

Minutes of the County Commissioners of Worcester County, Maryland

October 20, 2009

Louise L. Gulyas, President
James C. Church, Vice President
Judith O. Boggs
Linda C. Busick
Robert L. Cowger, Jr.
James L. Purnell, Jr.
Virgil L. Shockley

Following a motion by Commissioner Purnell, seconded by Commissioner Shockley, with Commissioner Busick absent, the Commissioners unanimously voted to meet in closed session at 9:00 a.m. in the Commissioners' Conference Room to discuss legal and personnel matters permitted under the provisions of Section 10-508(a)(1), (7) and (8) of the State Government Article of the Annotated Code of Maryland and to perform administrative functions. Also present at the closed session were Gerald T. Mason, Chief Administrative Officer; Kelly Shannahan, Assistant Chief Administrative Officer; Sonny Bloxom, County Attorney; Kathy Whited; Budget Officer, Kim Moses, Public Information Officer; George Bradley, Director of Human Resources; Charles T. Martin, Sheriff; Doug Dods, Chief Deputy; Dale Smack, Lieutenant; Harold Higgins, Finance Officer; Phil Thompson; Assistant Finance Officer; Ed Tudor, Director of Development Review and Permitting; and Chris McCabe, Natural Resources Administrator. Topics discussed and actions taken included: promoting Ed Carman to Risk Manager within Human Resources; acknowledging the promotion of Jeff Buhrt to Sergeant, Calvin Purnell to Corporal and Michael Sand to full-time Sheriff's Deputy and hiring Jason Chance as a Sheriff's Deputy within the Sheriff's Office; appointing Charlotte Cathell and Nancy Howard and Dawn Jones and reappointing Kay Cardinale, Barbara Passwater and Diane McGraw to the Commission for Women; appointing Commissioner Boggs as the Commission member on the Maryland Association of Counties (MACo) Legislative Committee and Chief Administrative Officer Gerald T. Mason as the Alternate member; reviewing potential and pending litigation; receiving legal advice from counsel; and performing administrative functions.

After the closed session, the Commissioners reconvened in open session. Commissioner Gulyas called the meeting to order and announced the topics discussed during the morning closed session.

The Commissioners reviewed and approved the minutes of their October 6, 2009 meeting, as presented.

Commissioner Gulyas announced that Commissioner Busick would be unable to attend the meeting as she was with her husband who is listed in critical condition at University Hospital and asked those in attendance to pray for the family.

Pursuant to the request of Housing Program Administrator Jo Ellen Bynum and upon a

motion by Commissioner Shockley, the Commissioners unanimously authorized Commission President Gulyas to sign the Letter of Intent for the County to continue participating in the Maryland Housing Rehabilitation Program (MHRP) for the continued funding of general repairs on low to moderate income households with good credit whose income is below 80% of the State median income of \$65,680 for a family of four. Ms. Bynum noted that the County's 2010 MHRP allocation is \$74,793.

Rachel McCullough, the Governor's Eastern Shore Outreach Coordinator met with the Commissioners to formally introduce herself and explain that she has been appointed by Governor Martin O'Malley to serve as the liaison between county government officials on the Eastern Shore and State agencies to help expedite and make their concerns known at the State level.

Pursuant to the request of Development Review and Permitting Director Ed Tudor and upon a motion by Commissioner Shockley, the Commissioners unanimously authorized Commission President Gulyas to sign three Independent Contractor's Agreements to complete appraisals for conservation easements on two properties owned by McCabes Corner Properties LLC and Rural Integrity Land LLC, both of which are located on the west side of Greenbackville Road, southeast of Stockton, Worcester County, Maryland as follows: Lefort Appraisal and Consulting, Inc. of Salisbury, Maryland at a cost of \$3,950.00; Cadell and Associates, Inc. of Easton, Maryland at a cost of \$4,000.00; and W. R. McCain and Associates of Salisbury, Maryland at a cost of \$4,600.00. Mr. Tudor explained that both properties are located within the Coastal Bays Rural Legacy Area, adjacent to properties currently under easement and have been designated Wetlands of Special State Concern. He went on to explain that because of the current volatility of the real estate market the Maryland Department of Natural Resources (DNR) recommends obtaining at least three appraisals for each property. He explained that funding for the appraisals and subsequent easement purchases would come from Rural Legacy grant funds and encumbered County matching funds.

The Commissioners met with Public Works Director John Tustin to review a letter from Todd LeKites requesting that the County post a speed limit of 35 miles per hour (mph) on North Piney Point Road in Bishopville, Maryland. In his letter, Mr. LeKites stated that he is afraid to let his two young children ride their bicycles and cross the road to access the family farm because it is not unusual to witness cars that appear to be traveling in excess of 60 mph. He expressed further concern that the situation will only worsen with the recent addition of a commercial operation at the end of the road. Mr. Tustin stated that the Roads Division of Public Works completed a traffic speed study from September 21-28, 2009 on this short, dead end road where seven homes and a new commercial business owned by Leighton Moore are located and found that the average rate of speed is 35 mph. He advised, however, that because the road is not posted, a speed limit of 50 mph exists on this road. Mr. Tustin concluded that Public Works would support posting a speed limit of 35 mph. Following some discussion and upon a motion by Commissioner Shockley, the Commissioners unanimously agreed to post a speed limit of 35 mph on North Piney Point Road.

Mr. Tustin met with the Commissioners to discuss speeding problems on Shingle Landing Road after receiving numerous letters and a petition from residents who have requested

additional traffic calming devices, i.e. speed humps and/or stop signs, to be installed at the three intersections on the road. Mr. Tustin stated that the posted speed limit was lowered to 30 miles per hour (mph) in spring 2005 to address the situation, but nearly 40% of the traffic on this roadway continues to exceed the posted speed limit. He stated that the 2003 edition of the Manual of Uniform Traffic Control Devices, to which the Public Works Department adheres, states that stop signs should not be used for speed control. He explained that rumble strips and speed humps were not the answer. Commissioner Purnell concurred, stating that speed humps could cause extensive damage to the school buses that travel this road. In response to a question by Commissioner Purnell, Mr. Tustin stated that the majority of individuals violating the posted speed appear to be residents of Shingle Landing Road. In response to a question by Commissioner Gulyas, Mr. Tustin stated that rumble strips generate too much noise to be used in residential settings. Following some discussion and upon a motion by Commissioner Boggs, the Commissioners unanimously agreed to request increased speed enforcement by the Sheriff's Office, as recommended by Mr. Tustin.

The Commissioners recessed until 10:30 a.m.

The Commissioners met with Maryland Department of Transportation (MDOT) Secretary Beverly K. Swaim-Staley, Maryland Transit Administration (MTA) Planning and Programming Director Diane Ratcliff, State Highway Administration (SHA) Administrator Neil Pedersen, and MDOT/SHA members Donnie Drewer, Virginia Cologne and Ashish Salanti to discuss the draft FY10 - FY15 Maryland Consolidated Transportation Program (CTP) as part of the MDOT/SHA Annual Consultation Meeting with each county throughout the State. Secretary Staley thanked the Commissioners for meeting with them and provided an overview of MDOT programs and the deferment of \$1 billion worth of new MDOT/SHA projects over the next six years. She explained that the CTP was impacted by a very large set of issues including global climate change, national economic downturn, weak revenues supporting the Transportation Trust Fund, Base Realignment and Closure (BRAC) process, and growth demands. She stated that though these issues have forced MDOT officials to cut the operating budget, there is some good news. Of the \$600,000,000 in federal Stimulus funds awarded to the State for shovel ready projects, MDOT has allocated \$4.5 million to fund roads projects in Worcester County as follows: \$1,300,000 for the resurfacing of County roads; \$1,400,000 for the replacement of 8 Shore Transit Buses; and \$1,800,000 for the replacement of 4 Ocean City buses. She further noted that the \$12,430,413 Maryland & Delaware (MDDE) Railroad rehabilitation project was included in the State application for \$300,000,000 in Transportation Investment Generating Economic Recovery (TIGER) Grant funds, with grant awards to be announced in January 2010. Commissioner Gulyas noted that this project is desperately needed to protect the poultry industry on the Eastern Shore. In response to a question by Commissioner Gulyas, Secretary Staley advised that the list of projects submitted for TIGER grant funds was not listed in order of priority, but had been broken down into three, diverse categories, BRAC, Transit, and Freight, to help them better compete for the funds. She stated that the Worcester County application was the only railroad freight project on the list.

Secretary Staley stated that in the light of ongoing economic conditions throughout the country, MDOT must begin to rethink its transportation plan, placing more emphasis on

becoming better stewards of available resources, reducing congestion and placing a greater priority on transit systems. She commended Somerset, Wicomico and Worcester Counties for creating and supporting Shore Transit, which serves as a rural transportation model throughout the State. Commissioner Boggs stated that even with the three counties working together, additional funding is needed for Shore Transit operations.

Ms. Ratcliff confirmed that MDOT is braced for additional State cuts that are expected to come later this year. However, transportation operating funding would remain steady in FY10 for the second year in a row as follows: \$2,000,000 to Shore Transit operations, with an additional \$1,200,000 State and federal allocation for land acquisition for a new transit facility; and \$300,000 to Ocean City Transit. In response to a question by Commissioner Boggs, Secretary Staley explained that State legislation limits transportation cuts to Baltimore City and the 19% cut the city endured surpassed that floor.

Mr. Pedersen updated the Commissioners on the closing of the MD Rt. 90 Bridge over Assawoman Bay into Ocean City, stating that the concrete surrounding an 85-foot beam across the navigational channel had deteriorated, leaving the steel bands exposed to the elements. He further stated that new steel girders will be ready for installation next Monday, and the work should be complete within the next two months. In response to a question by Commissioner Boggs, Mr. Pedersen confirmed that the erosion was a result of faulty construction, but the SHA is unlikely to receive reimbursement from the original contractor for any repair costs because the bridge was built in the early 1970s.

In other matters, Mr. Pedersen outlined the new State legislation to take affect in October 2009 that makes it illegal to text while driving; increases to 16 years 6 months the minimum age at which an individual may obtain a provisional driver's license and increases to 18 years the minimum age at which an individual may obtain a regular driver's license; makes the furnishing of an alcoholic beverage to an individual under the age of 21 a crime under specified circumstances; establishes tougher penalties for those who drive while under the influence of alcohol; and authorizes all counties in the state to use speed monitoring systems in specified highway work and school zones.

With regard to the draft FY10 - FY15 CTP, Mr. Pedersen stated that in the face of ongoing State cuts MDOT has given top priority to funding system preservation programs and significantly cut funding for the following maintenance programs: mowing, line striping, line repair, sign maintenance, and drainage. He reviewed the components of the CTP for Worcester County and advised that the US Rt. 113 Dualization Project to construct a four-lane divided highway with access controls continues to move forward. Construction from Hayes Landing Road to Goody Hill Road (2.5 miles) began August 2008 and has reached 90% completion, with the final section to be paved this afternoon and other finishing activities to be complete by the end of 2009 at a total cost of \$22.2 million. Preliminary mobilization work and permitting to dualize the section of US Rt. 113 from Goody Hill Road to Massey Branch (1.8 miles) is getting underway, with construction to be completed by 2011 at a cost of \$22.6 million. He advised that the remainder of the US Rt. 113 dualization project and US Rt. 50 Bridge replacement project are in various stages of planning, but are as yet unfunded. He explained that to date the only consensus that has been reached between Ocean City officials and the County Commissioners with regard to the proposed alternatives to replace the US Rt. 50 Bridge (Bridge 23007) over the Sinepuxent Bay at an estimated to cost up to \$400 million is that the SHA strive to extend the

life of the existing bridge as long as possible, which is expected to be no more than 20-25 more years. Mr. Pedersen reviewed the remainder of the US Rt. 113 dualization project from north of MD 365, noting that another \$7.4 million is needed to complete the engineering and right-of-way acquisition needed to dualize Public Landing Road to Massey Branch (8.9 miles) in the following three phases: Phase 3 - Massey Branch to Five Mile Branch - 4 miles at a cost of \$60 million; Phase 4 - Five Mile Branch to north of Public Landing - 4.5 miles at a cost of \$47 million; and Phase 5 - Rt 12 Grade Separated Interchange - at a cost of \$34 million. In response to a question by Commissioner Boggs, Mr. Pedersen confirmed that work on the dualization project is funded through 2011, though continued construction thereafter would depend upon future funding. Mr. Pedersen concluded that improvements to accommodate increased traffic, bicycles, pedestrians and emergency services on MD Rt. 589 corridor from US Rt. 50 to US Rt. 113 (4.7 miles) are included in the plan for studying potential improvements. He noted that SHA officials are working with Bill Rickman, Owner of Ocean Downs, on improvements to MD Rt. 589 at the entrance of Ocean Downs prior to the installation of slots at the racetrack. However, there is currently no State funding for additional road upgrades. He stated that studies of this roadway are currently underway, and SHA officials will be meeting with the Commissioners on November 3, 2009 to talk about the future of MD Rt. 589 and at which time he hopes to have answers to questions raised by Commissioners Cowger and Shockley at the behest of area residents. In response to a question by Commissioner Church, Mr. Drewer advised that all necessary improvements must be made in front of Ocean Downs before the track opens to slots next Memorial Day. Commissioner Boggs stated that the full Board of Commissioners recognize that a significant portion of the County's population resides in Ocean Pines and other communities on MD Rt. 589 and, therefore, road improvements are needed as soon as possible. In response to a question by Commissioner Boggs, Mr. Pedersen reaffirmed that funding for roads projects is based on the priorities listed by the Commissioners, and the Commissioners have consistently reconfirmed the dualization of US Rt. 113 as their highest priority project, leaving no funds available for improvements to MD Rt. 589. Commissioner Shockley assured Mr. Pedersen that the Commissioners understand how priority funding works, but noted that the State approved slots at Ocean Downs Racetrack and should be required to fund the improvements needed to offset any adverse impact of this facility.

Mr. Drewer reviewed a list of completed and ongoing safety, congestion relief, highway and bridge preservation projects in Worcester County, which include the following: resurfacing US Rt. 50 from Herring Creek to the Sinepuxent Bay, which was completed in May 2009; resurfacing the east bound lane of US Rt. 50 from the Wicomico County line to MD Rt 346, which was completed in October 2008; and upcoming projects, which include resurfacing MD Rt. 90 east of MD Rt. 346 to MD Rt. 528, which was completed in July 2009; and Sinepuxent Bay bridge deck overlay (US Rt. 50), which is currently under construction. In response to a question by Commissioner Gulyas, Mr. Drewer advised that SHA officials installed a pedestrian crosswalk on US Rt. 50 adjacent to Hooper's Crab House in West Ocean City, but he would research the feasibility of installing a second crosswalk at the White Marlin Mall.

Delegate Jim Mathias recognized the unenviable position MDOT officials are in due to State funding cuts. However, he confirmed that the local delegation recognizes the need for expediency with regard to completing the dualization of US Rt. 113 and securing State funds to improve MD Rt. 589.

Pocomoke Mayor Mike McDermott informed those in attendance that Pocomoke lost 90% of State funding for roads in FY10, but they budgeted for a 100% cut. He noted that slots revenues would not help improve this bleak economic picture. He thanked the Commissioners for maintaining grants to towns in spite of the fact that they too were dealing with heavy cuts from the State. On a brighter note, he praised the efforts of Mr. Drewer and his staff for installing sidewalk in the Town of Pocomoke and for assisting with other projects whenever asked to do so. He thanked Mr. Drewer publicly and encouraged local delegates to continue fighting for the needs of the Eastern Shore.

Following much discussion, Commissioner Gulyas thanked transportation officials for meeting with them and advised that the Commissioners look forward to meeting with them again on November 3, 2009 to discuss improvements to MD Rt. 589.

The Commissioners answered questions from the press, after which they adjourned for lunch.

After lunch, the Commissioners reconvened in open session.

The Commissioners met in legislative session.

The Commissioners held a public hearing on Bill 09-6 (Public Works - Shared Sanitary Facilities and Service Areas for Manufactured or Mobile Home Parks and Campgrounds), which was introduced by Commissioners Boggs, Busick, Church, Cowger, Gulyas, Purnell and Shockley on September 15, 2009. Development Review and Permitting (DRP) Director Ed Tudor reviewed the proposed bill, which provides an exception for certain cooperative manufactured or mobile home parks and cooperative campgrounds from the requirements of establishing a shared sanitary facility operated by or under the supervision of the County Commissioners or establishing a sanitary service area owned and operated by the County Commissioners. Mr. Tudor stated that the current law provides that only those cooperatives that have totally passive systems, such as pipes or mains, are exempt from classification as a shared facility or public system. The revised law would also apply to other sanitary facilities as approved by the County. He concluded that both the Water and Sewer Committee and County staff concur with the language in the proposed bill.

Commissioner Gulyas opened the floor to receive public comment.

There being no public comment, Commissioner Gulyas closed the public hearing.

Upon a motion by Commissioner Shockley, the Commissioners unanimously adopted Bill 09-6 (Public Works - Shared Sanitary Facilities and Service Areas for Manufactured or Mobile Home Parks and Campgrounds) as presented.

The Commissioners held a public hearing on Bill 09-7 (Public Works - Sanitary Service Areas for Shopping Centers), which was introduced by Commissioners Boggs, Busick, Church, Cowger, Gulyas, Purnell and Shockley on September 15, 2009. Mr. Tudor reviewed the proposed bill, which provides an exception for certain shopping centers, planned commercial developments, or unified developments treating less than 50,000 gallons per day (gpd) from the requirements of establishing a sanitary service area owned and operated by the County Commissioners.

In response to a question by Commissioner Shockley, Mr. Tudor stated that a unified development includes the development of two or more parcels under separate ownership but developed under a unified theme. He stated that the purpose behind the bill was to protect the County from being required to take over and operate sanitary services for such commercial developments. In response to a question by Commissioner Cowger, Mr. Tudor confirmed that this legislation is meant to address the needs of big box stores like WalMart and Home Depot in contiguous shopping centers. He advised that these types of sanitary services would still be regulated by the Maryland Department of the Environment (MDE), which includes provisions that allow the County to shut down store operations if problems arise and are not immediately addressed.

Commissioner Gulyas opened the floor to receive public comment.

There being no public comment, Commissioner Gulyas closed the public hearing.

Upon a motion by Commissioner Church, the Commissioners unanimously adopted Bill 09-7 (Public Works -Sanitary Service Areas for Shopping Centers) as presented.

The Commissioners met with County Attorney Sonny Bloxom and Public Works Director John Tustin to review a proposed bill that would expand the definition of a Public Easement Road to include any bridge or bridges that such road crosses over. Mr. Bloxom reviewed the proposed bill, which would place the bridges located within Ocean Pines under the Public Easement Road . Mr. Bloxom explained that with the passage of this bill the Ocean Pines Association (OPA) should be eligible to receive federal and/or State funds to repair or replace their bridges. Following some discussion, Commissioners Boggs, Church, Cowger, Gulyas, Purnell and Shockley introduced the proposed bill as Bill 09-8 (Public Works - Public Easement Road Bridges) and agreed to schedule a public hearing on the bill to be held on November 17, 2009.

Commissioner Gulyas closed the legislative session.

The Commissioners held a second work session with Mr. Tudor and DRP Deputy Director Phyllis Wimbrow to review the staff and Planning Commission's recommendations on the public comments received on the Zoning Maps (the Maps). The first work session took place on October 6, 2009 to review the staff and Planning Commission's recommendations on the public comments received on the draft Zoning and Subdivision Control Article (the Code) and Design Guidelines and Standards for Commercial Uses. Mr. Tudor recommended that the Commissioners may wish to focus their attention on the recommendations in Section 16 of their zoning Work Session Binders entitled Recommended revisions to the draft Zoning Maps as a result of public comment; and Section 17 - Draft Zoning Maps showing revisions recommended by the staff and/or Planning Commission, but that background materials on public requests and the staff and Planning Commission's responses were included in Sections 13 and 14.

The Commissioners reviewed the proposed changes recommended by staff and the Planning Commission as follows:

Map 26 - Multiple Parcels - Holly Grove Road/Sinepuxent Road Area - from A-1 Agricultural District, with A-2 Agricultural District along Sinepuxent Road to RP Resource Protection District for large expanses of forests and nontidal wetlands, with A-1 for tilled fields, and platted lots.

Maps 33, 42, 50, 51 and 58 - Multiple Parcels - MD Rt. 611 and South Point Road Corridors, South of MD Rt. 376 - from R-1 Rural Residential District and E-1 Estate District to E-1. In response to questions by Commissioner Cowger, Mr. Tudor explained that the Comprehensive Plan calls for the elimination of the E-1 district, which will be accomplished in the next planning cycle. He stated that residents were concerned that in the future the golf course could be converted to housing if the property were zoned R-1.

Map 94 - Multiple Parcels - Easterly and Westerly Sides of MD Rt. 12, South of MD Rt. 366, Stockton Area - Parcels 58, 210, 9, 173, 7, 175, 52 and 11 as A-2 and Parcels 77, 166, 174 and 76 as A-1 to be changed as follows: Parcels 58 and 210 to V-1 Village District, Parcels 52 and 11 to A-2, and Parcels 9, 173, 7, 175, 77, 166, 174 and 76 to A-1. Mr. Tudor explained that this change would encourage more compact development.

Map 20, Northern Part of Parcel 373 - North of Griffin Road and East of MD Rt. 452 - from R-1 to A-2 in the area that was previously a borrow pit.

Map 33, Part of Parcel 347 - Assateague Pointe - East of MD Rt. 611 - from RP to A-2 along the small strip of land adjacent to the existing lots that is currently used for boat storage.

Map 100, Parcels 61 and 64 - Southerly Side of Tulls Corner Road, West of US Rt. 13 - from I-1 Light Industrial to A-1 as requested by the owner.

Map 33, Part of Parcel 309 - Northerly Side of MD Rt. 376 at Westerly Side of MD Rt. 611 - from A-2 to C-2 General Commercial District and A-2. Mr. Tudor explained that this change restores a portion of what is currently zoned for commercial development.

Map 71, Parcel 48 - Southwesterly Side of Castle Hill Road, West of US Rt. 113 - from A-2 to R-4 General Residential District adjacent to the existing mobile home park.

Map 16, Parcel 24 - Easterly Side of MD Rt. 589 at Northerly Side of MD Rt. 90, Ocean Pines - from R-2 Suburban Residential District to C-1 Neighborhood Commercial District. In response to a question by Commissioner Boggs regarding Parcel 24, Mr. Tudor explained that in a split vote, the Planning Commission agreed to recommend the C-1 zoning, though staff disagreed, feeling that it should instead be zoned R-2. Commissioner Boggs strongly opposed the proposed C-1 zoning based on traffic problems, the lack of public water and sewer and the overabundance of commercially zoned properties on MD Rt. 589.

Map 21, Parcel 8, Section A, Lot 28 and Map 22, Parcel 405 - Selsey and Sheffield Roads, Cape Isle of Wight, West Ocean City - from RP to R-2, since these properties are not tidal wetlands as originally suspected.

Commissioner Shockley inquired about the other properties for which public requests were received. Mr. Tudor stated that all public comments were considered, but only the above properties were recommended to be changed by staff and the Planning Commission. In response to a question by Commissioner Boggs, Mr. Tudor stated that the Planning Commission felt that the C-1 zoning classification was the most appropriate for the Showell oxbow area; however, they did change a number of the C-1 district regulations to increase the allowable uses. In response to a question by Commissioner Shockley, Mr. Tudor explained that the property on Seahawk Road across from the Stephen Decatur Middle School is now zoned A-1, but is proposed to be rezoned to C-2. In response to a question by Commissioner Church, Mr. Tudor stated that no change had been suggested for the WalMart/Home Depot property along Rt. 50 near Berlin. Commissioner Cowger expressed concern that the value of residential properties adjacent to the Ocean Downs Racetrack in Berlin would decrease once slots are installed at the

racetrack. In response to a question by Commissioner Cowger, Mr. Tudor stated that the area already has too much under utilized commercial property to justify rezoning these properties for commercial use. Commissioner Gulyas stated that these properties should not be rezoned for commercial use, because it could attract hoteliers and violate the “no compete” clause included in the slots legislation to protect Ocean City. In response to a question by Commissioner Cowger, Mr. Tudor advised that all of the rezoning requests had been closely reviewed and considered. Following much discussion, the Commissioners agreed to declare a special legislative session on November 3, 2009 to adopt the revised Zoning Code (Emergency Bill 09-1) as well as the Rezoning Maps and Design Guidelines. The Commissioners further agreed to discuss some of the other public requests for zoning changes as listed in Sections 13 and 14 of the Zoning Work Session Binders.

Following a motion by Commissioner Church, seconded by Commissioner Boggs, with Commissioner Busick absent, the Commissioners unanimously voted to meet in closed session at 3:10 p.m. in the Commissioners’ Meeting Room to perform administrative functions. Also present at the closed session were Gerald T. Mason, Chief Administrative Officer; Kelly Shannahan, Assistant Chief Administrative Officer; Sonny Bloxom, County Attorney; and Kim Moses, Public Information Officer. Topics discussed and actions taken included performing administrative functions.

The board adjourned to meet again on November 3, 2009.