeing my screen. So, I appreciate the time to talk with you guys today and your staff has been great. Over the last couple meetings that we've had with localities, you guys, your staff has been great to get on board with this initiative that

we're trying to kick off of and as Linda said, this effort is not maintenance related. This is more capital improvement construction related. We know there's a lot of needs out there in the local jurisdictions for various projects, whether they be safety related or pedestrian amenities, bike, congestion, whatever the case may be. So, we're really trying to align resources with localities interest and the goals that you guys had. So, we've put together actually, this presentation is one that I gave recently, at a statewide meeting. So, I'm giving you the abridged version this morning, to really just kind of highlight some of the funding programs that we have available at your disposal. So, I'm going to go through these as promptly as I can so I want to be respectful of your time. So, at any point, if I go too quick, or you guys have a question, don't hesitate to jump in and ask me a question. So, this first slide, and I know this a little bit hard to read, but actually sent this to your staff earlier this week, they either put into your agenda packet or they sent it to you later on. And that this is a little bit of funding menu that we put together years ago. And actually, truth be told, Eli invited us to come down to their area a couple of years back or a few years back now to do a presentation. And it was like a lunchtime meeting. And we jokingly said we should have like a funny menu put together. Well, I can assure you, we've gotten a lot of mileage out of this document over the years. And this has been updated as recently as August. So, this is all the various funding programs that you guys could tap into. You see the left side of the image, there's the federal programs, the right side is the state programs. There are various strains tied to whether it's federal or state money. I won't get into that today and I'll be glad to get into that later with your staff as needed. But you can see there are a lot of funding opportunities. A lot of people think that there's really only one or two people here about smart scale. People hear about, you know, revenue sharing, maybe but there's other programs that might be available to you that might really fit well with some of the projects that you're thinking about. So, I won't spend too much time on this particular slide. But if there are questions later, don't hesitate to ask and hopefully you guys have this in a little bit more viewer friendly format in front of you. I will spend just a few minutes going through some of these funding programs that are available and not a lot of great detail but just kind of want to hit the high points and hopefully maybe stir some thought in your head and come back later with questions as time permits. But this first one is smart scale and everybody not everybody most people are familiar with smart scale because it's the big elephant in the room right now, it's where we're putting a lot of resources. The last few rounds of our six-year improvement program where we've had smart scale funds available. You know, we're talking anywhere from about 800 million to 1.3 billion statewide, is what we're putting into the smart scale program. It is a very competitive program. Applications are submitted, scored and prioritized based on objective process. You can see the acronym there, you know, we love acronyms. So, smart scale is safety, congestion mitigation, accessibility, land use, environmental quality and economic development. So that I won't go any further than that, I'll just say

that the county could be an eligible applicant. For those there are some criteria in which a project has to meet before it's eligible for smart scale funding such as B trans, which is the statewide planning document, as one of the things that's really wise I asked Carol to be here, in case you guys have questions about that. She's my subject matter expert on that and I could assure you, if you had questions for me, I'm going to go straight to Carol. So, I thought, hey, let's just have Carol during the meeting as well. But smart scale, again, is a biannual program. We just took applications this year for round five, the Commonwealth Transportation Board, we make the decisions between now and January, what they're going to find in REL five, and we're already talking to localities about round six. And so, you know, we're already talking to your staff there with Linda and Medina and others about how we can kind of best situate you guys to apply for funding to smart scale, around six. All right, the transportation alternatives program. I know Floyd, at least the tabloid has some experience with this years ago, it was called the enhancement program. So perhaps some of you folks have been around for a while and heard of the enhancement program is now the transportation alternatives program. Actually, I think there's another name now it's like, Surface Transportation set aside or something like that. But then it comes out nearly as fun as sprint transportation alternatives program. So, we're sticking with that here in our district. But you can see, as it says on the screen there, this is really to improve non-motorized transportation. We do a lot of pedestrian type projects by pedestrian projects get funded out of this. You can see on the left side of your screen, we actually helped the city of Roanoke fund the restoration of an old train depot, the Virginia railway station was a really neat project. So again, that's it is as described, it's kind of your outside of the box, alternative transportation modes. This is not the program, if you're looking for like a turn lane addition or something like that. This is not it. But it could be one that Floyd County could, you know, get on board and participate in. I will say that this one is as well I buy in your program. While I'll talk about scandals here in a few minutes. But probably what you want to draw your attention to on this slide is the 8020 local program 8020 being 80% federal, or 20% of local match, sometimes that deters folks, we get that that that 20% local match. And you know, there are opportunities for some in-kind contributions to cover that I won't get into that today. But that might be something that piques your interest, again, federal program and does come with all these federal strings attached that the environmental coordination, the Civil Rights components during construction. Some folks are always interested, like, well, how much money are we talking about here. So, if you look at the bottom part of this slide here, in the last round of tap, or transportation alternatives, program allocations, just in our district, we averaged about \$540,000 per project. Now, we know in the big scheme of things, that's not a huge amount of money, you know, you dropped out at one and we're spending a couple 100 million dollars on the 81 product that's not this. So, you know, the kind of the sweet spot and the TAP program for our district is about half a million dollars per biannual cycle.

Again, the Commonwealth Transportation Board member, he's the one that makes those decisions. He said, you know, good coordination with that person is always advised as you move forward. The revenue sharing program, good bit different from transportation alternatives, and I'll get to that slide in the next one. But this this program is one that will find a lot of a lot of stuff, you see the kind of everything but the kitchen sink on this on the slide there you got new construction that can be everything from roadway to biped accommodation, you see reconstruction rows, rehabilitation, intersection improvements, signalization of an intersection, things like that. There's a lot of stuff that can be done under the revenue sharing program. Where this piques some person's interest is the fact that it is a state funded program, there is no federal requirements with that, however, the local match is higher is a 50% local match. It's interesting, you know, we often encourage people to not put glue on the Phillips head idea because of the fact that it is state, and it doesn't have all the federal requirements. So therefore, the actual project costs may be a little less so you're 50% match on a lower project might actually be less or equal to the 20% match on a higher, more expensive project, if that makes sense. So again, you see it's open to County cities and towns nervous system. So of course, flip Floyd County could apply for this program. Again, it does require local match. It can't be a locally administered project or V Doc can actually measure the product for you Same thing with the translational attorney's project. Again, I'll draw your attention to this bottom slot bottom of the slide here in the last round of projects. Last round of applications in our district, we were seeing about \$880,000 per project of applications, that just gives you an idea of how to scale the projects if you guys are, so that's the state portion. So that's, that's a little under a million. So, if you'd like and you know, we've got a project that's a little under a \$2 million project, you can see that's kind of the sweet spot, if you will, of the revenue sharing program where you guys bring hat to the table, and we would bring the other half to the table. So that leads to this slide. Again, this this slide was put together in a statewide presentation that I did. This is all the districts in the state. And so, if you again, just draw your attention to the St. Louis line, you see in Salem for the transportation alternatives, we were about \$540,000 per awarded out application. And then for revenue sharing, we were about \$879,000 per awarded application. So again, people often wonder, you know, where's the sweet spot for these funding programs, that's kind of what we've been experiencing over the last few years for those too. So hopefully, that can kind of gain some interest that are. The next program, I'll spend just a couple of seconds on is the Highway Safety Improvement Program. That is a federal program. That is one that years ago, localities were very active. And when they were applying for funds, for projects to address various spots, safety improvements that were needed. We took a couple year, maybe few years probably better to say right from these local spot improvements and did more of a statewide systemic overview of the how we state Improvement Program. And you can see this on the slide here, you can see some of the

things that we did with that burden. You see on the bottom right; you see the high visibility back plates that were put on last signals. You see in the kind of the top middle, some pedestrian accommodations that were funded through a CIP program. So, the last top you see some current delineations and things like that. The bottom left, you see some road dot pipe projects that were done, where you just take a lot of asphalt and kind of reformulate what you had out there with an existing right away and make it a little more bike pedestrian friendly, but also allowing the vehicles to access as they did before. Let me let me go to the next slide. So, this shows that the ACO program this might pique your interest. There's no local match on that one. It's a 90/10 90% federal commission state, we just went through a recent round of receiving applications for that program. So, I don't be like, oh, you guys missed out. Never mind, it's good that they slammed read that the reason I want to hang out here for a second is we fully anticipate the ASAP program to be an annual program and come back around probably around this time next year as well. And so, we're encouraging counties to coordinate directly with your Renzi offices. I know you guys have good working relationship with David Clarke as a Christian but Renzi to continue that coordination with him about worse and worse locations, you guys might want to see some safety improvements done funded through this eight-step program. And that's so you know, we just want to kind of plant that seed moving forward. I know the application cycle was missed for this year. But for next year, we're hoping that that continues, and you guys can take advantage of that. So, one of the last couple of slides I'll leave you with here is this this two year funding and planning cycle and I'm just going to animation, right and it's going to fill in and, and I know it's going to look a little a lot of text heavy and overwhelming. And that's some of the intent of this particular image. We put this together internally to really educate inform the localities of kind of what's coming up on the horizon for the various funding programs. I'm not going to waste your morning going around this entire wheel of information. But I will draw your attention to the bottom right of the screen. You can see here and the way this broken up and even yours in the top five years on the bottom. So obviously we're approaching fast approaching 2023. So, if you like that here in the March timeframe of 2023, obviously you guys will be coordinating with the residency all of us on the secondary six-year plan that you guys are involved with. That primarily includes the towel, feed the unpaved road funds and things like that. We know that that doesn't address a lot of the needs you guys are probably wanting, you know, you guys probably sit here and from your constituents about safety needs or pedestrian needs or something maybe near school or something like that. And sometimes those unpaved road funds, maybe not meat may not be all the needs that you guys had. And so if you continue on this little wheel down here, and the April May timeframe, I'm sorry, the May timeframe you see, we're going to start taking pre applications for the revenue sharing and the transportation alternatives programs, which if you think back a few slides, that's the slides I shared with previously. And so, in order for you guys to be eligible for a final

application later on in the in Calgary or 2023, you need to get a pre application in in that main to July timeframe. So, you don't have to have everything nailed down by the majors a lot of timeframes but if you guys are thinking about applying definitely work with you know, have your staff work with us to pull together some sketches and maybe some preliminary estimates and some ballpark ideas what you guys might want to submit in that pre application and In advance of the final application. So, I'll stop there, this information was also shared with your staff. Hopefully, you guys either gotten to the head of time or can get it later. And we'd be glad to go over this in any greater detail as you guys want. So, let me go back also. So, on this slide you see in the middle of this kind of image, this product, pipeline and other fun program. So we initiated back in September of 2020, this district project pipeline Initiative, where we got to where we invited all the local governments staff to meet with us on a triangle basis to really talk about what are the project ideas that you guys are focusing on what's important you wish Niger identified, and it might be too small the screen, but I can assure you that Floyd County is listed up here on the screen of stakeholders up near the top, top left of the screen. So you guys have as much opportunity as any other locality or jurisdiction within our district to submit ideas for us to consider with the whole goal with this, this image does nothing more than illustrate the idea of Do you have a project idea on the left side of the screen, and we want to work with you to get your project fully funded to the six year improvement program to the right side of the screen. That's really what this this image is about. And so, these meetings that we've been having with localities, for the last couple of years are really to flesh out the ideas, you know, are these things ready for applications? If not do, we put some planning resources behind it to maybe get it a little bit closer to application ready. And then we work with you guys to get this thing funded, worked with Commonwealth Transportation Board member to see these things come to fruition so that that's once you let you guys know that your staff is part of this effort, and have been joining us for the last few meetings that we've had. And this is just showing you that, you know, these are some of the localities we're pairing up with. We've set up some Google Spreadsheets and Google Docs that we're sharing with localities and for county has been has been part of that as well. And I know you can't see this for if this spreadsheet on your hands, I definitely can't see the money. And the reason I just did this was to show you kind of this is the spreadsheet that we set up to capture all the project ideas that all the localities had. And when we started this, we didn't really know how many project ideas we were kind of starting around in the brains of all the locality staff. But at the end of it, we're sitting on about 300 project ideas that have been submitted. And obviously we can't find all three of the project ideas, we can't even rely on planning resources for all three and our project ideas. But one thing that we've been able to do through this, and again, I can't really say it but kind of on the far-right side of this spreadsheet is every time a legality enters a project I do the spreadsheet will sit down internally and figure out what is the right funding program for

this project. And sometimes it's kind of illuminating to the like, I like hey, buddy know that debt funding program fit this type of project that we were trying to pursue. And so we've been able to kind of point folks in the right direction for the right funding at the right time. And so that's been a really good exercise. And then lastly, you know, if there's ideas that maybe you're not quite ready for applications, are there plenty studies that we can do in house and we can get our traffic engineering folks to do perhaps we can encourage you to go out and cure your own consults or planners or perhaps we can encourage guests to work with Elon as the as a newer Valley PDC to do some additional planning studies to get your project from we got an idea that we think it's great to up to its application ready where we got a scope and an estimate put together. So, there's a lot of resources that we can help you guys with or point you in the direction of that we think this average been really good with. And I believe that's it and I ran through this freight quicker than it should have. But I wanted to be respectful of your time and just kind of hopefully T some thoughts and, and T some ideas there. Kind of what you could do. And so, I have Cheryl here with up here, not Cheryl, Carol here with me to answer any question you have specifically about smart scales we know smart scale is very important to folks and is something that brings a lot of money to the table. But we also know that some certain boxes need to be checked before one can apply for smart scale funding. So, we need to take questions now of meaning and Carol or we can allow you to Elijah provide his presentation however you guys want to do that.

Elijah Sharp Deputy Executive Director, new River Valley Regional Commission:
(Mr. Sharp remoted into the meeting)

Thank you and can you all hear me? Yes, yes, fantastic. I was joking around a little bit with some folks earlier today. This is a new computer for me brand new Windows operating system. I had no idea how the microphone would work out today. But thank you for being the guinea pig this morning. But I did want to share a little bit about the New River Valley Regional Commission and how we support communities with transportation planning, grant writing and limitation of projects. And can you all see my screen for the presentation? Yes. Okay, great. So as Anthony was pointing out, a lot of what he's sharing are competitive applications, which Floyd County is no stranger to you all compete for a lot of grant programs each year, particularly in the areas of economic development. And there are a lot of opportunities if you choose to do so out there that are transportation related in nature. Before I jump in, I do want to add a shameless plug. The Regional Commission actually has a partnership with the DOD, and the Salem district, in particular, to assist communities each year with technical assistance and transportation planning. It's our rural work program. And it's intended to support any of the communities outside of our NPO area. So, you can see all Floyd County is in that planning area. And to date since I've been working on the program. And since 2009, we've been assisting with a lot of different technical assistance planning, you can see there a lot of plans, spots here on the Floyd map, but we've tried to spread it out throughout the region, we've also done a lot of grant writing. And I like to point out that so far, for every dollar invested in the program that \$72,500.00 totally clear with the

local match of \$14,500.00. For every dollar you put in, you got \$88.17, back. So, I'm pretty excited about that. But that was boosted a couple years ago with a huge smart scale project that I had no idea we would ever get. It worked out. So the next thing I want to let you all know at the county is that if you're trying to identify a transportation project, you're not starting from scratch, a lot of planning work and good planning work has happened over the last 10 years. And I want to touch on a few of those here for you this morning. The first being the 2035 rural long range transportation plan, which was complete back in, I want to say 2011 2012. But Vita at that time invested in every single PDC region across Virginia so that they had long range transportation plans outside of MPO areas. And we've benefited tremendously from that. And as you can see, their focus areas were intersection deficiencies, as well as segment deficiencies along roadway corridors. And we also gleaned some really great technical sketches from the civil engineers that were on the team. So, it's very unlikely that any of these measurements have changed for 10 years. So, this is very helpful when you're starting to think about what are the existing conditions out there at these locations today? And how can you start thinking about how to reimagine some of these intersections or segments of road. So, we did just that. This is a drawing from about 10 years ago, and at the time on the board was a volunteer firefighter. And he responded to an accident at the intersection of 221 and 642, a mother and two kids were killed at this intersection and so 10 years ago, while it's great that it's a T intersection today, there's very limited sight distance when you're approaching from the south, looking west with that curve. And so, we did a concept that shifted that intersection down to improve sight distance and add turn lanes at that intersection. So, this is just a concept that was worked up as a result of the real long-range plan 10 years ago. We also, did a concept in the town of Floyd the intersection of Route eight and 221. I made the mistake of taking this map out and taking it to a town of Floyd council meeting as one of my first ever presentations to a town council. And what we were doing here was adding turn lanes eliminating on street parking and widening sidewalks. And I'm sure you all could imagine how well town council representatives really appreciated me sharing these options with them. But you know, from an unbiased outside perspective, these are some things that they could consider. And I think that they did appreciate it. But I did get a talking to for about an hour about this one map alone and I deserved it. And that was fine. But it was kind of interesting to see what things they liked and disliked, and they could see some options at scale at this intersection. So, you all are probably wondering, well how many projects were in the row long range plan and you guys actually had two full pages you had your whole page two-page spread. And then it continued on a third page for a total of 45 projects that were identified intersections and segments. And so, you're looking at all of these needs in the county and the next step that we really have left to do is to prioritize these and identify which ones are the most critical. which ones have the highest benefit in your community, and then start talking with Anthony and Carol about which programs line up with these projects that have the highest need in your community, then the next thing I would say is you have to be ready to see it through these projects and our rural communities take endurance. So, I'm going to share an example of that here this morning. Once you pick a project, you got to be ready to put about 10 years into it to see it across the finish line, or at least that's kind of what I see. Since I've been here at the Commission for about 13 years. So, there's not an option to pick a project and then

have a new priority two years later, you've got to stick with it in order to see it be successful. And that is discouraging to hear. But that is a fact. And that's why it's really important that you take your time and prioritize the projects and understand what the benefits are really in depth on the front end of your process. We've also done some collaboration with the MPO, we've conducted a regional freight plan. And I think this is particularly interesting for you all to be aware of as well, Route 8 and 221 were identified as a critical freight network for the New River Valley region. That's not a surprise to you all, there's a lot of good industries in flooded that, use those roadways and create a lot of jobs. In order for us to see this network, you can see kind of the challenge that we have in our region is a lack of data, but we're looking at current truck traffic. And if we looked at all the data, you can see this little map in the corner, it would just look like all the trucks are on 81, which there's a lot of trucks on 81, about 10 to 15,000 trucks today, actually. And so, if we turn 81 and 460 off, we get this map, which shows us where the local truck traffic really is. And you're not getting those 98% through traffic in the region. So, this is the key network that really is the backbone of our region that supports these industrial and employment centers in the New River Valley. And this is actually echoed in statewide planning as well. This is the state rail plan, you can see route 100 and route eight are expected to grow at a higher percentage rate than most other routes across Virginia. So, you can see the bright red lines there on Route eight. So, I just wanted to share that with you all. We've also taken a look at bicycle and pedestrian improvements since 2011 Bike Ped plan, we had some top priorities at the time has been several years ago. And these priorities have definitely shifted. I still love the picture that Medina took for the plant. On the parkway, it's fantastic. And we did an overall map, there were a lot of shared roadways that were proposed. A lot of bicycle traffic on these routes already. And this map is kind of key is you're doing regular maintenance. These routes are identified as shared roads are looked at from Vida so they can also if there's a possibility to incorporate some improvements, make those accommodations for bicyclists. So, you already to go there. And at the time, we were completing the heritage pathway project in downtown Fort and also considering the Phleger House Trail and the commerce park at the time. So, in planning for projects, we've got a lot of new tools, we've got more robust staff. This is the type of stuff that I can do. Which is kind of getting out of the field and document the existing conditions. This is downtown Floyd old Hensley Road intersection right there next to Dogtown they've got a lot of sight distance issues there, there's some concern. And then what I can't do is what some of our landscape architects' staff can help me do is once I draw a really technical drawing, they can bring it to life. And so here on the left, you've got a really low-cost scenario. There's just a lot of like landscaping, overgrowth, and signs that can probably be relocated to improve the sight distance or if you're on the right, there's a more expensive before and after of actually improving that paint striping and doing an actual curve and race for aspects prevent cars from parking in that striped off area. And that guarantees that you have that sight distance. And so, looking at these scenarios, developing cost estimates, is intended to help the town of Floyd navigate how they want to improve that intersection and what their options are. Then thinking about our goal here is to move from planning to programming. So, for working with the Regional Commission, I know actually the Salem district has resources as well to help with planning to do preliminary design not a lot but if you do indicate you've got a

project, they do have some it's on call contractual engineering services that they can work with you guys on. So, the Regional Commission is a resource as well as be done and we work collaboratively on a lot of these things. So smart scale, no match requirements in order to be eligible and to compete for those funds, you all would need to define an urban like areas in the county. And the reason for that is because the other qualifying criteria are not possible in the county or not along a corridor of statewide significance, and we're not going to county that intersects with an NPO. So, if you want to compete for those funds, that's what we would have to do. Revenue sharing is a great program that Anthony mentioned, it's a state program. So environmental, and wage compliance and things of that nature that take a lot of administrative and additional ad costs come out. So, it does reduce your overall project costs. So that's something for you to seriously consider. And then for Bike Ped transportation alternatives. And then you will also have a qualifying area for industrial and economic development area through the smart scale. They're around the intersection of Christiansburg pike road up to the commerce park. So, I'm just telling you what you're eligible to pursue, and what you could be competitive in as far as a few programs right off the top of our head. So, I'm going to share a few examples with you. If you're thinking that's a really big hurdle. We don't want to tackle that. Like for you all to think about the little town of bridge Creek and Giles County population of 750, they have a project they wanted to improve their main street, you can see two streets basically, here, but they had to break the project into several phases. The TA total funding was over 2 million, the local match was 568,000. Look at that duration, they started in 2005. And they didn't finish until 2018. So, their population I said 755. You can see the before, down here, this was their main street. And these interesting sidewalks with multiple steps in front of the businesses. The concrete was really broken up. The after they're doing a lot of landscaping, they're doing some Poland parking, a lot of really nice brickwork, the hurdles, I'll tell you they have a lot. And they saw they through what was presented to them, the income match about halfway through is no longer qualified. And so, things like demolition, and cleanup and disposal of materials that the community could provide were no longer eligible. So, they had to find cash. And at the time, I think it was around \$40,000. So, we're in a community of 755. That's not the kind of money you find them the couch cushions in the town manager's office. And so, they had to make some tough decisions. They've only got a staff with two at the town of rich Creek full time staff. And so, they really put their foot down to see the project through their main street. And keys to success here, I would say as endurance and persistence, they apply for TA funds every single year, and chipped it off \$200,000 at a time over that duration. And so, it took a lot of persistence. And the proper gamers were great to work with in the downtown, they saw the end game being a very big benefit to them. And despite some of the setbacks, and the way it looked in the community overall, it was seen as an overall positive experience. And downtown looks great. At the time of these pictures, actually, only one half of the street was complete. So, we can shame Anthony's team and basically having to find the other half of the street. So that was a good technique. You couldn't have a typical section of really great one side of Main Street and really bad at the other side. So, there's some techniques like that the Regional Commission can help you think through to make your grants even more competitive. And absolutely, I'm not calling on Anthony's group is the deciding factor

there just because they're on the call. And I think Carol would absolutely want to see you be successful as well. Okay, so H sip, safety, money 100% Cash, this is a great program to pursue. But a lot of the time, this funding is decided based on being on a safety data top 100 list. And so, I didn't, I thought it would be fun to show you the intersections and the segments and the entire Salem district together. Because when you turn them all on, it doesn't really matter where the dots the red lines, and the numbers are we don't see any influence and the top one. And so, this is because at these different locations, there's recurring every three years they're having accidents every year, whereas in Floyd, we're seeing a fatality every three or four years at these intersections. And so that's not popping up as severe in this data. And so, we actually work with the town of Christiansburg. They had an at grade rail crossing, where the statewide data looked exactly the same. The senators this great crossing was ranked pretty low. It was basically you can see it's coming down a hill and it's a very A sharp turn right after the crossing. So, there's a lot of issues with trucks with trailers and cars making that turn. But we ended up coming up with an estimate of about a little over \$400,000, the actual cost ended up being over a million and beat up definitely did way more work than I was everywhere. I just looked this file number up yesterday. And so, I need to probably think that the Salem district for cleaning this up and seeing this one through for us, again, but this was kind of a messy project. But the way that this got funded, and you can see this was coming down the hill moving right, and this is kind of going back up to the Hill was there was local police data, police report data that had an accident, a truck was struck at the crossing, a local Christiansburg staff member got stuck behind this gate was started to close this one close first they couldn't cross and then this gate closed behind them actually went across the back of the truck bed trapping them in while the train went by. And that's the type of stuff you don't see in the statewide databases, but you all know about locally that can make your project competitive. And so, I just share those examples with you as some of the things that I've seen over the last few years to encourage you and let you know that you can do it. But it will take some prioritization and some persistence. But you're not alone. And you do have a great list of plenty of resources at your disposal. So, with that, I will stop sharing, and I'm also happy to take any questions. So, we did work with a consultant, and we worked with Salem district and Christiansburg residences as well as county staff and I do you believe there was some board participation, we had one on one group meetings with each partner to determine all of the possible projects that were likely more than 45 at the beginning, but we probably wind up the list down somewhat from there. But it's been a while I don't know who exactly attended and participated. But I might be able to find out for what.

Conversation and questions brought up regarding cost implications and also responsible parties regarding maintaining projects moving forward.

Anthony Ford:

Sure, and I would just say that I don't think that's argument at all. I think that's great, great forethought, and insight into this. I will say that you're right years ago, there was I want to say confusion, but it wasn't as quite black and white and detailed as to who was going to maintain in perpetuity things going forward. We try to nail down with each

project, we kind of you kind of have a maintenance agreement in place. And I will say that if it's a just casting off cutting, like there's like a shared use facility that's more opposite, just beyond frankly, the kind of more recreational nature that's kind of off normal right away, I think the expectation will still be for the locality to maintain a lot. And if they're more pedestrian amenities that are adjacent or contiguous to existing roadway, like if it's a sidewalk or shared use trail right, immediately adjacent to a roadway, that's more liable, we would take that into the Magnus considerations from that point forward, just you know, be maintaining right away limits. Again, those are the things that we can decide in consultation between your resident engineer and the county. But I think it's a great question you guys asked because I will say really quick, with the federal funds, there's a common expectation that there's a useful life with these projects. And so, the Feds want to know that if they participate in a transportation alternative project, for example, that there's a useful life expectancy, that project will be up for public use and maintain for a certain period, or else you know, there's, you know, potential payback issue. Now, we've never actually delved into that. But anyway, I just thought, let's say, I think you're thinking, right, you're approaching this correctly. And we do need to define who's going to maintain it, because it's very important. We're not, we don't have a ribbon cutting ceremony, and then be like, alright, nobody's going to take care of this. And it's, you know, we've wasted my tax dollars. So, it's a great question as one that as we get into these individual projects, you guys are thinking about you, we can have these conversations very early on, even before you guys apply for funding to make sure that the (Inaudible) understands what's going to be built. And who's going to maintain these scripts, correct way? Yeah, I've decided not to blurt this, but just add a little bit more into it. It really, really comes down to what does the project include, like, I'm looking at the off screen, I'm not sure. But I'm back on the screen, that little funny menu on like, like, for example, if you got to pursue economic development access funds, well, that's primarily going to be to build an access road into an industrial facility. And that will be taken into the VR system or beat out to maintain now if you're talking about purely a pedestrian facility, only that you know, access to the very specific site. That may be something we had to discuss and nail down but anyway; I'm just waiting for the great question. And I think that's something that we can talk about early on in the process before you before you and us get too far in.

Conversation ensued regarding the funding and direction of projects those funds will be assigned to. As well as how much say our smaller rural community has regarding those projects.

Carol (VDOT):

Yes. So, in terms of the Smart Scale funding, we do often hear that complaint from some of the more rural communities. I will point out, however, that it's actually a good thing that you don't have locations that are showing up in the top 100 list. So, we're not trying to diminish the problems that the rural communities have. If there is a safety issue that is recurring, that needs attention, it will show up on that top 100 list. And I understand that there are accidents happening and people losing their lives. But the whole point of smart scale is to be a data driven process to point us towards the locations that have the greatest needs. One thing that rural localities can do to help with

like bicycle and pedestrian type projects is something that Eli mentioned would be to designate like a growth area. And through doing that it would open up some possibilities for funding within smart scale. There are four different criteria there's the corridor statewide significance the regional network, the UDA needs, which stands for Urban Development Area, and you do not have to call it Urban Development Area, you can call it anything you want. There's just a specific code reference that has to be in the language that becomes adopted into your comp plan. And then the last is the safety needs. We have, over the years at the district advocated very strongly for Floyd County to be within a regional network. Eli did mention that the current definition of that is that a county has to have a portion within an MPO area, metropolitan planning organization. But local knowledge, we've realized that route a route 221 do have regional significance. And as you mentioned, it's not just the local traffic using it, people are using it essentially as an interstate route. To get goods, as you said, from North Carolina, up through to avoid other troublesome spots. So that is something that we have advocated for. And V trans, the Virginia State Transportation Plan, every governor gets a shot at that. So, we're in the process now of beginning to update that plan for the current administration. So definitely. Your staff have been engaged, Eli and his staff are engaged in that process. Talk to your legislators put it on their radar. We as staff can only do so much it really has to come from the elected officials. And the people who are truly making the decisions on this type of information. And your Commonwealth Transportation Board members are also very good resource for you for advocating for your needs. Yeah, and staff, we certainly agree with you on that. And we're doing everything that we can, from our end to try to advocate for that. Unfortunately, we have to work within the bounds of what's in the V trans plan and the regulations associated with smart scale. So, we hear you we really do, and just keep pushing on that with your elected officials.

Elijah Sharp:

Could I add to that, I would just say that a lot of what we need to do. And every transportation plan is ground truth data. The data has a really large statistical margin of error that you use for things like location of certain types of population employment, things that are dictating how benefits are measured on projects and things of that nature. And so, I would just say that back to the point of it, you ground trees, the data, and you can provide additional information that may not be in those systems, it's often very impactful. And I'll give you a good example, at one, the travel time. on that road through our corridor, I've seen several maps where it's like just a solid green line, it's in great shape, it's perfect. Truck speeds do not delineate between 80 and 30 miles per hour as we all experience every time we are on decline or incline. And so, I think it was several years ago NPO executive director got the right state engineer to ride in a truck with him. So, let's just pull behind this truck and see how he does and experience that its real time is the base, but it takes ground truth and information. It does take some extra effort. And I would just say don't give up on that that's often very impactful. And it's a message that we continue to communicate. And every time be trans gets updated, we definitely share that data. If it looks inaccurate. And based on what we experienced

locally; we are communicating that. So, we'll just keep doing that until we see some beneficial impact.

Carol (VDOT)

I'll say, excuse me, I'll also add to something a lot said there about ground truthing data, there is one small safety loophole that we can often get a project in, that's not on the 100 of the top 100 lists. And that is if we do a safety study and prove that there's a safety need at a particular location. And their safety studies don't necessarily have to be some big document that requires a consultant to put together it can be something that you can work with our staff or 11¹ staff just to identify crashes that are happening. The data that is used to calculate all of that comes from the DMV. And if there are potentially some crash reports that are not somehow making it all the way through to that database, it maybe some crashes that are not reportable or something like that. If you've got additional information with your local law enforcement and your fire and rescue, sometimes that can help us get a project in for safety consideration.

Anthony Ford:

If you guys could allow me to make one more comment, I know you guys are, I'm looking at your agenda, you're bumping up against a lot of stuff, and you guys got a busy day. But if I can say one more time, I've heard just in the last few minutes, we've been talking, I've heard probably around four or five different project ideas get discussed in a very brief manner. And I know last year, if you guys had a list of like 40 some projects that had been culminated earlier, that's the type of thing that we really need your staff to help us put onto this spreadsheet that I shared with you guys earlier, we're planning to have some pretty intensive work sessions with each locality coming up in January reviewing everybody's spreadsheets in depth flagging which ones are maybe a little bit more ready for some planning studies and traffic engineering studies which ones will be ready for the Spring application cycle so where we stand right now with what county spreadsheet is blank, but I've heard today a lot of a lot of ideas that can be put on there but we don't need these ideas to be fleshed out and perfect and ready to go before they make them the spreadsheet we've had a tree that is our communal radar screen so we're hearing things today that are verbally that are on our radar screen we need we need those documented so that we come together in the coming months by January we can look at those a little bit closer so it sounds like you guys got a leg up already on this effort. So, I just encourage you to keep that going keep working with your staff and then we'll get with him by January and not sooner but definitely by January when we have this scheduled meeting with him, so I encourage you guys to keep pressing forward on that.

The Board thanked "them" all for there time and information and noted this was good information.

9. Public Comment – Chairman Turman read a statement offering assistance to anyone needing support to make their public comment. The following individual(s) offered a public comment:

Van Fletcher:

Yes, and I want to thank you Mr. Chairman and the ladies and gentlemen of the board for your patience. I pay taxes, I own 25 acres in the Locust Grove district. And of course, they with others help sustain the budget and your positions everyone here. So just to establish I'm going to start my timer. You know you do work for us, and I appreciate the input. I thank Mr. Boothe and Mr. Cox for their nay votes on the last proposed ordinance. It is for all festivals but the one that is on everyone's mind is Floyd Fest. I suspect that Mr. Turman, Ms. Bechtold and Ms. Kuchenbuch may have joined your vote had the immediate festival considerations impacted their neighborhoods or their local traffic. The actions of this board presuppose that the county is obliged to accommodate the planners of the festival, and that the majority of the citizens are in favor of large festivals being hosted here. I think it would be wise to initiate a referendum on this matter as the populace may adamantly prefer a much smaller number of attendees at proposed festivals. The attorney is disputed by yourselves to provide legal wording advice to protect the county. So, he and you five works for the 15,000 Plus citizens. The anticipated influx of visitors and attendees for Floyd Fest is 13,000 per day. So, your decision about this necessary ordinance is going to impact more constituents than the number of people coming particularly the residence on the access roads to this property. I do think it's reasonable to presume that at least 16 square miles of adjacent locales will be affected by the loud sound. The effect of distance on sound is only to lose clarity and lyric, but the audible noise particularly woofers extend even farther. Your allowance of late-night continuation quote now amplified music from 2am to 8pm. I think is callously indifferent to your constituents are found inconsiderate, and entirely unnecessary. You've been so focused on this particular festival. It seems not to have reached your consciousness that other festivals may come during school months, or Thanksgiving, Christmas or Easter children will be kept awake by surrounding festival noise and traditional celebrations which are not known for noise could suffer interference. Also, in a 2021 study of the United States, the majority of city dwellers went to bed from 10 to 11pm. Rural America has an earlier average that your ordinance needs to cover many contingencies. And I don't feel you have secured the safety and respect of the citizenry in this adoption. that three of the five supervisors are going to decide for the entire county what should be done, appears arrogant and unfaithful on its face. You also removed the dollar value for the bond. I think this is foolish. You have a foolish attorney who allowed this wording when you doubled the population of this county, which will happen when 13,000 People join with 15 the festival you are wooing generates a profit to a very few persons as you do a disservice to the taxpayers. Let the organizers provide a truly generous bond they can collect the unused portion. After all obligations are settled. You would never consider using a contractor on a private project of your own home with a contractor with an inadequate bond. They're called contractors because they have a contract. Do the same diligence for us your employer's there's no mention how you're going to evaluate the private security arrangements. There's no mention of tasers sidearms handcuffs from the security staff. You have no wording describing how and why a permit could be denied. Other than the

present failure to complete a checklist you go on over time. Okay. Do the right thing. Picture the festival next to your home.

Michael Shuman:

I'm Michael Shuman from the Burks Fork District. I just have a quick concern. And it is immediate concern. And I appreciate Joe getting me up here to address it right away. And it's funny that I come on a day watching VDOT with their plans, and Future Planning and everything going on. But immediate concerns are, you know, need to be addressed. We've had a section of pavement put down, which is great, the surface is great on 730. You know, it's nice to get some new surface out there. Of course, they milled the road 10 weeks too early. And I'm sure you guys heard back about the bumps in the road out there. I even got a little humorous myself about it. But they've come back and said it's paved, and there's a dip and we addressed that yesterday and VDOT has showed that the contractors are going to hopefully get back right away before they removed their equipment. The main concern is that when a contractor leaves, getting back to fix, something's almost impossible, you know, so that dip is being addressed. But then last night on my way home, I'm not sure if you guys are familiar with the Posey/ Ridgeview intersection, there's a passing zone that starts right there. And on my way home last night, I realized the lines they have painted that passing zone is starting up the hill, without sight distance of the Posey intersection, they have striped the road for a passing zone. And that needs to be immediately corrected as a member, a lifetime member at this point in the fire department, this is an immediate concern that needs to be addressed. And unfortunately, when you call and you know you do get some flack, but this needs to be addressed, like as immediate as possible. Because you know, I want to put it out there because I hate seeing something an immediate safety concern and not making sure it's taken care of. So essentially, that's what I'm here for. I'm not going to take up no more time, I just wanted to make sure when on record he got put out there so that somebody takes care of it, because I do appreciate your concerns on Route eight as well. Again, it seems like the problem, and I've seen it for years, I worked at v dot almost 20 years ago where it was some of those guys, in fact, they refer to me as the public advocate. Because I see the safety concerns. And to me the immediate safety concern from the fire department standpoints way more important than I mean, yes, the planning is very important. Don't let me over, you know, overstate that. But you know, the immediate concerns are saying, hey, we need this tree out of the road. You know, it's an immediate life safety issue, you know, but that being said, the push on Route eight, I hope I wish you guy's luck. In years past what I've heard is it's really the supervisors between the counties causing that project not to get completed. And now what they said and I hate to jump right into what I've seen, and they're commenting, but if you guys want to push for that other information, again, the fire department, and another big thing to think about is as much as the workforce that Floyd County provides in the tax revenue Floyd County provides for Montgomery county that travels that corridor, I think that's going to be the push to get that over the hump as a project that needs to be done. Of course, the fatalities, whether they're recorded correctly, I was part of the fire department. I'm not here to belittle our fire department in in any way there's a bunch of good volunteers but the lack of data has always been an issue that was a big push before I took my lifetime was to get all that data recorded. And again, that that isn't necessarily ours and that section you're looking for I

know that that is going to be in that county. So again, it's tough but as much as those tractor trailers getting wrapped up side by side and stopping traffic, that's the additional information that you touched on and needs to be pushed for those projects. But again, if we could get on the line striping on red for use nobody gets hit head on at that intersection that'd be awesome. Thank you. Thank you.

Josh Blankenship, Paster:

Thank you for the opportunity. I'm not going to preach to you I promise. Thank you for the opportunity to be here this morning. My name is Josh Blankenship. I know most of y'all, I've known most of y'all for a good while. Wow. I've lived in Floyd pretty much all my life, grew up in God's side of the county, Indian Valley. I always joke with people that its God's country. But now I live in the Burks Fork district and Floyd's a special place for me, I love Floyd County It's always been a special place for me. I love Floyd County, been here all my life. Never dreamed I'd get to pastor in Floyd County and never dreamed of being on that side of check, never went to Check. Indian Valley to Check It's a long distance on one side of the county to the next. I'm very grateful to be pastoring at Faith Baptist Church I feel unworthy, undeserving, but I say it because I'm there and I get to pastor some of the greatest people in Floyd. I believe my whole goal here today, and I've talked apparently there is a big thing going on in Check next year, with Floyd Fest. My whole goal here today is I've talked to concerned citizens, I've talked to people in church, talk to Levi some about Floyd Fest. And I'll say this before I continue, my job as a pastor, is to be there for people, to help people, to honor God, to honor Jesus Christ. When you look at the cross of Calvary, you see the cross as an addition symbol, it adds to your life. It doesn't take away. The enemy, John 10:10 tells us, he comes to steal, kill, and destroy. He likes to divide. We have a lot of division, not just in our county, but in our country. And so, it's cliché, but for me, we used to see the bracelets years ago, for me on any issue, especially the issue with Floyd Fest, is, what would Jesus do? So, as a pastor, I've got to have the heartbeat of Christ. I've got to look to his word on things. But my job is to preach, teach and share the gospel with everybody I possibly can. The gospels, the good news, the death, burial and resurrection of Jesus Christ, if I believe that eternity hangs in the balance, if I truly believe that, then how much should I be sharing that with people? That's my goal. That's my heartbeat. That's the heartbeat of our church in the community. But the reason I'm here and I promise you, I'll not be long. I'm trying not to be, and people go to my church will say, yeah right on that. But the reason that I'm here is our church keeps getting brought up, you know, here at the meetings. It's a touchy subject, and rightfully so, it's a big deal. I don't belittle it. But one thing that I've learned in my life, and I still consider myself as a young man, I've been married 11 years, I've got five kids, and a wonderful wife. But one thing that I've learned in my life, sometimes the best things that are said, are the things that are never spoken, I try to be really wise with my words, and try to honor God with it. But the reason that I'm here is because the church keeps getting brought up into the equation with Floyd Fest, and we're right beside of it. As the crow flies, you're probably 200 yards from our property to where Floyd Fest will start. I have been in contact with Mr. McBroom. We were supposed to meet, we had a baby so that messed that up, and then he's out of town this week. I do plan on meeting with him and talking with him. Again, my goal, and my job is to point people to Christ, love people. Cliché again, I know. But the question has come up is what does the church think? How does

the church feel about Floyd Fest? What kind of impact is this going to have on the church? Today I just kind of want to talk about our church just for a second, to give you the heartbeat of and give everybody a good understanding on how we thrive and what's been happening at Faith Baptist. I know everybody thinks that Floyd Fest is the biggest story in Check right now. But respectfully, I have to differ. The biggest story going on in Check is our church. What God has done there in the past two years and just to share with you a few examples of what he has done, and I put the emphasis on God. I don't take any credit for this. I'm the vessel that God is using out there. He knows my heart as humbly as I can say these things. I'm trying to paint the picture of our church this morning. But in the spring of 2020 my family took a leap of faith leaving one ministry not knowing where we were heading just jumping all in, Lord takes us wherever you want us. And little did I know the pastor out there, and this is pre pandemic okay? Little did I know that the pastor out there had planned on going to North Carolina, so I got call to start going out there and candidate ,writing a long story short in August of 2020, they voted me in as the pastor. In a year where most churches didn't experience growth and didn't see a lot of good things because of what was going on, we were the exact opposite. We've seen growth physically. And again, I don't say this as a dig to anybody that was previously there, but just what God's doing on a good day, before I came, they would have 50 people on a good Sunday. Bad day for us is 150. This past summer, we had 260, at one of our services this past Sunday, and that's just the physical growth that's still not the most important financially, and y'all have hurt my head this morning, sitting in here, listening to all these numbers. Financially, and we're called to be good stewards with what God blesses us with. But we're mission minded. We support 16 missionaries, we had five when I started, and we're up 16, planning on taking on another one. This past Sunday. Again, the biggest story in Check, you won't read about this in the press or on the media. We took up over \$15,000 to send to a mission field in South Carolina for drug addicts and alcoholics. But still financially, that's not the most important part of growth, spiritually speaking, at Faith Baptist Church, we have seen so many people give their hearts to Christ. (inaudible) and ask Christ to save them. I remember in the fall of 2020, when it wasn't popular to be open, or whatever, and I'm not here to debate that. We had a little nine-year-old boy, he gave his heart to Christ had we not been there, that would have never happened. We prayed; we'd been praying for a man for 10 years. He's from this county and I won't mention his name, an older man. We had a special prayer service out there one Sunday. This man's close to eighty years old when he gave his heart to Christ. Because of what's going on out at the church out there, we've had many revivals. We just recently had a tent revival where the community came together, and we had about 300 each night. Different denominations, which is all about Christ, all about the cross. Because that's all that matters. In the end. I've seen people I never thought I would see in church, people I used to go to school with. I went to school here. They even walk through the doors and expect the walls to come in on them, just from coming in. But they come in and they've been faithful, and marriages have been restored, families have been restored. I've had wives come up to me in tears telling me I'm just thankful my husbands in church with me vice versa. I'm thankful that my wife is with me, my grandkids are here, our youth is thriving. We've been to conferences and they're carrying that into the school to be a positive impact. For people with the Lord people have been restored. We've helped those that have been on drugs, those that have been on alcohol, and I could stand up here all day

long, and give you testimony and story after story of how God has blessed our church out in Check. The reason I tell you all that is to put emphasis on the church and say this, and this is what I want you to take away today is how the church feels about what's coming. It's not my job, or it's not the church's job. I don't know the legalities. I don't know logistics of Floyd Fest. I do know that there are going to be things done that we're not going to agree with, when it comes to the Bible. I don't sugarcoat, I say this a lot, at our church, if the shoe fits wear it, and we confront it, and we talk about it and go through it. So, I understand there going to be things biblically speaking, that are not going to line up with us as a church. But we at Faith Baptist are not worried about how Floyd Fest is going to impact us. We are worried on how we're going to impact them with the gospel. We are looking at this as a mission field. Concerned citizens have every right to be concerned about this. You move out to the country to be in the country. So, I get that I do. That's a whole different ballgame. It really is for people that live right there in that area. But I would say this. And I've said this to some of the concerned citizens, especially the ones that believe in the Lord. He's the only one that can change anything. Don't let it take your joy. Don't let it steal the peace that God gives. I don't envy y'all's position, because it's a tough position to be in. But y'all's job is to take in consideration the concerns of the citizens that are coming. But we as a church are looking at this because of the growth. I do not believe it's coincidental that what God has done in our church, and I shared this with our church last night. It's not coincidental that 200 yards from a church that is spiritually booming that this is coming here. Sometimes what we think is the best thing, sometimes what we want to happen is not God's will. It's just God. All things work together for good conditional promise there to those that love God, you have to look at it in a godly way. I was watching the testimony of an atheist and I'll leave you with this. Pen and Teller, they're magicians, I don't know if you have ever watched them. Well known Atheist don't believe in God and still don't. Everybody has that choice. If you don't want to believe in God, that's your choice. But I believe wholeheartedly there is a God and will stand before him one day. But anyway, there was this fan after one of their shows that had some stuff, wanted them to sign and things of that nature. And so, he gets up there and he also had a gift for Pen, the taller guy in the magic show. It was a Gideon Bible. It was a New Testament, and Psalms. Penn was very impressed by a couple of things, and it convicted me. He said this, this guy was, knew that I was an atheist. But the way he carried himself, it seemed like he truly cared about me. His demeanor was pleasant, and just truly cared about me. He handed me this Bible and it had five numbers in there to get a hold of him and an email to get a hold of him as well. But he said this, and it stuck with me. He said, how much do you have to hate somebody, to not share with them what you believe, to be the truth. So, I look at this as it's coming and if it does come, we as a church are going to share the truth and be what Jesus would want us to be. Now I understand that's not popular. But I'm not worried about being popular. Luke 19:10 says, For the Son of Man came not but just to seek, and to save that which was lost. That's at the end of a place where he went into a tax collector's house Zacchaeus, a man that wasn't popular man, that the people hated. So, us as a church, we are going to do our best to show the love of Christ, and be what we can for that, when it comes. Doesn't mean that we're compromising on what we preach. I still hate alcohol; I still hate all the sin and the things that are going on. I'm never going to compromise on that because it's God's word and God's word says it, and that settles it for me. But when opportunities arise, I have to think

like Jesus does. What would Jesus do in that situation? And that's where we stand as a church. My whole goal of coming up here today is I want that out. I want people to know where we stand as a church, people can still ask it and still bring it up. But now you know, where we stand as a church. Me being the pastor talking to our men, and even talking to, we've got people in our church, that some are for it, you know, and we've got some that are extremely against it. My job is to keep things together and sometimes that's not easy. But that's what God has called me to do and that's my goal. Through this, July is a long way off. Anything could happen between now and then every day is a gift from God. We need to take advantage of the days that we have and not get so caught up in the future. He's the one that holds it and when the time comes, I don't know what we're going to do yet. But we're going to do something to share the gospel with that. So that's why I came up here today. I really appreciate you letting me come and take up some time here in your busy schedules. And if I can be a help to anybody with questions, I don't mind answering questions or being there for somebody in that regard.

10. Board Time:

11. New Business:

a. Floyd County Parks and Recreation Policy:

On a motion by Supervisor Boothe, seconded by Supervisor Cox and unanimously carried the board approved the Floyd County Parks and Recreation Policy.

b. Floyd County Parks and Recreation – Department Name

On a motion by Supervisor Boothe, seconded by Supervisor Kuchenbuch and unanimously carried the board approved the renaming of the Recreation Department to Floyd County Parks and Recreation.

Closed Business

- a. On a motion by Supervisor Boothe, seconded by Supervisor Kuchenbuch and unanimously carried out, the board entered into closed session under: § 2.2-3711.A19. Cybersecurity Discussion of plans to protect public safety as it relates to terrorist activity or specific cybersecurity threats or vulnerabilities and briefings by staff members, legal counsel, or law-enforcement or emergency service officials concerning actions taken to respond to such matters or a related threat to public safety; discussion of information subject to the exclusion in subdivision 2 or 14 of § 2.2-3705.2, where discussion in an open meeting would jeopardize the safety of any person or the security of any facility, building, structure, information technology system, or software program; or discussion of reports or plans related to the security of any governmental facility, building or structure, or the safety of persons using such facility, building or structure.

Supervisor Boothe: yes
Supervisor Kuchenbuch: yes
Supervisor Cox – Yes
Supervisor Bechtold – yes
Supervisor Turman – yes

- b. On a motion by Supervisor Boothe, seconded by Supervisor Kuchenbuch, and passed unanimously, the Board voted to move to closed session under Board of Elections Closed Session § 2.2-3711.A34. Cybersecurity Discussion or consideration by the State Board of Elections or local electoral boards of voting security matters made confidential pursuant to § 24.2-410.2 or 24.2-625.1.

Supervisor Boothe: yes
Supervisor Kuchenbuch: yes
Supervisor Cox – Yes
Supervisor Bechtold – yes
Supervisor Turman – yes

On a motion by Supervisor Kuchenbuch, seconded by Supervisor Cox and unanimously carried, the Board voted to come out of closed session.

Supervisor Boothe – yes
Supervisor Bechtold – yes
Supervisor Kuchenbuch – yes
Supervisor Cox – yes
Supervisor Turman - yes

On a motion by Supervisor Boothe seconded by Supervisor Kuchenbuch, and unanimously carried, the Board certified that the Board only discussed the matters in closed session.

Supervisor Bechtold – yes
Supervisor Kuchenbuch – yes
Supervisor Cox – yes
Supervisor Boothe – yes
Supervisor Turman - yes

12. County Administrators Report – Dr. Millsaps offered the following information about staff activities.

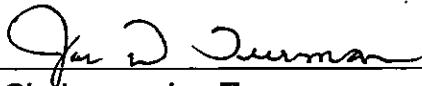
- a) EMS billing update
- b) GO Virginia Update

- c) Commonwealth Bear update
- d) Equipment Committee
- e) Eco Village – folding table donation
- f) Donated Artwork to Park for future discussion.

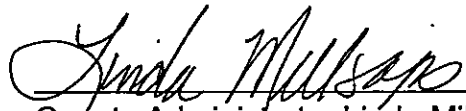
13. Correspondence –

At this time no discussion or comments for correspondence.

14. Adjournment – On a motion by Supervisor Bechtold, seconded by Supervisor Kuchenbuch, and passed unanimously, the Board voted to adjourn.



Chairman, Joe Turman



County Administrator Linda Millsaps