

AT A MEETING OF THE NEW RIVER RESOURCE AUTHORITY
HELD ON WEDNESDAY, APRIL 22, 2026, AT NOON, NRRRA
ADMINISTRATION BUILDING,
DUBLIN, VIRGINIA:

PRESENT: Mr. Steve Fijalkowski, Chairman
Mr. Tom Starnes, Vice-Chairman
Mr. Dirk Compton, Secretary
Mr. Seth Gillespie, Member
Mr. Barry Helms, Member
Ms. Debbie Lyons, Member
Mr. Chris McKlarney, Alternate
Mr. Mike Mooney, Member

STAFF: Mr. Joseph Levine, NRRRA Executive Director
Ms. Monica Furrow, NRRRA Assistant Secretary
Mr. Howard Estes, NRRRA Legal Counsel
Mr. Ike Snider
Mr. Adam Slaughter
Mr. Nate Hurst
Mr. Brandon Atkins
Mr. Isaac Slade Wall

ABSENT: Mr. Paul Baker, Member

GUESTS: Mr. Andrew Monk, Thompson & Litton, Inc.
Mr. Adam Murray, Thompson & Litton, Inc.

I. Call to Order and Roll Call:

Chairman Fijalkowski called the meeting to order. An invocation and Pledge of Allegiance followed.

II. Approval of April 22, 2026 Agenda:

The motion to approve the April 22, 2026 Agenda as was made by Mr. Compton. The motion was seconded by Mr. Starnes and approved by a unanimous vote of the Authority Board.

III. Approval of Meeting Minutes:

The motion to approve the March 18, 2026, meeting minutes as was made by Mr. Gillespie. The motion was seconded by Mr. Helms and approved by a 7-0-1 vote of the Authority Board. Mr. McKlarney abstained.

IV. Old Business:

1. Tazewell County:

Mr. Levine stated that Montgomery County, City of Radford, and Giles County had voted in favor of the emergency agreement with Tazewell County. Mr. Mooney stated that Pulaski County discussed the emergency agreement at their last board meeting, in a closed session, and that they will be discussing it again at their upcoming meeting. Ms. Lyons stated that the Town of Dublin Council discussed it at their previous meeting as well.

Mr. Fijalkowski asked about changing the language in the resolution. Mr. Estes stated that if there are any amendments to the draft agreement as presented it would need to be recirculated to all member jurisdictions until there is final language approved by each Member.

2. Patrick County:

Mr. Compton stated that there was some resistance from the Pulaski County Board. Mr. Mooney agreed with Mr. Compton. Ms. Lyons raised concerns about costs of building new cells and landfill capacity. Mr. Levine stated that Thompson and Litton had provided information on what the impact from Patrick County would be. Mr. Fijalkowski asked if the respective Council and Board for the Town of Dublin and Pulaski County had gotten the Thompson and Litton memo. Ms. Lyons and Mr. Mooney answered that they do have it. Mr. Levine offered to attend meetings if it would be helpful in clarifying the impact of adding a customer to NRRA.

V. New Business:

A. Items of Vote:

1. Transaction by Vendor Report:

The Transaction by Vendor Report for the month of March 2026 was presented.

The motion to approve the Transaction by Vendor Reports for the month of March 2026 was made by Mr. Starnes. The motion was seconded by Mr. Compton and approved by a roll-call vote of the Authority Board as follows:

Mr. Compton	<u>yes</u>	Mr. McKlarney	<u>yes</u>
Mr. Gillespie	<u>yes</u>	Mr. Mooney	<u>yes</u>
Mr. Helms	<u>yes</u>	Mr. Starnes	<u>yes</u>
Ms. Lyons	<u>yes</u>	Mr. Fijalkowski	<u>yes</u>

2. Draft Financial Statements:

The Draft Financial Statements as of March 31, 2026 were presented.

The motion to approve the Draft Financial Statements as of March 31, 2026 was made by Mr. Helms. The motion was seconded by Mr. Gillespie and approved by a roll-call vote of the Authority Board as follows:

Mr. Compton	<u>yes</u>	Mr. McKlarney	<u>yes</u>
Mr. Gillespie	<u>yes</u>	Mr. Mooney	<u>yes</u>
Mr. Helms	<u>yes</u>	Mr. Starnes	<u>yes</u>
Ms. Lyons	<u>yes</u>	Mr. Fijalkowski	<u>yes</u>

B. Administrative Items:

There were no Administrative Items to discuss.

C. Reports:

1. Executive Director Report:

Mr. Levine presented the Executive Director's Report. Included in the report is the waste stream for March 2026 and an operational summary. In summary of the balance sheet, he reported that revenues are 20.9% above projections and expenses are 8.1% below to-date. A total of 19,999.05 tons of waste was managed in March 2026. The amount transferred to the Reserve Fund for March 2026 was \$217,493.87. The total year-to-date transferred to the Reserve Fund is \$1,883,409.11. On April 6, Critzer Elementary School was on-site for a school tour. He noted that NRRA has several schools lined up for tours for the months of April and May. On April 30, the recycling report is due to VDEQ. On May 12, Robinson, Farmer, and Cox Associates will have a remote audit workday. NRRA will be having its annual Household Hazardous Waste Day on August 1, from 9:00 am to 12:00 pm. The Resource Authority now has a

Facebook page. He noted that it isn't to be used a comment page.

2. Equipment Presentation:

Mr. Adam Slaughter gave a presentation regarding a CAT D6 XE electric drive dozer. A copy of the presentation is included with the minutes.

3. Engineering:

Mr. Levine presented the Engineering section of the Agenda.

Mr. Adam Murray from Thompson and Litton reported that both the preliminary engineering reports on short-term and long-term solutions responding to the elevated ammonia have been given to Pepper's Ferry Regional Wastewater Treatment Authority.

VI. Public Comments:

The Chairman invited Public Comments.

No comments were presented.

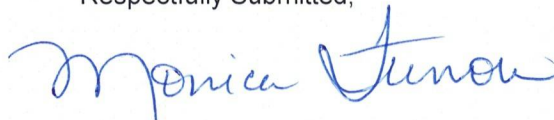
VII Adjourn:

The motion to adjourn the meeting was made by Mr. McKlarney. The motion was seconded by Mr. Helms and approved by unanimous vote of the Board.

With no further business, the meeting adjourned at 1:08 pm.

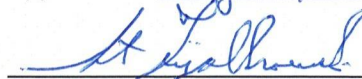
The next scheduled meeting of the Authority Board is Wednesday, May 20, 2026, 12:00, (NOON), at 7100 Cloyd's Mountain Road Dublin, VA 24084.

Respectfully Submitted,



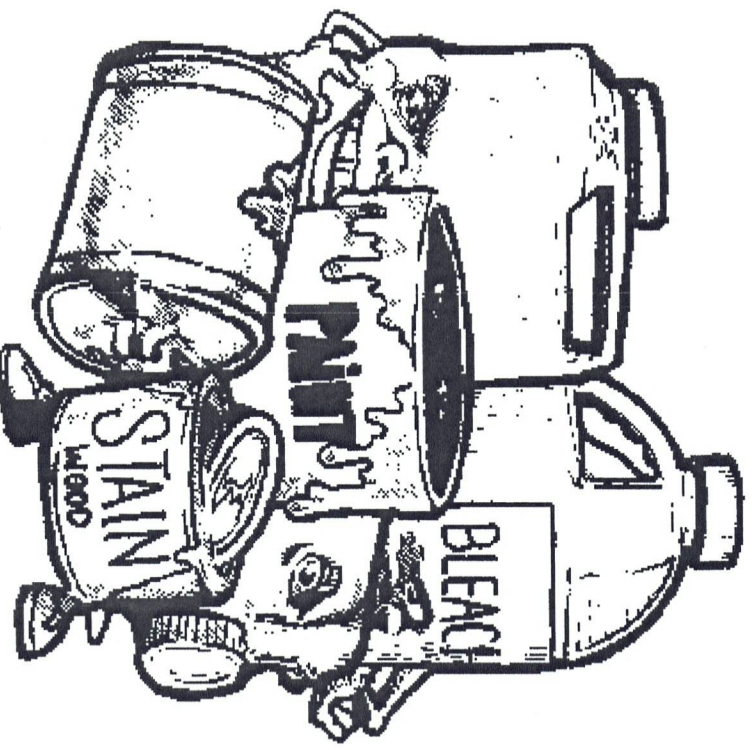
Monica Furrow,
Assistant Secretary

Approved at May 20, 2026 Board Meeting.



Steve Fijalkowski, Chairman

Dirk Compton, Secretary



NRV Regional Household Hazardous

Waste Collection Day

Residents served by the Regional Solid Waste Management Area residents are invited to participate in the Region's HHW Event on **Saturday, August 1st, 2026**, from 9:00 a.m. to 12:00 p.m. at the New River Resource Authority, 7100 Cloyd's Mtn. Road. Dublin, VA 24084

Residents interested in this event should call NRRRA at (540) 674-1677 to schedule an appointment.

NO COMMERCIAL WASTE or COMMERCIAL VEHICLES will be accepted

This program is sponsored by

The New River Solid Waste Authority


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New River Resource Authority

1 follower · 0 following · 2 posts

 Waste Management Company ·  (540) 674-1677

 Following ▾

 Message

All

Photos

Reels

Mentions

Details



Not yet rated (0 Reviews)



Opening Soon

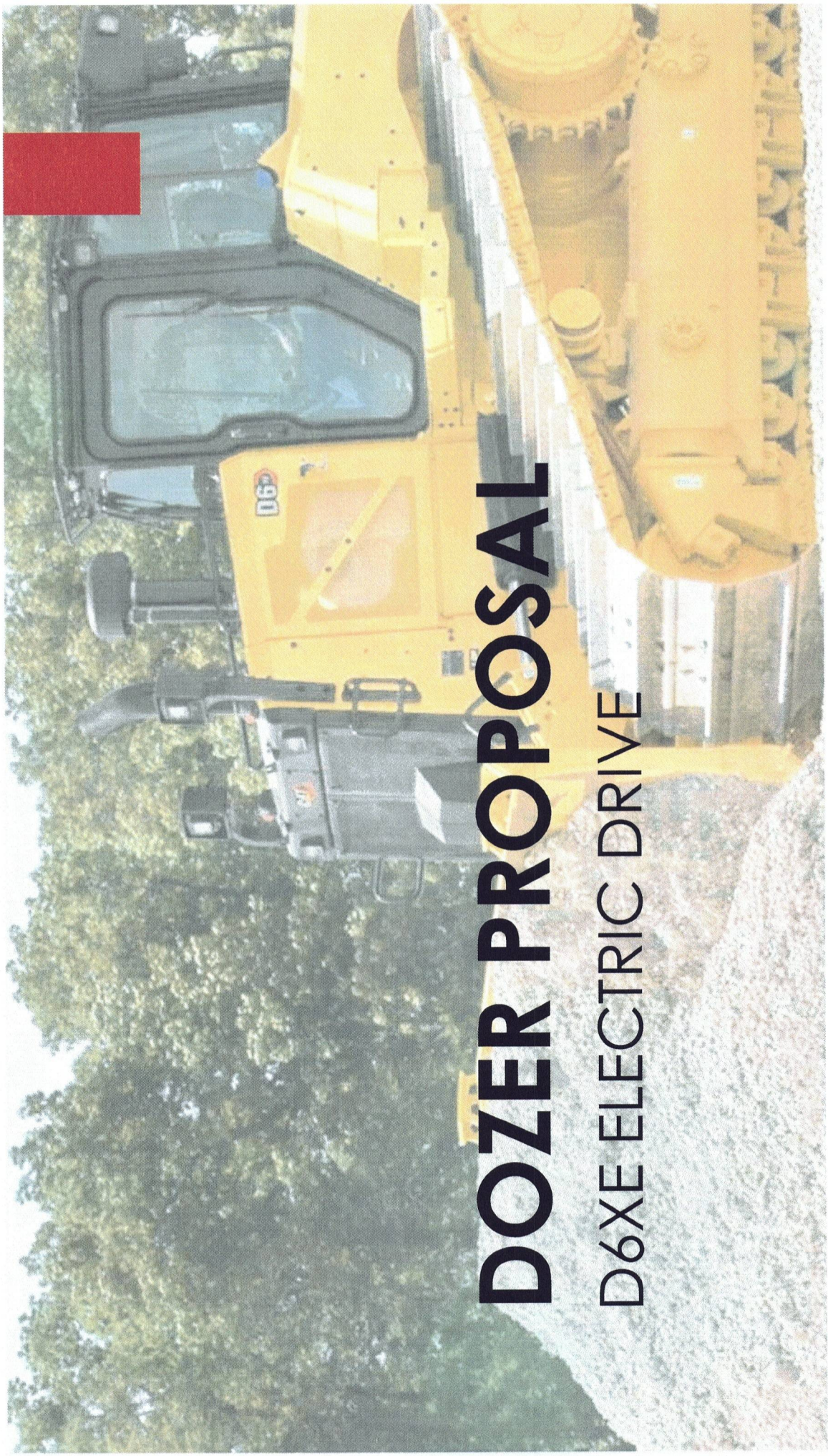


7100 Cloyds Mountain Road, Dublin, VA,
United States, 24084

Links



newriverresourceauthority.org



DOZER PROPOSAL

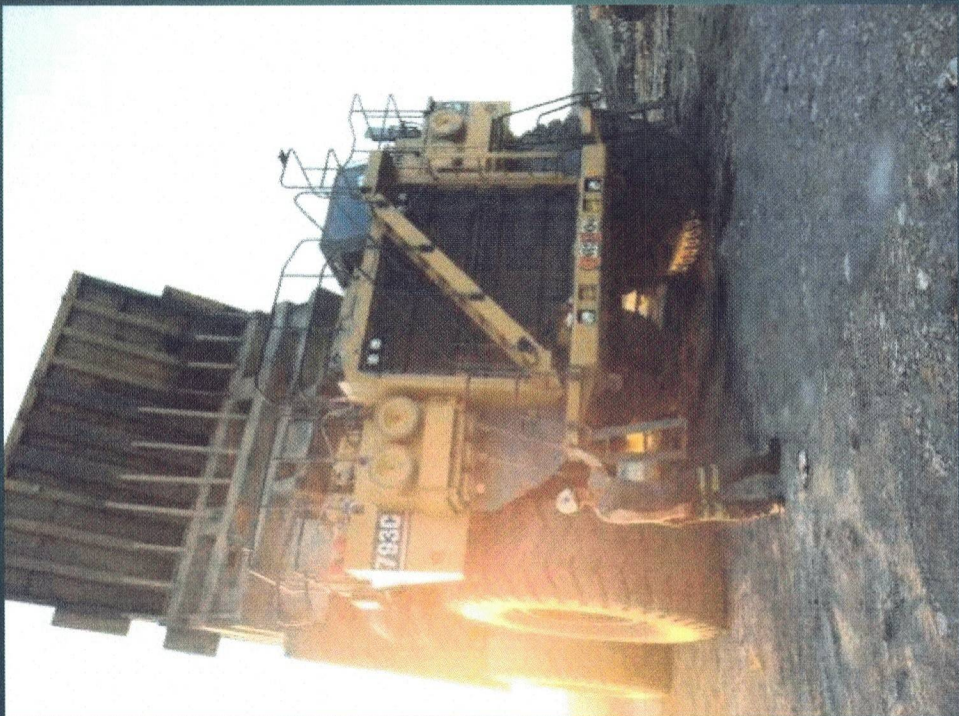
D6XE ELECTRIC DRIVE



INTRODUCTION

- ▶ Adam Slaughter- A Dublin native with a family of five. I served the automotive and equipment industry in a technical, mechanical, fleet management, and service-oriented capacity at the dealer level for ten years. I'm skilled and versatile in this and enjoy the methodical process of problem-solving.





OUR EQUIPMENT OVERVIEW

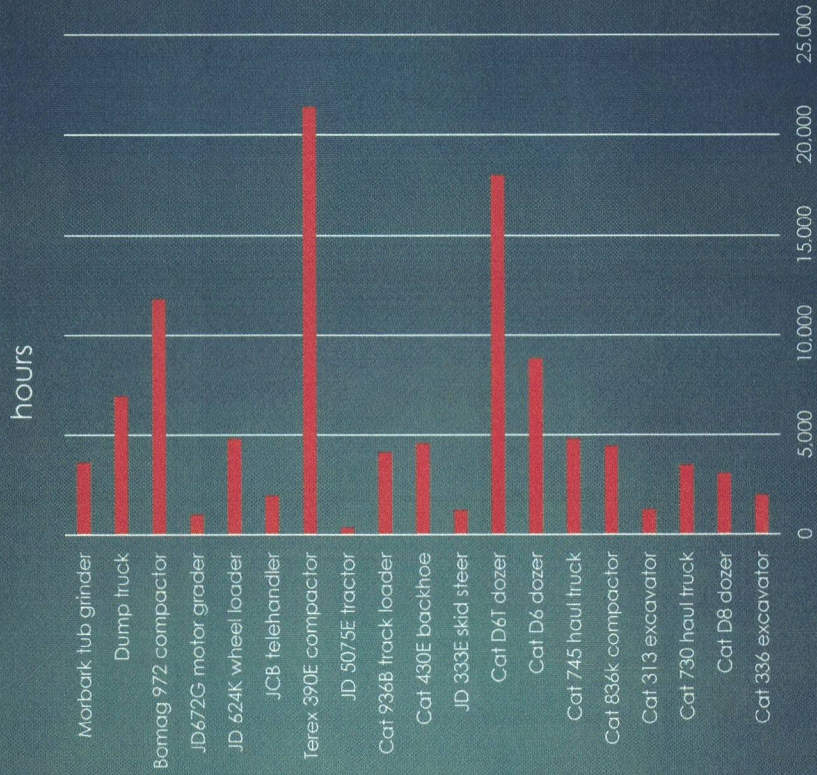
- ▶ We have various equipment manufactures- Cat, Morbark, John Deere, JCB, Terex, Bomag, International.
- ▶ Machine age is very broad because of usage, ranging from 1997 (dump truck) to 2023 (big excavator).
- ▶ Hours are the same ranging from 1,000 hours - 21,400 hours.
- ▶ Some machines are used on an "as needed" basis. We utilize others everyday and are the back bone of our operations.

HOW IS OUR EQUIPMENT HEALTH?

- ▶ Considering the previous slide, as well as foreseeable factors like parts availability and estimated yearly usage, we are well-positioned. We use our machines as intended and maintain them well. Documenting services and repairs along with tracking wear data aids in the best proactive approach to minimize downtime, keep the parts we need, and keep the equipment fleet fluent.

HOURS/AGE VISUAL

Machines	year	hours	cost new
Cat 336 excavator	2023	1,980	\$475,000
Cat D8 dozer	2023	3,060	\$1,300,000
Cat 730 haul truck	2019	3,498	\$434,000
Cat 313 excavator	2022	1,244	\$240,000
Cat 836k compactor	2023	4,439	\$1,250,000
Cat 745 haul truck	2018	4,821	
Cat D6 dozer	2019	8,835	\$460,000
Cat D6T dozer	2010	17,995	
JD 333E skid steer	2015	1,215	
Cat 430E backhoe	2009	4,595	
Cat 936B track loader	1996	4,140	
JD 5075E tractor	2019	350	
Terex 390E compactor	2004	21,405	
JCB telehandler	2005	1,950	
JD 624K wheel loader	2014	4,800	
JD672G motor grader	2014	1,008	
Bomag 972 compactor	2018	11,800	\$867,000
Dump truck	1997	6,934	
Morbark tub grinder	1999	3,615	
Road tractor	2007	214,000 miles	
Rolloff truck	2005	222,000 miles	
Plow truck	2002	57,000 miles	
Service truck	2024	2,000 miles	\$172,000





WHEN IS EQUIPMENT REPLACEMENT DUE?

- ▶ It's a balancing act between age, priority, dealer support, and sometimes the market for buying and selling equipment.
- ▶ Our lower-priority machines are typically older units that aren't needed every week yet perform their job and can be repaired when necessary. Their resale isn't substantial, so it has little impact on the total cost of ownership. These can usually remain in service until they are in fair to below-fair condition. (e.g., telehandler, road tractor, skid steer, track loader, Terex compactor)
- ▶ Our middle-priority machines are typically used weekly or bi weekly and are generally in fair condition. They can still be repaired promptly and retain good value relative to their replacement cost. (e.g., tub grinder, backhoe, dump truck, wheel loader)
- ▶ Our high-priority machines are mainly landfill equipment and landfill support equipment. It's critical that these be in good operating condition and that back ups are available in case of failure. These machines are used daily and accrue hours quickly, which is why we cycle through them more frequently. (compactor, dozer, haul trucks, excavator)
- ▶ This year, we have a dozer that has exceeded its service as a high-priority machine.



DOZERS AND NEEDS

- ▶ As machines operate, they're monitored and assessed.
- ▶ Eventually, the time comes where a replacement is needed.
- ▶ In this case, it's our oldest D6 (built Nov. 2010), which is now 16yrs old and has 18,000 hours. It has already undergone one medium-tier rebuild.
- ▶ At this point, we begin evaluating replacement options that best meet the facility's operational needs.

WHAT QUALIFIES AS A GOOD CANDIDATE?

▶ Dozer that has a good combination of:

- ▶ Weight
- ▶ Power
- ▶ Maneuverability
- ▶ Blade capacity
- ▶ Efficiency
- ▶ Uptime
- ▶ Product support



WHAT DOES THAT LOOK LIKE?

- ▶ Lack of dealer support eliminates Komatsu or Liebherr.
- ▶ Lack of support and structure eliminates case.
- ▶ John Deere has worked adequately for us in loader applications, and dealer support was satisfactory. However, the dozer side (JD1050K) did not perform well. It resulted in higher downtime compared to all of our equipment, second only to the tub grinder. Service support was poor as well due to a lack of training for the Dozer.
- ▶ Cat would be the sensible option in our region due to its strong dealer network and the best product/parts support in the state.

KOMATSU

LIEBHERR

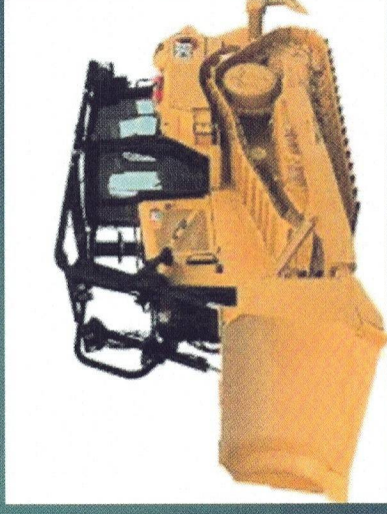
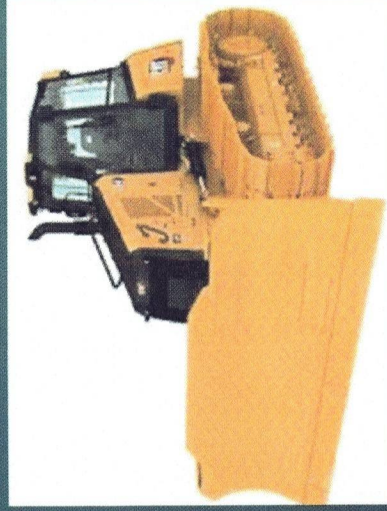


JOHN DEERE

CAT

CAT OPTIONS FOR A D6 ?

- ▶ There was typically two options for a D6: high drive and low drive.
- ▶ In 2018 the D6 XE was introduced as a third option.
- ▶ But what is an XE, and how does it compare to a standard?
- ▶ In the following slides we'll discuss this, pros/cons, and customer reviews from people in the waste industry.



THE D6'S

STANDARD D6

- ▶ WEIGHT: 50,733LB
- ▶ ENGINE: 9.3L (215HP)
- ▶ DRAWBAR POWER: 153HP
- ▶ 4 SPEED AUTO TRANS
- ▶ SAME MAX SPEED

D6XE

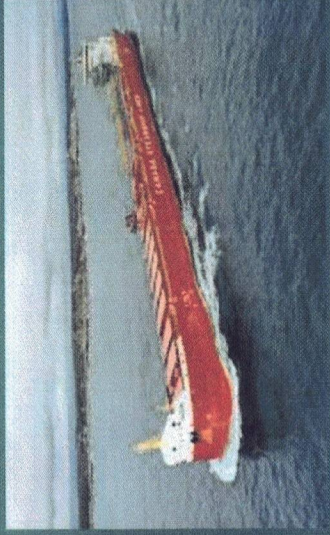
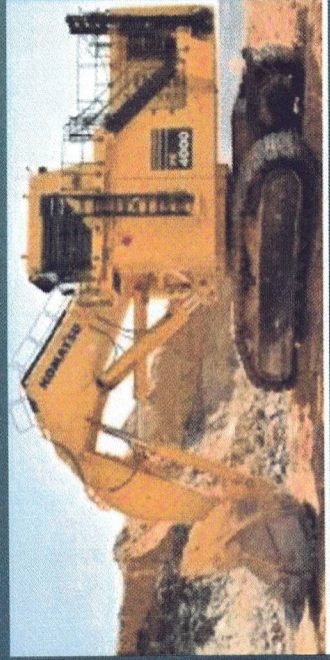
- ▶ WEIGHT: 51,333LB
- ▶ ENGINE: 9.3L (215HP)
- ▶ DRAWBAR POWER: 160HP
- ▶ Electric drive
- ▶ SAME GENERAL BUILD OPTIONS
- ▶ They seem similar so why offer one???

WHY?

- ▶ This served as a 30-year redesign, along with the standard D6 in 2018. It was a good opportunity to create greater versatility using the technology we have today for the future. They also offer XE models in loaders and mining equipment.
- ▶ Simplicity - Less moving parts.
- ▶ Power - More and instant power across all ranges.
- ▶ Longevity - Engine can keep its optimal power and RPM range most of its life. Keeping engine in its most effective range also reduces emissions.
- ▶ Reduced parasitic load due to little to no drive shafts and gear boxes.
- ▶ Today's components and materials are superior and can provide a longer service life than diesel-mechanical systems.
- ▶ Proof???

TECHNOLOGY

- ▶ At its core, this system has been in full force since the 1940s.
- ▶ Used in applications such as, but not limited to:
 - ▶ Marine: cruise ships, off shore vessels, tankers, submarines
 - ▶ Locomotives
 - ▶ Buses
 - ▶ Military tanks
 - ▶ Mining industry: drills, shovels, haul trucks, underground loaders



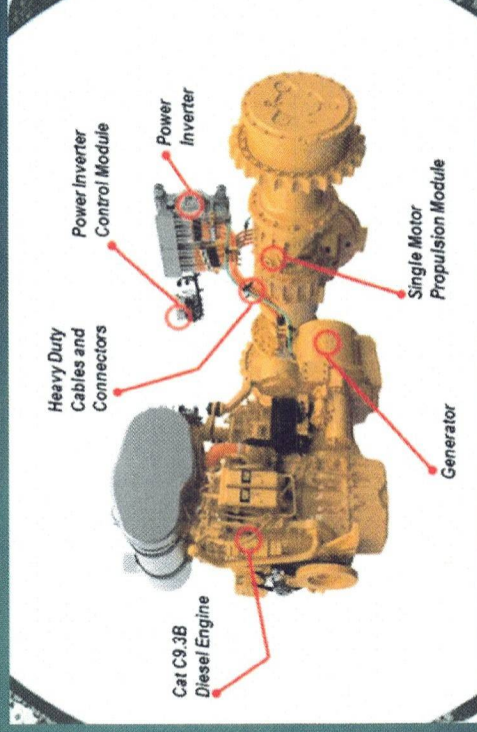
CATERPILLAR D6XE OVERVIEW

- ▶ It's an electric drive dozer
- ▶ Not an electric dozer
- ▶ NOT BATTERY POWERED
- ▶ NO PLUG IN BETWEEN SHIFTS



CATERPILLAR D6XE

- ▶ The major difference in the machines is the drive system, along with some power supplies. The rest of the machine is very similar to a standard model.
- ▶ As shown, the engine and final drives are the same. A generator replaces the torque converter, and a DC motor replaces the transmission. Similar to a locomotive powertrain DC setup.

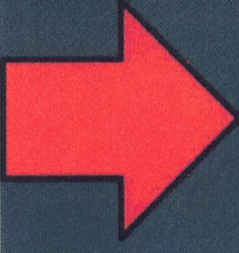


Pros



- ▲ Simplicity- 90% less moving parts than a standard power shift transmission.
- ▲ Cost in maintenance- On average, 12% reduction due to longer intervals and less oil compared to the D6T; 3% better than the D6.
- ▲ Cost in fuel- On average, 23% less fuel compared to the D6T; 10% less fuel than the D6.
- ▲ 30-minute cab removal vs 4hr on a standard D6 saves time and labor whenever in-depth work is performed.
- ▲ A 45% smaller turning radius compared to the D6 will aid in waste handling.
- ▲ Power to the ground at all times without shifting.
- ▲ More power in general, comparable to a D7.

Cons



- ▶ Comparing equally optioned standard and XE machines shows an average 7% higher investment for the XE (748k vs. 700k), depending on market conditions and inflation.
- ▶ According to Cat's 50,000 hours of field testing, the increased efficiency, fuel savings, and reduced total cost of ownership give us a return on investment in just 2 years. Although the savings and efficiency present an immediate benefit to our environment.

WARRANTY

- ▶ The base warranty for both machines is 1yr/unlimited-hour machine and 5-yr/3000-hour emissions.
- ▶ When introduced in 2018, Cat offered a 7-yr/20,000-hour warranty on the electric drive as an incentive to protect customers in the event of a failure. They discontinued that offering in 2023 because the failure rate with these machines was comparable to a standard powertrain.
- ▶ Note: we purchase 10,000-hour Premier warranties for our landfill machines, so failures would not impact us (e.g., Bomag engine-\$148k). This can also support planning for a buy-back at end of life when a new replacement is needed.

EFFICIENT AND SIMPLE

The D6XE's Electric Drive Power Train has

90% FEWER

moving parts than a traditional powershift transmission

FEWER MOVING PARTS MEANS A SIMPLER SYSTEM AND REDUCED MAINTENANCE COSTS FOR YOU

SIMPLE SERVICE ACCESS

High drive allows Electric Drive power train to slide out the back of the dozer like traditional machines. Get to the power electronics through a panel in the cab. If you ever need to access the generator, the cab can be removed in about 30 minutes.

EASY DIAGNOSTICS

Next generation Electric Drive features simplified diagnostics via Electronic Technician. Power electronics are serviceable for lower cost. Plus, Electric Drive has fewer moving parts, fewer components to replace and a longer design life to rebuild than a standard powershift transmission.

DOZE WITH CONFIDENCE

D6XE Assurance Plan* covers parts and labor on everything related to the Electric Drive Power Train – generator, motor, power inverter and cables – should there be a defect or failure of those components for 7-years/20,000 hours. Fully transferable.

*Coverage is after standard warranty and EPF are over. Customer must perform resale and financing as per the manufacturer.

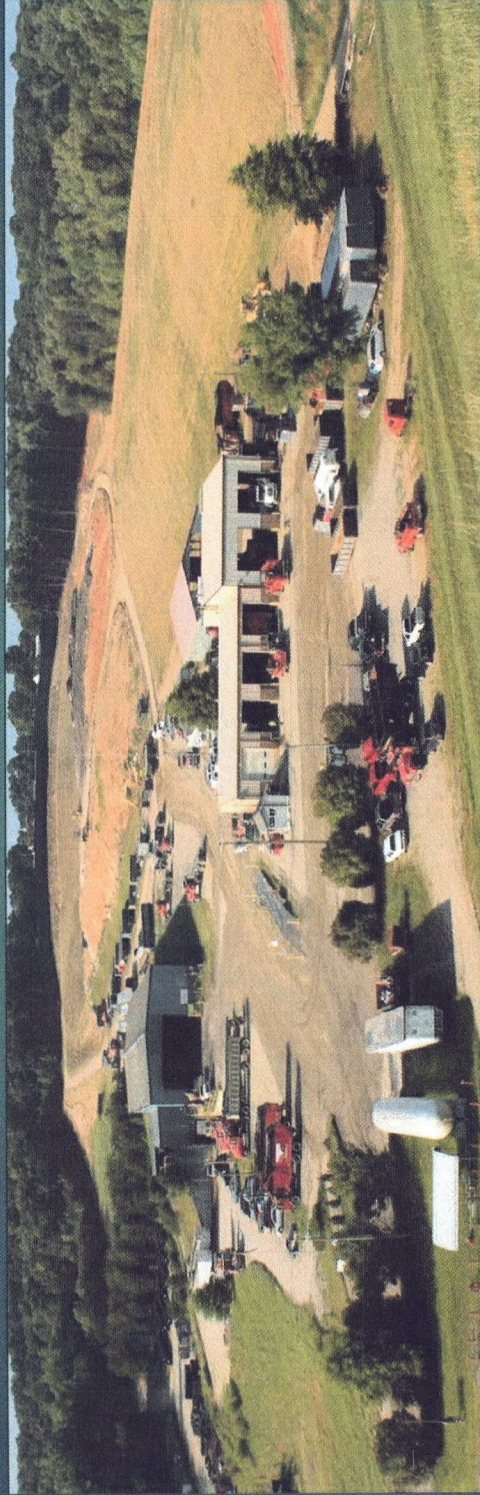
SOUNDS GOOD ON PAPER?

- ▶ We can see a clear advantage in the XE offering.
- ▶ They have been in use for 7-8 years and have proven themselves in all aspects.
- ▶ Support is strong. The dealer reports high customer satisfaction among all users, with noted productivity gains and overall performance improvements. They also noted that, since establishing a solid foot print in the market, their technicians are well-versed in them. An added benefit of the electric drive setup, compared to standard machines, the Generators technicians are cross-compatible to work on the drive systems.
- ▶ What about off the paper and on the ground?

LANDFILL REVIEWS

- ▶ Five landfills were surveyed on their D6 XE units. These reviews are based on a cumulative owner/operator experience ranging from 500 to 13,000 hours, including a unit that has undergone a second-life rebuild. These landfills are as follows:
 - ▶ 1st Piedmont of Virginia
 - ▶ RVRA of Virginia
 - ▶ Region 2000 of Virginia
 - ▶ Horry Co. of South Carolina
 - ▶ Rumpke of Ohio

1st PIEDMONT, DANVILLE, VA



1st PIEDMONT REVIEW

- ▶ Billy stated they've had theirs since new for 500 hours. It replaced a D6T. They've noticed more usable power, and the undercarriage has been trouble-free. Fuel usage has decreased; now refueling every 2 days if chosen.
- ▶ Neither operators nor managers have reported negative remarks

RVRA, Roanoke VA





RVRA REVIEW

- ▶ Joey stated they've had theirs since new for 5,991 hours. It replaced a Komatsu dozer that burned down. They also have a JD 850 (225hp, 51,000lb) and the D6 XE outperforms it. It's the most powerful machine they've had in this class. It also uses less fuel than their other dozers, which has been a major selling point along with its power. Joey noted the D6 XE has averaged 5 gallons per hour through its life so far. Our D6T averages 7 gallons per hour. It's a very quiet and smooth machine when compared to others in its class. Even at these hours, the undercarriage report looks good and shows no need for replacement.
- ▶ Neither operators nor managers have any negative remarks.

REGION 2000, LYNCHBURG VA



REGION 2000 REVIEW

- ▶ Larry (Buzz) stated they've had theirs since new for 13,000 hours. They were the first in the area to purchase one and initially felt like the guinea pig, but the machine has exceeded expectations. The biggest selling point for him was fuel savings. Compared to their Cat 973 track loader (65,000lb 250hp), they saved 10,000 gallons their first year, using 30-35 gallons daily. For reference, our older D6T averages 60 gallons daily. Second selling point was the power; they feel that they can push with a D8. Turning radius is smaller and quick because of the electric drive. Their undercarriage has worn well compared to their D6T. At end-of-life, they looked at rebuild or replace; rebuilding was \$300,000 less, so they chose that route. When the electric motor and generator were inspected, they were only 25% worn.
- ▶ Only negative remark was they did have to perform an update on the inverter. He noted it wasn't really an issue; it's just the only problem he could recall in the machine's life. They also chose to install HJ1 final drive guards because of their waste stream, which has served them well. Early on, they had two final drive failures caused by material-wrap, with each repair costing around \$10,000. The guards costed \$40,000 and will usually last the life of the machine. There have been no issues since installing the guards.

HORRY CO, SC LANDFILL



HORRY CO LANDFILL REVIEW

- ▲ This site is similar to us in waste stream, tonnage, gas to energy, and quality.
- ▲ Ritchie stated that they have four units since new. They have 200 and 400 hours and the other two have over 10,000 hours. They are extremely pleased and plan to continue with this model. Ritchie stated that they had D6T's and the XE's consume half the fuel. They're incredibly powerful and maneuverable, with excellent uptime and Production. An XE can push an entire walking floor trailer on the working face, whereas a D6T would require several passes. Undercarriage wear has been comparable to their non-XE dozers.
- ▲ The only negative remark was one unit had a generator replacement at 7,000 hours. They have a 10,000-hour Premier warranty on all of their machines, so it was covered. They also use HJl final drive guards due to their waste stream and run 32" solid LGP pads. The pads are simply a spec preference.

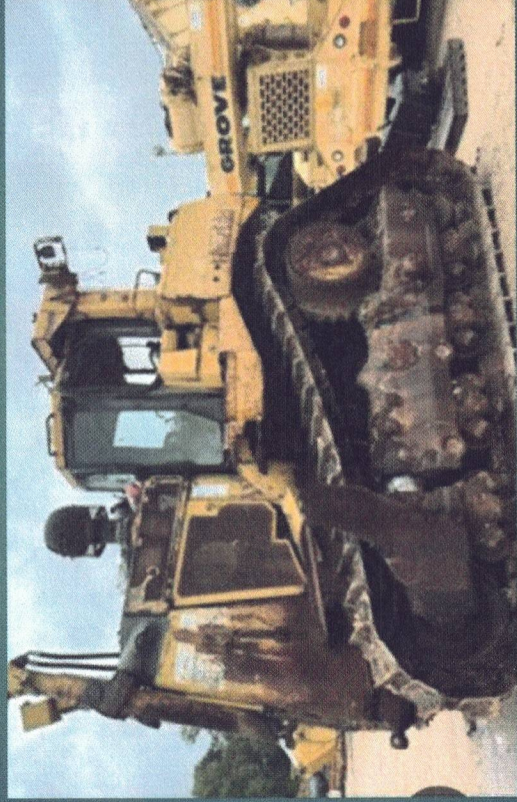
RUMPKE WASTE GROUP COLERAIN TOWNSHIP, OH



RUMPKE WASTE GROUP REVIEW

- ▶ This group services Ohio, Indiana, and Kentucky with landfills and transfer stations across their territory. One of their landfills run 12,000 tons daily. They have multiple sites that run 24 hours, seven days a week.
- ▶ Don (Equipment Manager) stated they have eight XEs in their fleet since new. Hours range and have up to 13,000hrs on some of them. He also mentioned that Waste Management was the first in line to purchase them. Engineers from Cat and Bomag frequently demo machines and stay on-site for field testing on many waste-application machines. As a result, they've had the opportunity to put more hours on these machines and others, than anyone else. Both he and the operators are extremely pleased. They are more powerful, efficient, nimble, and maneuverable than anything in their class. He can attest to at least 25% fuel saving compared to the newer standard D6s in their fleet. The extra power is particularly beneficial for cell construction and slope work. These machines have also cost less to service and repair over their lifespan, and undercarriage wear has been comparable to standard machines.
- ▶ Neither he nor operators have negative remarks. They also have D7 XEs and are pleased with them.

AT THE END OF THE ROAD



END OF MACHINE LIFE

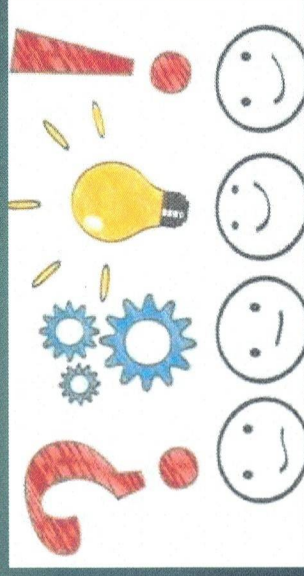
- ▶ Rebuild option- The rule of thumb from the rebuild center is that the cost averages 60% of the machines original price. The XE can be rebuilt for slightly lower percentage, as Cat states the generator lifespan is 25 years. However, wiring is recommended to be replaced every 15 years in both components essentially making it more cost effective. Landfill machines operate in harsh environments that Cat classifies as extreme conditions, typically making one rebuild feasible. Based on the 60% rule, there would only be about a 9% difference in rebuild cost, but it would likely be close to even, or less, since minimal work is required on the electric drive.
- ▶ New Replacement option- Do a trade in or buy back at a 10,000-hour fixed price. Prices reflect the average current market:
 - ▶ Trade in:
 - ▶ D6- \$70,000
 - ▶ D6 XE- \$100,000
 - ▶ Buyback will be on average \$50,000 because both machines would need rebuild by dealer standards.



CONCLUSION

- ▶ A more powerful, quieter machine that turns tighter, uses less fuel, runs smoother, and reduces day-to-day operator fatigue.
- ▶ A machine that leaves a smaller environmental footprint, with fewer parts, servicing and maintenance year to year
- ▶ The machine has proven to be a sustainable, high-value asset and a significant advancement for any fleet throughout its life, regardless of focus (performance, cost, value, maintenance, or productivity).
- ▶ The XE returns its higher initial investment over its life through fuel, maintenance, and trade-in value alone, not including productivity and efficiency gains.

COMMENTS, QUESTIONS OR CONCERNS?





**NRRA
PUBLIC COMMENT
REGISTRATION
APRIL 22, 2026**

Please register below if you wish to speak during the “Public Comment” portion of the Agenda. Speakers are limited to five minutes.

NAME: ADDRESS: PHONE OR EMAIL:

1. _____
2. _____
3. _____
4. _____
5. _____
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7. _____
8. _____
9. _____
10. _____