

**AT A REVENUE/TRANSPORTATION WORKSHOP/  
MEETING OF THE BOARD OF COUNTY  
COMMISSIONERS HELD IN AND FOR GADSDEN  
COUNTY, FLORIDA ON FEBRUARY 19, 2013, AT 4:30  
P.M., THE FOLLOWING PROCEEDINGS WERE HAD, VIZ.**

**Present:**        **Doug Croley-District 2, Chairman**  
                  **Eric Hinson-District 1, Vice-Chairman**  
                  **Gene Morgan, District 3**  
                  **Sherrie Taylor, District 5**  
                  **David Weiss, Assistant County Attorney**  
                  **Robert Presnell, County Administrator**  
                  **Marcella Blocker, Deputy Clerk**  
                  **Beryl Wood, Deputy Clerk**

**Absent:**        **Brenda Holt, District 4**

**CALL TO ORDER**

Chair Croley called the meeting to order at 4:34 p.m.

**WELCOME**

Mr. Presnell welcomed the Board. He said they were present at this workshop to cover the 3 items on the agenda. First item, Jeff would give presentation. He said the Board had requested a workshop on revenue's available to the County. He said there were no recommendations, "strictly a workshop to show you what we currently have."

**1. REVENUE OVERVIEW**

Jeff Price spoke concerning the main sources of revenue for the County and options of increasing revenue should the Board desire. The 1<sup>st</sup> page outlined is the General Revenue Fund and the first fund 001 is Ad Valorem Taxes, the maximum tax rate is 10 mils and we currently are at 8.9064, so there is a potential there of increasing the property tax, ad valorem up to 10 mils, that would add about 1.5 million dollars. This can be done during the budget trim process, if this is something the Board is interested in.

He then repeated his comments for Commissioner Hinson.

Commissioner Hinson asked did he know where Tallahassee or Jackson counties measure was it 10 mils.

Mr. Price responded no, he didn't know what their mileage rate was, but added he could get that information.

He stated "the next group which is in the black on the General Fund Revenue Chart is currently

what we are getting and we are getting what we have maxed out. There are a couple of other options down at the bottom that we could do, if there is an interest. There's been talk from a lot of counties and cities across Florida. They have a special assessment for Fire Services that can be done through an ordinance that is complicated. There are many issues with that such as direct billing to be added to the ad valorem tax bill, how we calculate the bill, is it on square footage, the size and structure, that's something if the Board desires we would have to have a group look into it with the Attorney and some consultants. This is what's out there, a Municipal Services Taxing Unit (MSTU) that's similar to a Special Assessment except it goes against your Ad Valorem Taxes. You can reduce your Ad Valorem, we are currently at 8.9 and we can reduce that down by something and increase the MSTU for Fire Services. Those are just basic options for the General Fund, any questions on that."

Commissioner Croley asked for future presentations could they be in black and white for more legibility.

### **Transportation Fund Revenues**

Mr. Price stated, "the first couple is diesel related tier II and III and Local Option 1-6 cent tax, we're taking full advantage of both of those. The one that is of interest, that we are discussing today is the 3<sup>rd</sup> one "Local Option Gas Tax 1-5 cents." That's one the County has never used for some reason and I have not found the history as to why we have not taken advantage of this. Based on the states number there is a potential 1.1 million dollars there based on the State's 2012 estimates. What I did there is I broke it down by the cents if you charge 1cent – 5cents to give you an idea as to how much would be coming into the coffers. One thing with the Local Option Gas Tax 1-5cents, is that's one we share with the Cities, so the County would get about 76% of whatever we get out of those taxes.

Commissioner Morgan asked if we chose the 5 cents Local Option Tax it would increase revenues potentially 1.1 million we get about \$760,000 of that.

Mr. Price replied about \$855,000.

Commissioner Morgan said that's the number we really need to be looking at, not 1.1 million, as far as that would impact what we want to do.

Mr. Price said yes.

Mr. Presnell added, "there is only one county in Florida that imposes a lower gas tax than Gadsden County, that being Franklin County. Then we are in a group of about 12 -15, then there's another 40 counties that all impose higher taxes, than us. We are in the lower percentile of what we actually levy.

Commissioner Morgan asked were there any thresholds that require us, Jeff, to go before the public, is there a referendum required if we go to a special option gas tax.

Mr. Price said it could be done by Ordinance and would need majority plus one.

Chair Croley referenced the next page, page I of 1 on the 2013 Federal, State, and County Tax

Rates on Motor Fuel in FL's Counties. "Help me understand the motor fuel tax rates that are shown here, because where I'm looking here, it says total tax rate and I realize Franklin is done here at 46.2, but if I read this right, it says 48.4. I'm I correct."

Mr. Price responded yes for Gadsden County.

Chair Croley stated, Mr. Presnell, just stated they were the same rate as Franklin.

Mr. Presnell corrected himself by saying "Franklin is the only County in the state lower."

Chair Croley said "we are not the lowest because if I look at Taylor, Santa Rosa, St. Johns, right on up the line, we all are in the same bracket as them." Here is the point I'm raising with you, because I look at things on a regional basis with this CRTPA group because that's all dealing with Transportation Wakulla, Jefferson, Leon and Gadsden. Now I will agree Wakulla is 49.4, Leon is 49.4, Jefferson is 49.4, and we are a penny below them. Here is the thing that's of concern to me, let's just face the facts. Commissioner Hinson, if we look at no later than last week the percentage of voters out of these 5 districts almost half are in district 1 & 2. I would submit if you actually did a close analysis of the Census you would probably find a large percent of the population are located on the eastern side of the County. The two facilities that provide most of the gasoline tax revenue are the two truck stops that are in district 1 there in Midway, that's where most of the money is coming from, that's a fact. If we go increase taxes on fuel when you have a large number of people commuting to work outside the County and you depend on two truck stops for your tax revenue. Running taxes up is going to drive off businesses, furthermore if I'm over in district 3 at the Chattahoochee Interchange or at the Greensboro Interchange and I'm trying to recruit another truck stop facility to develop out that interchange these businesses are going to be looking at what these tax structures are and they are not necessarily going to want to come here. They are going to say you are out of line with your adjoining counties. Furthermore, if I'm in Havana now I'm going to drive everybody across the state line to Bishops to buy fuel because they are not going to buy on the Florida side of the line if you start to get too much in difference. When you say we are in this low bracket, yeah we may be in a lower bracket and I'm not going to suggest to you that ya'll not move up and that you could afford to move up a cent or two, you go too far, I think you are going to get a rebellion with the public and you are going to be hurting your business community really bad, especially over there in the area where we have distribution centers and things of that nature in the Midway area.

Commissioner Hinson responded, "Bishop's over in Georgia they really helped us out a little bit because their gas is now higher than Florida gas."

*Commissioner Taylor entered at this juncture of the meeting.*

Mr. Price stated the last piece was the ninth cent on motor fuel, "we currently have the ninth cent tax on diesel, but don't charge it on the motor fuel tax." According to the State of Florida estimates it's approximately \$239,679 per year.

Mr. Presnell pointed out that figure was not shared with the cities.

Commissioner Hinson commented if they decided to do a bold move, what would the total be.

Mr. Price stated if you did 5 cent sales tax after the distribution to the cities that would be \$850,000 and with the ninth cent tax it would be close to about \$1.1 million.

Commissioner Hinson asked with the Ad Valorem Tax along with the 5 cent and the ninth cent they are looking at somewhere between \$2 – 3 million dollars.

Mr. Presnell brought to the Board's attention at the City and County Manager's meeting he discussed the Transportation Fund Revenue's to get their feeling on what they may or may not be comfortable with. He said there was excitement about it. "I think you'll find most of the City's and everyone of the Managers were there, none of the Commissioner's just the managers and they each were excited and thought it was a potential help for their struggling budget with their road issues. It didn't mean a lot of money, but in Gretna it would be another \$40 grand, Chattahoochee was substantial. Jack was interested in it too, if it is something you would like to look at when we get farther along in the process, I'm sure they would like to have some input on it. To show they are in support."

## **2. PUBLIC WORKS CAPITAL WORK PROGRAM 2013 - 2016**

Charles Chapman, Public Works Director spoke concerning the Public Works Capital Work Program. This work program is in conjunction with the proposed refinancing of the current road bond and the levying of additional gas sales taxes to finance additional bond funds to complete identified projects of the work program. He said this was a conceptual piece; this is not an official list. "To show what we could potentially do depending upon this Board's appetite to move forward with additional gas sales tax that would impact unleaded fuel and diesel fuel sales." He said the Board would have the final say on the list, how it's developed, which projects are on that list. He pointed out they would expound on two options: 1) 2 cent option levy additional 2) 4 cent levy additional. He said it took them about 12 months to get all the projects identified, current budget estimates and we came out to \$44 million in deficient infrastructure as outlined below:

### **The Current Challenge:**

- \$44 million in deficient infrastructure
- No large amounts of available cash to tackle transportation projects within the current gas sales tax structure
- Current solution set involves growing reserves, increasing the investment dividends and reducing operating expenses - ALL TAKE TIME TO DEVELOP CASH ON HAND
- A current debt payment on remaining \$4 million on the OLD bond obligates \$800,000 in current gas tax revenues annually. *"Which was taken out in 2000, which is \$800,000 that comes out immediately out the current levy gas taxes?" He said what is currently a \$4.2 million dollar public works budget could be \$5 million public works budget, if we did not have to make that debt payment out of that current levied structure."*
- Federal and State grants will not fund a large quantity of the projects needing to be addressed.

Commissioner Morgan asked for more information on the current debt structure, the original amount, terms and what the current finance rate is.

Mr. Chapman said he only had cursory overview around 2000 when it was taken out and it is a \$10 million bond.

Mr. Price stated the interest rate is 4.53. It was done in 2003 and goes through 2018 and it is

about 4.1 million left.

Commissioner Morgan clarified it was a 15 year bond and interest rate was at 4.53.

Mr. Chapman commented on the last challenge dealing with the Federal and State grants he said they dealt with collector or arterial roads, a lot of what we were getting as far as complaints on potholes are from residential roadways or dirt roadways that may or may not classify for state aid or federal aid when it comes to grant programs. He then discussed the solution set:

**The Solution Set:**

- Refinance the current bond to obtain a lower interest rate and lower annual payments
- Secure the payments with an obligated additional sales tax
- Finance additional funds to address deficient infrastructure with dedicated additional gas sales tax. BENEFIT: One-half of the gas sales tax is paid by non-Gadsden County residents.
- A plan is developed to leverage the additional bond funds to their fullest potential-the plan assumes a four cent levy-the Plan may be modified depending on the Boards direction.
- Projects are located in all Gadsden County districts and balances the transportation investment county-wide.
- If approved, the Plan and Bond will reduce the amount of deficient-non grant eligible transportation infrastructure projects significantly without reducing current levels of service.

**The Mathematical Concept:**

- Current Bond Payment: \$800,000 annually
- Refinance and levy additional gas sales tax to take out additional \$6 million (\*given 2 cents for math purposes).
- Two cents generates approximately \$500,000 annually. Reduces currently obligated gas tax payment to \$300,000 subsidy.
- Frees up to \$500,000 of currently levied gas tax revenue for budgeting purposes in the Public Works Operating and Capital Budget. (I.e. it could result in up to \$100,000 per district for projects annually).

Chair Croley commented it would be easier said to look at lowering interest rate if you can. “Now the amount of the bond would be another topic.”

Mr. Chapman said “this strictly addresses refinancing; second thing is looking at financing additional funds. What that number is ties directly to how many cents at the pump you would be willing to levy. We would need to go and do 2 cents, 4 cents and 6 cents. Whatever it may be directly ties to what we could go back to the bank and the bond attorney, to say how much capital we can get. What’s the interest rate, how many years?”

He said “in short what they have done is looked at 44 million worth of deficient infrastructure. How can we cut it in half if we levied 4 cents at the pump by our numbers that would be a \$10 million bond that would pay off the current existing debt and give us some working capital? Between that nix and blend grant projects that we have identified, not recommended but identified, we’re looking at \$22.9 million over the next 7 years with the work, cutting our \$44

million deficit in half.”

Chair Croley commented on the original bond, “when you bond out \$10 million and you say it’s going into infrastructure improvements over a 15 year bond. What do you really get for that money that you are still paying on and you still have a \$44,000,000 infrastructure deficiency.” He then asked Mr. Presnell what the bond money went into, what they did with it.

Mr. Presnell replied the majority of it was paving of dirt roads, purchased some equipment.

Chair Croley asked “how was the infrastructure held up on the original bond, is that a part of the \$44 million deficiency that you are having to go back and borrow money to repave a road that didn’t last before you retire your debt on it.”

Mr. Presnell said there was a few identified. He mentioned the Carver Heights Road, those were only resurfaced. He said those are back on the list. He said they aren’t going back with the money; majority of it has been identified for some major resurfacing projects. “That original \$10 million got us out of the mud. Looking back, now that asphalt was bought at \$37 a ton. I wish we would have done \$20 million. Asphalt now is over a \$100 a ton. It was a big lift for this county at that time, number of miles of road paved. I think it accomplished a lot.”

Commissioner Taylor asked “going back to the original bond where you have the debt service of \$800,000 and Mr. Price said we had around \$4 million balance out. The \$800,000 is from the gas sales tax that we receive annually. When does that particular funding source expire?”

Mr. Presnell stated the funding source would never expire. The last payment on the bond is 2018.

Commissioner Taylor said this is why she had questions, “when the Clerk came up with the concern of being careful about spending. I was more less on that bond we have in play now. Refinancing it at lower rate and then going in and getting additional dollars on that bond, going back asking if we could take it back to the \$10 million. That would give you \$6 million.”

Mr. Presnell said they have asked if they would approve it at the lower rate.

Commissioner Taylor commented that is where she possibly is now. She apologized for running late and stated she was at work. She asked what the maximum amount you are trying to reach was.

Mr. Presnell conveyed “going back and doing a \$10 million bond as originally done, the current payment is \$800,000 it would be a little less, giving us \$6 million dollars to work with immediately. If we do the 2 cents which dedicates a funding source to pay that \$800,000 it would generate \$500,000. It would only be 3 out of pocket, so we are going to get the lump sum of cash now to knock out a lot of these projects. Public Works would be to the good \$500,000 annually, just by the refinancing with the dedicated funding source. Just the refinancing of the existing bond, you get no new dollars, we’re estimating that to be a saving of \$55,000 per year.” He said he felt the consensus was if they don’t pursue anything we refinance that bond and our payment would become \$750,000.

Commissioner Taylor opined maybe they would have to test the water through the media if it is

possible. “It is a little hard pressed to put in additional tax on gas considering how it is increasing, especially at this time. To put more of a burden on the citizens, it’s a little hard for me to do it, not saying that I’m against, because I want to support it, but I would need to talk to the constituents. We need to take out there and get some sound back from them. To see if they are willing to go another 2 cent at the pump given the fact, if you bat your eye, it’s up again on us. That’s where I’m at, but I want to get you there. How much are you trying to get total? The projects which you have outlined that are your template.”

Mr. Presnell replied everything in book would require the 4 cent. He said he knows it is reaching for everyone, it was even reaching for us sitting down developing this plan, but we wanted to give it to you, so you could have that. He said 2 cent was where he was at, because you can sell 2 cent. He mentioned again he had met with the City Manager’s and they all are excited about 2 cent it helps them. He said that was personally the number he was in support of, if they wanted to go that way.

### **METHODOLOGY**

- Purpose: To address deficient county-wide infrastructure not eligible for federal or state grant funds. Also, to identify a project plan that would directly relate to the bond financing of additional gas sales taxes.
- Plan Development: The County Administrator, Public Works Director, Public Works staff (PW) and Preble Rish Engineering (PRI) collaborated to develop a list of worthwhile projects that would meet the needs of all commission districts of Gadsden County.
- Methodology: PW Staff and PRI developed over the months of August to December 2012 a comprehensive deficient infrastructure list with project budget estimates. The identified deficiencies totaled approximately \$44 million. In review of the projects using number of homes, age of pavement/dirt road, road designation and grant eligibility criteria; the County Administrator and Public Works Director refined the plan presented to you for consideration. For the sake of development the plan assumes financing of a four-cent levy in the available gas tax revenues.

Commissioner Taylor asked for the number they are trying to reach again. She said she appreciated what they were trying to do, but I got to sell it and I don’t want people trying to push me out until I’m ready. I understand you want to get the 2 or 4 cent to take care of your debt service. How much are you trying to get total?

Mr. Presnell responded, \$6 million.

Mr. Chapman stated they went aggressive and threw the \$10 million dollar figure out there, how many cents it would take to get us there, which was 4 cents. We developed this list after putting together a whole collaborated list with the County Engineer, County Administrator and myself and we looked at 5 different criteria resurfacing, dirt road classification, pavement condition, safety concerns, number of homes on the roadway and what is the road purpose; is it collector or residential and what is the road purpose, is it narrow beyond the FHA standards for rite of way. The list before is conceptual, it is subject to change, it did have some thought process behind it whenever we were selecting projects to get to our \$10 million number.

Chair Croley asked Mr. Chapman if he would go back to the last sentence.

Mr. Chapman read the last sentence: *“For the sake of development the plan assumes financing of a four – cent levy in the available gas tax revenues.”*

Chair Croley inquired this plan presented is based on 4 cents not 2 cents.

Mr. Chapman said it was completely conceptual. “We wanted to be aggressive and show you what could be done at a 4 cent level, in case that was an option of the Board. We didn’t want to not have a plan at a higher level. It’s easier to reduce than to add.”

Chair Croley asked was this their Cadillac Plan.

Mr. Chapman replied it was, “as shiny as can be.”

He explained on the Plan – Grant Applications they had been running 4 grants per year, grant applications that were made in year one – 2014, there is a 4 year cycle for DOT for the work program for the financing to come through. This plan is probably from 2014 – 2020. It is distributed among the districts and there are some dirt roads that qualify.

Chair Croley asked about the grant application shown. “They are SCRAP, SCOP and CIGP, the work that is being done on some of the roads that were brought in here within the last few months that have come through the efforts of CRTPA are covered by what type grants.”

Mr. Chapman commented it is covered by the Federal Program, the Local Agency Program.

Chair Croley stated it has nothing to do with any kind of grant period.

Mr. Chapman responded no, “they don’t have a formal grant application process; normally it comes from the regional group or through the districts themselves.” He also commented, they would be coming back before the Board with the grant application selection process as they do every year to discuss in detail. He said it would include 4 or 5 projects for discussion and come to some consensus of a majority vote. He stated the plan was broken into 3 years and spread out across all the County’s districts.

He said “at 4 cents this is what we could do, Cadillac option.” He said “if the Board is comfortable with 2 cents they can always subtract. He said this plan they have developed is between the grants which is a test group and this program, which they have crafted it’s a \$22.9 million shot in the arm over the next 7 years to attack a \$44 million deficiency in infrastructure.” He mentioned “the Plan – Bond Projects (Four –Cents) touch each of the districts and includes some dirt roads; invest in some bridges, culverts, resurfacing, widening as well as striping.”

Commissioner Morgan commented “from what he is hearing 4 cents is what your presentation is based on, probably isn’t up for discussion based on what I’m hearing. I don’t want to put words in anybody’s mouth. That being the case, this probably needs to be re-worked to the 2 cents.”

Mr. Chapman responded that’s the direction they are seeking, in which direction to go.

Commissioner Morgan asked about the opening comments concerning the cash position in General Fund also Reserves for Public Works. How did you describe that again?



Mr. Chapman stated their current position is my day to day operating model, is how can I reduce expenses, but still get as much work done as I can, so I can build my reserve up over time in order to generate a higher dividend out of our SBA investments annually.

Commissioner Morgan inquired based on a budget of our size, when the Auditors come in they recommend that we have a fund balance of \$6 million dollars. "From a Public Works standpoint what is your target dollar amount that would make sense." He said the reason he asked the question was "if they had a natural disaster in Gadsden County and had to respond in whatever way or capacity it would take money in the bank that we would need to use. What would that dollar figure be?" He asked about target dollars in fund balance.

Mr. Chapman commented that he didn't know how much money was needed to be self – sufficient, because being honest, even the Auditors wouldn't recommend \$6 million of a \$43 million dollar budget. He said they have not seen the audited amount but, they believe they are around \$2 -2.5 million this past year. He stated target dollars he doesn't have a fixed dollar amount in his head, but he can say annually with his operating budget, I try to set aside 2 and ½ to 5% of what I get from the Board to be reinvested into Reserve. He said "as long as he is able to do that and grow his Reserve, I think it's fiscally responsible."

Commissioner Morgan asked Jeff about the refinancing of the bond to whatever the percentage rate is, where the rates are going now. He asked for a ball park figure.

Mr. Price responded about 3%.

Mr. Presnell said they are just trying to get a feel to see what the vision is. He said if there is no interest there is no interest. He said since there is interest, he pointed out it would require majority plus one. The staff time will be put in if you prefer a 2 cent model and present back to you.

Commissioner Taylor asked the Manager about the conversation had with the different City Manager's and them being comfortable with the 2 cent. She asked that he be more specific to the City Managers.

Mr. Presnell pointed to Mr. Garner who was in the audience who represented the City of Chattahoochee, Jack McLean the City Manager of Quincy and Antonio Jefferson of Gretna.

She then asked where they were with the other cities Havana, Midway and Greensboro.

Mr. Presnell said Roosevelt with the City of Midway was agreeable, but Howard McKinnon from Havana has not committed he wanted to see the numbers.

She asked a final question, "if this Board approves 2 cent would it then be necessary for the City Manager's to get Board approval from their Boards as well."

He responded by saying, "they don't have to do anything, the Department of Revenue (State) decides the split and it is a percentage. Currently, it is whatever it generates now would be off a nickel, so 2 cent would increase his road money by 40%.

Chair Croley clarified on a comment by Jeff, one of fuel taxes are shared under the Local Option Gas Tax, 1 – 5 cent is shared tax. If the ninth cent is levied on fuel that's the one cent tax and that one is not shared. It would generate \$473,000 that the County would bypass the municipalities on.

Mr. Presnell interjected and said it would be \$239,679. Chair Croley responded he was mistaken.

Mr. Price said the \$473,603 is the County Fuel Tax.

Chair Croley said \$58,000 is off the diesel. "You are saying if you put another cent up on the motor fuel that is where the \$239,679 comes from." He clarified the municipalities don't receive any of the ninth cent on motor fuel. "If you refinance the bond and levy that one tax and the \$239,000 went to Debt Services on the existing bond, what would that do?"

Mr. Presnell responded that would probably free up \$300,000 annually for operating Public Works.

Chair Croley also asked about levying the 1 cent tax above that would be \$224,000 and then you would only get a net of 76% of that. "Seems pretty logical to me if I'm going to be looking at raising the tax rate I would want to raise where I would get a 100% of the levy. I'm looking for something that's going to get a 100% back into the County Road System first. In your presentation I am a little bit disturbed that District 2 looks like it's not getting much consideration from SCRAP/SCOP Applications." He asked, why?

Mr. Chapman responded that they had looked at current activity levels of grants they had secured.

Chair Croley asked about the fact that the Collector Roads are being widen, that is a penalty to District 2.

Mr. Chapman replied "no sir it's just the level of the current activity. We do have some District 2 roads to match and balance current grant activity." He said this is simply a mathematical exercise to show the Board a picture and you will have a chance to vet it fully before it is approved.

Commissioner Taylor said pointing to activities quite a bit has gone on in District 2 especially in the last 4 years that I have been up here. Where it has not balanced County – Wide and I'm sure you can appreciate that. She said they need to make sure the County as a whole gets some serious attention.

Chair Croley commented he could appreciate Commissioner Taylor's point, but the same could be said in District 1. He said there were comments before you came in that stated you must appreciate approximately half of the population in the County is located in District 1 and 2. A significant amount of traffic is generated in those districts and the improvements that went in those districts, starting in District 1 are reflecting on the number of accidents and the amount of road usage. The grant programs that those came through are for Collector Roads. The money that has been coming in generated because of the traffic levels, accident rates and the state of the roads have justified these special grant opportunities. No later than the last meeting we added

roads and have asked that Collector Roads be presented to CRTPA. Only this last time, we were able to come up with that list. I support you in trying to get improvements in the other districts as you have outlined.

Commissioner Taylor pointed out “they should not put words in each other mouth, certainly not calling anybody the bad guys around this dais. You are guys we need to work together and get along. I don’t think anyone can argue the point that High Bridge Road has had so many fatalities, our students, children and families any collector road in the county that has as many fatalities as that particular road and yet has still gone unnoticed or unidentified. Now we did give a list of roads through Public Works, you are right, you are not a bad guy, you did ask for this list and it was directed by staff to give you roads that would qualify, so we could get funding. Certainly not trying to make anybody the bad guy. Folks asked me when I was out campaigning how come everything went over here. I said you can go over there and ride on those nice roads just as well as anybody else. Matter of Fact at the Rotary Club, I gave you your kudos for doing a phenomenal job. Here is what we need to do now; it is fair that we balance it. As a Chairman now we are looking at the whole county and an opportunity to spread wealth and get it better, so whenever your family and friends come you can be able to take them to any corners of this county and roads would be just as good.”

Commissioner Hinson stated “he also supports what Commissioner Taylor was saying as well. I discussed e-mails he received every week from the Consultant and they are saying they are cutting back so much from the state. I think we need to figure out how we are going to make some bold moves or uncomfortable moves. We got to make some moves, so we can make sure we hold on to Gadsden County. There is some reason we are not getting the money from the State and Federal government like we should, so we must come up with some creative ways to make sure we serve our people.”

Commissioner Taylor explained she wanted to take the 2 cent back to her community to get the feel and then come back.

Commissioner Hinson commented he gets phone calls every second of the hour. “I go in the communities and now I have a shovel in the back of my truck.” He said “they need to pay close attention to Public Works, they are calling every day. I thank you guys; I must give you guy’s credit, because you guys are really doing a phenomenal job coming into the communities.” He stated “if they decided not to come up with creative ways the community is now going to start getting frustrated and next if you try, it might be too late.”

Commissioner Taylor asked about the Transportation Dollars they are looking at, are they specific where we can’t consider developing some parks around this County. Set aside at least \$100,000.

Mr. Chapman said in the Florida Statues and he believed Chapter 330 it outlines the usage of gas tax discretionary and automatically given. He added it was pretty tight where the funds could be used.

Chair Croley added “but being creative on the Lake, he felt they could do this if there was a road and you had an adequate place for a boat ramp. He has money you could use for boat ramp and you could fix the road going down to that. That might be sort of a park, but I don’t think it would work in the way you may be suggesting.”

Commissioner Taylor said what she wants was the High Bridge Road.

Chair Croley responded “the High Bridge Road is the number one priority to try to get in the funding mechanism to widen. I can’t and at this point and time commit anything about the bridge because we don’t have the leeway about the bridge because we might be able to get some rehabilitation money or a portion of it, but they want us to match it and we don’t have the revenue. That’s the problem about the bridge.” He said the worst bridge was at Flat Creek. . He said it depends on the program as they are getting the bridge on Highway 67 replaced. That’s tied in with the improvements going in from the Liberty County line and that’s something that’s a part of the state road system. He said they are going to try to make it happen.

Commissioner Hinson said looking at the General Revenue; we are talking about gas taxes. He asked about the Reserves.

Mr. Chapman stated gas taxes are restricted. He said “currently his operating budget is about \$4 million dollars a year. What we have in reserves is close to \$2 -2 ½ million sitting in the bank and whatever interest rate the SBA is turning back out in dividends that goes back to the reinvestment currently. You have a good operating system set up. The problem is it’s not enough to go and attack certain projects or replace capital equipment.”

Chair Croley commented he felt they were at a consensus of coming up with 2 cent plan and work with that one first.

Chair Taylor voiced she was willing to take the 2 cents back to the community.

Mr. Presnell said they would start to put staff time in for the 2 cents and develop that plan. He said they have until September if this is something they chose to do it would need to be enacted by then and would start being collected by January.

Commissioner Morgan stated it was always well when they could have healthy discussions. This gives opportunity to over communicate this issue with the public, city managers and with local business owners. He asked when referring to tax if they would use the word revenue, because it’s easier to say than tax. He said he didn’t feel the public was necessarily opposed to a tax, when they know that efficiencies are being met and you are making good sensible moves that would help the entire County. This also opens the door to have deeper conversations about what district is getting what. He said the question to ask is this a plan that makes sense and is everyone going to benefit from it. He commented they really need to get feed-back and give the entire community a chance to respond by not rushing into this.

Commissioner Taylor said “it’s always good to have a healthy discussion agree to disagree, but at the end of the day, still have the courtesy and the salutation. I chose to run for this seat for several different reasons; one that we balance. Commissioner Croley and Commissioner Lamb sat up here for two years or more and didn’t get pretty much of anything when this Board didn’t have the change that it has now. That wasn’t a good feel for them. I saw this County being unbalanced where it went more so to others, it was not fairly done. I ran because I wanted to see it done fair, because it does matter. We just need to keep it maintained, so we can keep a good level of trust and respect among us.”

Chair Croley commented “that was a very good point and shared the next time they do the

summary take the grant applications and treat that separately. You are talking about bonding right now and the dedicated source of money. When you put grant applications for SCRAP/SCOP in with that it does raise issues of concern. He asked they leave grant applications separately. Deal with grant applications for those projects on a need basis, where they can be most effective and fair. The bond money would be the same way. Should be focused to be in line with other 4 counties in the transportation region that we work in. He pointed out, there was only a 1 cent difference, not 2 cent and if you go to 2 cent you would be higher than Leon, Wakulla and Jefferson. My suggestion is you look at the ninth cent motor fuel tax that you are not levying now which would be \$239,679 in additional revenue and that you look at refinancing your bond at the current debt level first. Then if you wish to go up some more we could consider that. This would like \$300,000 into public works that they would have to use to beef there production up that they don't have now." He said he might entertain something else after he sees how this would look.

Commissioner Morgan said when you start discussing resurfacing roads doesn't mean it has anything to do with the future, but it is something that happened in the past. When we had dirt roads projected to be paved those residents and land owners were anticipating those roads to stay in order and to be next on getting paved. The reason that didn't happen is because Commissioners got involved and switched up the order of the roads that were going to be paved. I can tell you perception is reality. I think we should be crystal clear in what we are talking about and have the courtesy and wither all to standby what we put forward and do the right thing because that's something that was not handled properly." He said it's hard to swallow when you have people out there that was expecting there roads to be paved several years ago. If you ask me personally I think that should be one of the first things that we fix. Those roads are easy to identify.

Mr. Chapman said they did take that into consideration and he also presented a handout of the 2009 Gadsden County Public Works Five Year Paving List.

Chair Croley recognized that time had drawn near to the 6:00pm hour and the Deputy Clerk has pointed out she would need time to change over and they still had a topic to discuss.

Commissioner Morgan said "the road he was referring to was prior to 2009 around 2007, so what I need to see is the prior list. Those are the rankings that got changed."

*Commissioner Morgan stepped out at this juncture of the meeting.*

Commissioner Hinson commented since they need 4 votes we could give you permission to come up with a bold plan with Mr. Presnell on how they can form something together and presented back to the entire Board.

Chair Croley stated while he appreciated it, he didn't feel it was appropriate, because it wouldn't be comfortable with all the Commissioners.

*Commissioner Morgan returned at this juncture of the meeting.*

Commissioner Croley said they have a plan to look at a 2 cent and a plan to look at a 1 cent. Let the options be A an B.

**3. DEBT MANAGEMENT POLICY**

Mr. Presnell stated this item presents the Board with a draft of a debt management policy which also contains ratios and recommended thresholds. He said as they could recall this was brought to the Boards attention by the Clerk expressing the need for a debt management policy since we didn't have one.

Commissioner Taylor asked if this could be rescheduled until the next workshop, so they would have time to fully discuss the debt management policy.

**MOTION TO ADJOURN**

**THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, CHAIR CROLEY DECLARED THE MEETING ADJOURNED AT 5:52 P.M.**

**GADSDEN COUNTY, FLORIDA**

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**DOUGLAS M. CROLEY, CHAIR  
BOARD OF COUNTY COMMISSIONERS**

**ATTEST:**

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**BERYL H. WOOD, DEPUTY CLERK  
FOR NICHOLAS THOMAS, CLERK**