

TOWN of MAY
WASHINGTON COUNTY, MINNESOTA
OFFICIAL TOWN BOARD MINUTES
February 8, 2022

The Board of Supervisors of the Town of May convened a special board meeting on Tuesday, February 8, 2022, via virtual telephone/video conference. Those present included: Board members John Adams, John Pazlar, and Steve Magner; Clerk/Treasurer Linda Tibbetts; Deputy Clerk/Treasurer Marsha Olson. Chair Adams called the meeting to order at 1:02 p.m.

Notice was posted on the township's website and at the Town Hall more than 72 hours prior to February 8, 2022.

The sole purpose of the special meeting is to review and consider the 2023 Levy.

Marsha Olson presented the proposed 2023 Levy in the amount of \$980,920, a 1.75% increase over the 2022 Levy.

Adams questioned the absence of ARPA dollars received. Olson replied that the township will not be receiving ARPA dollars in 2023 and further, ARPA is not a fund that is levied for therefore it is not included in the 2023 levy.

Pazlar questioned why previous levy/budget/actual cost does not reflect ditch mowing and pulling gravel back onto the roadway using the All-American Disc. Tibbetts said she has not seen any invoicing for disc work in the past three years. Pazlar asked staff to request detailed invoicing in the future regarding ditch mowing and discing.

Magner would like to see a better idea of where the township is going with budgeting projects for the future. Further, he would like to see planning for future grading when Marv retires. Also, since the township sold the plow trucks and switched to contract snow removal, are we budgeting enough for snow and ice removal. He would like to see cost-effect moves towards efficiency in road maintenance.

Regarding snow removal and gravel, Magner noted that Miller, the town's contractor for snow removal, did not plow gravel roadways on the first two snow falls which kept the gravel in place, as opposed to in the past, wherein the gravel would be skimmed off the first few plowings. He would rather see \$5,000 put towards new gravel as opposed to hiring to have the gravel in the ditches reclaimed.

Adams' goal has been, since he has been on the board, that Marv will grade until he no longer does as he is very good at it. He sees that continuing. Adams said the fallback position might be having Miller grade the roads until the next opportunity to research vendors.

Regarding gravel, the township spent a lot of money on gravel in 2021. Adams says it is a puzzle to him as how we increase gravel expense; however, according to our Capital Improvement Plan,

Adams said the township is on a 17-year rotation which he said is too long. Pazlar noted that for years, we budgeted \$20,000/year and it was bumped up to \$25,000/year. He said for 2021, after the road tour, there seemed to be an emergency on gravel needs which the budget for gravel was moved from \$25,000 to \$65,000. He said it was fine for a one-time emergency. However, Pazlar noted that the previous board supervisor who oversaw roads, spent a lot of time with engineering staff coming up with a sophisticated graveling plan which drove the request to increase said budget by \$5,000/year. Pazlar does not have the data/science needed for him to move forward on an increase to the gravel budget. From his experience, reclaiming gravel from the sides of the road is beneficial. Finally, Pazlar doesn't want to disregard the previous work done due to the time and science behind the logic thereof.

Regarding the road grader, Pazlar said having Magner on the board is a "fresh set of eyes" when it comes road maintenance, and especially when it comes to what we do when Marv retires. Do we sell the grader and contract out or do we keep the grader and contract out staffing? These are the questions we need to consider moving forward.

Magner thought that Adams and our town engineer had come up with a new gravel matrix that shortened the turnaround from 17 years to 10 years. Pazlar wants to see science and data behind that matrix as the new matrix is a dramatic change from the previous matrix that was put together by the same engineer and the previous road supervisor. Pazlar wants to know what transformed to make such a striking change over from the previous matrix. Until this is sorted out, the gravel budget will stay at \$25,000 for 2023.

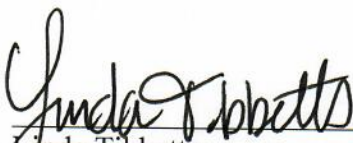
In the spring of 2021 when Magner was working with NSI of the calcium chloride, he was told multiple times township roads do not have the proper mix of gravel. Pazlar said he has heard this complaint in the past; however, we have had different providers apply calcium chloride and it wasn't until we received "ponding" of calcium chloride complaints that he considered it might possibly the rate of delivery as well as potential gravel base like Magner mentioned. Road maintenance itself needs to be addressed, i.e., grading and reclaiming with the All-American Disc.


Adams moved, seconded by Pazlar, to set the 2023 Levy at \$980,920 which stands at a 1.75% increase over 2022 Levy. By Roll Call Vote: Adams: YES; Pazlar: YES; Magner: YES. Motion passed.

Meeting ended at 1:59 p.m. without objection.

Submitted:

Approved:


Linda Tibbetts
Clerk/Treasurer


John Adams
Board Chair