

Minutes of the Williamson County Highway Commission Meeting

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The Williamson County Highway Commission met on Wednesday, November 2, 2011 at 8:30 a.m. at the Williamson County Highway Department facility at 302 Beasley Drive in Franklin, TN. Commission members present were: County Mayor and Highway Commission Chair Rogers Anderson; Commissioners Charlie Bennett, Stan Tyson, Wayne Davis and Dick Fowlkes.

Also present were: Eddie Hood, Highway Superintendent; Joe Horne, Community Development Office; William Andrews and Floyd Heflin, Engineering; Mike Matteson, Planning; David Coleman, Budget Director; Elaine Vasquez, Greg Boll, Randy Hickman and Ray Campbell, Highway Department; Bobby Cook, Buerger, Moseley & Carson, County Attorney; Carol Edwards, County Mayor's Office; and other interested individuals.

Chair Rogers Anderson called the meeting to order at approximately 8:30 a.m. and asked for approval of the minutes of the October 6, 2011 Highway Commission meeting. Commissioner Tyson moved to approve the minutes, seconded by Commissioner Bennett. The motion passed unanimously, 5-0.

Special Announcements: There were none.

Citizens Communication: There were none.

Elections and Appointments: There were none.

OLD BUSINESS:

Discussion on Policies for Accepting Roads. Mr. Cook explained that the "Subdivision Road Performance Bond Policy" was distributed as a first draft for review and no action is required at this time. Supt. Hood stated that he believed it was a good step forward. Chair Anderson stated that they would bring the policy back in December for further discussion with action to be taken at the January Highway Commission meeting.

Discussion on Bicyclers Marking County Roads. Mr. Cook stated that, at last month's meeting, it was brought out that some bicyclists were defacing public roads with permanent paint markings which is a crime. Further, he stated that he was not sure if a policy is the correct solution because of enforcement issues and that education might be a better choice.

Mr. Horne stated that he sits on an ad hoc committee with several bicycle groups and that he believes that educating the cyclists to not permanently mark county roads might be a better solution than a policy.

Chair Anderson stated that the laws are already in place for vandalism but that enforcement is an issue. He stated that encouraging the educational process with the bicycle groups should be the first step.

Mr. Campbell asked about the possibility of requiring permits for group bike rides. Chair Anderson stated that proving vandalism was difficult. Mr. Horne stated that there was no mechanism to influence bike groups to get a permit.

NEW BUSINESS:

Resolution 11-11-25. RESOLUTION TO LOWER THE SPEED LIMIT ON JOSEPH STREET, SYCAMORE STREET, AND ELM STREET IN WILLIAMSON COUNTY. Commissioner Tyson moved to recommend approval, seconded by Commissioner Davis.

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Mr. Cook explained that the purpose of the resolution was to establish a speed limit on these roads as one was not in place. The State has a statutory speed limit that becomes effective if the legislative body has failed to establish a speed limit. A limit that is appropriate needs to be set, he concluded.

Commissioner Davis stated that he had received a call from a citizen who wanted signs and he referred them to the 2nd District County Commissioners.

The motion to recommend approval passed unanimously, 5-0.

Resolution 11-11-21. A RESOLUTION TO PROVIDE FUNDING IN THE AMOUNT OF \$8,962 FOR A TRAFFIC SIGNAL FEASIBILITY STUDY IN ORDER TO ESTABLISH AN ESTIMATED COST FOR THE SIGNALIZATION OF LEWISBURG PIKE (STATE ROUTE 106) AND HENPECK LANE.

Mr. Horne explained that Chair Anderson had received an email stating that TDOT would give permission for a signal at the intersection of Henpeck and Lewisburg Pike if the County would design and pay for the costs involved. However, he stated, that this intersection light was not even on the County's plan for improvement as there are many intersections with similar scenarios. Further, he stated that the project is near the Berry's Farm project, under the City of Franklin's jurisdiction, and the traffic will likely get worse. He stated that funds were in the traffic shed account for this area which can be used to perform a study to determine cost, utility placement, topography, sight distance issues, accident history and more. This could help in determining the criteria for future similar situations.

After a brief discussion, Commissioner Bennett moved to recommend the resolution be tabled until January, 2012, to allow time for further consideration. The motion was seconded by Commissioner Fowlkes. The motion passed unanimously, 5-0.

The motion made by the Highway Commission was to recommend the resolution be tables. Mr. Cook explained that the resolution had multiple sponsors and they would have to agree in order for the resolution to be pulled from the November County Commission meeting.

Report for Acceptance of Cayce Creek Lane, Cayce Springs Estate Subdivision as a part of the Williamson County Road System. Supt. Hood stated that he and Mr. Andrews looked at the road recently and he recommended approval.

Mr. Andrews explained that these reports will come before the Highway Commission a month before the resolution is to be heard as part of the new policy on accepting roads. However, he stated that this subdivision is in default as the developer went bankrupt. The bonds were called, funds put into escrow and the additional work was bid out to surface the streets. Mr. Andrews stated that staff recommends approval of the report.

Commissioner Bennett moved to recommend approval, seconded by Commissioner Davis. The motion passed unanimously, 5-0.

Highway Commission District Reports: There were no reports, with the exception of Commissioner Bennett stating that there had been some vandalism at the lookout on Pulltight Hill Road, but the culprits had been apprehended.

Highway Superintendent Report: Superintendent Hood referenced the October 2011 Activity Report and stated that they were paving Holly Tree Gap Road, which is a state-aid road. He stated that the salt bins were now full should salt be needed during the winter months.

Highway Chairman Report: The chair stated that he had asked Mr. Boll to explain how the gasoline tax was distributed.

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Mr. Boll presented the following information on the state's 21.4-cent Gasoline Tax Fiscal Year 2011-2012:

- 21.4 cents per gallon (20 cent gasoline tax + 1.4 cent special petroleum fee)
- Yields \$668.9 million per year
- Each penny is worth about \$31.3 million per year

How the tax is divided:

- 7.9 cents, or \$246.8 million, goes to cities and counties
- Approximately .7 cent, or \$22.1 million, goes to the State General Fund
- Approximately 12.8 cents, or \$400.1 million, goes to TDOT

The \$400.1 million is included in TDOT's total state revenue of \$874,300,000 and is used in three basic ways to accomplish TDOT's mission:

- Basic operating costs
- Highway maintenance contracts
- Resurfacing, bridges, major reconstruction, new construction, consultant contracts, right-of-way purchases, and to match federal funds

The amount TDOT has for use is smaller each year due to TDOT operational and maintenance cost increases each year. The counties receive their portion of state funding from the \$246.8 million. Should also note part of this also goes to municipalities. The breakout for the county funding is as follows:

- One-half of the total amount shared with county governments is distributed equally to each county.
- Twenty-five percent of the total amount shared with county governments is distributed on the basis of county area.
- Twenty-five percent of the total amount shared with county governments is distributed on the basis of population.

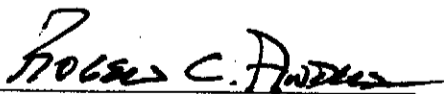
Discussion was held about how much money the County has received, how the amount from the state will shrink in successive years, the condition of other county highway departments, the impact electric vehicles will have on the gasoline tax and the user tax that some states are charging.

Chair Anderson stated that there has been recent discussion about whether the Highway District maps should be changed due to redistricting. The determination has been that because the Highway Commissioners are appointed, rather than elected, no change needs to take place due to the recent census information. However, since one district has approximately three times the population of another district, the districts may need to be reapportioned to distribute the increased population.

Legal Issues: There were none.

The meeting adjourned at approximately 9:25 a.m.

/ce



Rogers C. Anderson
Chairman and County Mayor