( This is a test )
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>>CHAIR BROWER: I'll give you the two-minute warning, we're going to start at 9:30, including public participation.
Two minutes. .
>>CHAIR BROWER: Okay, it's 9:30, let's call the June 1st, 2021 meeting to order. And I'll also let you know we're going to have a workshop immediately following the county council meeting. It is open to the public. It will be downstairs in the training room and it will be 1:30 or as close as we can to getting done here, when we get done here. So you're welcome to stay, it's on infrastructure, and an important topic. And we will hope to see you there. So why don't we open with the invocation? And if you would stand for that, pastor long, if you would come forward and then we'll remain standing for the pledge of allegiance.
>>SPEAKER: Thank you so much, the family of first Baptist Deland brings you greets and much, much gratitude for all you do for us. We can brow in prayer. Heavenly father, we thank you for the beautiful day you have given us to enjoy, we thank you for this amazing county that we call home, and it is such a privilege to do so.
We ask God that this morning this meeting, this time of sharing, be productive, father, we pray that all of the ideas that are brought forth will help to make this place a better place to live and to work and to serve and to enjoy one another.
We pray that it will all bring honor and glory to your name.
We ask it, God, in the name of your son, Jesus Christ, amen.
>> Amen.
>>SPEAKER: I pledge allegiance to the flag of America and to the republic for which it stands one nation, under God, indivisible with liberty and justice for all.
>>CHAIR BROWER: ( Inaudible ) Carissa, will you call the roll?
( Roll call )
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>>CHAIR BROWER: All right.
>>COUNCIL MEMBER: I will say on the screen, Ms. Girtman and I are switched around, I'm district 2. (Laughs).
>>CHAIR BROWER: I was wondering if you switchd is districts over the weekend. (Laughs).
>>COUNCIL MEMBER: I like that you're now doing the roll call on the screen, that's very nice.
>>COUNCIL MEMBER: Switching to see if you're awake.
>>CHAIR BROWER: Okay, it was an awareness drill and Billie won.
(Laughs) All right, we have some public participation, which is the way we start every meeting. And as I call your name, just come to the front. And speak, you have three minutes and just tell us your name and where you're from if you don't mind, we'll start with Charles -- is it Wilkes, that's a K, Charles Wilkes.
>>SPEAKER: My name is Charles Wilkes, I live at 62 Hernandez avenue in Ormond beach -- to the north and at Harvard approach at the southern end. These were new areas to our city at the time. I've always thought that those responsible for these parking areas had great foresight, especially considering how our beach has changed and driving more difficult. And there is the exploding human population which has made these parking areas even more valuable. I'm sad to say we have lost Harvard approach as a reliable off beach parking area because of two nearby bar restaurants along with the high school. The bar-restaurant also allow to open and expand their seating without a sensible plan for their parking. At -- not the county's fault, but the county does have jurisdiction over the approach. I would like to --
for beach access. If the county would designate 12 parking spots to the businesses to be used for dropoff for valet parking, on to their property, they would in turn manage the parking, preventing their patients from using the approach and keeping order on their property. They will need a parking consultant to help them with this, but there is a restaurant in Flagler beach called high tides at snap Jacks, they only have 15 parking spots in front of their restaurant but they turn it into 45 spots by using an on site valet parking method, it worked fantastic, too. This is an example that could be followed by these businesses that are using Harvard. Please remember the two businesses using Harvard approach are getting a free ride at taxpayer's expense and advantage their competition area does not have. The county pays to clean up the approach after their patrons, which sometimes is broken beer bottles.
Implementing a plan like I'm suggesting would not cost the county except for a few signs.
And it would give the public 38 more parking spaces to get to the beach. The beach brings so much business to the area, but we need the parking to access it, so please, protect the off beach parking areas as valuable, and be inspired by the foresight that made them happen. Thank you very much for your time.
>>CHAIR BROWER: Richard feller?
>>SPEAKER: Good morning, council. Thank you for having me. Happy June.
I'm sure that everybody thought we were done with this, but it is definitely not a topic that's done, so I wanted to update everyone on the last meeting, where we were voting on the ordinance change and nothing happened. So this issue is so plaguing on incorporated Volusia County. Here's some things that haven't changed. Vacation rentals are still happening in unincorporated Volusia County.
Demand is there, people want it.
Volusia County is still collecting the tax revenue, can't opt out of that, you're collecting tax revenue on these businesses that you're deeming illegal. Some things have changed, traffic has changed dramatically, accidents have been changed. More people are coming to the beach and having to leave after the day is over because they have nowhere to stay. Residents from west Volusia County are fastest growing part of our group. They are calling in droves right now, because they saw the news coverage on it and they wondered how it affects them and yes, there was issues with everybody saying, well, this doesn't affect you, you're in cities, people are smarter than you think they are, they know where they live, not in Bethune beach, those people don't. Businesses are more and more interested.
They're actually trying to figure out and we're trying to figure out a membership classification for businesses that are interested, while the holiday weekend brought a lot of new business, they know that that's an effect of COVID. They see this, and they understand that it's going to be busy compareded to last year. But they are also seeing that it's not compared to what it was. So I think that, you know, everything is not going to be all roses when they see the full economic impact of the lack of action on short-term rentals.
Personally, the harassment has actually escalated on me in Bethune beach. But no, more hate mail to me, horn honking outside of my house at all hours of the night, you know, woops, woops, signs are going back up CH signs went back up when I put my house up for sale because I can't live in the neighborhood anymore with the harassment that's going on. So my house is up for sale and they put their signs back out, that was an interesting thing. So I attribute this in my district specifically, Danny, to something that you said, you said this wasn't my fault, you said this was Government's fault. But then when you made your vote last week, or two weeks ago, you said this was a result of homeowners not doing their due diligence when buying their home. So I don't know why you changed on that, but it's still not my fault. I still believe this is Government's fault. Like I think you do. We want clarification. We know we aren't going find it on this dais. To save a few people who are interested in this and want to make this right for Volusia, so we'll have to see what the Court s do from there and Mr. Dyer, I've it's nice to see you back healthy. Thank you.
>>CHAIR BROWER: Paul Richardson?
>>SPEAKER: Hello. My name is -- I recently came from lake county because of the COVID incident, I had moved in back with my parents, I'm unemployed and blue collar worker, I don't have that many skills but what's going on with the blue lives matter is a big deal. Recently, there was a woman Tammy strut, accused a Volusia County deputy of inappropriate touching.
Luckily, there was video footage and we had a -- we have a nice Volusia County sheriff who defended the police officer.
But unfortunately, there was a council member, Deltona council member who threw the deputy under the bus. Which is an ongoing problem with politicians, these days, assaulting and talking down to or wanting to defund or inqualify immunity for police officers, which is a big deal.
-- our current president called the police the enemy. At one time.
And flew flags at the U.S.
embassies across the world, Black Lives Matter, which is a group who wants to defund the police officers and throw us into the chaos of anarchy here in the United States. Democrats at the federal level want to qualify immunity for police officers, which will bankrupt local municipalities, will force them to become federal agents.
Which is a bad idea. We have legal authority over police officers and local police. We need more public participation to get this organized, a Florida legal defense fund for police officers, especially if they --
democrats have their will, and get rid of qualified immunity, we need a -- there is a national legal defense fund for our police officers but we need for Florida. I'm willing to start it, like I said, I'm unemployed, I have all of the time in the world to do so. And to learn how to do so. If anybody is wanting to assist me, in doing so, I've got the first $100 to get this done. And if we start it out with, but I'm not soliciting any money right now.
But if anybody wants to get with me, after the meeting, I will be more than happy to get together and organize this stuff. And back up our police officers.
Because right now, there's a lot -- a lot of politicians to throw them under the bus. Thank you very much. You have a good day.
>>CHAIR BROWER: Thank you.
John Nicholson.
>>SPEAKER: John Nicholson, Daytona Beach side. I'm asking you again, to think of the future. Coming over the -- what do they call it here? Sea grass curtain or whatever it is that divides the east and west.
>>CHAIR BROWER: Palmetto curtain.
>>SPEAKER: Going down 92 and just remodded that interchange in 95. And sat in traffic. Sat in traffic and there's this wonderful empty lane that we did not put in. We should have thought that there would be traffic at I-95, since it packed up forever. Since I've been here. Especially race week and all kind of reasons, but there's a wide 20 foot wide set of grass, and I had to sit in traffic, and I was a little bit late. But it's backed up. And it's going to be backed up until we decide to think future. And I know -- I've mentioned the fact that -- debated whether it should be widened years ago, and oh, no, no, no nothing is going to happen there, won't happen until after 2025 or later.
Well, Margaritaville has a couple of houses in here by that. I mentioned the fact that that bridge, just past -- farms road needs to be widened. I'm asking you, are we planning that? That's so many things that P pop up in the paper, what about water drainage? We weren't thoughtful enough about the drain age. There's a lot F of things in the past, we have an area that's in midtown, people bought property. Because it was free or cheap. And it floods every year. Well, what happened in the past, we can't control. But we can control what happens in the future. So I'm asking you, with anything and everything that comes by, think not just today, but tomorrow. Next year. And in 20 years down the line. Because 20 years comes by faster than you realize. I've been coming to these meetings for 40 years and it doesn't seem like that.
Okay? You will be sitting in your chairs for a certain time period. And you'll say, gee, that seemed like I've been here 8 or 10 years but you will have been. So I'm asking you, make the best of what you've got and plan for the future. Thank you.
>>CHAIR BROWER: Thank you, John. It's customary that the -- none of the council reply to people when they talk, but I want to let all of you, that did participate know that we do listen. And we hear you. And I wanted to say specifically, Charles, really, good ideas.
And I'd like to follow up with you on that.
And the same with you, Paul, there's not a phone number here, but I'd like to follow up with you. And talk to you about this issue. I can -- I can't guarantee you, but I feel pretty certain that I can tell you that there's nobody on this council who wants to defund law enforcement. From my part, I've declared that deputy absolutely innocent. And but I would love to talk to you about your idea.
So with that said, we'll move to item 1. Which is the consent agenda. Does any council have something that they wanted to pull for discussion? Or.
>>COUNCIL MEMBER: I move to approve the consent agenda.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Moved to approve by Lowry, seconded by Post. All in favor say aye?
Any opposed? And the consent agenda a rather lengthy one is approved unanimously, 7-0.
That takes us to item 2. Presentation by the Conclin Davis center for the visually impaired.
>>SPEAKER: Good morning, everyone. Nice to see everyone.
Thank you so much for having us here today, I'm Nancy Epps, most of you know me, I'm glad to see everybody, I'm going to start the presentation because the center which was the Conclin Davis was the original entity of which we're speaking today, this was formed by a lion's club member, and he had a vision that people who were visually impaired and had additional disabilities needed to be able to live independently and become gainfully employed and then have lives of their own, because up until then, there was no place in the states or in the world that actually provided services like that to visually impaired with additional disabilities, when I say additional disabilities, things like cerebral palsy, being on the autism spectrum, learning disabilities, things like that.
That normally would make life very difficult with someone who also had vision problems.
So what the center had done for 41 years was give these people the opportunity to become independent, to have jobs, and to live on their own, to have friends, to have lives, which they up until then generally had not had the opportunity to do because of they're very SHELTD sheltered by their families and their families become dependent on their social security checks.
So that's a challenge going forward, of course, to convince those families that they need to give up that money, let these people learn to be independent.
Last year, we had some contract compliance problems, I'll leave it at that, and the state pulled its significant funding, which is over 75% of our operating funds, and we were no longer able to continue as the Conclin center, for great function, we already knew each other and we startd is merging the two facilities, she runs the center if the visually impaired, she's very used to working with visually impaired and we since done so and I'm going to let Ronee tell you what we're going to do going forward.
>>SPEAKER: Thank you for inviting us to speak today and we appreciate everything that you do. I've been the director of this center for the visually impaired for almost 30 years.
And have grown that agency from three employees to 20. And the Conclin center, we merged on January 1st, and we probably have about 54 employees in Volusia County. By the time we're finished hiring all of the staff that we need. So we're very excited. We're located on the largest blind service campus in the United States, right here in Daytona Beach. Which is really truly amazing. It's a 42-acre campus. And it houses the state division of blind services. The largest talking book and braille in the country.
And the merged agency, which is the largest in Florida. So we're very excited, Nancy and I have been working together for almost a year. To get this contract back. And we have succeeded in doing it. We're hoping to open the facility on July 1st. And to start having our students come back, then in July, in the residential program. We also have been working with former clients of the center who we give ongoing support to and there's probably about 80 or who are working in Volusia County, have jobs, they work in all kinds of different businesses, we help them to find jobs. That's part of our employment program that we operate. And it's a vocational program. And we're very excited about that. We have one person who just recently bought a condo in Daytona Beach. Who works in a restaurant and has been saving money and he just did that, not too long ago. So we're really turning a lot of these very significantly disabled people into contributing members of our community. It's really truly amazing what we're doing there.
So I'm very proud of what we do. We have just recently started a contract with metro electronics. And about 8 of our clients work there. Right now.
And probably there will be more in the future. And they're going to be bringing their products to our facility in our student also be learning how to do that type of work. And then hopefully becoming employed. So we are really working on our employment programs, we have a couple of new programs that we're just about to begin. One of them is an entrepreneurial program for blind people. And that's to help the visually impaired learn to work in the areas of E commerce. And we're starting our own little store.
E-commerce. We also have contracted with a local restaurant who will be running our kitchen. We have a very huge commercial kitchen. And that will eventually be a catering service as well where some of our student also be able to work. So we're very focused on our employment program, however, we do serve all age, we have a blind babies program. A children's program. A teenage program that we run camps in the summer for the teenagers and the children. And then the vocational programs, and we have a very large senior program that we run as well in helping the seniors in our community with vision loss to live as independently as possible.
>>SPEAKER: I don't know if there's anything else on the PowerPoint that you want to go over.
>>SPEAKER: We are currently working on our grounds, the center is a 64,000 square foot building, and it's located on 8 acres of land. And on the land, is a very beautiful, however neglected nature trail. It's an accessible nature trail with wheelchair accessible paths that run kind of meander through the property. It's really very beautiful. But it's very overgrown. And we're right now -- I submitted a grant actually yesterday, and we're constantly trying to work on funding to revitalize the property. So that we can bring the nature trail back. And we're hoping to open that up to the community as well.
Yeah, we would love to have you visit, anyone who would love to visit us, and fora tour. We're her more -- more than happy to give you a facility, we think it has tremendous potential for the future and we hope that you'll come and visit us. Thank you very much.
>>SPEAKER: Does anyone have any questions.
>>CHAIR BROWER: Yes, will you stay for questions.
>>SPEAKER: Sure.
>>CHAIR BROWER: Heather Post.
>>COUNCIL MEMBER: The center phenomenal and I would say to anyone who hasn't been there, to please, please, go by and visit, even though you're not quite back opened up fully for TRNT SHL part -- for the residential part. But the word independence, I think what everybody needs to focus on because without independence, your quality of life have very limited.
And the fact that, you know, we all say all the time how much there is in Volusia County, how many gems are in Volusia County that no one, even people that live here, tend to know about sometimes. And this is one of those things. This is, you know -- out of all of the United States, it is here, that we are offering this to people with disabilities. And people that need blind services. And we have that ability to offer that here. And I tell you, I was --
I was horrifed when you lost your funding. Because it is so impactful and you offer so much there. And in touring that place, and I came by again recently to talk with some of the people there. You know, you have the kitchen, you have the -- not just on the work side, but just actual, just living, just quality of life stuff that you do. Is just -- is just amazing. And I did want to point out, you mentioned the nature trail and the garden behind, I know that that has been an ongoing task for decades to try and revitalize that --
what used to be beautiful, beautiful gardens in the back.
But I want to point out to anyone that if you do go out and visit and you do see that area, you do see the obviously the potential for the gardens, it's amazing. But it is also used specifically to teach your residence how to maneuver out in public and it's a great way of doing that at the ramps and corners and everything, without actually being out in public, you know, and having to deal with all of those other distractions. So it is -- there are two uses and it's not just how beautiful it is, it's the fact that it is useful and it's very needed. So let's see --
I'm hoping make we can rustle up funding in the near future.
>>SPEAKER: I used to be an orientation and mobility specialist when I was a teacher for the blind at the agency and that's a person who training people to travel with guide dogs and canes. An interesting story I had when I was a lot younger.
I was working with a compliant who's totally blind and I was teaching him how to get around the City of Little Rock, that's where I went to school. And I -- when we teach blind people, we try to help them to become --
be assertive, rather than to be passive. So I told this man, make sure that if you become disoriented that you listen for footstep and you ask the first person who walks by, so that you don't continue to get lost, because once you get lost, you're really doomed. So he --
I came back to him the next week, and I said, well, how did you do? Did you find the bank that we were trying to teach you to get to? And he said, well, a funny thing happened, he said, I did exactly what you said. I got lost. I turned around and instead of the traffic being on my left side it was on my right side so I knew I was disoriented. So I heard footsteps and I asked the man, could you tell me where the capitol bank is? And, you know, what he did? He said, he leaned down, knelt down on the ground and yelled into the dog's ear, you go straight, two blocks and then turn right. (Laughs) this is a true story. So sometimes people misunderstand how you --
how you work with guide dogs, they don't have a command of the whole English language, they learn about 40 words when he come out of the guide dog school. Some of the work we do, we teach people in the community and you've seen people walking around with guide dogs and we teach them how to ma NAUFR in traffic, how to cross streets, and as Heather was saying, the property that we use for the multihandicap blind people, we keep them in the beginning initially away from the traffic and so forth and we use the property for a lot of the training. So we're hoping to really completely restore that whole accessible nature trail and all of the walkways around the campus. We also, I forgot to mention, we have a glean house that's DLAB dated. --
dilapidated. That's a healthy activity. We find that the blind people are sometimes isolated and not get enough physical activity, so we feel that bringing the greenhouse back will get them outside in the fresh air, get them doing things that are healthy, and perhaps there are jobs in that field as well. So that's another thing that we're doing.
>>COUNCIL MEMBER: And you mentioned the infant center, and the infant center, you know, the infant center disappeared for a little while, it went across --
and so I was very happy to hear that that is coming back. But interesting, too, to discover, that, you know, most people think of blindness as something that you're either born with or something that you get old and you become blind but there's many cases where people are just in their normal every day routines, life, I know, I met --
there's a worker there, a young man that works there, Chris, who actually was playing football as a teenager and got hit, very, very hard, lost his sight, so can you imagine being a teenager and just suddenly being blind?
And these things are happening.
But we have this facility to help them in Volusia County which is amazing, so we need to do everything we can to preserve it. Thank you for all you do.
>>SPEAKER: Thank you.
>>CHAIR BROWER: Billie Wheeler?
>>COUNCIL MEMBER: Yes. Thank you. This happens to be in my district. And I have toured that many times with Peter and whatever. I concur with everything that Heather had said. This is an amazing place, and I would certainly encourage everyone to go visit it. Take a tour. To go through there and see some of the things that they're learning that seems so simple to us, I can remember seeing a young man that was learning, he was in the process of going blind. And he was learning how to change money.
And had a little machine, sort of thing that would tell him, thicks that we take for --
things that we take for every day granted, they're learn how to do it and your restaurant that you had for a while and you had your residents that were running the little restaurant.
And the the pride that they had, that they this a job and doing it well, and they were self-sufficient. And it truly is a blessing that we have that here in Volusia County. And so close to us, and definitely would encourage anyone to go visit it and we certainly need to get support for it.
>>SPEAKER: Thank you very much.
>>CHAIR BROWER: Barb Girtman?
>>COUNCIL MEMBER: Thank you, chair. It is certainly a needed service and it's great to know that it's here in our own community. So I would ask what is your ask of the community?
Of the public? How do we help you help you? And what would you be our ask of us?
>>SPEAKER: We recently submitted a proposal to Volusia County. To help us with the air conditioning system, we're about to open the door, but very worried about the air conditioning system there. And because it's very old, it's built in 1996. And so we're very concerned about it. So we did put a proposal in to Volusia County for this CDGB funding so we're hoping that that comes through to help us with the air conditioning. I'm hoping to apply for an echo grant in future, when that becomes available, and I've been speaking to those people in that department and waiting for the workshop, I know it hasn't been announced yet, so what we would like to do with that is really completely restore our nature trail and then we would like to open up a dog park, we have a large area of the property that would be suitable for that. And we're thinking of a dog park for the community and also individuals with guide dogs because those dogs can never go off the leashes so they need exercise, too, so we're thinking of a dog park for guide dogs as well.
So those are some of the projects that we have for the future.
>>COUNCIL MEMBER: Thanks for sharing that, it's important for the public to know what the needs are. For us to know, and also the public, because there's a lot of people out in the community that, you know, may be open and available and have the means and resources to help.
>>SPEAKER: Please go to our website, and by the way, the --
Kathi Davis was the founder of the center for the visually impaired in 1988. And she was a totally blind lady, who worked as a counselor at Daytona Beach -- Daytona state college now for over 30 years and she retired several years ago. But she's also a guide dog user. And she founded the agency, so we've named it after MillardConklin.
CDC.
>>CHAIR BROWER: Is that how you would prefer people find out your location and who would they contact to get a tour of the facility?
>>SPEAKER: They can contact me.
And I believe I gave you brochure and our information is on that, I also have business cards I can leave with you. Or they can go to their -- to the website and just call the number and ask for me, my name is Ronee David, and I would be happy, more than happy to give them a tour. Any of you, if you would like to come there, we would love to see you there and see what we're doing and all of the potential to build this program for the blind community and it's really something amazing to have here in Daytona Beach. That so many people don't know about it.
And it's the largest campus in the United States, 42-acre campus.
>>SPEAKER: Maybe the council would like to have lunch, once we have it open, Ronee will be happy to arrange that for you, of course.
>>CHAIR BROWER: Perfect. Thank you very much. And I happen to be very familiar with this small group of active horticulturists.
>>SPEAKER: Really?
>>CHAIR BROWER: So I will contact you about the greenhouse and the -- and the grounds.
>>SPEAKER: That would be great.
>>CHAIR BROWER: Fun.
>>SPEAKER: We invite the Florida native plants society there, and also, the sugar mill plantation. We invited them for a tour and hopefully, they were very impressed with the property. Thank you for that, we would love to follow up with you about that.
>>CHAIR BROWER: Thank you very much, we appreciate it. Thank you for your work.
Okay. That brings us to item 2-A. And Mr. Captain will start us.
>>SPEAKER: Good morning, Mr. Chair, Kevin Captain, community information director.
Fellow council members, item 2-A is a very exciting item. It is a proclamation for Jim Chisolm day, June 1st, 2021, requested by Volusia County council at-large member Ben Johnson. To honor the recently retired Daytona Beach city manager.
I'll turn it over to you, Mr.
Chairman and to Mr. Johnson.
>>CHAIR BROWER: Thank you very much. We're glad to see you in the audience, and I'm going to call you up and I'm going to let Mr. Johnson read this proclamation, in full, if he cares to. And then, we won't open it up for a roast, but (laughs) but I bet somebody will do that at some point after.
>>COUNCIL MEMBER: You're supposed to look happy, Ben.
>>SPEAKER: Well, you know, it's weird being on this side of the dais. (Laughs).
>>COUNCIL MEMBER: Especially in daylight instead of darkness, right.
>>SPEAKER: You're right.
>>COUNCIL MEMBER: They wrote it in crayon so I can read it.
Whereas, during his 17-year tenure as city manager, James Jim Chisolm led the City of Daytona Beach, to an era of growth while creating operationaloperational efficiencies, evaluating NABTs that needed help and taking methodical steps to fortify infrastructure to ensure the city is well positioned for future growth, and whereas, Chisolm oversaw the development of several multimillion projects that benefit the city's underserved population, the midtown culture and education center. Yvonne scarlet golden center and the orange avenue and Dr. Martin Luther King, Jr. Boulevard reconstruction projects. And whereas, thanks to Chisolm's leadership and transformation, his occurring and downtown Daytona Beach including recently completed brown and brown insurance headquarters and the ongoing 25 million transportation of river front park, and whereas, other key accomplishments include the construction of a new police department, complex, fire station, and homeless shelter.
And increased recreational opportunities, the development of multiple public-private mart partnerships and the renovation of the Daytona Beach pier and whereas as a result of the vision and leadership, the Daytona Beach is poised for more great things to come. Now, therefore, we the county council, Volusia County, Florida, do hereby proclaim June 1st, 2021, as Jim Chisolm day.
[ APPLAUSE ]
Mr. Chairman will have a few more comments I'd like to make.
>>CHAIR BROWER: Before pictures, looks like you would like to say something, but you want to go first, Ben?
>>COUNCIL MEMBER: Yes, go ahead and let me and we'll put him on the hot seat.
But, you know, for a city manager to make it an area for 17 years is almost unheard of.
George, you've only got what, 15 more years to go? But during this time, I've had the opportunity to work with Jim many times. And one thing that's not on this list that he was really instrumental in is probably one of the biggest things that I feel ever happened to Volusia County and consolidated commune case --
communications. We took over that project and going nowhere, we had a lot of people in the background that were trying to kill the project. And I'll never forget, I mean, the project was on life support.
Something had been going for many years. And we sat down and had a meeting over at his office and he looked at some people, and told them, get this done.
And we were able to get that thing on the table. And once Daytona Beach came into it, the project rolled faster than anybody ever dreamed it would, and as a matter of fact, almost ran away from us, but it did it.
And it's probably truly as far as I'm concerned one of the biggest projects to ever come down the pike and it could not have been done if it had not been for Jim Chisolm's help.
>>SPEAKER: And you.
>>COUNCIL MEMBER: It would have stopped there if you hadn't been there to help. I've had many opportunities to work with Jim, become very fond of Jim. And he's a man that we're going to miss. You always had the people on your side, and that's part of the public life, but you want as a gentlemen and as a professional, any time you went, and we both now, usually when it gets off track is when people stop acting like a professionals but you always conducted yourself in those manners and I'm proud to have worked with you over the years and get to know you, and I wish you luck in your retirement. I think your wife will find things to make you do and you'll wonder why you quit, you miss this life somewhat. But congratulations, good luck, very proud to have been associated with you, thank you, Jim.
>>SPEAKER: Thank you, Ben, as you know, everything that we do takes everybody. So like I would like to take credit for this, but I can't. Because it's -- it's a partnership between the city and the county and almost everything we do and those partnerships render projects worthy of use by the public. And we always are looking for the best Al tern tiff to make these projects --
alternative to make these projects flourish. One project that came on early on, and it is something that needed to happen, for the right reason, to communicate and all of the agencies were a part of that.
But Ben led it. And we pushed to make sure it happened, because it was the right thing for our city as well as the other cities in Volusia County.
But there are many projects like that. I mean, this list isn't the project list of mine, I happened to be the manager, but in reality, it took the funding and the participation by the local officials, both in Daytona Beach, as well as the county.
The growth we're experiencing is a good example. That was a conscious effort by the county and the city to work on projects and jointly provide the incentives necessary for them to be successful and we're very proud of that. But thank you very much for this proclamation.
>>CHAIR BROWER: You're welcome.
Thank you for your service. And I think we have an array of people who would like to take pictures but Billie, you're back on here.
>>COUNCIL MEMBER: Yes. First of all, I think his wife needs come up. Because I'll tell you, behind every successful man is a woman who has put up with it all of these years.
[ APPLAUSE ]
And she has been an amazing support system for him. You've not only retiring from your city masterful job, but you should have real freedom now, you just married your daughter off. And I am other sure you're still paying for that one, because it looks phenomenal. (Laughs) but what a celebration you have to start your new life. Jim, we have known each other, when I was a city commissioner, so we've talked so many times, and of course your being in my district, we have had a lot of conversations and a lot of lunch conversations and there's been times when you've brought things to me and I go, oh, heck no, no, we're not going to do that and the same in reverse. And but we have always remained respectful and the businesses and everything that respect you so highly in your visions that you've had, it's been a pleasure, we're going to miss you. But what a team, you both have made, you, I don't know how you've done it, standing behind him. Beside him. And with him.
Through all of the good times and the bad times. You know, that's truly a blessing for repair. And you surrounded yourselves good people, so many of them that have remained your friends. And we just thank you for your service. I'm just so excited to see what your next journey is going to be. This is the beginning.
>>SPEAKER: This is the beginning.
>>COUNCIL MEMBER: This is the beginning. Thank you.
>>SPEAKER: Uh-huh.
>>CHAIR BROWER: Okay, old on Jim, the county manager, George Recktenwald WOULD like to say something.
>>SPEAKER: Jim, I would like to thank you professionally, I was going to mention all of the people who don't know about the Dunleavy avenue extension and really, that led to us getting trader Joe's, so vision like that. Partnering with us, that makes those things happen. And I also want to thank you personally, you've always been there, and someone I could pick up the phone any time, and bounce something off of. And, you know, you pick it up and bounce it off me, or bounce at me, or whatever we need to do, and it means a lot, the community, we can talk. Frankly like that and get things accomplished. So.
>>SPEAKER: Thanks, George, you have a good manager, I tell you what, he's easy to work with and always trying to find answers and solutions and that's what our business is all about.
>>CHAIR BROWER: And group picture?
Item 3. Confirmation of appointment of Andrew Etheridge.
We made you wait for a while but not as long as we could have made you wait.
[ LAUGHTER ]
>>SPEAKER: Thank you, Mr.
Chairman chair, Kevin can't captain, the confirmation of appointment of Andrew Etheridge.
As the county's beach safety, ocean rescue, director. County manager George Recktenwald will provide you with his background.
>>SPEAKER: Thanks, Kevin.
Mr. Chair, council, it's my distinct honor to present Andy Etheridge here today for confirmationconfirmation. Andy is the actual Volusia County native, pretty much grew up here. Grew up out there on that beach so he knows just about everything there is to know. He started with us in 1996 as a life guard.
And through his career, he's held about every position out there, beach safety officer, field training officer, criminal investigator, and beach safety sergeant and captain, deputy chief. So he's really worked his way up through every step of the organization. He has pretty much experience in every aspect of managing the division. He has great background, he has a bachelor's degree in public administration. Flagler college. He's a certified EMT, and of course, sworn law officer and done a great job since we made him the interim, so I'm pleased today to recommend his confirmation.
>>CHAIR BROWER: Heather Post.
>>COUNCIL MEMBER: Good morning.
I'm very excited for all of you.
>>SPEAKER: Good morning.
>>COUNCIL MEMBER: Andrew, I've -- you have been here with the county for a long time. And I can tell you when, you know, the suggestion was made for interim, I immediately said absolutely, but of course, still wanted to get the whole perspective, right? So I talked to a number of people within the ranks. And continuously heard over and over and over he is the man that needs to be in that position and we have strong confidence in him and that is very important from the boots on the ground up and I talked to retired rank, and this really wasn't me reaching out to other people but a lot of people reaching out to me, saying, Heather, we definitely support him and he is definitely a person that needs to be in this position. In addition to other agencies. I had other agencies contacting me and saying, Heather, he is a God -- good man for the job and confident in the position. I wanted you to know that as you start in this role and I wanted your family to know that as well, I think it's very important that you understand, you know, how revered he is, already, in the ranks and in the division and that people already have a lot of confidence in him.
So because of that, I am going to give you a little piece of advice from county council's side, right? So once you get into this position, it's very important that the public fully understands what the deal is, right? So it is what it is and with need to know what the deal is, but council needs to know what the deal is. So nonanswers are never good. Right? We really -- IP T you to know -- I want you to know that this is an open door and you need to be able to come up through the higher ranks and to really lay out what the deal is so that we can then in turn help you and help your ranks to be successful. Because without that, we can't provide you with that full opportunity to be successful. So I want to make that very clear to you, as you start this role. But I do have every confidence that you do have that strong leadership and that is what I expect of you.
And I really want to congratulate you and I'm very excited for you.
>>SPEAKER: Thank you, appreciate the comments, you know, I wasn't aware of the support outside of our agency, obviously, my men and women have shown me that support. So that's very HUPabling --
humbling to hear that, so thank you for bringing that out to me.
>>CHAIR BROWER: Billie Wheeler.
>>COUNCIL MEMBER: I wasn't surprised at all that this was going to happen, this is the path that it should have been.
You are exactly whether you need to be -- where you need to be.
I have total support in you and I just want to tell you, you have already earned your merits from this weekend.
[ LAUGHTER ]
What were there, 194 rescues or 193 rescues in three days or something like that?
>>SPEAKER: That's correct.
>>COUNCIL MEMBER: Yeah, and massive crowds, we had crowds.
And the way that with was handled along with Daytona, it -- I don't think it could have gone any better, and I was thrilled, I did speak with --
yesterday, he called me, and was kind of giving me updates, and he -- and I said, well, how did we perform with you? He goes hand in hand, hand in hand, that's what it takes. And you've continued to do that. I just thank you for all that you've done in the past. And you're now on my speed dial.
(Laughs) And thank you to your family for all of their sacrifices but good luck in this new role.
There was no doubt in my mind it's where you needed to be.
>>SPEAKER: Thank you, I appreciate that.
>>CHAIR BROWER: Barbara Girtman?
>>COUNCIL MEMBER: Thank you, Chair. We haven't met. But that's a good thing.
[ LAUGHTER ]
Right? Because I can tell from your experience that you've done this with intent. Right?
You've positioned yourself for where you wanted to be. And do and you're in the right place at the right time. And I think that we've got great new energy as Billie was saying, to get the job done. But you've all been there long enough to see the whatnot to do. To know more about what to do. And I'm really pleased with how we have gone forward and where we are.
With our beach safety. And I just want us to continue to be intentional and thoughtful about our residents and our visitors.
And as Heather was saying, keeping the communication open and informing our visitors as much as possible, especially when it comes to the risks and concerns, because I think sometimes we can take it for granted that they -- that our visitors understand it. And that they don't always. So the ways we can communicate that better and more often, is always I think, important. And let me also say that we have another one coming behind you. He lit up the room when he came in.
And I look forward to his future as well. Though, I may not be here to see it. But he's got a great future bind him, too, so -- behind him, too, so whoever is grooming him is doing the right thing, because it shows.
So thank you and congratulations.
>>SPEAKER: Yes, everything was intentional, every opportunity I took was to be ready when the opportunity presented itself.
Keeping the public informed and know everything that is going on, as well as you all, so I extend the invitations, I'll take you for a beach tour any time.
>>SPEAKER: I'm looking forward to it. Get it on the calendar.
[ LAUGHTER ]
>>CHAIR BROWER: Andy, a couple of quick questions, what was the first tower you sat?
>>SPEAKER: The first tower I sat was the 225 at the plaza approach. I was a rookie, so I was in a place where I couldn't do any damage, I had two experienced guards on either side of me, but the next summer I sat at tower 336 right behind the -- so I -- I work as hard as I could and make myself as efficient as possible to move up into the busier towers.
>>CHAIR BROWER: They didn't start you at north county.
>>SPEAKER: That's correct.
>>CHAIR BROWER: Who was your first captain.
>>SPEAKER: Kevin sweat.
>>CHAIR BROWER: I'll add to what you've already heard, I talked to mostly the old guard, and consistent across the board, just praise for your strength of character, the kind of man that you are, and the way that you deal with the people that work with you, clear communication, clear direction and strength there as well. And the way that you do it, I've not easy to get everybody heading in the same direction without making enemies or hurting feelings and you're succeeding, I'm very optimistic to see you taking over here and we all wish you the very best, we're here for you, anything that we can do, and I'm sure you'll be hearing from all of us with that. Can -- I'll entertain a motion for approval.
>>COUNCIL MEMBER: So moved.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Motion by Wheeler, seconded by Post? All in favor say aye?
>>COUNCIL MEMBER: Aye.
>>CHAIR BROWER: Any opposed?
Acting director no more.
Congratulations, Mr. Director.
>>SPEAKER: Thank you.
>>SPEAKER: Thank you.
>>COUNCIL MEMBER: Let me say, please reach around and give your mama a hug, she's bursting with pride.
[ LAUGHTER ]
[ APPLAUSE ]
[ APPLAUSE ]
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>>CHAIR BROWER: Okay, is there anybody in the room that has WD-40? No? All right. Item 4.
Confirmation of appointment of Dr. Bradley Burr bah to the position of resource stewardship division director, go ahead, Kevin.
>>SPEAKER: Mr. Chair, item number 4 is the confirmation of appointment of Dr. Bradley Burbaugh as the resource stewardship director. George Recktenwald will provide you with the background.
>>SPEAKER: Thank you, Kevin.
Again, Mr. Chairman, council, this is my honor to present Brad to you today for confirmation.
Many of you know, or most of you know, this is the second confirmation, this is a case here where we asked someone who already held a leadership position to take on more. In the new organization. So I would like to give a little background for those -- Brad was our extension services director.
And he's done a great job. In that. Like Andy, he's a Volusia County native. And he's got a lot of experience in other areas that he brought back here. He worked in Virginia and Duvall county, and then he was actually appointed as the extension director in Clay county, where he also, very similarly, actually led to the ideas, he was also in the mosquito director control up in Clay county, he's already got experience of taking on things and that was really great. And we won't hold this against him but he does have a degree from University of Florida.
Agricultural education and communication.
>>COUNCIL MEMBER: I spent a lot of money there.
>>SPEAKER: I spent mine at another college, that's why.
But it's -- he's got a master's degree in Government policy and administration from the University of north Florida and a Ph.D. in agricultural leadership and community education from Virginia Tech. I would just like to say you, council, thank you for approving our plan to restructure the extension division, and we of course renamed it resource stewardship division. And for those out in the audience, of course, that entails an echo and Volusia forever into the division. So given Brad's extensive experience in agriculture, natural resources and horticultures and the tie ins of echo and forever, Brad was a natural choice to head up this division. So it's my honor to recommend Brad to the council for the second time, for confirmation.
>>CHAIR BROWER: Heather Post?
>>COUNCIL MEMBER: Dr. Burbaugh, welcome, we've seen you many times but welcome back. And I wanted to point out, so you have been involved for a very long time, the extension through U.S., and again, as I said, I spent a lot of money there, my daughter graduated there.
(Laughs) it's a great school.
But the things that they provide to our county through -- is just phenomenal and a lot of the different things that you've been involved with in the background, and it's very much, again, the thing I was talking about earlier, right, Volusia County, we have a lot of hidden gems that people have no idea and that sector is one of them.
You know, we have animal -- when horses and stuff fall into the -- not wells but -- (laughs) in the mud and all of that, we have animal -- what are they called?
The animal teams.
>>SPEAKER: Large animal rescue.
>>COUNCIL MEMBER: Thank you, large animal rescue teams and we have one of the best if the region, that, in and of itself is something to TOUT and not only that, but everything else through you and echo and forever. So I'm glad that you're taking that on. And it's very important and we're just very glad to be keeping you for one thing, and then, also, to be providing you with more opportunities to succeed, so I wish you much success.
>>SPEAKER: Thank you, and I --
I want to thank George for the honor as well, for believing in me, to lead these very impactful and very visible programs that mean so much to my family, and our community. I think that the community reaffirmed their values in November. And told us what their values were. And the plan to implement those values, with our partners. With integrity and transparency continue what we've been doing, so that they're reauthorized again in 20 years.
>>COUNCIL MEMBER: Thank you.
>>CHAIR BROWER: Barbara Girtman?
>>COUNCIL MEMBER: Thank you, Chair.
Brad, I've really been impressed since you've been on.
Right? Any communication has been intentional and thoughtful.
And anyone that you've been connected to, you've been able to work with and be successful, having them leaving feeling supported and encouraged and even when they didn't get maybe exactly what they needed but they -- but you found a way to at least keep them connected and give them the resources that NE needed. Right? Or at least what we could provide and make it good.
So I think that's really important and you've done it I'm sure it wasn't effortlessly, but it appeared so. So I thank you for that. I think these programs are in good hands. And I think you bring some creativity and some OT of the box -- out of the box but yet appropriate ways of moving some of these opportunities forward and maybe even broadening to a greater opportunity. So I thank you for that. I look forward to a lot more from you. And I'm glad that management has seen that there's more for us to tap into, to broaden those visions.
And I'm looking forward to working with you, maybe on some future projects. And just want to say thank you, and if possible, I'd like to make the motion.
>>CHAIR BROWER: Motion for approval by Girtman. Seconded by Billie Wheeler. Would you like to say anything before we call for the vote?
>>SPEAKER: Again, thank you for the opportunity, I think that the -- it's all about service to our citizens and they told us what their values were. So to conserve, protect, preserve, our resources and environmental cultural historical outdoor, I look forward to doing it. I consider it an honor, and it will be a whole of Government approach. Every department will be helping implement these PRAPs and thank you for the opportunity to serve.
>>CHAIR BROWER: Thank you, and the motion on the table is to approve. Dr. Bradley Burbaugh, all in favor, say aye. Any opposed? It's unanimous.
Congratulations.
[ APPLAUSE ]
>>CHAIR BROWER: And that brings us to item 5, the 2021 legislative review by southern strategy, John booker, thank you.
>>SPEAKER: Good morning. John booker, Government affairs for Volusia County. Here with our folks from southern strategy.
Chat a little bit about what happened. As you all know, the capitol is closed. For all of the duration of the last session. IFS -- I was talking to another friend of mine, doesn't do anything with county Government, what were your thoughts on this? And he goeser well, it reminded me of the grateful dead song, what a long strange tip it's been. And he thought it was just very odd, going to Tallahassee, and to not be able to do the things that he would normally do during session. Our folks similarly, were affected. So you only had comments on the senate side at the civic center. So access was limited, I spoke to senator Wright the other day, and they called him down, go meet in the Court yard there in between the old capitol and the new capitol.
So very much a different dynamic. The house also was challenging to get to, so I spoke before the elected officialofficials round table once and I said having a membership at the Governor's club is probably paramount this year. So anyway.
One last thing, there's group Oscar, and I belong to a group called fair, and we would get together every Wednesday for lunch at the capitol and compare notes and talk about this bill or that bill. The league of cities was involved in that.
The folks at the FAC, the association of counties were involved in that. And then all sorts of lobbyists and Government affairs folks like myself, we tried to do it on Zoom, and conference calls. But the give and take of what was in a private setting just was not there this year, and so it was challenging.
So we had 3,096 Bills offered, this past session. 275 passed.
On my list. Or our list. We had 161 monitor bills and then 89 priority bills. So in all total that was 250 that we were trying to keep track of. As it went through the process. At the end of session, which is always what happens, it's a free for all. Things get attached that's not in the bill. But it's another bill that gets attached, in the form of an amendment, it's tricky. So as we are looking through all of the bills, the Governor still has 30 days to veto bills or sign them on to law and then of course the budget, sign the budget, prior to July 1. The legal department and I are working on a more detailed oriented synopsis of some of the bills that we have identified, what was attached to your agenda item was a summary from the software program that we used, so I don't know, Mike, if you want to add anything to that?
It's a little different than what we've done before. But that will be coming out in the next few weeks. So obviously, home rule is the issue. For us as a county, the news journal had an article, pretty in-depth article about this weekend about that. In regards to home rule, YOE, it is a matter of perspective, we as cities and counties have a certain perspective, others have differences and, you know, they always say this is how the sausage is made, it's a train --
trying to figure out as we move forward. So the focus this session was hope, pray, kill bills, and hope that you can decrease the impacts of bills that were a priority of the fourth floor or of the Governor's stated priorities.
So those are the things that Oscar and I chatted about mostly was, you know, is this bill going to be killed? For instance, Ms. Wheeler was interested in that regional planning council bill. Early on. It -- first call I made was, you know, Oscar, does this have leg?
s what's your thoughts on it? A senate priority, it wasn't so much on the house side. Then, you know, as you get closer to tend of session -- the end of session, okay, are they going to sneak this one in on something?
That we aren't necessarily seeing as a vehicle to do that?
And then, the impact fee bill, when that first came out, it --
you know, like, Oscar, (laughs) what's going on here? It was --
it was from our perspective, extremely egregious. They limited, for instance, a fire protection as something that you could buy, as in so far as the capitol uses of the impact fee.
They backed off of that, there was issues with schools, and so, it wasn't just the brick and mortar, but the other things that go along with the impacts that we see with increase in development. So in that regard, you know, the bill that got passed was significantly watered down, I think the article the --
the lady from the FAC says it was like a hundred pin pricks of needles or something to that effect. So again, it's not a total right -- victory for counties and cities but again, when I looked at the first bill, I was like, oh, my, this is --
this is not (laughs) this is not great. So David bridgeman is here, we had one appropriation project that we had, it's contained in the budget. It was a resiliency project over in Ormond, we are -- have a lot of skin in the game on that. So we will wait to see what the Governor does. You know, I sent out something last week in regards to Florida tax watch and what they called a turkey watch.
So, you know, the first hope is that you're not on the turkey list unless it's Thanksgiving time. And so David's work will begin in Ernest, well, getting it in the budget, was phase 1.
Keeping the veto pin have hitting that project is phase 2 and what he will be working on until governor does sign the budget with the vetoes.
Oscar Anderson is here, he does mostly on the policy side. He's going to come up, added a PowerPoint to your agenda packet. He's going to talk a little bit about session and of course, we have committee week coming up, I think, September.
Yeah. So later on in the fall.
They start doing their thing, and then they'll go into session early next year, I think, mid January. Because they want to get out of there because of an election year. With that, I'm going to let Oscar chat a little bit and we'll take questions after that.
>>SPEAKER: Thanks, John, great to see you all again, thank you all for the opportunity, a little Post session update.
I'll control my -- here.
So I think you remember from the precession, talk I gave, I showed this on, that was the case, all through session, we didn't know I f it was going to hold at all, you couldn't get in session at all unless you were a staffer, and they didn't change that until the special session on gaming so it's back open and up there. It definitely is John alluded to, caused a lot of challenges. In the big picture, on home rule and issues -- sorry -- we generally -- the advantage -- ( Inaudible ) we show up with a lot of folks, and we bring up a lot of good issues publicly, we make them work hard to get through the process, that was taken away from us. The testimony that was going on in the civic center and the senate, particularly, the place where we had the most success of stopping bad things was just so awkward, on a screen, and you couldn't really communicate, there was no give can take, no feedback, so it was a very hard year from that perspective. The impact fee bill, was one of the unique ones where we made progress on it. Most of them kind of went forward and we couldn't really stop them, home runs, baseball analysises, wasn't a lot of stolen bases and sacrifice flies.
Obviously, the big priorities of the legislative was the COVID response. And the two issues, you know, they passed liability protection and fraud protection for consumer and then the limitations on the emergency powers which didn't have a lot of impact on what you were operating during that period of time. But it did impact some of the Governments who were doing some more interesting things.
Preemti OIPreemtion. A 300% increase in the impact fees -- that seeps a little crazy, we need to cut it back. As we talked about, the first draft of that, added a 3% increase, and by the end of the 25% increase and created a safe harbor, if you go through more steps, you can go above that if you need it. So there was some -- definitely some progress made on bills like that. This is a list of the issues we faced.
You know, I guess the occupational licensing one was a big conversation, was true, straight preemtion. If you VIT, you can keep it until 2023, you have get out of that during this.
Solar facilities, the inclusion of those and agricultural use property was a pretty straight.
Home-based businesses, and the counter argument is we've been operating as home based issue for a year, we haven't had issues, we should allow that to move forward. I think there'll be -- that one if you follow the process at all had a really weird end to it. The senate wanted to -- made a ma motion to recall the big back before it got engrossed, the first step before it's enrolled. It happened so fast, and we're digital. My assumption is there'll be litigation, it's unclear if the senate recalled it in enough time to change their vote on that.
So, you know, it will be a --
that will be interesting to see how it plays out. Some other key issues this year, you know, the stock stamp rewrite is the classic example of there wasn't anybody at the capitol, right, as a part of the state and local housing trust fund, we go up and fight for maximum, fully fund those, don't sweep the money, and the money they do put in over the last 5-10 years has been so varying, local Governments can't manage the program well. And so, we've always said, try to give us, we need more -- fund us what's there and it will work, and we can manage that program better.
So the legislature sort of artfully did that, we're going to stabilize how much you get every year, but we're going to give you what you've gotten the last 5 years, a smaller percentage, it ended up being half, in the state and local housing trust fund allocations, but we're going to take the other piece of and it fund our primaries. The speaker got his resiliency trust FUNTD, 100 million a year, and then the stormwater funding, waste water funding, the senate priority at about 100 million a year, those numbers up there reflect the additional money that is showed up that was -- somebody referred to as Biden bucks, that showed up, the $10 million that came from the federal Government, they used to spread around the Government. Around the budget.
So that's what kept those numbers so high. Other issues that we tracked and followed a lot, the broadband issue, you know, the changes to the office of broadband and DEO and the mapping and the work that's done there, which is important to counties like Volusia which have urbanized areas and rural areas.
Vacation rentals, which John allude to, it will be interesting to see how that plays out. That was actually a bill that I thought they would probably do this year. Because -- ( Inaudible ) couldn't be there to fight it. But I think that they found new friends in the senate so I think it will show it down in the few -- slow it down in the future. Impact fees, we talked about, ended up in a RBLly good place -- RNLly good place. Farming operations because of the agricultural land and the Volusia County added tourism a category that's alloweded and created some liability protections for that and limited to any nuances to be within a half mail of -- mile of the farm. ( Inaudible ) and then the RPCs, which we were tracking, were very much at the end, amendment in the house to take it up because there wasn't any bill like it in the house.
So they could done that if they wanted to.
On budget stuff, David, would you like to talk about budget issues?
>>SPEAKER: Yeah, David browning, we put in one budget request for $400,000 and the reason that that number was probably a little bit lower than what we've done in the past was that at the time we put that budget request in, we were at a $2 billion short fall, and the way the house rules are, we have to follow it as a separate bill and we have to follow that in, we have to follow I through the it gets approved in one committee and appear in a budget to go to conference, so we put a $400,000 resilience interconnection project in and that was funded.
The budget itself we came with a $2 billion short fall, but then with the federal stimulus money that came down, winded up with a $12 billion swing on it so the budget increased 10%. It went from $90 billion to about $100 billion. This year. Now, of course, a lot of that will be retraced back, won't be as high next year, that was a one-time deal. The thing that occurred financially was the gaming bill and the gaming bill, was a 30-year compact with Seminole tribe and $500 million a year committed and then, how it would affect your para mutual here, do the player bank games that they've been doing before, they'll be able to extend hours and allow alcohol and the other thing is the big unknown is sports book, whether or not they'll be able to enter into an agreement with the Seminole tribe and what KE call a skin.
Which will be like a FanDuel, you know, draft kings bar stool sports or whatever and enter into an online, you know, funds to the state to do sports book.
The thing about that is that's kind of the -- I guess the big get for the para mutuals but that's also what is most likely to be thrown out. So that's already been challenged right now, so we'll see where that goes. All right. Thank y'all.
>>CHAIR BROWER: Can I ask you a question about that? What you just ended with. On the gaming bills.
The sweepstakes bars, the Internet bars, is that hanging in the balance?
>>SPEAKER: The other thing that they passed along with this was a gaming commission. So right now, a lot of those are done through DBBR, and through the legislature, making a lot of these things but having a gaming commission, we think will shut down a lot of those types of activities and have more stringent role on having a gaming commission.
>>CHAIR BROWER: Thank you. And then finally, actually.
>>SPEAKER: The first community week is in September.
[ LAUGHTER ]
And so, this is the -- this is the short year where we have two sessions and committee week is in a span of 13 months. I go to Tallahassee 20-22 times over this course of the year. And the capitol will be open and running wide open going into next session, as you know, we're in the middle of the current terms, Simpson -- ( Inaudible ) they'll go in the last year, the incoming speaker Paul Renner, and senate President-Elect will be coming into power. The biggest thing is reinforcement, they redraw the maps and there's always total chaos occurs about like week three when they draw maps and, you know, 20 members aren't in the districts anymore.
And so it will be an interesting year because of that. And then, as David alluded to, they didn't spend all of the federal money, I think they spent -- 6 or 7 billion of it, depending on how you do the math. So there's still 3 or 4 billion left out there that they could spend. So had some time, so we expect there'll be money there available for next session, too.
He didn't touch on the Internet sales, but that will affect your bottom line, too, they're going to tighten that up and enforce that. From a budget perspective.
Any questions for us?
>>CHAIR BROWER: Yes, Barb Girtman?
>>COUNCIL MEMBER: Thank you, Chair. I'm wondering, I know this past year, it's been a challenge with reaching a lot of the representation. However, since you are a lobbyist, I'm expecting that you have a lot of these relationships, right? So you don't have to get in there to get to, right?
>>SPEAKER: Uh-huh.
>>COUNCIL MEMBER: To the representation.
>>SPEAKER: Yes, ma'am.
>>COUNCIL MEMBER: The staff or whoever helps move the needle forward in the needs forward, correct?
>>SPEAKER: Yes, ma'am. It's actually one of the advantages of our firm, because we have offices in all of the major markets so we have the ability to get to those numbers that are in Miami or in Tampa, in a very different way. And our office, there was a unique year, there were members showing up all the time, morning and in the afternoon because they couldn't be over there. The house members could, if you went through a process, you could go to a house member. But the senate, they had to come out of the campus in order to meet with them, so.
>>COUNCIL MEMBER: Okay. So considering that, and considering hopefully, we're moving past COVID and should have greater access and less distraction, perhaps. Using the vacation rental bill as one of those concerns, on a home rule, on a local level, how could we have better, I guess, gotten access and perhaps got them to -- leaning more in our direction? As far as what we were trying to get accomplished?
Was that message communicated?
Is there something different or another way we could approach that? So perhaps next session we have a better opportunity?
Because, again, all we're looking for is to be able to make decisions on a local level that impact and move our county forward. So is there a way to get to that? Or a way for you to help us get to that, through your relationships?
>>SPEAKER: Yes, ma'am, everybody knows the history here, essentially, you can't change your ordinance without, you know, defaulting to having, you know, a blanket preEFRPGS.
And there have been bills further along in the process this year, that allowed local Governments to make changes without losing, you know, the ordinance in place. So I think that, you know, it was basically, a second committee in the senate -- put a stop on it and everybody kind of went back to their corners and said, we don't know -- neither side liked where it was and once that happened, generally, in the house, the bill moves along further and everybody in the house is why are we doing this in, the senate is not going to take it up this year, it died in a hurry. And the senator is going to be senate president coming into her power, so it will be interesting to see how that happens. Anything that comes out there. In the Naples area, it's a big issue down there as well. And I think you'll see anything that comes out to be a lot more favorable to local Governments I'm guessing if anything passes at all.
>>COUNCIL MEMBER: But is there a way to help us position that and work to encourage that over this next year before the next session? So like how do we invest in that to make a difference?
>>SPEAKER: I think, I think --
(laughs) there's a number of different ways, I mean, the association of counties, for all of the strength and power they do have a lot of masters, people STHE have to respond to, they can be challenging because you may have one particular issue you want to get evolved, it gets tied up in larger issues.
And so, but let's talk about --
I think there's things we can do.
>>COUNCIL MEMBER: For me, that's the case in a lot of these concerns, I'm saying why aren't we pushing back on our local representation? On our state representation? A lot more for what it is we need. As a council, as individual council persons, as lobbyists, as, you know, are we really putting our message out there for what we need? And holding, you know, our state representation accountable for that? Or at least ensuring that they have our message loud and clear. And I don't know that. So that's why I'm saying it the way that I am.
>>SPEAKER: Yes, ma'am.
>>COUNCIL MEMBER: Is that happening and how do I get better confirmation that it is?
>>SPEAKER: Okay. Yes, ma'am.
I will tell you, I can GUF you more detail in the conversations that occurred.
>>COUNCIL MEMBER: Thank you.
>>CHAIR BROWER: It looks like you're off the hook. Heather Post.
>>COUNCIL MEMBER: I wanted to mirror her conversation, we've had these conversations in the past but very important that we -- so I don't want to -- I want to make sure that it -- if you get with Barb, that's great, but I think that the rest of us, this needs to be a -- a consensus to where we're all getting the information but and getting the information maybe throughout the, you know, throughout the month, so from committee weeks, and throughout the session. So if, you know, if we hear about it at the end, it's not very helpful to us. It tells us what's happening, but there's some things that could slip by. There's so many bills, we're all on different committees. You know, and I do better in stuff, and the corrections stuff, so I'm keeping track of that stuff, but there are things that come up, and oh, where did that come from, right SNT and that happens every day, in legislation, so, it's very important, I think that I would love to see a much better mix of communication with our council. And whether that is, you know, whether that's reporting, however, however it's done, you know, it doesn't necessarily have to be in-person, whatever it is, just as long as the message is getting to us. So that we can keep up. Because, you know, a council is a force to be reckoned with, right? And each of us have our own focuses, and we can -- we can all certainly be helpful in pushing the message, but again, it's -- it's important that we are clear exactly what the message is that we're pushing. Right? And if we don't know that, we can't be very effective in that role. So I'd love for all of us to do that, thanks.
>>SPEAKER: Yes, ma'am.
>>COUNCIL MEMBER: >>CHAIR BROWER: I concur, it will be more important in the future that you know what our mind is, and what we want, and we know the information that we can get from you, because when we heard this year, from the floor in Tallahassee that they're making decisions for local communities, because they make better decisions than we do, it's disturbing, it's troubling. I mean, this is local Governments, as the Government that touches people, the closest, and so we would -- we would prefer to have a strong voice there. Thank you for your effort, but let's --
let's -- I think we're going to have to deal a lot closer this next session. And protect ourselves.
>>SPEAKER: Yes, sir.
>>CHAIR BROWER: Thank you for your report, and Barb Girtman, one more.
>>COUNCIL MEMBER: Yes, one other thing, I guess over this next year, what I'm interested to know is, are we invested enough as a council, in the Government and in the efforts for state and federal, I guess, visibility, acknowledgement, and, you know, have we invested enough in ourselves to be able to get to where we're trying to get to? You understand? If we're like 10th in line, I know there's priorities. Right? But if we are at the bottom of that priority, because we haven't invested enough in our ourselves, then I think that we need to know that and make a decision. Right? I mean, because if you're contributing a 10th of what it is you need to get to 100%, I'm being realistic. If you're only putting a little bit in the bucket, and expecting a lot, right? So I just want to be clear, over this next year, I want good feedback in what we're investing, and it's like, okay, well, you're only giving this, so you get what you pay for.
Well, I think that we deserve to get what we need and pay for what we need and meet that expectation. And have a better understanding of what that is.
So maybe -- maybe that's more of the question. So just putting it out there. So I would like some of to feedback to come back after you considered it.
>>SPEAKER: Okay.
>>COUNCIL MEMBER: Thank you.
>>CHAIR BROWER: Ben Johnson?
No?
>>COUNCIL MEMBER: We had talked to some of the local representatives about the idea of fulfilling -- failing to think about our home rule and if y'all remember, we got told, well, we don't see that we're interfering with your home rule.
And we sat down and wrote a long letter that detailed a lot of interference in home rule, is that not correct, Mr. Booker, in which we set sent off, this doesn't require an answer.
>>SPEAKER: The answer is yes.
>>COUNCIL MEMBER: Did you read the message.
>>COUNCIL MEMBER: We never got an answer back and a lot of the times I think our local people -- never mind -- this is all over the state. If I don't follow what the leadership up there says,ly never get me an appointment or a place or parking place maybe in Thomasville or wherever but they've got to start listening to us and doing what's right for the areas, because one size does not fit all. And if we get that and need to start standing up and saying, what is best for our area and not worrying about just political future.
>>CHAIR BROWER: Thank you.
Thank you, gentlemen.
>>CHAIR BROWER: Item 6, extension of professional service contracts with all Volusia County transport. Donna and Kelvin. Are you going to start?
>>SPEAKER: Yes, sir.
>>CHAIR BROWER: Thank you.
>>SPEAKER: Good morning.
Kelvin Miller, general manager for Votran, we're here this morning to ask for approval for renewal of our service contracts with our para transit subcontracts in July of 2018, the council approved a 3-year contract of 200-year extenses and we're -- two-one-year extension. We do business with all Volusia and med 1 shuttle, safe net was an original contract but they declined to renew for the year coming up.
Our subcontractors, basically do para transit services for us.
We mix their vehicle fleet with our vehicle fleet. To provide ambulatory and nonambulatory services. All of Volusia and safe med 1, 5 F 6,000 trips a year. It's a 1.1 contract for them. We do monitor the status and the PERP perform --
performance of those subcontracts and they are to meet the same standards that we have our employees. Are from any questions?
>>CHAIR BROWER: Yes, Barb Girtman?
>>COUNCIL MEMBER: Thank you, thank you, Chair.
So with the one contractor, no locker participate -- longer participating, are the two able to meet the need?
>>SPEAKER: Well, what's happening is safe net, actually didn't do any trips this year and we have maximized all of the Volusia and med 1 with their contract so they can pick up anymore contracts, so what's left over, we do ourselves.
>>COUNCIL MEMBER: Okay, so with one less provider if we were back to full capacity, would we be able to meet the need?
Because I can imagine over this last year, you know, it hasn't been the same number of trips, so. If we have a full capacity like 2019, what would that --
what would that look like?
>>SPEAKER: We would take on more of those trips ourselves.
So with would have to hire more folks to do those trips but we would be able to take in the surplus.
>>COUNCIL MEMBER: Okay. I will make a motion to approve.
>>COUNCIL MEMBER: Second.
Post.
>>CHAIR BROWER: Motion to approve by Girtman, seconded by Post.
No other discussions? All in favor say aye? Any opposed?
Motion carries unanimously 7-0.
And that brings us to item 7. Kevin?
>>SPEAKER: Thank you. Art GRAM with argue -- our office is going to give an update on the opioid litigation we are a part of, and I had shared with a copy of a resolution before you today for consideration for adoption that has been districted by the Florida attorney general so if it's okay with you, I'll hand it over to Mr. Graham.
>>SPEAKER: Good morning, everyone, and in 2018, the county joined approximately what were then 800 local government entities that filed in an opioid suit, 3,000 Governmental entities in that lawsuit. The attorney generals have also joined in filing separate suits within their state. And the two groups, the private -- the local Governmental entities as well as the state attorney generals have tried to come to a framework about how set ment money will be spent. And we are in a class-action. And it's the purpose of the class-action, when we filed the lawsuit, was obviously, to obtain money for the local Governmental entities.
For us to use. The attorney generals then filed suit, so they could get money for the states. The proposed settlement strongly incentivizes everybody at every level working together.
It also does not thing that's very important, the opioid manufactures want to make sure that if they can come to a settlement that it is with as many entities as possible. They do not want to settle with 30% of the cities and counties in one state, and leave open the attorney general. So the attorney general has worked with the council for the local Governmental entities to put together a framework to allow them to go back to the manufacturers distributors, and the other folks in the trade, including the retailers, and say, this is how many local Governments across our state and across the country are willing to sit do -- down with you.
What they have RO posed is a --
proposed is a nonbinding resolution that explains the mechanisms for what the money would be for. Everybody in the litigation from the judge presiding over the case, that we're in, to the opioid manufacturers to the attorney generals, wants the money to be used for items directly related to the opioid epidemic.
Rehabilitation, emergency treatment, expanded Narcan deployment, things like that.
So any settlement moneys would be used directly to treat the problem. If we join together, we potentially get more money.
Because the manufacturers are again buying their piece with more people, and they understand that there's a framework in place for the settlement money to be spent to help the problem which quite frankly they want to see, because it makes their settlement money more likely to be treated more FAIFablely tax-wise. For the manufacturers distributorses and sellers.
Which helps us maximize recovery by saying that you're getting more favorable tax treatment for that. What we have is we have a resolution that says that when a memorandum of understanding is drafted, and finalized, that the county will support it. And the that the money will be used.
The interesting thing about the resolution is it specifically states it's nonbinding, it is just setting up a framework so that the attorney general and all of the attorney for the pub entities can coback and say, we're here, we're not fooling around, we want to resolve, we've got everybody here for us.
And for that reason, we would recommend that the council approve the resolution.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Motion to approve by Wheeler, seconded by Girtman. And Heather Post, you have a question?
>>COUNCIL MEMBER: Yes, so I just -- I wanted to make a specific commently, you have been working on this for a very long time, and when this whole question of litigation came up, there was so much discussion around the state and with all of the different counties and we have talked at length many times about that and it really started out as quite a quagmire. And it's so important to address because, you know, the whole reason for the suits was doctors writing scripts for endless prescriptions and in Volusia County, we know, that we have a significant issue with opioid overdose, with opioid abuse.
And certainly recidivism going in and out of our jail because of that and certainly has a lot of community impact. So in Volusia County specifically, ever so important that we work to address this and I just wanted to thank you and your staff, because I know you specifically have been there to answer any questions that I've ever had on opioids, and litigation, and provided lots of paperwork and things along the way. So I appreciate all of the hard work that you have done throughout this process. And as you mentioned, at least as far back as 2018. So I just want everybody to know that art and the team has been working on this for quite sometime and the fact that Governments will be able to get some moneys to at least, you know, work on something to put back -- push back in the communities is favorable and I would also home at the same time we are -- we're having community services division and everyone else, understand that in fact, that money may be coming and looking outside of the box, at ways that we can really use this to address some of those issues within our county. But I thank you.
>>SPEAKER: Thank you.
>>CHAIR BROWER: Barbara Girtman?
>>COUNCIL MEMBER: Thank you, Chair. I just wanted to say, I would like to see some resolution to this. Sooner than later because I think that COVID has allowed this to kind of go off the radar, somewhat. But I think it actually has increased in our communities and you're seeing it. Our police are trying to address it. And our police cannot be drug counselors and therapists and everything else that we're dropping on them. We need dollars and resources that we can put directly into the community to help work with the people WO have these addictions. -- who have these addictions and arresting them and putting them in jail is just you pay for it one way or you pay for it another. If we get dollars that we can utilize in the community from this, I think it's a beneficial. So I thank you for all of your efforts.
>>SPEAKER: Thank you.
>>COUNCIL MEMBER: And bring the money home. (Laughs).
>>CHAIR BROWER: Michael Dyer?
>>SPEAKER: Yes, Mr. Chair, ART, you've been engaging with the local Governments here in Volusia County, so I know they're taking up this resolution as well. Do you want to just add a little background on that?
>>SPEAKER: Yes, we started this in 2017. I started looking at it and then, the then serving county attorney, he decided that we should jump in to it. Local Governments, City of Deltona, City of Daytona, Ormond beach and at least one other city, have all joined this suit. It's now expanded into a class-action. Every now and then one of you will get a little mailer in the mail that says something like, some company you dealt with may have done something wrong, would you like to -- if you don't do something, you're going to be in the class-action. That happened at virtually every city, county, sovereign Indian nation, everybody got one of those. So they're in the lawsuit as well.
And it has gotten bigger, and it's gained more momentum. And there have started to be some settlements, what Ms. Girtman mentioned about how the COVID derailed it, it did derail it.
Because we had three or four what they call bell weather trials, which are trials where the plaintiff and defendants pick out a case, and it gets set for trial somewhere, and everybody sees which way the winds are blowing. Those got all cancelled because of COVID, there's one going on in West Virginia right now. That's been going on for the last three weeks. Will probably last another 7 weeks, our counselor leading that one, and it's -- it will be nice when some resolution is brought home. But it's taking up a lot of time.
>>CHAIR BROWER: Thank you T seeing no other discussion, I'll call for the vote for the motion on the floor, resolution authorizing the county of Volusia to join the state of Florida and other local Government ENT units in the Florida memorandum of understanding regarding potential OUP OID settlement proceeds. Any opposed? The motion carries 7-0. Unanimous.
Thank you, sir.
>>SPEAKER: Thank you.
>>CHAIR BROWER: And item 8.
Selection of firm to provide professional auditing services.
>>SPEAKER: Good morning, council.
I'm Ryan Ossowski, chief financial officer for Volusia County, this item is to -- for council to bless the selection of the audit selection committee and the ranking that they --
that that committee made, obviously, all 7 of you sit on the audit selection committee, you're all aware of the ranking made. The recommendation of that committee has been AKed on by council. So this item here, is to give staff permission to negotiate with the first ranked firm, which was James Moore and company, and in the -- unlikely instance that those negotiations fail to proceed down the line.
>>COUNCIL MEMBER: Motion to approve.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Dr. Lowry. You are going to make a motion to a approve. Motion to approve was made by Wheeler, seconded by Johnson. All in favor say aye.
Any opposed? Motion carries unanimous 7-0. That brings us to item 9. Ordinance 2021-3, an adoption hearing, for the amendment to chapter 18 cultural facilities element of the Volusia County comprehensive plan and this is a public hearing. Clay I'll let you.
>>SPEAKER: Good morning, Clay Ervin, director of resource management, with me is Susan Jackson, senior planning, we're talk about the adoption of the cultural facilities element of our comprehensive plan. Y'all authorized transmittal to the Volusia growth management plan and the Florida DP of opportunity at the March 2nd meeting to do a review and verify whether it was consistent with state law and internally within Volusia County, we received notiftification, therefore, take final action.
Just to kind give everybody an overview of what occurred here.
This is an administrative update to this element where we modified and changed primarily just names, dates, etcetera, like that, nothing significant in regards to policy. Just that this has not been touched in a while so it's coming forward now to be update canned. If --
updated. If there's any questions, we'll be glad to answer those.
>>CHAIR BROWER: I see no questions.
>>COUNCIL MEMBER: Motion to adopt.
>>CHAIR BROWER: Motion to adopt by Wheeler, seconded by Lowry.
All in favor, say aye? Any opposed? Motion carries unanimously 7-0.
Thank you.
And I guess you're staying with us for item 10. Also, public hear inghearing and ordinance 2021-4.
Another adoption hearing for amendment to chapter 17 historic preservation element. Go ahead.
>>SPEAKER: Clay Ervin, director of resource management, also Susan Jackson joining. This is similar to the last element in that this is our historic preservation element, we went through this again, from a staff perspective to update it to make sure that it was consistent with state law. And everything was up to date. One thing we do need to know is that many of the maps were deleted because they were too accurate, we were told by the Department of Historic resources at the state that these provided too close of a directions to where some of these resources may be, so we have replaced that with one map that gives the generalized location, if there are any historic resources, we would not be stolen or tampered. This is sent to the Florida Department of Economic opportunity at your March 2nd meeting. If there's any questions for staff, we're here to answer them.
>>CHAIR BROWER: I see no questions from staff and there's nothing from the public, so I'll close the public hearing and call for a motion.
>>COUNCIL MEMBER: Motion to approve.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Motion to approve by Girtman, seconded by Post. All in favor, say aye.
Aye. Any opposed? Motion carries 7-0.
Item 11 is also a public hearing. Open it to the public.
And Clay, resolution 2021-rezoning of a 7.1 acre property.
>>SPEAKER: Thank you, this property is located at the northeast corner of Minnesota and sparkman. It's currently designated A-2 which requires a minimum lot area of 5 acres, staff has supported a recommendation to rezone it to A-3, which would allow for a minimum lot area of 1 acre. The subject property has gone through quite a bit of history, in the staff report, you'll see that it was already known as the Clifton unrecorded subdivision from 1979. Back at that time, the minimum lot area for that particular area was zoned for 20,000 square foot minimum lot, so roughly a half acre in size.
It was created, they had two lots, lot A was built with a single family home in 1980. And lot B was -- had a mobile home put on it in 1979.
They were two separate lots, for many years. At some point, the previous owner came in and combined the properties into one parcel. The current owner is looking to try and basically correct the zoning so he can split these two into two separate parcels, currently at 3.13 acres and 3.95 acres.
Again, we have existing structures on there. So what you see in the maps that are provided in your agenda packet, it gives you the general location, map 11-19 in this area, you can see, it is hard to see on the large screen here, but if you look at your monitors, we have quite a variety of lot sizes in this area. We've got to the South, R4 zone properties, which allow for 7500 square foot lots.
We've got R6 right next to this area, it has a variety of different lot sizes and a variety of different zoning categories.
So staff is working with the property owner to ensure that basically what he hoped he could do with these two different lots, which is have them two separate lot were working through the zoning, the differences between A2 and A3 is a lot size. Otherwise, you have a minimum lot width of 150 feet.
And that's a critical point here. Because the property is relatively oddly shaped. It's almost sideways L. Along sparkman, that's roughly 685 feet. And then, along Minnesota, it's 2858 feet. So when you start looking at what you have to do to meet the minimum lot width, and area, the maximum that could be developed out there would be 4 lots.
I bring this up because today, this morning, a resident came in and she is sitting up there, her name is Gretchen romaine, and she is -- was not aware of all of this going on to the planning and land development regulation commission, she came in today just to find out what was going on and if she had any concerns.
She did have some concerns, because the concept of taking it to A3 and allowing 1 acre lot, you would think, because it's 7 acres, could have 7 lots.
Well, that's not the case.
What they can have is a maximum of 4 lots. She is concerned about overdevelopment occurring in the area. And I wanted to make sure that her concerns were identified to y'all today.
She is available, she's not necessarily prone for public speaking right now.
And so, what I wanted to make sure is y'all were aware of those concerns, I also wanted to make sure that from the staff's perspective, we have looked at the land use person, we've looked at the lots that are surrounding this area. We did receive a letter of actual support of this rezoning from a neighbor who also happened to be former employee of Volusia County, our land development manager, he's very familiar with planning and zoning.
It went forward to the planning and land development regulation commission who unanimously recommended approval of the rezone, it's consistent with the comprehensive plan, and as we said, we feel it's consistent with the overall land use pattern that you see out there.
If there's any questions for staff, Susan and I are here.
Glad to answer any questions you may have.
>>CHAIR BROWER: Before I do that, we'll mention this is also a -- it's a quasi judicial hearing, if anyone has any ex parte to declare? None to my --
nope. Okay. Barb Girtman?
>>COUNCIL MEMBER: I want to make the motion, it's -- it's in the district, so I'll make the motion to approve.
>>CHAIR BROWER: Motion to approve by Girtman, seconded by Johnson. All in favor say aye?
Any opposed? Motion to carry 7-0.
Item 12. Ordinance 2021-14, first hearing amending chapter 72 of the code of ordinances regarding accessory dwelling units and structures.
Clay are you going to start?
>>SPEAKER: Yes, Claire Ervin, director of resource management for the record. This is an administrative amendment to the zoning ordinance to allow for accessory dwelling units, we currently have in our zoning ordinance a variety of different things. We have garage apartments, which are hah proved by special -- approve by special exception in the single family zonings, guest house, which is basically everything but a kitchen. And that's allowed by right in those same zoning districts. And what we're seeing from the affordable housing advisory committee, plus what we're hearing from the state, we're hearing a lot of interest in these accessory dwelling units for a couple of different reasons, one, they give an existing property owner an opportunity to care for their family member, or an opportunity for rental properties so therefore can help facilitate them paying their mortgage.
It also provides an opportunity for affordable housing because now that you have that out there, you can in theory, charge a reasonable rent that would be affordable to many of our employees. Here in Volusia County. So we had to go through and look at how these things are defined so there will be changes to our definitions. And there's fog to be changes in the specific zoning categories where we're getting rid of garage apartments, and guest houses and those terms. And then coming into chapter 277, accessory uses, that's where we put in all of the criteria would be applied to anyone seeking to build an accessory dwelling unit. First of all, it's allowing all of the zoning districts to allow for single family. And it has to meet the principle structure setback, front, side, rear, etcetera. There has to be a driveway shared by the same two units and a space specifically allocated for the accessory dwelling unit. And there cannot be in I kind of separation of the unit. In other words, you can't put up a fence to make it look like it's a separate parcel or you can't subdivide or sell it. So therefore, the main goal there is to avoid the impression and view of it becoming more of a duplex or two homes on this, it's again, it has to be an accessory structure to the principle use.
We have allowed for metering to be shared or independent.
Overall, we feel that we're mirroring what we've seen in other communities who have adopted similar type of ordinances.
It went to your planning and land development regulation commission, staff recommendation of approval. The PLDRC heard from the public, specifically, identified she had a legal nonconforming garage or guest house, and that it was and excess of the staff's recommendation of 800 square foot and she felt that the 800 square feet was a bit restrictive. The planning and land development regulation commission also felt that. And has made a unanimous recommendation of approval but jumped it from 800 square feet, which was staff, to 1200 square feet. And that's fine. We have heard that there may be some concerns both maybe the size issue has not been fully worked out. Because there was concerns, minimum size? Is there, you know, is 1200 square feet truly, you know, a right size, especially if you have a principle, 1200, is it truly accessory at that point? So in an e-mail we sent out on Friday, we identified some options that y'all may want to think about.
We have coordinated with the county attorney's office and some different language, Paola, but basically, seting is up that the accessory dwelling unit would be a maximum of 50% of the principle structure. However, it shall not be less than and we gave you a range of 450-600 square feet and a maximum of 800-1200 square feet. Whichever one you felt was appropriate.
Either way, the primary goal is that the accessory dwelling unit is clearly accessory to the principle structure. Hopefully, it hasn't confused the discussion too much, but the primary goal here is that we get in place some flexibility within our residential zoning districts so that people can offer opportunities for affordable housing and provide for other housing options, that we currently don't enjoy. And making sure that it is clearly incidental to the principle structure. If there's any questions, for staff or myself, please just let me know.
>>CHAIR BROWER: Barbara Girtman?
>>COUNCIL MEMBER: Thank you, Chair.
I'm certainly in agreement with 50% of the primary property. I wouldn't want two 1200s on the same lot. I thought what I read and I'm looking for it now that the minimum size was like 240 or 260 or something.
>>SPEAKER: Yes, it was it.
>>COUNCIL MEMBER: Right.
>>SPEAKER: We do allow for in the manufacture home communities, we also Lou for them to be -- allow for them to have AKcessory dwellings there, and consistent with what we have in the code, apologize for the confusion there. I believe it's MH5, you can have a unit that's 480 square feet as your principle structure. And so 50% would be 240.
>>COUNCIL MEMBER: Okay, so you're saying that the mobile would be 480. So the 240 would then have a -- okay.
So I'm -- I'm certainly in support of that and I would -- I would move to -- is it for a motion this time? Okay. So I would move to approve the 50% with the 240 minimum. And up to 1200.
>>COUNCIL MEMBER: Second.
>>CHAIR BROWER: Motion by Girtman, seconded by Lowry.
Discussion? Heather Post?
>>COUNCIL MEMBER: A question, Clay. So for a tiny house, how much square footage would a tiny, tiny house be?
>>SPEAKER: Were you listening to the conversation that Paola and I had, what is a tiny house?
>>COUNCIL MEMBER: We don't want to knock them out of the running, a tiny house would be wonderful to have as a -- right, as an addition?
>>SPEAKER: Well, right now, quote unquote, tiny houses are not necessarily allowed in all of our zoning districts. You would have to look at -- so some of our zoning districts have, I believe, R4 --
>>COUNCIL MEMBER: Thinking of the footage, so not an actual tiny house but the size is what I'm thinking.
>>SPEAKER: What you're seeing is you can get a fully functional living space with a kitchen, bathroom, and bedroom, within 240 square feet.
>>COUNCIL MEMBER: So 240 --
okay, that's what I wanted to make sure of.
>>SPEAKER: A 12 by 20 space.
>>CHAIR BROWER: That's a good question, I've seen tiny houses at 100 square feet, so tiny, tiny houses.
This keeping it at 50%, this really makes the size DPEPD dependent on the property, which helps it blend into the neighborhood that it's in.
>>SPEAKER: Yes, sir, that's the goal.
>>CHAIR BROWER: And it's a tremendous step, I think, that doesn't cost the county anything, towards affordable housing. And helps the owners as well. So with that, I see no other discussions, I'll call for the --
>>SPEAKER: Just for the record, the proposal that Ms. Girtman, you'll have the language, and so on page 12-16, lines 31-33 --
30-31, the substituted language is to be read, accessory dwelling units shall not be greater than 50% of the living area of the principle detached single family dwelling unit, except an accessory dwelling not less than 240 square foot and a maximum living area of not more than 1,200 square feet.
>>COUNCIL MEMBER: Excellent.
>>CHAIR BROWER: Concur? All right. With that, I'll call on Dr. Fred Lowry?
>>COUNCIL MEMBER: Just a real quick question W is garage included in the living space.
>>SPEAKER: No, sir.
>>COUNCIL MEMBER: Does not.
Okay. Thank you.
>>CHAIR BROWER: Good question.
I'm still seeing an attorney on the board. No? Okay.
With that, I'll call for the vote. All in favor say aye?
Aye. Any opposed? And the motion carries 7-0 unanimous.
Thank you, Clay. And with that, item 13, 64th extension of state of local emergency related to coronavirus disease.
>>SPEAKER: I'd like to clarify on this item, for the public, that the purpose of this item is to keep us eligible for FEMA and any other funding that may come along. So there's been some questions about the -- this is a state of emergency, we're not in an emergency order, so this is again, more of a financial piece than anything else. Does allow flexibility in purchasing if we need it.
>>COUNCIL MEMBER: Move approval.
>>CHAIR BROWER: Thank you for that clarification. I heard a motion to approve by Heather Post. Ben, did you want to second it or did you have a --
seconded by Wheeler. Any discussion? All in favor say aye. Any opposed? Motion carries unanimous, 7-0.
Okay. Item 14. Kevin Captain.
Agenda item, community events.
>>SPEAKER: Good morning.
>>CHAIR BROWER: Yes.
>>SPEAKER: Good morning, Mr.
Chairman, honorable members of council, this is the community information updates. So first, let everybody know, today is the start of hurricane season, NOAA predicts a 60% chance of an above average storm system, 6-10 hurricanes and 3-5 of them major. But now for the good news.
We had -- she was terrific.
And her calming voice is going to make her great as an emergency manager. So wonderful thing, we're go to push the messages out and we want everybody to go on the emergency management web page and download the app so that you can get the code red alerts on your phone.
And then also, to sign up and follow for emergency management's FaceBook and Twitter pages so definitely trying to push messages out there. Saturday 12th and on Saturday the 19th, at 6:00 p.m., they have the 150th anniversary, and so, it's $10 a person. And to make a reservation, you have to call 668-3840.
And just want to bring a mention to this Ocean Center event. This is the bacon beat down. And it was a 3-day, it's a 3-day competitive fitness competition featuring individual and team divisions, but it's worth to note, after closing the facility in 2020 due to the pandemic, the bacon beatdown was the first event to take place at the Ocean Center last July so we're excited to have them back.
And on Saturday, June 12th, we have the unveiling for the late mayormayor plaque in Pierson, we're in the process of planning that event right now so looking forward to that. Our social media efforts for vaccinations continue, we have three campaigns going, so far over 200,000 impressions and all three of those campaigns will not stop, they will continue to go through the end of July, July 31st and we have paid social with that.
We are also working on some new features for Volusia magazine, so look for that. And we have to make note of the E-911 redirect nurse triage program, recognized by the national association of counties, NACO, this started December 9th, 2019, and it will -- it will receive the achievement award. And since then, they have had a total of 2167, 2,167 calls were referred to if nurse triage program so a success, we're happy about that. And just to close, just a reminder on the public meetings, you can get to them from the main site, and also on this calendar, too, we also have all of the TEVENT event, it will be on the calendar as well. So with that, any question?
s s.
>>CHAIR BROWER: Barbara Girtman?
>>COUNCIL MEMBER: Thank you, Chair.
I'm so excited about that nurse triage program and I this --
think we should acknowledge them in this first year, and all of the efforts and acknowledgement so I would love to have them come at a future meeting and be recognized for their efforts. I remember when just coming on the council, when there were concerns about how our emergency management and how things were being handled and to be one year, two years in, and to receive this acknowledgement, I think, is a kind of message aing that we need to put out there.
And the kind of support we need to be given our staff.
>>CHAIR BROWER: Why don't you make that in the form of a motion to direct staff to bring them back for a presentation?
>>COUNCIL MEMBER: What he said, I make the motion.
>>COUNCIL MEMBER: I'll second that.
>>CHAIR BROWER: Motion by Girtman, seconded by Lowry. Do you need to repeat it? All in favor, say aye. Any opposed?
Staff, duly noted.
>>SPEAKER: We'll get that on a future item and they'll be thrilled.
>>CHAIR BROWER: Did you have a question? No. You did not.
All right.
>>SPEAKER: Thank you.
>>CHAIR BROWER: Item 15.
Economic development. Emergency medical services. Mosquito control. Port authority and fire-rescue services, five-year fiscalfiscal. . .
>>SPEAKER: Mr. Chair?
>>CHAIR BROWER: Yes, sir.
>>COUNCIL MEMBER: I'd like to open this before they get going.
You know, in previous years, we had tried to do this in one long session. And I think last year, the first year we started to break it in two pieces, and I just want to -- for the public to understand, what we're doing here is five-year forecasting, it is part of the budget process.
People have worked all of the directors and the division heads, have submitted budgets, but we also have to take into consideration where our forecasts looks like, what our revenue also be looking like, and so this is where things start to come together.
So it's important, it's important that we do it. And more than a one-year look, because the one-year look, a lot of things we do, are multiple year programs, and projects.
And you really need to take, you know, what's happening or what you see happening in to consideration in the budget process, so that's where we do this together, it's a -- taking a five-year look at everything, expenditures and what we think will be our revenues and putting the two together to see where we may have issues and where we may have holes or where things are doing really well, so we have all of that here today. So it's important, I want everyone to know, and so we're taking these and these type of fights, and next meeting will have the big bite of the general fund, so I just wanted to start with these, and a really good way to get into the system, that we'll be using from here on out. Go ahead.
>>SPEAKER: Good morning, council. Aaron Vancleave, the first fund we'll be going through today is the control fund, taxing fund on the east side. And so we have preliminary values that came in before June 1st or before today, the final vote also be coming in July 1st, so these are preliminary at this point in time.
The taxable value for FY22 has increased 6.2% over FY21 values.
And 2% of that increase is related to new construction in this area. The total VAKS value 3% per year throughout the forecast period based on historical trends.
The operating expenditures in this fund for FY22 are in increased.7%, and 3% of that --
there is a 3% wage increase that's factored in throughout the -- that's also factored in throughout the forecast period but it's offset by some operating reductions, that's why the operating expenditures are.7%. And FY22 also starts a transfer to the mosquito fund to set a FIED funding for a new facility with $5.5 million being set aside throughout the forecast period.
And you can also see emergency reserves are set at 10%, and that is per council policy in the taxing funds. And the total reserves in this fund should finish around 1.7 million by the end of the forecast period based on current assumptions.
Is there any questions about the mosquito control fund before I move on?
>>CHAIR BROWER: Dr.
>>COUNCIL MEMBER: Do you Lowry.
>>COUNCIL MEMBER: Are we going to do them one at a time?
>>SPEAKER: What we're looking for is just a direction where we're going, so you can make a motion to approve the report as accepted or just give general direction and, you know, we accept the report, as is.
>>COUNCIL MEMBER: Okay. Well, I'll make that motion. I'll make that motion to -- looks --
>>COUNCIL MEMBER: I'll move, second, but I have a question.
(Laughs) Is that okay, Mr. Chair? Yeah.
On the -- wait a minute, where am I? Okay, on the miscellaneous revenues, in 2021, it was 59,000 and dropped to 30,000, and then we're looking at projections of 20 -- what exactly, I'm just -- I know what it is, but I -- (laughs) I think I've heard this, but I just wanted it clarified for everybody else.
>>SPEAKER: Right, chief financial officer. Included in the miscellaneous revenues as list there had, sales, rent, sales of equipment, surplus, as well as interest, the majority of the drop that you're seeing there is the -- what our portfolio is able to earn in interest. When COVID hit, overnight interest rates dropped by 1% in a little less than a month, so the short-term side of the port foals is not able to earn what it's able to earn in the prior years.
>>COUNCIL MEMBER: Okay. Thank you.
>>CHAIR BROWER: We have a motion on a second on the floor, I'm not sure you -- you needed a motion and a vote, but the motion is that you approve of where they are, and you wanted direction, keep heading in the same direction.
>>SPEAKER: That's fine, these basically are showing you what we're going to be recommending in July. For the budget. So.
Direction is good.
>>CHAIR BROWER: I'm assuming everyone is in favor of that direction. Any opposed?
Continue.
>>SPEAKER: Okay. So the next fund we would be going over the is Ponce de Leon and port district fund, we're presenting this fund at the estimated roll back rate so that's -- that rate that you see at the top there, the 0.846 is the estimated rollback rate for FY22. The taxable value for FY22 did increase 6.2% over FY21 values and again, 2% of that is related to new construction in the area.
And the taxable value we do have estimated to grow 3%. Per year.
Throughout the forecast period.
And based on historical trends.
The other major revenue source in this fund is the park fees.
And those are the entrance fees into lighthouse point park and Smyrna dunes park in the inlet area and estimated to increase 1% over FY21 and FY22.
Operating expenditures for FY22 are decreased in this fund, due to a shifting of personnel costs into the general fund to better account for where the staff is spending a majority of their time. Pons and the port district has always been a coastal operation that is split between the general fund infrastructure and the port infrastructure is staffing is spending more time and we need to right side that budget.
FY22 has a transfer of $1.1 million to the port capital fund. For lighthouse point park boardwalk renovations. With an additional $750,000 programmed in FY23 for that project ADZ well. Emergency reserves are set at 10% throughout the forecast period per council policy, and with the reserves in this fund, finishing at 6.3 million based on the current assumptions.
Are there any questions on the port fund?
>>CHAIR BROWER: I don't see any questions for you. Thank you.
>>COUNCIL MEMBER: Likewise accept this report as printed.
>>CHAIR BROWER: Motion by Lourie and seconded by Wheeler, all in agreement, say aye.
>>COUNCIL MEMBER: Aye.
>>CHAIR BROWER: Any opposed.
>>SPEAKER: The fire services fund. The fire services fund has taxable value increase of FY22 of 7.2% over FY1 2 1 values and 1.7% of the increase is related to new construction.
The taxable value estimated to grow 2% per year throughout the forecast period based on the historical trends. And the other major revenue sources in this fund is significant Reh revenue sources and Lake Helen contract for services.
Operating expenditures in this fund are increasing 3.6%, for FY22 are inclues of the 3% wage adjustment. Also, addition of 9 firefighters and a fire inspector, the division will be seeking another safer grant that will cover a portion of the salaries for six of the additional firefighters in FY22 and future years. So that could lead to some salary relief in this forecast.
FY22 has a large capital project planned with a relocation/construction of the new fire station to replace the ridge station, in FY22 has a large station relocation project, planned for the Turnbull station, so those are the two big ticket items in this forecast.
And emergency reserves do achieve the 10% satisfied.
Throughout the forecast period.
And total reserves finish around 13 million dollar based on the current forecast assumptions.
>>CHAIR BROWER: Dr. Lowry.
>>COUNCIL MEMBER: A comment, when I first came on, had been for a while, we had the fire account and the issues and we had to communicate with people and staff did a tremendous job on that. Letting our people know exactly what is going on and the increases in the things that we had to do in regards to that, so with that, I'll make a motion to accept this report and advise staff to continue in this direction.
>>CHAIR BROWER: Motion by Lowry, seconded by Johnson. All in favor say aye. Any opposed?
>>SPEAKER: The next fund up is the economic development fund, this fund is supported strictly by a transfer from the general fund. And we have broken that transfer into two pieces, at the top of the forecast page under revenues. And one is for the operating costs, and one is for the new incentive funding to add to the program. So the total general fund transfer for FY22 would equate to a general fund millage rate of.1059. You can see that the transfer needed for operating expenditures is the 2.1 million and the transfer for new incentive funding is the 2.2 million. Operating expenditures are increased in FY22 by 5.2%, and they do include the 3% wage adjustment and then, the legislative program in this fund, includes the salary for one position as well as the state and federal lobbyist contracts. --
>>COUNCIL MEMBER: Talked in argue workshop about maybe offering some different types of programs, working with each of the council people trying to get some input on the direction, because it was not really clear, when we left that workshop, so we're working on that as we speak. So one idea could be to leave two million dollar addition that we do every year, for another year, and see how that program works. However, this would be an area that we needed to go a little bit in a different direction, you know, we have substantial amount of money there now, so just a point that I wanted to make sure that was made.
All right.
>>CHAIR BROWER: Any other discussion? Ben Johnson makes a motion to approve, seconded by Lowry, all in favor say aye.
Any opposed? All right.
Batting 1,000.
>>SPEAKER: One more to go, let's hope. So the last one up for today would be the emergency medical services fund. And this fund is supported with a subsidy from the general fund, however, the largest revenue source is the transfer or I'm sorry, is the transport fees, the ambulance service fees. And transport revenue isest --
estimated a 1.8% growth in transport revenue. The P and TNCO program, is increasing based on consultant estimates for FY22, the program require a local match out of the general fund for participation in this program. And so the local match is actually increasing for FY22 to $1.1 million. And so, the general fund subsidy that we transfer into EMS was reduced by the increase, however, it is still a plus to the EMS fund because they are getting over a million dollars more in P EMT revenue than in 2021.
The general fund transfer as I mentiond is being reduced, it does equate to a millage rate of 0.1745. The total expenditures are increasing by 3% in FY22.
They do include the 3% wage adjustment for personnel. And the FY22 budget also includes the addition of two paramedic, two EMTs and two ambulance supply technicians to address staffing needs, a reduction in overtime costs for future years, and additional positions are being added throughout the forecast to address growth and demand as needed.
Another highlight in this fund would be the nurse triage program that Kevin Captain just spoke about in the NACO award that are they're being awarded which is awesome. You can see that the reserves do finish at 3.9 million in fund by the end of the forecast period.
>>COUNCIL MEMBER: That's -- so the reserves are going in a different direction here, so that's something that we always keep our eye on, and that's definitely a concern. I think that the challenge right now in the EMS, you know, is personnel.
And like you'll see also, next week, I think that, some of the other protective services, so this is an area of concern, it's an area we're going to have to work on, and it may not just be adding bodies, it may entail other changes to their structure. In order to be able to do that. It's a tough job, they do a great job. But, you know, we haven't really touched on it overall, but if you'll notice, they all have a 3% wage adjustment, at least in the forecast. That's a base at this point. We're going to have to look at -- probably more than that. Overall. At various times. And maybe in various job classifications. So that we are study, but just need to know, you know, I need to let you know that there's probably more to come when it comes to personnel issues and I think that it's been explained just to make the minimum wage which is not what we're trying to do, by the way, we're trying to do better than that, but just to make the minimum wage, requirements, we would have to give everybody, continue to give everybody 3% and those lower ranges, every year, just to get to a new --
and you would still fall slightly short, somewhere along there, we would have to add.
The good news on that, is we don't have a lot of employees down in the lower end of that.
But we have the effect of that, if you think about as we move folks along, that there's a compression that will occur over the entire system, so as the bottom goes up, the people who aren't on at the bottom, because of their skill sets, years of year, what have you, you know, they'll have to increase as well.
Otherwise, why would you want to take on that harder position or that more skillful position, when you can, you know, work at a place or work at a job with much less, and just paid the same.
So that's the challenge. We're working on it. It's a nationwide challenge. It's a --
we're working with the cities here in Volusia County, the managers have already been meeting on this. So but there will be an expense, there's no way around it. And I think that -- and a well-deserved expense because a lot of people really work hard in these areas, and so, they really need to be able to retain them and be able to attract them. So that's the end of forecast throughout and you'll see it next week as well.
>>CHAIR BROWER: Barb Girtman?
>>COUNCIL MEMBER: Thank you, Chair.
We have this discussion during my one-on-one about are you going to make that adjustment?
We're in a transitional place, naturally, with employment, COVID is worse, and I think that it's -- it's also helped people through this time reprioritize what's important to them. So to me, we have to consider what's going to separate us to make someone work here. And continue to work here. And continue to invest and sacrifice here. So I don't know how you budget for that, but I think it's more a mind set, you know, of our management, of our directors, of our folks, our folks who are laying this out, we talk a 1-5 year plan, all of that has to be a part of this. Right? Because again, we're going to have the entry person coming in at the same level, or not too far off than somebody that's been here incrementally, right, getting to $17 an hour. Let's say. The new person is at 15. But they don't have the 20 years you've put in. So it's going to impact morale. It's going to impact the human, you know, expectation of what they have invested over time. But we're in that pivotal transition time, just like with the housing transition, the same thing is happening with the wages.
Are to be thoughtful with, you know, how we handle our staff and work to change the culture and whatever support, additional support we can provide, to improve and maintain morale and encourage people to want to be here. Thank you.
>>CHAIR BROWER: Heather Post?
>>COUNCIL MEMBER: So I was going to wait to bring this up in the open discussion but since we're discussing it, it's a great opportunity. (Laughs) so we're talking about wages and there have been a lot of things like COVID that have really brought a lot of these things to light, I mean, we've had numerous e-mails from corrections and e-mail across the board from everyone and various employees reaching out for various reasons, I think, looking at morale and those kinds of things are very important and we certainly need to be investing whatever funding into that to create that culture as possible, and I know George, that you are working on that.
In the back ground and we have a lot of discussions on that routinely. Which is good. But it also -- it does come down to salary. And we're still talking about the 3% across the board can we're looking at the 5-year forecast and we're still talking about that 3%, and we're saying out loud that the 3% is going to put us at the very bare minimum, when the law in fact does require that minimum wage be up to that certain amount and so, it's not really putting us ahead of the game, it's the same 3% across the board, there's a lot of challenges, I think, that could be addressed in us really stopping and saying, what is our most important priority? As council? And what is our most important priority as county administration? And I know and I would hope that it is definitely the employees are in there at the very top somewhere and so if they are the most important priority, we are looking at pay and we do know that not just -- especially first responders, certainly, we could -- we could be raising that to be compatible or comparable with other counties.
And we haven't taken that onus on, and we're continuously looking at the 3%, 3%. And compression always comes up, right? When we do it by percentage, compression always comes into play, because if we give 5% of someone who's making super low, then that person who is making it high, ends up with a whopping raise. And George, since you don't make as much as deNEEN did, I had many in the public saying to me, you know, the 3% was a $6,000 raise as compared to the 20 cents an hour or 20 cents that the general worker was getting and that's significant difference across the board, right? But it doesn't help compression. So I really have been studying this and I really have been looking across the board, to try and figure out, I know we have -- we have major problems with retention and a direction. Just like a lot of the other counties, but when we're starting with the lower pay, it puts us in a bad spot. We got $125 million from the COVID funds in the first round. And we're getting a tremendous amount -- the American resource act, on the second round, so we know that that is coming. And I know that specifically, so some of the response in my discussion on that has been well, you can't specifically spend that on future salaries. Right?
Necessarily. You can spend it on some salaries but not on all salaries but I also know that we're Government. And we can spend it on things that we wouldn't normally be spending the money on or we would be spending this money on, so if there's anything that the Government is good at is moving money around.
[ LAUGHTER ]
And that is feasible and possible to do. So what I wanted to suggest and hopefully maybe we can have staff come back on T at the very next meeting, was what about considering a dollar an hour pay increase? For all salary employees because that would tremendously help to boost, it's not that many employees, when we're looking at 125 million coming in from the first round, and a significant amount coming in the second round and I understand there's other areas that NA that's needs to go to, but we fall back on, well, important priority. And to me, that should always be employees, right? And now, we're seeing the effects of being a number one priority for a long time.
So it's really a drop in the bucket when you consider the amount. $1 an hour for each employee, and that would significantly help us in becoming -- it's still not going to make us completely comparable with surrounding counties and we have to do work, but a tremendous return on investment for a small investment. And in looking at everything, I'm -- I Don see don't see where we cannot do it. It's feasible --
>>SPEAKER: We're looking at these types of PGS O -- options as you speak. You said salaried, think you meant hourly.
>>SPEAKER: Yes. If I'm racing it $1 an hour, so, yeah.
>>SPEAKER: The hourly employees.
>>COUNCIL MEMBER: The hourly employees, yeah.
>>SPEAKER: Okay. And we're looking at this type of issue, just remember, the federal moneys and you're right, we are working at how we can integrate strategically, but the trick will be and it's kind of a --
again, that's why we forecast, okay? We can do some things, one-time money but the hope would be, a grant, similar, we can do some things, but you've got to count on and that's the point where we -- then you're going to count on growth, other issues to kind of catch up. So that's -- that's the trick is maybe we can do something like that, and we've talked about it, and also maybe some retention bonuses, or bonuses really not a good worder but retention-time pay or outstanding performance pay, these types of things, but given as a one-time bump, then that fits, you know, this program, the federal money, a little bit better. And in term of one-time money, one-time pay out. If we start putting it and tying it with the long-term wage, you know, then we really do have to -- we're rolling the dice a little bit. But we're doing that anyway. Because of what I said before. You are doing it any way. Because we have an artificial mandate out there now. And it's a real mandate, but a number picked, $15, can working to that anyway.
So to your point, we are working at that. And the it's a very good way of looking at it. And we'll be coming back to talk to you about those moneys in general. Ryan and his team have done a lot of hard work and also, we are again, talking to the other cities about what things can be done. And it will be a package of various things, and pay will be certainly our personnel, the most important that are out there. The needs are great. Like a lot of things. And we'll have to prioritize and that's what we do here.
>>COUNCIL MEMBER: The needs are great and certainly, the needs are great, but really, it really comes down to what's the most important priority? And we are seeing now, that that hasn't been the number one priority, pay. And now, we're seeing the effects of that and not only are we seeing the effects of that, but.
>>SPEAKER: You're right on and that's the exact purpose of --
>>COUNCIL MEMBER: Look, it is what it is, this should absolutely be our number one priority, and we're going to step in and take care of it. I know that you're looking at things behind the scenes but what I -- we've also been discussing it for a long time.
>>SPEAKER: Right.
>>COUNCIL MEMBER: And this, you know, I'd love -- it's doable.
It's doable in the short-term.
And when I say short-term, good God, within a year? That's --
to me, that's -- it's absolutely doable. And it is one-time money. That's coming in from the federal Government but again, it's a way to get us to that point. And then, for us to say, what is actually our priority? And then hopefully future councils, it will be the absolute priority in the future to maintain that pay, because if it's a priority, you find -- you find out how to pay the money.
>>SPEAKER: Yeah.
>>COUNCIL MEMBER: Okay. The $1 an hour. Or however -- or more, if you wanted to do more, the one-time -- the $1 an hour, is a great way, because I think that compression has been consistent discussion in going back and forth. And that helps to get rid of that compression discuss at all -- discussion at all, it's givening everybody a good sweep across the board, instead of a percentage. When are you coming back with all of this?
>>SPEAKER: Our next meeting, we'll have the general fund, so that will entail some of these concepts that you're talking about today. But we want -- the fund -- the forecasts they have, won't have that in there but it -- we can discuss what -- the effect be and hopefully maybe we can run a scenario before we get back here to take a look at what that would do.
>>COUNCIL MEMBER: So aside from the actual forecast, then, could we just look at the possibility of this? And then, have council -- have you bring it back to council to say, you know, this -- this is doable. Here's the deal. We could put it into --
into motion, when?
[ LAUGHTER ]
>>SPEAKER: Right.
>>SPEAKER: We can certainly calculate the numbers. The funds are looking at are the funds where there's a little bit more run.
>>COUNCIL MEMBER: Right.
>>SPEAKER: Next meeting, when we talk about the general fund, the one-time moneys will definitely have to come into play, if you're talking about bigger numbers because the general fund has cost pressures.
Constitutional officers, SunRail, two of the big ones.
In addition, next meeting, I am bringing back a presentation on the funds. So we can go over exactly what they'll be used for. That was already in the works for next meeting.
>>COUNCIL MEMBER: Okay and maybe we need to tighten our belt in other areas and make this the number one priority, but so next meeting?
>>SPEAKER: Yep.
>>COUNCIL MEMBER: Council, are you good with them coming back with information at the next meeting? Is anyone not in agreement?
>>CHAIR BROWER: Sounds like everybody is in agreeance. And Ben Johnson?
>>COUNCIL MEMBER: Yes, you know, our employees are our most valuable asset, and there's no doubt about that. We just have to keep in mind, we're talking about 1-time moneys, after that, it comes out of our budget. And we have to remember, that it's -- that's a big -- it doesn't sound like much, but when you $1 an hour, $8 a dollar a day, how many employees we got? 3,000 something.
>>SPEAKER: Over 3,000.
>>COUNCIL MEMBER: You're talking really, it doesn't sound like much, but a major budget investment.
>>COUNCIL MEMBER: Yep.
>>COUNCIL MEMBER: And then you have to be prepared, and I agree with that, but you have to be prepared when this hits the sticker shock hits down the road.
>>COUNCIL MEMBER: Right.
>>COUNCIL MEMBER: That we all remembered that we did this and not all of a sudden, have some wildcat say I'm not voting for a budget, it's too much, we have to cut the budget, whenever time we turn around, let's add to this, let's add to this, let's add to this. And the some of them are very important, but remember, not to hang each other out. All the way along, we voted for one thing or another, that does make the organization stronger.
>>COUNCIL MEMBER: Uh-huh.
>>COUNCIL MEMBER: But for political purposes, people get up and stand their ground and say, we can't do this. After we've done it all the way along.
>>CHAIR BROWER: Heather Post?
>>COUNCIL MEMBER: I'll just say, so, again, the one-time moneys, I understand that it is one-time moneys, but I think that it really puts us in the long-term discussion, right?
And I would love to see us headed towards that long-term discussion, and of this being --
we are in the approximate -- we are in a major discussion with personnel, because of, you know, not that not being a number one priority in the past for a long time and we have to take action on it somehow. We can't just say, you know, I don't know and keep talking about it. We have to do something about it.
George is starting to feel the pressure of there are things going on in the different divisions where we need to retain and we need to draw people in.
>>SPEAKER: If you think about it nationwide.
>>COUNCIL MEMBER: It is a nationwide problem.
>>SPEAKER: It is. We're going to have to get on the forefront.
>>COUNCIL MEMBER: But what I am other saying, it is money, and that is a great point. And I have absolutely looked it up one down -- one side down the other, but I think really it comes down to maybe we can be putting moneys into various little areas or into other things, but if this is number one priority, then when those things come up, we can -- we can look at it in terms of what are our priorities and maybe we won't be putting moneys in those certain areas but to me, number one.
>>CHAIR BROWER: Ben?
>>COUNCIL MEMBER: In defense of prior councils and I understood it because I was the sheriff for so many years, it's not that it wasn't a priority. It was a depression and our goal in our county, did a hell of a job of it, not handing one pink slip out in this county.
>>SPEAKER: Right.
>>COUNCIL MEMBER: Yeah, we lost employees but every one of them was by attrition. As a matter of fact, even when the state put on an additional 3% that the --
the law enforcement had to pay for retirement, the county came to the table and upped the salaries when we couldn't afford it, the 3% so our officers wouldn't lose money, and you remember that, and it's not that it wasn't a priority. Your prioritieses have to shift from time to time to what is the priority. And once again T priority was to keep this Government moving and functioning in very hard times and taking care of our employees the best they could. And I was very proud of our county council at that time, and our county management to work very hard to do that.
>>CHAIR BROWER: Are you up again?
>>COUNCIL MEMBER: Not an affront to any past anymore that was in charge, the point is, you know, I will say the recession is 13 years ago, for the love of God, let's stop talking about the recession, we are are where we are at and we need to move forward from here. You know, saying that it hasn't been a priority, which it has not been at the number one, we haven't been putting money into that, so it is what it is. And, you know, there's no more affront to anyone in the past, for heavens sakes, we need to be making it a priority now and I'm very hopeful that this council sees that. And we will be moving forward. Thank you.
>>CHAIR BROWER: Yeah, I'll just add this -- these are the hard decisions. And hard discussions. Public safety is no doubt a primary function of both city Governments and the county governments, whether you're talking about the life guards, the law enforcement, EMS, it's critically important that we protect the safety of the public. One of the things that we have to really consider is the way we grow. You know, we're -- everybody is for growth. But we have to look at that every time we grow, we're adding some property taxes. But we're not just talking about adding salary to existing personnel. As we grow, we're looking at more personnel with brand new salaries. And brand new retirement policies and brand new equipment coming.
>>SPEAKER: Uh-huh.
>>CHAIR BROWER: So we're going to have to look at the entire budget. Nobody on this council wants to cut public safety.
Nobody. That I'm aware of. I certainly don't. But the money has got to come from somewhere.
So we've got to look at the way that we -- I'm already seeing calls to -- for extended service in Ormond by the sea for the emergency medical services to we included a year, 18 months ago.
So I'll just add one other thing. These are -- I really appreciate the time that you two have spent with each of the council members to show us where you are to put your cards on the table and give us that picture, it's critical. We've got to deal with it. And as important as it is, I'm going to add that salary is very important. But so is the way that the employees are treated and I'm looking at you two, you have nothing to do with this, but it's the culture that Barb mentioned, employees have to feel like they're appreciated, especially in the greatest time of need. Where especially the public safety.
Where their lives are in danger, if they get hurt, if they --
they have to know that the county is behind them and supporting them and standing in their court. And I'm not saying that we aren't. I'm just saying that that culture is also very important. Because for the same amount of money they can go work anywhere else. So thank you for time, we look forward to the time, we'll spend together next week. As well. And any other discussions? Did you want to make a motion on this one? For direction? Keep heading in the same direction, we've got the --
they're coming back with more figures.
>>SPEAKER: We can understand the direction and there needs to be potential tweaks to show other forecast scenarios as well.
>>CHAIR BROWER: Thank you.
Thank you, both.
>>SPEAKER: Thank you.
( Inaudible ) .
>>CHAIR BROWER: Okay. Item 15A. Appointment to the industrial development authority and wow, you guys are fast.
Ben?
>>COUNCIL MEMBER: I'd like to nominate decan -- for four year term, commencing July 20th, 2021 expiring July 19th, 2025.
>>COUNCIL MEMBER: Second. I'd like to nominate William Thompson.
>>CHAIR BROWER: Okay. And the nomination of Kent sharpals was by Lowry, Johnson, seconded by Lowry. And then, a nomination by William Thompson by Wheeler, seconded by Lowry, as well.
Yes. We need one, correct?
Okay. We'll take them as a group together. Any other discussions? All in favor say aye. Any opposed? Nominations carry. 15B.
>>SPEAKER: You approved this with a motion from Johnson and a second from Lowry.
>>CHAIR BROWER: The first one was by Johnson, seconded by Wheeler.
>>COUNCIL MEMBER: Which appointmentappointment.
>>CHAIR BROWER: The appointment was by Johnson, seconded by Lowry. The second appointment was by Wheeler, seconded by Lowry.
>>COUNCIL MEMBER: She's looking for the term. Which one is the short-term and which one is the full term.
>>SPEAKER: Mr. Sharpals is the full term.
>>CHAIR BROWER: Yes.
>>SPEAKER: And the second appointment, can you tell me who was it?
>>COUNCIL MEMBER: Thompson.
>>CHAIR BROWER: William Thompson.
>>SPEAKER: Thank you.
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>>CHAIR BROWER: Thank you. All right.
15B. Chair appointment to the agribusiness interrelations committee, and that will be --
my appointment will be ingrin O'Reilly. Riley.
>>COUNCIL MEMBER: I second that.
>>CHAIR BROWER: Nomination by Brower, seconded by Lowry. All in favor? Say aye. Any opposed? Item 16.
Infrastructure workshop. And that's going to be at 1:30. So maybe a little after 1:30, by the time we get done, why don't we -- before we adjourn for lunch, hear from the county managers and each of the council members, anybody that has something? And then the -- we can just focus on the workshop.
After lunch. Mr. County manager?
>>SPEAKER: Mr. Chair, the first thing, just Karissa will be putting out an updated list of these appointments, because --
the list is getting stale and we need -- so we'll need positions so she'll send up something hopefully by the end of this week. To show where we're at, and what still needs to get filled. You know, we are -- the trick is we're getting a few here and there. We're not getting much of a selection and then, by waiting, some of the people are questioning, you know, you know, are you going to fill that particular post or not? Or should I just withdraw my name? So I want to try to compress the time that it's taking. And really, what Suzanne, was there something?
-- okay. That's it for me.
>>CHAIR BROWER: Michael Dyer?
>>SPEAKER: Yes, Mr. Chairman and members of council, Halifax health has approached us requesting the opportunity to make a presentation to council on requesting that the council consider adopting an ordinance which would authorize the filing of a hospital lien by that hospital and the other hospitals operating as -- under special districts or special laws here in Volusia County. I wanted to present that to you to see if you were amenable to allowing us to coordinate having that P scheduled and then you can give staff direction as direction going forward. There's some historical information on that request being presented to the council. Similar request in 2014 can we can get that information to you. But I wanted to get your direction on that request.
>>CHAIR BROWER: I think you're about to get it, Ben Johnson?
>>COUNCIL MEMBER: I'll make a motion we put that on the future agenda item.
>>CHAIR BROWER: Motion to proceed with that by Johnson, seconded by Wheeler. Barb?
>>COUNCIL MEMBER: Yeah. I just had a question of the attorney.
Is this subrogation is that what they're looking for?
>>SPEAKER: The request is right now, the special law that the hospital district operates under, which I understand is similar to other hospital districts in the state.
Authorizes the hospital to file a lien basically against moneys that they would collect from insurance settlements or personal injury settlement to pay an outstanding bill. There have been some litigation a number of years ago, on that issue. And the Court found it was -- the county -- the county ordinance that would allow for that was permitted but the --
they cannot rely on authority to file a lien under the special act, that that was unconstitutional. So it is a request to have the council adopt an ordinance that would allow for them to file a lien against recovery. So subrogation, that's another way of putting it. But it's not a lien on all assets, it's on --
as I understand it, the recovery that that individual would receive resulting from that accident.
>>COUNCIL MEMBER: Thank you.
>>CHAIR BROWER: Suzanne, did you have anything you want to add? Mr. Robins?
>>COUNCIL MEMBER: Nothing.
>>SPEAKER: You need a vote on the Halifax hospital lien.
>>CHAIR BROWER: We had a motion by.
>>SPEAKER: Johnson.
>>CHAIR BROWER: Seconded by Wheeler. All in favor? Say aye. Any opposed? Thank you, Karissa. Mr. Robins?
>>COUNCIL MEMBER: I have nothing.
>>CHAIR BROWER: Billie Wheeler?
>>COUNCIL MEMBER: Just real quickly, again, Memorial Day weekend was really busy at the beach. And there was a lot of controversy on bridge being closed down on Saturday. And it was the only way that we could get things done and there was a great coordination between the county and the City of Daytona.
City of Daytona's chief called me yesterday and explained what all they did. And I ask him was there anything better that we could do with him and he said no, they were working well together so I was happy to hear that. However, DI want to bring out -- I did want to BRIN out, I'm going to be posting later today some graffiti that was left on the Veterans bridge as people were walking back after the people were moved off of the beach. And they were walking over the Veterans bridge. And they chose to write notes and scratch up plaques, Veterans and here, this was a whole weekend to honor the Veterans. And, you know, I'm going to -- I'm going to post some of the pictures and hopefully some parents will see someone's name, I love somebody, and we'll get their child out there to scrub off the Veterans bridge. I was very upset and I received those pictures from a Veteran. A very honored dedicated Veteran. And yeah. I just wasn't happy about that.
So I am going to be posting those pictures and shame on you.
>>CHAIR BROWER: Barb Girtman?
>>COUNCIL MEMBER: Just one thing. Give me two seconds.
Because I want to capture this young man's name. Last year, there was an incident with the -- with the beach. And following that, we met with some community representatives and young people that were part of that organization or or was organizing some of those events, well, last week, that young man was the young man who was killed on I-4. And he had come and presented at one of our meetings, right at the beginning of COVID, when we talked about, you know, how better to organize future events. So I want to acknowledge him and ask the community to have his family in their prayers. He was like 33 years old and killed on I-4 in that car accident. So that's it for me. Just want to acknowledge.
>>CHAIR BROWER: Thank you. Ben Johnson? Dr. Lowry?
>>COUNCIL MEMBER: Just one thing. I'm going to be having a surgery issue next week, total knee replacement on my right knee and I might not be able to be here in-person on the 24th, but I'll use go to meeting if I can get permission from y'all to do that. Do you want to do to now? If I could get.
>>SPEAKER: That would be best if you could, the council.
>>CHAIR BROWER: Can't we just come to you?
>>COUNCIL MEMBER: You can come to my house.
>>SPEAKER: We need a motion and say second.
>>CHAIR BROWER: If someone would make a motion to allow Zoom or go to meeting, to.
>>COUNCIL MEMBER: I make a motion.
>>CHAIR BROWER: To be put --
Ben Johnson makes a motion.
Seconded by Wheeler. All in favor say aye. Any opposed?
Okay. Thank you.
Heather Post? Pardon?
( Inaudible ).
>>COUNCIL MEMBER: I have a question about that, is the --
are we out of the pocket to where we can vote on via Zoom now? If we attend a meeting or can we still do that because of COVID?
>>SPEAKER: Yes, that's a good question. So earlier this year, the Governor had signed that executive order allowing commissions to meet virtually and vote so we're no longer subject to that. But you have to have a physical quorum present in order to meet. The attorney general has advised that if somebody, whether it be a council member, or one of your boards, wants to participate in the meeting, it needs to be for good cause and approved by the body. So that's what you've done, so you're not having a virtual meeting but you've allowed someone to participate virtually.
>>COUNCIL MEMBER: Right, I fully understand that and the participation. I wanted to see --
>>SPEAKER: No, you could participate. And vote. But you have to get approval of council.
>>COUNCIL MEMBER: Okay. Thank you. Good. Okay. So we already knocked out the $1 increase, hopefully in pay for hourly employees, just having that discussion. Another employee question. So I've gotten called from two retired county workers who have received their second letter in four months, that the county failed to pay insurance premiums on time. And they have called benefit continuation services and they advised the county was late in the payment and the letters automatically generated so if we could check in to that?
And just to find out what's changed that the payments be made on time or what can be done to fix it. And I have a copy of the that letter, but putting this out in public discussion --
I'm sure there's more than those two are wondering what's happen.
It's telling them they must pay the $600 premium or if they don't, their insurance will get cancelled but it's taken care of by the county but can we --
>>SPEAKER: I'd like to see that letter and we'll address.
>>COUNCIL MEMBER: I'll have them forward it to you. And the last thing I had, further discussion in the last TPO meeting about Votran, and we have been making a lot of discussions on where Votran is headed and they're doing their assessments, but we had discussions on that we really needed to be collectively talking more as a region, when I say region, I mean, county-wide.
And maybe Flagler has well, since they're involved in the TTO, as to the direction that public transportation and our county is going. So bus service, do we want it to be for specifically the financially or physically disadvantaged or do we want it -- are we looking ahead at working to make public transportation available to the masses? And I think there's --
there's a somewhat of a conflict there in the direction. And so we're currently making the decisions that will in fact affect that direction next year, the year after, the year after.
And so I think it might be a good start. We have talked about it on TPO, maybe having further discussion, maybe an elected officials round table, but perhaps, as council, if we alone could have our own discussion, we could take that to the elected officials round table to get a general consensus of where we would like to be headed as a group, I think that would be a good idea so I would love to see that in future discussion. In an upcoming agenda. If everyone is good with that? Okay. Thank you.
And that's all.
>>CHAIR BROWER: Okay. I just wanted to speak to one issue, since it came up, this morning and I'm glad the person that brought it up in public comment is still here, so we can exchange communication information at the end of this, but. He didn't mention my name.
Everybody knew who he was talk about, the accusation has been repeated, mostly on social media that I threw a deputy under the bus, that I don't support lawmaker. Because this is so important to me, I want to let everybody know. ( Inaudible ) So I want to let everybody know that I have -- I have always supported, not just law enforcement, but public safety.
In general. My background with this county was as an EMT. And a life guard, together. I was the first EMT on the beach. I have three sons who are in the military. All who are looking at careers in law enforcement.
There's nobody -- and I'll add because of my years on the beach, most of the people that I worked with, I'm old. So I started a long time ago. When there was no EMTs yet and there was no law enforcement on the beach. We've we called the closest police officer. Not even the county. Sheriff's department. Most of those guys that I worked with I left and went to college and they went to the sheriff's department and we're very close friends, I don't support law enforcement just because I have friends in it, I support it because it's critically important and it's the right thing to do. And I would just -- I would like to clear that up. I miss spoke at the beginning, I said that I declared the deputy was innocent, I have no way to declare anybody guilty or innocent. So I want to rephrase that, from the very beginning, my instinct is to act in favor of law enforcement. I do not believe now, DI not believe then, that the deputy did anything with any ulterior mote I have, his job was to keep the public safe and that's what he did. I have never wavereded from that and I've never said anything different.
While we were at most of the people on this council were at a valor luncheon to give awards to first responders, that had showed exceptional bravery in their daily show of bravery, a friend that's in law enforcement, informed me that we had a state senator there, informing the law enforcement officers that Brower was going to vote to reduce your salary by 5%. It's not true. He knows it's not true. So it makes me wonder why that is being said. I was real clear in the campaign that I wanted a 5% reduction in our spending, in the general fund. And completely outside of public safety.
So I find myself having to come back and say it again, but it's important enough to me that the people that are in this room and all over this county, that put their lives on the line, every day, to keep us safe, to keep my family safe, have not only my respect, but my full support.
And that's never, ever wavered, not once. And it will not. And I hope that puts it to rest.
And if anybody has any doubts, I would ask, instead of reading it on social media, call me. Talk to me. I want to be accountable. And that's all I have to say. I thank you for listening. We will -- we're going to break for lunch and then we're going to have the infrastructure workshop at --
not before 1:30, so it's almost 1:00 now. You want to say 2:00?
Take an hour? ( Inaudible ) 1:45. You're in a hurry. All right. Is that good with everybody? Okay. We'll adjourn to 1:45, it is open to the public. It will be downstairs in the training room, you can ask anybody on the first floor.
Thank you.
( Lunch recess to resume at 1:45 p.m. ) testing testing
IF
SPEAKER: Thank you. What I would like to do today and remember this is a workshop, so, we have information. The information we will present is meant to hopefully, elicit some conversation, and again, give us some direction as to build a program. And infrastructure needs. This will be focused mainly on the road program and storm associated stormwater programs. Of course, infrastructure is a very broad term. We also have building infrastructure and other things that are not part of this workshop. It will probably be discussed moving forward as we put together the budget proposal. We did include rural broadband to start. It is something that is in the federal program so we thought that we would take a look at that. Because really it would be a totally new area for the County to get involved in this we are in it for our own broadband to run the government. But the rule -- rural broadband of course is meant to get out into peoples homes. I'd like to mention, we do have quite a bit of broadband outreach at our libraries. And they offer a lot of services to folks and they have, how many hotspots do you guys -- over 400 hotspots that they can check out throughout the county. So that works in a lot of areas. But this year, would be putting in infrastructure in along major roads and highways, similar to what we would have had for electricity or telephone. Really getting into the utility business so to speak. I think where we would be looking at would be providing, if we were get into this, it would be working with the providers out there today like spectrum, and trying to help make something affordable. That being said, I want to kick it off because really, what we did look at you know, in a county our size, the size of a small state, would be feasible? As we look into something like this. And again, we do have experience providing services and utilities and things in the rural areas. So we kind of put the eye on this to see if we were to get into it, what it might look like and what some of the cost could be. With that I want to turn it over to Jeaniene Jennings, who volunteered to take this on. It is totally new for us.
SPEAKER: Can we get her to hold up one second? You had a question from Barb.
SPEAKER: I want to be assured that this might touch on some concerns. So, I live here in unincorporated County area. My service really sucks. Right? But I'm still -- but I am in and surrounded by everything! So, for me not to have service, I am near the DeLand airport but again, still not incorporated. Staff has been there numerous times and I don't have service. So, I would really like for us, if were going to partner, to look at, what is it fiber optics? Underground, something that is really connecting us and to me, if we are connecting that perhaps we can do the same to connect to DeLeon Springs and Pearson and Saville. But really look at what that service is, not on the cheap, but on the realistic. Where we are at and where we are going and where we need to go. Okay, I'm done!
CHAIR BROWER: We did a small analysis here to try and get a general idea and I think you will see the kind of money we be talking about. This would just to be put in a very basic infrastructure up the line. Go ahead. (inaudible) John Angiulli
(Away From Microphone).
SPEAKER: With the keep telling us and I'm sure a lot of us in the areas recognize it is really tough to keep your Internet service is going. What we looked at is truly those that don't have the infrastructure in the areas and what that would cause -- cost and the timeline. The need has been really brought to the forefront with everybody working from home, telehealth and also online classes. The federal government refers to this as bridging the digital divide and there is a lot of talk in fact, as we went through this, every day there is something you changing moving forward with rural broadband. There are two components really, to what we are looking at. What is infrastructure and the other piece of it is the financial for the families. There are two pieces. I'll just touch on the infrastructure, even though I have a little piece from Lucinda, because she has been working diligently before we even talked about rural broadband, trying to get access to some of the areas. The first one is that the FCC has identified areas that they've seen and what they basically said is, anything under 100, is an area that is unacceptable for the FCC. The big areas at top that is the Saville area. North of Pearson we have cabling and all that goes up to the library. But from there on out there is nothing. With the Pearson library to the Pearson library and even some of the homes around the Pearson area don't have the infrastructure going up there. What we have been really focused on is the 1633 addresses that we are looking at expanding off the bat. There are probably in the pink area which is under 100, there are 271 other homes throughout the entire county. But this 1633 as you can see all of the dots that go up from Pearson up through the Saville area. Other than that, the other infrastructure like I said, I think one area that is pink is one home we have four homes, three homes, this is the first one that we been working with charter spectrum to start getting a cost on. And to be able to go into those 1633 addresses, there is an estimated cost right now of $7 million to expand. And that is for the wiring and cabling to go up and actually start the infrastructure. And then they are telling us rhino implementation is 6 to 12 months for the area. Yes?
SPEAKER: (Away From Microphone).
SPEAKER: That is the only one right now that is focused on giving us cost for infrastructure some of the other ones are working on the flipside, where they are more working on the grant to provide the households with funding. So that once we get the cabling up there, AT&T and Verizon are working on giving something that would be more towards the family that pays for Internet once we get it.
SPEAKER: (Away From Microphone).
SPEAKER: Not yet! When I say things are moving fast, things are moving fast. On May 10, the FCC approves $7 billion for broadband conductivity fund. With the American Library Association and Lucinda has reached out to them. At first we thought it was just going to be for laptops and but really it is also, there is a component of it that may give us funding also for broadband infrastructure. So as soon as that information comes forward, we will start working on applying for a grant. Actually to tap into some of those funds. And as George mentioned, we did put this in hand, the library has been circling hotspots to the library holders and we have 400 hotspots currently. Lucinda is always trying to work on getting more. And right now of the 400, three and 61 already in use. One thing that I learned because this is not my area of expertise, is that I can use my cell phone and really, most of the areas right now are surviving on cellular and satellite services. Which is very expensive and very slow. So, these are the things that we are working on. We do have a committee right now that is set up between IT, businesses, community services and public works. We meet regularly trying to hammer out things that are coming down each of the pipelines. We are going to continue to work with compass spectrum on cost analysis and timing of cabling. Right now that I have any type of funding mechanisms for us but we keep nagging them. They are watching that is much as we are. We are also going to continue looking for grants. We have one coming forth, but the funding will not be available until October. And then the other plan is to use allocated ARPA funding is designated to start the expansion process for broadband. And I apologize that we do not know any more than that. Like I said, it is coming down regularly and we are reading as it comes and adding it up and just kind of getting, just trying to get spectrum involved with us and reaching out to anybody else that might be able to do any cabling.
SPEAKER: Any questions?
SPEAKER: Any questions?
SPEAKER: (Away From Microphone) Around the area, annex everything in but this little area. And they have the airport but they still have no real infrastructure for services. I know it is really an issue for them and for us. So, how can we work with --
SPEAKER: We are planning on it. The other big one is the school board. The school board also received the funding and infrastructure piece of it affects them just as much as anybody else. Especially with the online classes. We will be working with the school board and municipalities to actually kind of pull our efforts together and see what we can do.
SPEAKER: Thank you.
SPEAKER: Janine?
SPEAKER: Yes.
SPEAKER: Does this include cell phone services? I know we are told not to broadband and Internet service but, it is not that one of the things I have been focused on are more when you see the satellites. My understanding that when didn't have infrastructure there putting satellites in the area to provide cell phone service via that for some of the homes. The satellite they have in more of the areas I think are continuing to use the areas.
SPEAKER: Interesting enough, the area around LPGA, a severe cell phone problem. If you are in your home -- if you do have it, it is spotty. So how do we go about? Is that part of this discussion? [INAUDIBLE]
SPEAKER: That need to be part of the -- and is to be part of the discussion. If you have -- right! Not only, but for emergency services. If you do not have cell phone, you don't have access. So --
SPEAKER: And another is also where some of the towers we are putting up in some of the areas will come into play. Especially when they start doing the area, -- has nothing.
SPEAKER: I'm just pointing out that we need a tower out there because there is not one out there.
SPEAKER: Some of this of course, telephone and Internet, cell phone, these are all private utilities that don't forget, are making a lot of money. So, part of the issue you know, what is our role? You know, when we put money into it, how do we get it back? Because they are charging ratepayers, it is no different than utilities that we do run like water and sewer. The idea you know they're wanting basically is for us to invest in infrastructure and they make money off of that respite. I'm not sure that's a fair deal. It is something we would have to work on. You're putting public money and yes, there might be a public safety element. It might be the education element. It may be where it comes in. But until now, it's been driven by profit. Basically, where they can put the infrastructure in and recoup the money and then wait for a large user or something to come in, and fill in, kind of a hopscotch. They can fill in off of the line that they put in.
SPEAKER: One thing also forcing her hand on the 5G, 5G is coming in and forcing her hands, to put those units into our area, do we gain any I guess, leverage or can we use the resources that are having to be removed to maybe serve some of the other areas?
SPEAKER: We can look at it but I can tell you, the legal team went through this earlier. Again, a lot of leverage got stripped away when the state said you must allow these things in your right-of-way. Those are leveraged to say, would love to have you, you help with service now it is mandated that you must do it. So --
SPEAKER: Deftly has set up a private approach that because we can't, our ability to say no is almost nonexistent in the legislation.
SPEAKER: But it's a good part of the discussion. What I'm hoping is that will not just be focused on the monies and this is not just us discussing where should the money go. This should be the well-rounded discussion on -- well-rounded discussion of you know, we do need to have these discussions behind the scenes. If it is their job and their deal maybe we need to be ensuring that they are doing their job.
SPEAKER: Certainly worth the discussion. And then on top of legislation, now that you, I think in the minds of the legislation, legislators that put this in place, they're trying to clear the path for the folks that would say, I don't want that ugly box. You know, up there on that pole versus meeting the service. I wanted to clear the way, so that the city or town could you know, regulate the amount you know the area. But for further discussions no need to occur to say all right, what, if we are going to give money or something is a source what would we get for it? I think that's what has to happen.
SPEAKER: Do we know where we are at specifically? I see the broadband been wondering also about where we are lacking in the County. Is there any way to -- figure that out or map that out as well and know where we stand? What we are looking at in terms of correcting?
SPEAKER: We can look at that.
SPEAKER: And like I said we do have a working group that will continue working on the problem. So, it also affects us for our facilities, thus the other part. We operate facilities all over the county so we certainly are a major customer.
SPEAKER: All right. Now we will go into a little bit more of the -- the older but more traditional transportation infrastructure and then get into after that, stormwater infrastructure. Mr. (Name ?) will kick it off.
SPEAKER: Good afternoon, I am Ben Barker, with bridge director. As Mr. George Recktenwald says will get to the traditional infrastructure here. I'm going to talk a little bit about bridges and then I'll pass it off to Tadd who will discuss the bridge program then -- John Chaney will talk about roads at capacity and traffic and they will bring it back to myself for stormwater. First, we have bridges. Obviously, road and bridge director, bridges are a large part of what we deal with. A lot of people when they think bridges they think traditional bridges like what you see over the intracoastal, large bridges like that but bridges can be a series of pipes or something like that and federal highway authority has specific definition of what constitutes a bridge. Basically a set of pipes over an open greater than -- if you have something that meets those specs you get a number assigned to it. We have 47 vehicular bridges, that includes one brand-new high-rise bridge. We also have two drawer bridges. There's also five pedestrian bridges, and Volusia County but they are maintained by others, parks and others. So, a little bit background on some of the bridge terminology. Like I said, if it meets the definition of a bridge, it has a bridge number and is getting expected by DOT in two years. Other bridges get inspected every year. Sufficiency rating, is a rating that the inspection report assigns to the bridge. It is a number that is really used to determine if the bridges eligible, it takes into account the health of the bridge, but also takes into account whether it is functionally obsolete, the level of service and a multitude of other factors they look at. When they are talking about federal funding for the bridge. The health index is more of like exactly what it sounds like. It is a rating that identifies how healthy is your bridge structural, the deck and all those different components, tenant shall differ factors that they look at. More of an indication about how healthy the bridges and whether there is significant maintenance that needs to be performed. Functionally obsolete currently we have 10 in the county. What does that mean? An example you'd like to use the golden gate Bridge. It's not that it's not good but if you built the today things would be different. Functionally obsolete is no way indicative of the health of the bridge. Just that if you were to build a bridge today, it would incorporate some additional factors that we have come up with as time has gone on. Structurally deficient means you have a bridge that is in need of some structural repairs. Currently, we warm bridge in Volusia County that is structurally deficient. It's actually four clover pipes on a dirt road at the end of Lake Harney Road. Basically serves two properties. It is a bridge by definition but really more of a drainage issue. We monitor that to make sure it is functional and passable. But like I said, is not a highly used location. The average bridge age is 42 years old and we actually have a bridge that is over 100 years old. Like I said, these are a list of functionally obsolete bridges and then the one structurally deficient bridge. A large part of the discussion bridges concerns the drawer bridges. Our oldest drawbridge is Knox bridge. I'm sure everyone is familiar with that one, these are some of the projects that we've completed recently as well as some planned projects, this is a bridge that building a high rise, taking the drawer out of it isn't an option, it's a channel landings will be different. This is a bridge we will be maintaining and making sure that it is functional for years to come. There is no good alternative. Detour around this is about a 20 minute detour. A lot of people use it so this is a bridge will have to continue to maintain moving forward. Next one we've got Main Street bridge. Everyone is familiar with this one. Some of the projects we recently completed include the fender system we recently replaced all of the control systems for the bridge. We moved forward where we've identified a cable replacement, as well as we currently have bridge consultant out there doing evaluations. Of different components of the bridge as well as counterweight to determine what repairs we need to make to the systems moving forward in order to keep it in good operational order for the next 15, 20, 25 years paid one option for this bridge is like I said, to continue to maintain a peer to anticipate repairs to get into good working order for the next couple of decades around five to $10 million. Another option is replacing the bridge. Based on current today's dollars, design, construction of a bridge to replace the Main Street bridge, high-rise bridge like the one just completed would be around $70 million. When it comes to bridges as construction is something you want to take a look at. And then just like I said before, maintenance of the bridges is primarily funded out of gas taxes. If we were looking at replacement situation, we would look at grants, partnerships and possible legislative appropriations.
SPEAKER: (inaudible) (Away From Microphone).
SPEAKER: Sure, the mechanical components will wear out faster than the structural components. You know, you saw the age of the bridges, they were built in the 50s
a lot of these mechanical parts are pretty much custom-made. Motors and things like that. Getting parts per se is not difficult in the sense that it is expensive and time-consuming. But it can.
SPEAKER: One thing. With a custom-made part it could be a time element. One of the nightmares probably for them would be breaking a big mechanical gear a few weeks before bike week. Because it would have to be custom-made, they would be very little likelihood that you could affect the repair in a short period of time. So, we've actually flown people up with the part and had machine flown back in order to keep things operational.
SPEAKER: One thing to member on these bridges, our primary obligation is to make sure you have a navigable waterway that is clear. If we have an issue with the bridge moving we have to keep the bridge up. So that the boat can go through otherwise the Coast Guard is going to be --
SPEAKER: Also, like this weekend with Memorial Day and traffic. (Away From Microphone) That would create a problem then, if that broke down and we had a long wait. The only bridge that were open. But $70 million is a little steep!
SPEAKER: And he begun anything else?
SPEAKER: One other -- just, if you would discuss, George, in our one on one he informed me as we talked about Main Street bridge, looking down to future, if going to a high-rise. We lose -- if I understand correctly it is the only bridge we have that emergency vehicles can use in a storm, is above a certain mile-per-hour?
SPEAKER: Yeah, generally I think it is 39 knots, whatever that number is, generally they close the bridges to traffic.
SPEAKER: Is that state law? Is it union contract? Or what -- (inaudible) I know is safety but who determines?
SPEAKER: We do.
SPEAKER: But it is a statewide guideline that is commonly used. So, you know, sir vehicles would be more susceptible than others. But the idea is of course, in a storm, that bridge would be locked down in the down position because you know, they would be given notice, but would have to be cleared and then that would be the only low rise that actually during a or 39 knots window 40 miles an hour or whatever, approximation is, that would be the way emergency personnel would be directed to go. Of course, if when speeds get to a certain level, there is no emergency personnel, they hunker down and ride that part out as well. You will find as you know, these hurricanes, they have ways, have waves and squall lines. It is not consistent and you have that period of time with howling wind and then have the time. That is the time that we can use to get over and rescue somebody or something maybe over there. Then it would pick back up again. So --
SPEAKER: That would be my concern. Jeff, during the times of the hurricanes and all. You know I live on the side so that the only bridge we can go over after the wind. And that is kind of a priority. If it were to break down when we needed the most. Do we keep spare parts?
SPEAKER: Yeah! Oh Yeah! I have a room full -- sorry. We have spare. Actually, when they decommissioned -- for the new bridge, we scavenged parts out of there.
SPEAKER: I got a question. I don't know if it would be allowed or not. But we do need to keep you know, $70 million is just out of the budget right now we are looking at a courthouse, looking at a lot of different things. We do need the low bridge because it's the only way to get across. What is the feasibility of placing the guts and everything and you know, another bridge would still be what you call on functioning -- not functional. What would be the cost of the parts we are worried about and bringing them up, just --
SPEAKER: Like I said, I'll bridge consultant as we speak is preparing a report that will identify a series of projects for the mechanics of the bridge we've already replaced the controls, their update and modern. We've got to do that with a cable sometime soon but we are anticipating a combination of the repairs. We will know more once that report is filed, five to $10 million and basically, you've got new controls, new mechanical components, new fender system. When we replaced it was the original fender system so, you know, we will be in pretty good shape moving forward with this. Like I said, the structural components of the bridge, we done some repairs to the piles and protection for the rebar and things like that. It requires constant maintenance, is in a salt air environment not something, something we do all the time now so there's no reason we could keep it going --
SPEAKER: Is the something should even be looking at speaking or talking with our legislators? Working with money to try to --
SPEAKER: It's always good to ask, the interesting thing like a lot of things, they don't pay much for rehabilitation. That will end up being our nickel for the most part. Unless they change the rules. Of course, the replacement is where the federal money would come in. And I think we've talked about this in the past. Just for the public, ironically, we are actually somewhat punished by keeping it in good shape because back in those terminologies, that were given, the sufficiency rating number, we keep it, a condition that doesn't really allow it to fall in that rating and then become eligible. You pretty much have to just neglect the bridge for years and let it fail so that nightmare that I mentioned, where it breaks down and something catastrophic occurs, you know, then they'll come in and fund it. That's the problem we face and why probably rehabilitation is a better answer at this point. But again, probably have to fund it unless they change some sort of funding with the state or --
SPEAKER: Would it not bear a little bit more urgency knowing that is the only bridge that will be able to get off an island during a --
SPEAKER: Well, they will look at it a little bit differently and may not give us the same credit on that. They will look at it more online that you could look at North or South, and your kind of bridge rich and you know, you'll end up, to the same analysis that I was talking about was the federal government, the sufficiency rating they will take that into consideration as well and the normal traffic load they may say is not eligible.
SPEAKER: That was going to be my question. Three bridges within 1/2 mile of each other. -- Again, I mean, not to say we cannot prepare for evacuation but if we have to let something you know -- work its way to be better eligible, then it is not like you don't have another option and I mean, how many times has the bridge closed because of concerns like we have uncritical weekends? That doesn't happen often either. You don't have a lot of traffic on those three bridges consistently.
SPEAKER: We could handcrank it. (laughing) But we have a big drill now that you can working on there but -- it's happened, the public may not have known about it because of stuff like that. There may be more of a minor delay we had people manually opening it.
SPEAKER: I think we got a lot of things a lot more important than this. This is kind of low on the totem pole. I think you're doing a good job but I think we are wasting time talking about it right now.
SPEAKER: $70 Million is, we don't have it! You're right. I seem to remember, I don't know if George, you or Ben would know this but didn't the bridge in Saint Augustine being -- get rebuilt with grants as a historic bridge? And his ministry historic bridge?
SPEAKER: No. Unfortunately, it is historic to us but it doesn't -- the next closest bridges probably 15 miles. And it is A1A going across so it's a bridge to have to take high on the totem pole. Right now we've got 92 and -- almost new bridges. I don't think anybody's going to look at that.
SPEAKER: For point of information, the qualified to get a high-rise bridge. They chose as a community, to keep it in its historic nature and they literally had to build a bridge next to it.
SPEAKER: They built a temporary bridge, while the basically demolished the old bridge and I think they left the old -- where the spans attached and pretty much built everything else. That was also a state bridge. Yet, it wasn't St. Johns County bridge. All right, so, moving on. Talk a little about infrastructure maintenance. Outside of the bridges we have are transportation roads. Just kind of a list of assets we currently maintain. 973 miles of road over 2000 lane miles, we've done some recent dirt road reduction and we've got that, dirt roads are down to 81 miles we have 86 miles of what we've designated as emergency maintenance roads. I like to highlight these little bit because I sure some of you will get some requests on some of these will redesignate emergency maintenance roads. These are roads that exist in public right of ways that would never be accepted for maintenance by the Council. Everywhere that we maintain was at some point except for maintenance by the County Council. Whether Clay has referred to the list of roads from the 70s with Ford, Pinto or Dodge Omni or whatever it was, then obviously the new drugs coming in they get plotted and except for maintenance but there's a lot of unrecorded subdivisions and right of ways that were dedicated to the public or the County that at some point, people came in and built houses. The developer, homebuilder would cut in a little dirt road or dirt path in a public right-of-way Betsy road that was never except for maintenance by the county. We have gone in during emergency events because these are public right of ways. Or if there's an issue with getting emergency vehicle down these roads, we will go and do some minutes but they are not roads that are routinely graded or anything that ensure each of you have gotten an email at some point about the road like that. I wanted to highlight that a little bit, 280 miles of sidewalks 341 traffic signals, important to note on the traffic signals, the county maintains all the traffic signals in Volusia County. Whether they are on a DOT rotor city limits except for the city of Daytona Beach. They maintain their own signals. Some of those DOT signals and city signals are done through contract where they pay us to provide the maintenance. Obviously, right-of-way, mowing, tree trimming, signs and markings, all that factors in prayer currently combined our operating budget for maintenance is approximately $20 million per year. Just another note of some of the infrastructure we have. There is a lot of roads in the unincorporated areas are not maintained by Volusia County. We are 119 miles of HOA roads, private subdivision. 466 miles of private roads. Overwhelming majority of the roads are dirt roads. These are residue not exist in a public right-of-way, there are private property, responsible for means of these roads rests on the private property owners. I did note on here, we have 16 miles of special assessment district roads which are the West Highlands. This is a situation where I talked about where we had roads that had never been accepted for maintenance. Homes started getting built and the number of streets in Orange city if you're familiar with them, special assessment district was created about 15 years ago or so. Were each lot is charged a fee, I believe it's around $56 per year. That generates a revenue about 180 or $200,000 that we used to go in there, great the roads, twice a month and also provide signs, tree trimming and basic right-of-way. The reason I included it on here because special assessment district is the option we give to people in the HOA or private roads in a situation where they want the County to maintain, basically it's an assessment on their property.
SPEAKER: Can I ask, what was the agreement with -- another of talked about a number of times as far as it needing some assistance and I guess part of it, the city of DeLand and part is County and I guess we are looking for the developer coming in also to participate. Can we get on the record what they're looking to do?
SPEAKER: Yeah, that is a road that was built quite a while ago. It's actually made out of concrete. Overtime is not asphalt we just go in and resurface a road. Concrete is a lot more expensive. There are some issues with that entire road. You know cracking, dislodging of joints and things like that. Basically, the fix for that would be a complete rebuild. Which would be quite costly. There are a lot of people in existing neighborhoods that frankly, don't want us to fix it because they don't want people going through there. I think there is a situation where there is a development going in there and I think part of the fix for the road will be the developer, some kind of agreement with the developer and city to do some repairs or replacement.
SPEAKER: Right. But if we are putting in a more expensive road, then we are preparing ourselves to have a more expensive fix, correct?
SPEAKER: Well, concrete is, we don't have a lot of concrete roads, right? That is -- 92 is a state robust first county roads, we have very few and that is a reason why. When a road gets that at a shape and is concrete, it's a very significant fix.
SPEAKER: Well, a caveat that. It can be. Concrete, if your member 92 and the repairs on that, you don't go in and repair the entire section. You could pick and choose the panels that need to be replaced. The sections on the southeast corner particularly, they are so far gone I've lost some subgrade underneath the concrete. And so, pretty much you need to cut large parts and at that point that's when the expense of concrete really becomes a problem. We have that widespread a problem. With regard to the construction of the developer. The developer agreed not to connect to Lake -- Drive and as such they directly require per agreement to make improvements to that drive. That said, we are in conversations with them about portion of share -- Fisher payment. Currently earmarked for the extent of any portion of it would be left over to be put some aspects then to that road section. The issue that most of the time the portion of fair share is designated for capacity improvements. The improvements were making today are not capacity, there maintenance. So we would have some issues with that.
SPEAKER: Also include in the infrastructure maintenance is -- management this is asphalt versus concrete. We are on a piece of every three years we have a engineering consultant with a specialized band with all sensors and they go out and ride all the roads. They come up with a PCI or pavement condition index rating for each road. It is like a grade on how good the road is. And all kinds of other information that we integrate with our GIS maintenance system interviews the information to develop a three year resurfacing program. Currently, we are budgeting five years for resurfacing annually. Just some stats on the current system. It is, transportation system is three quarters of $1 million asset. And so, it requires a certain level of maintenance. Our overall network PCI is 67. We have in the past focused a lot of our efforts on thoroughfares, you can see from the pie chart stated that thoroughfares have average PCI of 75. Recently in the last few years, we've also turned her attention to the local roads. Local road PCI is 59. We focus some of our efforts on neighborhood roads and things like that. To try to bring it up. It is a continual process, constantly adjusting that three year resurfacing program to make sure we are maximizing the money. It is not just traditional mill and repaving we looking other pavement preservation techniques. Micro seals and things like that that can extend the life of the asphalt. And so, that is this rating system and all the information we get from our consultant. It goes into the Andrew come up with a comprehensive resurfacing program. Anybody have any questions?
SPEAKER: Yes, you and I've talked about the specific neighborhoods that may or may not need repaving. And have made inquiries. Can you talk a little bit about you know, where we have been in the past on those neighborhood repaving is? And then why we are in the situation that we are in. And where we are headed?
SPEAKER: Sure, I mean, so, obviously with everything is about allocating resources as effectively as possible. With thoroughfare roads, they are heavily trafficked and most of the roads require certain level of resurfacing more often than a road that receives less traffic. The other thing with that is, we are trying to identify the roads that have you know, the most issue. A neighborhood might have 20 roads let's say and 17 of those roads are pretty -- three are pretty good will do the entire neighborhood we will just leave the three roads. That are in decent shape and resurface all the others, that does make sense. We also try to group the roads because we actually contract out for major resurfacing programs, we tried to grip the road together your new year so that we can maximize dollars as far as not having to send a contract to have them mobilize over here and then mobilize over there. And so it's a process. That is why part of this evaluation and looking into the GIS system really helps us. Come up with a really good plan to try and maximize those dollars. And you know, should everybody who lives on the road wants to resurface and they wonder whether road is not getting resurfaced and someone else's is. I can tell you that there is legitimate reasons behind that as far as trying to maximize the dollars and that is kind of what this is geared toward.
SPEAKER: After the money scheme talk about the assessment?
SPEAKER: Sure appear to have the video with the van. It has all these different sensors that go out and they're not just measuring the asphalt you know, and coming up with some random number. They're looking at a multiple different things. Alligator cracking, unraveling, all those things. If there is base failure. Sometimes the solution is a simple as mill in resurface. Sometimes you have a road if you go back to this curve if it's down at the bottom of that, maybe the road and the base is in self -- such bad shape that you need to do repair or more costly expenditures.
SPEAKER: That is the physical assessment? I'm talking more in general terms. If you have a neighborhood who -- a neighborhood has not had their roads repaved in a long time but in our discussions you started that process to where you are doing the more often and so, can you speak to that so that we can get on the record as to you know, how often are you doing that in the neighborhoods now and what does the process look like?
SPEAKER: As far as every three years how we are going through and evaluating the roads?
SPEAKER: Right. You're doing it every three years. I'm just trying to lay out for the public. Every three years you're going into these --
SPEAKER: Every three years every single county road gets assessed by this machine.
SPEAKER: Okay.
SPEAKER: Then all the information goes in. Was interested is we are on the second cycle right now but as we do it more often we can see which roads are degrading, let's say that we resurface a road and we go through a couple of cycles you can say, road a is degrading considerably faster than road be. So the factors in. And it could be local roads and neighborhoods and for whatever reason you have different conditions. You know it is wetter so you have moisture in the base and things like that. Versus other areas. This is all that we are doing but we are looking at every single road every three years.
SPEAKER: Do you use that information to evaluate your contractors too?
SPEAKER: That's another good one because yes. We go out to public bid, not every contractor, or is not the same contractor year-to-year.
SPEAKER: But you will know who do the contract and if it is not working they can be watched and seeing whether we will use that contractor or not.
SPEAKER: Yeah, it's a good indication of how good a job they are doing. All right I will turn it over to Tadd..
SPEAKER: All right, good afternoon. Ben Gets to maintain the roads and I get to build them. That's what we'll talk about now. The five-year road program. This is less presented two years ago. Now we have got to fill in the fourth and fifth years and proposed five-year road plan. This really the first step in a process. After we get your input we will go out to each one of the four zones and soliciting input from the public to get their thoughts on our proposed recommendations. The first thing is the current road, what projects do we have? We have multiple. Invest maturity or capacity projects where we are adding to the ability of the particular road or segment to handle more traffic. We have different funding sources on here we list all of them out. A good portion of these you've seen on the capitol project schedule. I will go to death unless you have a particular question. I will point out Williamson Road, from Strickland to hand Avenue we don't currently have a fully funded for construction at this point in time we do expect at all the different development occurring in the area will collect enough money to make up the shortfall. As of right now we are still $3 million short. Of note in here we also designate which projects are capacity projects. Those are in blue. We also lost -- list others that bring roads up to more current standards anything like a paved shoulder and adding turn lanes or make improvements at an intersection. As you can see in zone number two for example, new Smyrna Beach area we have a few different safety projects going on. Old mission is a predominant one. This one we see listed at some -- $7.2 million prewritten user motion of the safety budget anwe allocate that for ourselves each year. It's year five of the report and we have enough stockpiled, assuming the economy doesn't keep going crazy and prices going through the roof. Over in zone number four zone three, we have a project that we are working with the development at the south end with a four-lane currently owns going up to Rhode Island, the designer or developers actually paying for the design and that project as part of their part of fair share of a project. We are in negotiations with them of the next phase. We think will actually be able to cover the cost of potentially widening. And if they don't do it then it would certainly be something that with the money we do get from them, we could fill in the gaps and continue to move forward with it. Next I will turn over to John to talk about which projects will go forward with. (inaudible).
SPEAKER: We talked about Highway 17 and, I keep forgetting. We talked about Highway 17 and potentially breaking out the roundabout at spring garden, what is it, road? Ranch Road, okay. And you said that there may be dollars in my district, District 4, is that? Yeah, that may be able to cover the cost or be able to put the project, maybe not on this list but still have some funding to address that project. Is that the case?
SPEAKER: Yes ma'am. And we will get into that a little bit later. I was going to bring that up even though it is not in the formal slides but yes, what I was contemplating was much likely done with state round 44 and the roundabout. We contributed up to $3.9 million for the DOT ability to use and purchase right-of-way in advance because they will not program construction dollars until they have the right of way at hand. So, much like that project, my thought process was that they have to go out and acquire right-of-way for that, we potentially contribute to that to help them of their schedule forward or if not, if not enough by itself we could potentially do some additional funding we have, not that it is a surprise but approximately $11 million in that zone. Which we need to fund capacity projects and it would certainly be a good one. The DOT has studied all that and they're looking at potentially breaking up that particular project and potentially into three segments. And so, they're trying to schedule a meeting and we are trying to -- so we can eventually present some options for going through with that.
SPEAKER: Excellent. Chris just as a side note. State Road 44 and the capitol roundabout will get about $2.5 million. That will be coming up in the next Council.
SPEAKER: Great. Thank you for that.
SPEAKER: Good afternoon. I wanted to talk about level of service and why it's important. We are going to focus on the unincorporated area and also within the cities Inc. area. The main thing we do is every year, we go ahead and measure over 400 segments and we count the number of cars. That is what we call the existing traffic volume. Also, in the comprehensive plan, we have adopted a level of service for all of the roads. In the rural areas we have a level of service , that is like driving to the pandemic -- as opposed to the urban areas, we have level service E, that's close to be on interstate for pre-pandemic, basically a parking lot. Our standards are different in the different areas. The rural and urban, distinctions determined by census data. It is ironed out from the transportation planning organization. Focusing on the unincorporated area, every year we send to Tallahassee, a report on the capitol improvement projects. We basically say on the concurrent standpoint, what is the level of service of all of our roads? And by knowing existing volume and level of service on every road we can get traffic volume, it should be fairly adopted level service if is a two main road with left turn lanes we know what the number is and we can generate volume to capacity and it's what my staff, they have all the numbers for the county roads in them we do an additional 200 numbers on the state roads. And so every year we submit something leaving -- looking at the unincorporated area we are looking good except for some state roads I think 17 is one of them. Mainly, they focus on the west side of Volusia County. We are having some issues. They would look at, Steph also development that is occurring in the unincorporated area and in the cities. Based on those developments we have approved, you might be able to see some black dots on the maps. These are major developments that have occurred which are basically over thousand a day, over 3000 trips a day for the larger dots. Based on those future trips and putting them on the road -- we can predict what road in the future and again we are doing pretty good except for on the west side. It's different in the Inc. area. The report was sent to Tallahassee every year, it is for the unincorporated area. The cities are responsible for the cities in their concurrency. But the state asked us to do every year, we need to tell the state, the condition of all the roads in the county. It is typically what we do. And you will see a lot more, you can see the hotspots in different areas. The other interesting thing, most of these developments that are residential, those will be city roads in the future. Not county roads. The other thing we are seeing is a lot more apartments. They will be responsible for the roads in the apartment complex just like businesses. I will turn it back to Tadd to show the level of service.
SPEAKER: As we talk about --
SPEAKER: A quick question for John. We discussed Inel Briefing, that all the county runs off of County traffic signals except for the city of Daytona?
SPEAKER: Correct.
SPEAKER: And so, the city of Daytona, time is completely different? Can you explain that? (laughing).
SPEAKER: And we hold that until I get to the I TS?
SPEAKER: As long as you cover it, perfect!
SPEAKER: Alright so, we get the generated grade for each road segment based on the amount of trips per day versus what that road segment can handle. A Is great and E is terrible. Those closer to E with better capacity be considered critical roads. On exhibit we have sections near critical and critical. Indicating where the road is near well, being overcapacity. We also do highlight just for reference, different projects they have right now so you can see in the red and orange sections already tackling the projects we currently have. Really in terms of moving forward, where we want to focus is on the ones that don't have circles, those are the ones that we are not currently working on a project. I'm looking at this, we have recommendations. Before we get into each of the individual recommendations, it certainly makes sense because several of the roads people would expect to see or not in this list. There is a note on their the listing of LPGA, Saxon Boulevard, -- timber Creek Road and Veterans Memorial. Each of these not listed for a particular reason. For example, LPGA are working with DOT and he will be doing a study west of the interchange although over to US 92. Pending the study doesn't make any sense to make improvements because we don't know what the study will recommend. Saxon Boulevard, Deltona and orange city area most of the issues were critical sections are immediately adjacent to the interstate. As they get into wetting the interstate and make improvements to the interchange, we expect will probably make quite a few changes and improve capacity of the adjacent sections and even if they don't we want to wait until they finish their project before we start moving forward with anything we do out there. Yes, sir? [INAUDIBLE]
SPEAKER: That is a discussion point they're not committed to that at this point in time. They had it as a part of -- express lanes. Toll routes. Capital Road, there's a section north of 44 not listed we want to see how the roundabout works out and if they address part of the problem. We do think a large part of that is people trying to bypass the intersection by taking a right turn so they go west into town. And then the extension, this is over 244, we will get developers to build that. We also do have an issue with the route that we have to work out with the school as well. Don't recommend anything on that. Timber Creek the section north of latitudes although up to 40. We don't recommend anything on that because we expect that they will include the requirement to build a large portion. We would no matter what occurs, would still build that small section north to timber Creek. And then the last one, this is the segment south that we mentioned in the previous, potentially developer could pay for a construct a portion of that. We've got that as well. None of those are listed here even though based on capacity they certainly need improvement. Up in the Ormond Beach area, the hand every section East, over, a portion of that the Westside is a two lane road about midway through, a five lane road section. Obviously that works great, is that small section between their that needs to be improved. Quite a bit over capacity. A part of that we do throw in for consideration west all the way over to Williamson, not a high-priority, potentially something to consider since we are already concerned. The Daytona Beach area, the Dunn Avenue extension. We will work with developers as they come in in the area to develop or donate properties that we need to run through their sections. Certainly, we will take a look at LPGA, 92, anything we can help to ease the traffic would certainly be a positive. Williamson, the section south, the area is critical. We waited on this a little bit because we were not entirely sure if the traffic was elevated due to the five work so we waited a couple of traffic count cycles, traffic has not gone back down. This point we recommend taking a look at that. There are a couple of segments south of that, would also need to be looked at as well. They are critical. At the same time we need to start somewhere to start with the section. The seven segment that is really bad including the Passover on 95, it's quite a bit more expensive. Rather start at the top and move our way down. Main Street bridge, which we discussed already earlier. Down in the port orange area with Taylor Road, we had a section that was previously designed going from two lanes to four lanes. It is certainly worth something taking a look at. We have to go through a design update but the area has developed more so since 2010. Certainly makes sense to consider that one. For safety project would recommend Pioneer Trail, from pioneer -- within interchange possible in the area which only makes sense to look at the project and potentially something that we use safety allocation money for its been totally budgeted because we have the ditches immediately in either side. It is just a matter of time before someone puts the car in the water. Also on pioneer trailers and the dissection at Williams Road and Colonie Park. Within about 450 feet of each other, intersections that need to be looked at. Potentially doing some alignment changes out there. Also a curve and that portion of pioneer trail. We mark that as a safety concern. It certainly makes sense to move forward or look into that. And orange city we have Veterans Memorial project, that goes from Rhode Island, something that needs to be considered. Then when it's been around for quite some time is actually designed for the stress that would extend it north of Graves Avenue all the way up to Martin Luther King and certainly improve the traffic situation in that area. In DeLand, where he talked about US 17. We will discuss that one again. If you have any further questions. But we do have orange camp with critical sections on the western end. Your US 1792 Basilica bear improvement. At this point there are so many different things in that area at this point we are recommending a study. Don't think the entire section should automatically be four lanes or three lanes. We should look at some potential options for that particular area. We do have an exhibit that shows the existing projects and proposed projects for reference. Really then, this is priority table that we came up with. We looked at the two primary things that concern us. Obviously, money is vitally important. We don't have much. Picking which projects to use on is vitally important. We also factor that based on the capacity. Then the higher it will get rated. Basically the dollar amount, cost and divide that by the ratio of capacity. You can see for example like Dunn having you as a capacity, 1.83, it bumps up higher even though it has 15 million higher than others. Again, our goal with this to present with certain options and we understand that we are not aware of all the particular problems in an area. We're going to go ahead and take this out to each of the different impact zones and get the public input. We will have them tell us where we screwed up and we will figure it out. Then we will compile the information based on what you told us as well. We will bring it back to you to approve the final work. Any questions? Now to the fun stuff! My cool toys intelligent transportation systems. Tadd Build them and Ben maintains them and I get to play with them. Let's adjust the Daytona question first. There is a difference between signal timings with Daytona Beach and Volusia County. Daytona Beach is what we call long cycles. A five minute cycle where they do the Robin Hood method. Once you get on the arterial road, you go and go and go. If you're on the side street, you might as well take out a book and read it! Whereas in Volusia County we try to balance everything and consider more short cycles. So, that's the difference. As it relates to ideas, we are blessed are the great partnership with Department of transportation. We get to take advantage of looking all the cameras over 200 statewide. Volusia County we have another about 50 cameras that we have deployed on the major core doors and hurricane evacuation routes to monitor traffic. We can monitor the state traffic, now you can, on the DOT app, you can go online and you can look at what the video images are looking like and what the signs are saying, if there's a major incident like last week near enterprise and I-4, they will have all the information. One of the things I wanted to bring to your attention, we talked about health index and bridges, pavement condition indexes, the latest thing my world is performance measures for traffic signals. -- Is a national agency that basically looks at Bluetooth technology and it scores what the average delay is on traffic signals, this just came out in February of last year and nationwide. If use that link you go anywhere in the nation and see with the traffic signals look like. Our areas are doing really terribly well -- our areas doing relatively well. -- We have level service D whereas others they say is C. in the morning and in the afternoon you go, what's going on? Remember, this is average delay throughout the day. It is not looking strictly at the AM and PM. But what we see is heavily congested. And delays on the state roads, 40, and 44 in along 1792 for the most part. Also delays on Saxon Boulevard, also delays on -- how are we trying to mitigate and resolve some of those issues? We are currently installing, the states are still with her health -- with our help, signal timings and phases will adjust to minimize delay going through the air. And again, this is not a silver bullet. Throughout the day, it will maximize the travel along the corridor. But, that is a big but, if you have too many cars in a small space you cannot flush them through. So, please be aware of that. 40 is operational as we speak. The County did our signal system, we looking at LPGA has been operational for about two weeks now. We are also looking at LPG. US 1792 has been operational for over one year. They utilize that during the recent incident on I-4. Then 44 and Don Lawton should be coming online this summer. The other thing I was going to say, give us time when we get the new systems, they are cheaper than building a brand-new road. Like 35 30. -- 30,000 as opposed to million. They do take time and our staff is excellent at maintaining traffic signals. That is what we do. Because everyone is employing us other than the city of Daytona Beach to maintain their traffic signals. Including the state. To tweak them, operate them and basically oversee the timing and adjustments, is not just, I will plug it in and it will take care of itself. It's like a neural network, is learning when it needs help in the learning process. And we have been great partners with Florida Department of transportation as previously mentioned. Volusia County is the only county I am aware of the has the -- deal and I know how long it will last. Basically, Department of Transportation, they operate the traffic systems in Volusia County. That is the only ones they do it for. All the other counties basically they give it to maintain agencies they say it is yours, it's great, we provided the capitol to install it, no you go ahead. We have this deal that's been working out well. Now, we are doing the ones on LPGA and Saxon Boulevard. What you will see is like on LPGA Boulevard, people are not used to this being a signal system. They are used to stopping and there used to be lights tripping real fast. Get on the side street, it trips and you're ready to go. Once we put in the signal systems, it will be like Daytona Beach. Will not be long cycles but will be middle of the pack. 120 or maybe 150 where you will have to wait before you are allowed to go.
SPEAKER: John, question. Do you see revisiting the relationship with Daytona?
SPEAKER: Asked me that in two years! (laughing).
SPEAKER: I thought perhaps you know, Sister has been a critical change there with new management that you know --
SPEAKER: It is always something to look at.
SPEAKER: I will say it's on my list with the city manager meeting.
SPEAKER: With I guess one of the advantages.
SPEAKER: Just say yes! Yes, we will revisit.
SPEAKER: I can say yes.
SPEAKER: Thank you! (laughing).
SPEAKER: Their stuff is a piece of crap. Don't worry John, it will take time.
SPEAKER: I'm just going to sit down! [INAUDIBLE]
SPEAKER: Wait, one more question. Not requested Daytona but in regards to the emergency response vehicles. Can you talk about the system a little bit and how much it will work with our responders in the county and tripping those signals?
SPEAKER: In the past we have preferred the cities to do the 3M opticom, which is the preemption. A lot did it and it was an easy sell especially for fire services. You have Orman, Port Orange, new Smyrna Beach, Deltona, Deberry, or city all have the 3M systems installed a majority of their signals. It was done through a partnership with the river -- so basically all of the fire chiefs agreed to one system as opposed to the 3 to 4 that are out there. It is a good system. We have worked with evac us all of our signals have the optimum 3M but it will be, there are major holes, you looking at DeLand, Daytona Beach in particular. And it Daytona Beach or looking over 150 signals. As compared to the 341 we currently maintain.
SPEAKER: Okay.
SPEAKER: It is a good system.
SPEAkER: Thank you, I'm adding that to my list for the city manager. (laughing).
SPEAKER: All right. The next step is talking about how do we pay for this going forward. Quick reminder of how we pay for the roadwork right now. Then -- it was ready hit on pure use gas tax to pay for different things a portion of that is shared amongst all three groups, there was a five cent portion of the gas tax specifically earmarked for capacity projects. That is building new road sections were added capacity to existing road sections. We also have impact fees. When something gets built we had to pay for the impact of the road system, created by the development. Related to that someone is a fair share if they are in an area where roads are near capacity. And they create the need to add capacity in the road system specifically. We could potentially enter into a portion of fair share agreement. We don't always do that option. Sometimes we can also get them to construct something on our behalf.
SPEAKER: (inaudible) (Away From Microphone).
SPEAKER: They can be used at capacity. We cannot use among existing roads but -- I can't go resurface anything, I can't do a safety project with it. It needs to have a capacity component to it. The definition can be stretched a little bit through intersection, adding turn lanes and things like that. But on the proportionate fair share portion or certain zones where we would collect proportionate fair share and would be happy to do so. Zone one we collect a large portion because there's a lot of development going on. And then we can take the money and put it together and build projects. Some other zones where you don't have much in the way of construction going on, if we collect the money we really need to do something with it. In a take it above that $5 million mark as John said it's about what it takes to build a mile. I don't have 5 million, so many I can't spend on something doesn't give me a lot of good. I'm better off getting them to find a mitigating project and have them do that because it's an option as well. We have also used the bond in the past to pay for projects. Come back in 2003 and 2004. We are paying off through 23/24. We've used that $65 million and were able to capitalize on that for lower prices and the grants that were able to leverage that money and got about 85 to 90 million worth of buying power of that 65 million. It was an excellent investment for the county. We also collect grants where the opportunities are there, over the last three or four years as grants have not dried up but have been reduced quite a bit. Most the grants we got lately are specifically earmarked for safety project which is where most of our safety projects -- we also do legislative appropriations. Williamson, Ro segment from -- we got $4 million on a particular project. We also got money for the roundabout, intersection improvements and pioneer trail and -- those of the different ways we collect money. What does it actually mean in terms of dollar amounts? The gray line on this gas revenue, gas tax revenue chart indicates the new nickel. You can see we are getting about $5 million per year specifically for capacity road projects. We already mentioned it's about one mile of road. Impact fees. We collect these in every development as mentioned. What a way to take away from this is just how variable these can be. I recently had a recession in there so it had a big effect on the amount of impact fees that were collected. It's really just hard to chart were impact fees will be and already mentioned the proportionate share being related to the impact fees. We do a proportionate fair share agreement. One of the things that occurs is we have to give impact fee credits for that. Portion of fair share is sort of a prepayment of impact fees if you will. It is great because we get it closer 20 impact occurs opposed to well after and the time it takes to design and build something. Being factored in as well, proportionate fair share is better for us. We are in that sweet spot right now where we been collecting proportionate fair share for the last three years. But develop mistakes four, five, six years for the larger developments. We are still collecting impact fees for projects approved and starting construction since that time as well as the proportionate fair share. Then we have to give credits for those proportionate fair chair projects. So you know, two or three years from now, those proportionate fair share zones may not have any impact fees coming in. We may be operating at a deficit at that point in time. For us to program a five-year -- anything out one or two years, utilizing impact fees is really tough to do. That's why we really don't look at that factor until we have the money in hand. Overall. And then, local option gas tax. We collect about five plus million dollars. The loan paying back in the South and for Williamson. North the pioneer trail. Impact fees, because each of the different zones collected. The bond repayment comes out of the impact fees if the money is there and you can see in this case. Each zone bond payment based on the amount of roads sections that were built using the bond money. That is how the dollar amounts are allocated. You can see what the current balance is for each of the zones. As we talked about earlier, zone four is in the positive by quite a bit. They did very well during the recession and we did not have a lot of projects going on in that segment. We will change that is much as we can. Proportionate fair share. You can see the different zones. This is not based in one year it's everything collected to date as of May fourth. You can see zone is by far and away collecting quite a bit proportionate fair share. Again it will be a negative we start talking the impact fees. Also grants you can see what will be collected for a particular project as well as the state legislative appropriation. That said, how do we pay for things otherwise?
SPEAKER: That's my problem, I got the short straw on this one! Probably because I'm leaving in less than two years. I appreciate -- looking out for me and offered me a job somewhere else. As it relates to funding, do we have a problem? When the transportation consortium looked at it as George knows, probably 10 years ago it was probably yes. Do we still have that problem according to the voters? They may say no because they did not pass the sales tax. We have several options that we brainstormed that we wanted to discuss with County Counsel to see if there's a particular direction you want us to move forward with after several options that you want us, multiple options. The current is do-nothing, the status quo. Collect 5 million local option gas taxes, impact fees very variable, it depends on the economy. If it's good like it is right now a lot of homes are being built, businesses are being built. We are getting a lot of impact fees. The economy goes into recession like what happened that will remember, we not being able to do as much. One of the things we talked about or discussed was do we do another Road bond? 70 million at 2.75, 20 years. It's more than 65 million we did previously. Annual debt service about $4.6 million a year. We have these numbers from --
SPEAKER: He took the checkbook with him.
SPEAKER: The other thing we are looking at we just got a set loan for the DeLand, phase 2 north of DeLand is a project by project basis. To maximize money for the bond, paired up with a set loan sensor to pay at least 25 percent? And again, a trip eligible road, one of the good things we did when we were looking at regionally significant roads for the -- unlike other Sony counties that said we had five or six regionally significant roads we said hey, Lester everything in if it's a arterial road supporting the highway state highway system should be eligible. We are billed -- better off and so much that we can find a multitude of roads. Whether the state will say our collector roads are -- as interstate roads, maybe a high bar but if we say Williamson which serves as an ulterior or alternative parallel path to 95, if I-95 closes, Williamson Boulevard should be the one that should be widened to serve as the detour route. That might be an excellent opportunity. The other thing we looked at is going back to Florida legislative -- index local option gas taxes. The definition of insanity is mine. We've been doing that for how long now? And based on the current culture of no new taxes, it may be a hard sell. But do we have -- work to our professional organizations, looking at an amendment? Do we think outside the box? Get Morgan Morgan, who knows! So state and federal are indexed. Do we look at a vehicle mile tax? The state currently looking at that partnering with the Southeast region which would include electric vehicles. Question about that is how we been doing with the cities, what is the distribution? How much will go towards state roads, county roads and city roads. It will be interesting to see what comes out of that. The other thing is electric cars 28 states have ready passed legislation collecting the fee, flat fee per vehicle. Is it something we start talking to state legislation about? Those cars and batteries, -- they are doing more damage on the roads right now they are not paying for any fixing of the roads. Add a user tax them because they don't pay anything. And then we looked at local alternatives. Do we go back to the public and look at infrastructure sales tax? Again, most say summers paid by the tour since about 19.7, 19.8, estimated being the County portion. Splitting it with the cities. Or if we don't do that, remember, I'm the messenger. Just bear with me! Looking at dedicating ad valorem -- it amount of sales tax millage will be up 24 922 I don't know how much that would be for median household income. Those are the different options we brainstormed. We do not think a special assessment district countywide would work. Thoughts, concerns? Want me to leave?
SPEAKER: (Away From Microphone) Do you need me to repeat that? I like how the last bond was handled. Money is cheap, probably cheaper than it was at that time. So you know, to me based on what is represented there, that would be the best option.
SPEAKER: Even if you do that, you're still in a sense, during ad valorem because the citizens will pay the bond back.
SPEAKER: That is true, but you could do look much like we are now payback with impact fees technically guaranteed by the gas tax. And given the variability on the impact fees, it's one of the reasons we like the bond so much. Yes, you have periods where the economy slows down but it actually works to a certain extent in your favor because you have money in the first place. Now your buying power improves. So even those periods it works out as a positive for the county.
SPEAKER: Would you say the, on the first bond that you took, was it 65 million?
SPEAKER: Yes sir.
SPEAKER: You and it probably getting 85 or 90. It compensates for the interest in a sense. Okay.
SPEAKER: Brian is not in the room so I can say yes.
SPEAKER: The buying power which we talked about and on top of that, what John mentioned, having money to leverage as well. Andrew leverage that money with trip grants mentioned so we probably did in excess of $100 million of work between the buying power portion, certainly with leveraging of other monies.
SPEAKER: Do we feel the sales tax is a dead issue? I know Seminole County is two if I remember right.
SPEAKER: I think the public made it very clear where they stand on it. I don't think the public has done a 180 at this point. I don't think it is something we should rely on.
SPEAKER: Seminole -- I remember being twice what we were going for. I don't know if it was a problem that was not well communicated. I went to some meetings and some people there really did not have a grasp of the facts and didn't seem to want to have a grasp on the facts. And they seem to be the loudest people. I'm not sure how to counter that. But to me, something where outside of the county, people are paying for one third or more of it, sure makes a whole lot more sense than her own citizens paying --
SPEAKER: I mean, I did not see it as one or the other, frankly. And I don't think that there was an overwhelming vote against, especially my district. My district voted for it. So, considering where we are today and what those conversations need to be. I mean, I think it is still worth the conversation. Because I don't think it was overwhelmingly voted against. I think those that were against, were against. For the reasons that they were at the time I don't know. I don't know that they still exist.
SPEAKER: They will complain about the bad roads.
SPEAKER: Well, the need to still there. I kind of like where Barbara is I was looking at the road bonds. It did work out well and has worked out well for us. And it does give us the money to leverage. The sales tax, I wish that we could've passed that, the need is there. And I just -- I, you know, if the way it was sold was not proper or did not go over well, maybe people didn't understand it. You know, I don't know if there's a way that we can resurrect that to get them to understand. These are roads that need to be done and it will be paid some way. If one third of it could be paid --
SPEAKER: If sales tax will be brought back up it has to be a citizens led coalition. Not a government coalition.
SPEAKER: 100 percent.
SPEAKER: That was one of the biggest problems we had with that. The Chamber of Commerce, the business community and citizens will have to get behind that.
SPEAKER: That does not mean a CEO lead commission. It means an actual citizen lead commission.
SPEAKER: Correct.
SPEAKER: A big difference.
SPEAKER: Correct, my first thoughts.
SPEAKER: I did want to mention one thing that Brian did say about the road bond. He did to the county was very healthy, the financial situation and if we needed to wrap the current bond into a new bond we could easily do that.
SPEAKER: Can we trust that? He say it and then he ran! (laughing).
SPEAKER: He also mentioned that we get enough in impact fees right now we could pay the bond off today. Instead of waiting until 23/24 and just move forward with a clean slate without having -- to pay the interest. With regard to the sales tax, one other thing we were considering we put this back on here. Last time a large portion of parties were geared towards adding capacity overall. With our system we have money, you gas taxes earmarked directly for capacity projects. The other road projects that we put on their, sometimes safety projects and sometimes they're just upgrading a road to current design standards. Those projects don't really receive any set funding except as part of that small amount we give ourselves for safety each year. One of the things we could do as part of any sales tax would be understanding that a lot of people don't want to pay for is that they think are tied to the government or caused by development. We have old mission, financial, LPGA East, several of the different rose that need improvement to come up closer to today's safety standards that we cannot really fund without long-term piggy banking so to speak. Pushing more of those, recycling or resurfacing program, doing 5 million a year. You know, with the asset that is worth as much as that is, we really should be doing more. We take the worst roads and do them each year but you know, the cycle we are all will keep falling farther and farther behind. You're doing sales tax they will be certain things that would certainly recommend at this time around to improve the road system for everybody. Not just the perceived capacity improvements for developers.
SPEAKER: Have we talked about anticipated infrastructure dollars coming down from the Fed?
SPEAKER: We have contemplated that. This at this point is not -- it could change any point in the process overall until it is approved. One of the things we're worried about is that there been discussion about changing the standards with regard to flood plan in particular. What are the requirements we've heard is that because of so many issues with flooding over the last three or four years, that they are talking about not just going to keeping roads above flood elevation the way to raise them in the three feet above flood plane, but the 500 year floodplain and I forget what the third one was but it was equally bad.
SPEAKER: Has federal lobbyists, have a present or provided any information on this?
SPEAKER: I don't know far lobbyists are reading all the trade publications for organizations. We know that there is disagreement between one side of the chamber and the other side, and we are just waiting to see what filters out. As it relates to federal funding, we all know, be careful what you ask for. You have to have money to get the federal dollars. Usually, if it is the TPL processing a 12 1/2 to 25 percent. Matching dollars to get the federal dollars.
SPEAKER: So the bond would still be --
SPEAKER: It could be.
SPEAKER: But could we get feedback from the federal lobbyists what the status is?
SPEAKER: Sure, we can. And we will as part of the process. But John is also right, we are tied in with several other organizations that you know, have a direct line with FHWA and Department of transportation also helps us with that. Most of the time, federal money flows through the state to us. I will also caution they were touching on you know, when you federalize a project, if it's under current standards, typically it has quite a bit of money. So there is a sweet spot in there, they have to fund a certain size and percentage of a project. Or it won't be really us worth doing it because of the extra requirements like raising the road or other things that they may require. Us to do.
SPEAKER: The resiliency standards were updated, we always considered federalize a project your increasing 35 to 45 percent.
SPEAKER: If you're not getting a good match, you might just be adding a lot of work and not really you know, gaining. Just something we watch. I will say, maybe like in some of the federal monies, that we just received through the COVID crisis, there were less strings. So, we hope that is the case.
SPEAKER: Hopefully that is the case again. I think we also have representation as well, local representation. I still say we have got to ask for what we want and accomplish what we need to do.
SPEAKER: Sure, we've even had teams you know, various times through the years, we have gone to Washington and we've been part of trying to streamline some of these rules.
SPEAKER: We should be doing that every year.
SPEAKER: That is when we were invited.
SPEAKER: While we are in the transition period, for whatever it's worth, if they say no, then it's you know, you know how I am with that.
SPEAKER: Very good.
SPEAKER: What the alternatives might be.
SPEAKER: I was going to say, we will take the options and will do the roadshow going up to the public talk about the five year program. We are about two thirds of the way done with infrastructure. I will give the rest over to Ben before he falls asleep.
SPEAKER: Warmer question. In doing the bond, where would we be at in terms of critical list?
SPEAKER: Part of doing the bond package, we do actually have identified a group of projects and cost associated with them and then, we haven't done anything -- we haven't done anything along those lines.
SPEAKER: What I'm getting at is it would certainly put us --
SPEAKER: Yes ma'am.
SPEAKER: I just wanted to add to the sales tax argument. I think the biggest issue that was had with that was perception that I happen to believe was based in observable reality. And that was, the money was not going to be used to maintain the roads that people are struggling with every day now. But it would go to, we are pushing all of our expansion, housing developments, new retail developments out further and further west. And it will all go back to these new developments which add new roads. A lot of new roads that immediately get turned over to you three to maintain. And as the struggle of, how do we pay for these roads then? I think, one of the things, there are couple of things that it brings up. One is the way that we grow and I think we are going to have to get to a point when -- because here is a profession of registered on don't want to raise taxes to pay to help a developer. That's a perception, right or wrong? Help a developer to expand and make a lot of money. I just want my red maintained. Maybe we go to a system when the developmental -- developer was to come in as part of a negotiation, zoning change or a plan change, instead of building all of the roads, and handing it town the County manager as, now maintain them forever. You build the roads, you maintain them. And I know that that is its own set of problems. But we have to find ways to make roads pay for itself instead of making these roads paid for by the people that really live here. Growth needs to be productive. He needs to add to the community and not drain. Did you want to interject?
SPEAKER: Yes, just point out that Reshma Judith roads, growth is considering within the city boundaries. We don't get many subdivisions. We have one in the last two years is under construction right now.
SPEAKER: That's what has to -- true, --
SPEAKER: Also if they looked there was a road program set about what was going to be done. You know, prioritized and most of it was upgrades to roads that we had.
SPEAKER: In Deltona, all the things you listed there were, not anything, not a lot of new stuff it was taking care to the roads that were just existing. I'm not sure where the thinking came from that was going to be offered to developers. In Deltona we communicate very thoroughly that we've got Rosa just need to be resurfaced and things of that nature and that was the bulk of things in my district anyway.
SPEAKER: I think it was just probably a trust factor. We have to regain the public trust. I kept hearing the road to nowhere that weaves in south extension, how productive is that? What is it bringing in? One of the things I'd like us to do, you know, we would have to get Council action on this. I'm going to make an enemy here with big John because he's not here to defend himself. But he told me last week that he had not paid a gas tax in four years. You know why? He drives an electric car. And when I said yes, we need to do something about that, -- I will make two enemies. I think that we have to approach it from a legislative standpoint. That there is something to be done because every car manufacturer says, that is where they are going, that's where they are heading. If they're not paying for the roads that they use, then we are all covering that FOR THEM> And I don't know if it is possible or wise, even if the state does not do it, can Volusia County impose electric vehicle fee, which probably means I will go to Seminole County to buy their electric vehicle and our dealerships lose out. It's probably not a good idea but we have to look at it.
SPEAKER: Were we asking people to go to electric cars? And incentivizing them to do it? To me, again, we are in that transition period, right? Nobody was driving electric, but we have to go that way so here's an incentive to do that. And you will not have to pay tax. At least now, right? But now we are like okay, now we have to offset the gas tax. So, how do we find the balance of getting people to make the transition to the other mode that we want them to go towards? Without penalizing them.
SPEAKER: One thing to remember, this isn't just a Volusia County problem or a Florida problem. This is a national problem. The feds, the state fund a lot of road projects on the gas tax.
SPEAKER: Right, it is how the system is set up. It is how the system is set up overall but it's like, you keep trying to transition people to solar but the impact overall, somebody has to pay for it one way or the other. And like councilwoman Post always says, we have to decide who we will be and what we will invest and how we help people go where we need them to go and to another will always be a cost. There's always going to be a cost associated is just balancing you know. So big John is right when he got to electric and took a tax break and took advantage of it. But now how do you pay? Not to interrupt you.
SPEAKER: No, that's --
SPEAKER: That is where people are.
SPEAKER: That is a good point.
SPEAKER: We want them to go in that direction to stop polluting but, what is the balance?
SPEAKER: Now we have a tax collector we will just put it on the licensing of the vehicle in the county. Just teasing!
SPEAKER: But if manufacturers are going like did not -- didn't Ford say by 2025? I think that is in effect, going to somewhat take care of itself. Since we are not the only ones, we are not the only county or state I think it will take care of itself. I believe very quickly.
SPEAKER: We have three plug-ins for electric vehicles across the street. Learning mechanism, are they paying any tax for that?
SPEAKER: Yet, they are free. As of right now. The same idea --
SPEAKER: Incentive. Incentivize!
SPEAKER: You drive a four wheeler?
SPEAKER: Of course electricity comes out of thin air. It's free.
SPEAKER: I'm not buying it for electric --
SPEAKER: You don't need to build fossil fuels to get electricity thus the stupidity of the whole thing. But that's just me. (laughing).
SPEAKER: I was going to say we did ask legal whether or not Volusia County could charge a fee for electric vehicle. Whether the state would consider a tax. And if they like to address the issue. That's twice on the federal legislative action.
SPEAKER: This is national attorney appreciation day! (laughing) (inaudible).
SPEAKER: What did you say that lawyer appreciation days was?
SPEAKER: May 30 second, -- John did ask us to look at that. We looked at the, the way the other states had been implementing it. And prevailing case law. It is our opinion that if Volusia County implemented a fee on electric vehicles then more than likely it would constitute a tax on those kind of products and therefore, must be approved and -- authorized by general law. That's why we want to go to the state legislature to allow the government or the state level to authorize and implement that kind of electrical vehicle fee to be used towards road maintenance. There was a kind of case on point in the city of Orange, where the Florida Supreme Court said that there vehicle assessment fee, that only applied to develop the properties, they tried to set the fee up in the Supreme Court struck it down and said no, the way that you are doing it is more of a tax rather than a strict user fee because the only differentiation with developed and undeveloped property was that the person bought a developed property continued to pay an annual fee on top of that. They struck it down and said that if you want to do that, you have the legislature to authorize that fee structure.
SPEAKER: I like to make it clear that although I'm sitting at this under the table and not an attorney. Nor do or not -- nor do I agree with what they say.
SPEAKER: Nor do you play one on TV?
SPEAKER: Legislature has reprinted local authority over taxation. I think as you noted, there is more more electric vehicles on the road I would imagine that would have to be policy consideration.
SPEAKER: The department of transportation would not exist without gas tax.
SPEAKER: Is consistently about let's find some actionable here. In the case, let's hold that little bit because we have to address it. I mean, we have to! There is no -- people are losing out of way too much money outside of Volusia County so this is absolutely going to be addressed.
SPEAKER: Will be there to support them when they address it.
SPEAKER: Let's focus on the actions. (laughing).
SPEAKER: Unless anyone has anything further? On road funding we will talk stormwater. Just real quick some of the assets the county maintained stormwater assets. We have got quite a bit, 154 miles of open channels, a bit of roadside ditches, almost 10,000 drainage structures. Over 200 miles of storm water pipe, and 270 different retention ponds that we actually maintain throughout the county. Next to the numbers is the percentage of these assets that are actually in the unincorporated areas. Stormwater assets in the corporate areas are generally associated with thoroughfare roads, transportation related stuff like that. Something we have been working on a bit lately is the water quality projects. Some recently reported once our thorny -- Thornby Park and Lake Beresford. Those are tied to management plans and they are intended to meet obligations as far as reducing requirements. And upcoming, we've seen this a few times, we have the Gabordy canal and aerial canal projects. These are some projects were excited about that will be going to construction soon. And they will have significant impact on the water body. Something has come up in the last few years on the stormwater side, resiliency and water quality obviously. You know, resiliency in terms of high tide events, sea level rise, but not just those things. Also, more intense rain events that we have seen when -- that could affect water levels in the St. John's River with communities adjacent to that that are affected by the rising waters are constantly looking at ways to make our stormwater infrastructure more resilient and also provide better quality water in areas. And then one of the main things we've always been looking at is structure or flood prone areas. We are some structure flooding is some of the areas related to St. John's River, we have storm events, Miller Lake and -- are ways -- knock them down, either retention ponds or increase the size of existing Lake area to provide more capacity. Then we have the Breezewood, we have some instances of structural flooding, this is something we're looking at and trying to come up with a solution that will help the issues. Then kind of tied to resiliency and high tide events, roadway flooding. we have Skockney Drive, Ormond Scenic Loop and stone island. These are things we need to address. Frankly, solutions to all of these --
SPEAKER: (inaudible).
SPEAKER: Lake -- is part of the chain of Lakes eventually connected to -- there is a, those legs are all interconnected and all via canal that goes to a small lake called Lake Miller. Not the one I was referring to earlier. That falls under 92 and goes direct. The canal coming out of North Lake -- is maintained as part of the waters of the state. There is some concern that it hasn't been maintained, there are some trees and blocking the flow out of the lakes. You all have seen the emails about how we reached out to the state and talk to them, let them know about the resident's concerns. At the end of the day, it is state maintained waters we reached out to after BC, DEP, water management to let them know the concerns. I've gone online and you can go to water management District, there is a lake level chart where they have a monitoring station that monitors levels of the lake. I've looked and it doesn't seem to be flowing out as fast as it has in years past. We are continuing to reach out to the state.
SPEAKER: (inaudible).
SPEAKER: Yes, Senator Wright I believe has been corresponding.
SPEAKER: (inaudible) (Away From Microphone) SPEAKER: Yeah. Yeah. Yeah.
SPEAKER: (Away From Microphone).
SPEAKER: Those waters fluctuate. There are issues with lake levels being too low and then they come up, Deltona is the same way. We've experienced a pretty wet period the past couple of years. And you get those extended long rain event second because that. It's constantly fluctuating caress of the county is full of closed basins. So you know, their giant bowls. It comes in and it doesn't have anywhere to go.
SPEAKER: (Away From Microphone).
SPEAKER: Orange city, your document Miller Lake or --
SPEAKER: (Away From Microphone).
SPEAKER: Right. (laughing).
SPEAKER: (inaudible).
SPEAKER: Yes, that is when everybody -- yeah.
SPEAKER: (Away From Microphone).
SPEAKER: I reached out to the entire state delegation on that because the level is rising. I mean it is not huge but it is rising. And it is rising enough that the homeowners who are, who are very reasonable people, they are looking at if we have a hurricane or something, right now it is not our problem to clear the lake. What to clear that little canal. I wish it was almost because it is not that big a deal! It is not that big a canal. But if it floods in the property flood and the road flood then it's your problem. And our problem. So I'd really prefer to avoid that now while we can with a simple -- I mean, I've been up there on a boat. The homeowners took math and showed me to it. Showed it to me and, is completely clogged with weeds and trees and muck! from spraying weeds to go to the bottom and now it used to be a 20 foot deep canal, now is a couple of feet deep. So, --
SPEAKER: (Away From Microphone).
SPEAKER: That is what your appointment Jerry -- has said! (inaudible).
SPEAKER: But yeah, to your point, looking at those lake levels, I went back and I looked at periods where the water stays over that and then you can look, you can see the daily rates as it drops, as the lake level drops because it is flowing out. And then look at now, it is not flowing out as fast, that's an indication that there is an issue. And then real quick, just talk a little about how we fund the stormwater operations. In the unincorporated areas in unincorporated Volusia County we have a stormwater utility fee. We don't charge the fee to incorporated parcels. Many cities, not all, have a similar fee. We've been very successful in getting grants for construction for water quality projects. Mostly from the state, with a grant from the Indian River counsel. Two more activities in incorporated areas which are generally tied to transportation for the gas tax and then, one highlight of this one thing because it is not something a lot of people number 136 miles on the east side are actually maintenance is paid for out of -- these were canals and ditches that were dug initially to reduce the mosquito population due to the flushing in and out of the canals. As urbanization has increased on the east side of the county, the ditches have become homeowner conveyances for the system. Systems within the cities. A large majority of incorporated stormwater systems discharged in these open channels and eventually work their way to the Halifax River. Where the Indian River Lagoon. But it is important to note that $700,000 in mosquito control approximately, -- when it comes to drainage operations. I'm sure a lot of you have got emails. Canals, they are concerned with to your point about wishing it was us. We got there if we get a request and be take care of it because we want to assure the canals, we don't want anyone to be impacted. Focusing on a stormwater utility fund. Initially was established in 1993 or $30 a year. In 2005 counsel commission rate study recommended $96 per year ERU, it was a phase in approach initially raised to $72 in 2005. It is still $72 today. Just look at consumer price index is and taking into account increased construction or anything like that, in order to replicate that $72 a purchasing power in 2005 you have to spend about $100 today. Inflation alone, there is a significant decrease in buying power associated with that fee over 15 years. When the fee was raised to $72 and the study was done, the main focus, 2005 this is after a lot of flooding. The main focus was just flooding issues and maintain the infrastructure that we currently have. Since that time, we still have to maintain infrastructure. We still have flooding issues, not necessarily -- more resiliency related situations and things like that. We also have the increased regulatory environments associated with water quality. Basin management action plans, -- TMDL, -- these are places where Volusia County has a requirement to reduce loading. In order to that we've identified 11 million dollars in projects. So what we do is get them ready and tell them is tied to this plan, we have it ready to go. And we have been successful in getting grants that way. You still generally speaking have to have around 50 percent match of the projects. We are figuring $2 million plus designed and permitted them 50 percent of construction cost on hand. What we are recommending is it's been 15 years, an updated rate study to take a look at the different regulatory requirements, impact due to resiliency as well as maintenance of existing systems to see if that fee is good to accommodate. I'm happy to answer any questions. Otherwise this is kind of the end of the presentation! (laughing).
SPEAKER: Septic to sewer, business district going from DeLand to Orange city, to me, orange city as you know, the Springs, I mean the whole impact. So, sometimes I see that there is septic to sewer dollars in grants. That might help. And I'm interested how we can help them help themselves along the corridor, especially 1792. I think we have some County area in between there that we are also accountable for. So how do we have that partnership relationship between DeLand County, orange city and help create the small business corridor where we can do business like it should on the sewer system and not septic?
SPEAKER: I have a little bit of experience with orange county. Orange city I'm sorry, orange city. But yeah, the entire corridor including the City Hall, their plant, septic, they've instituted CRA to get money to fund some of that but orange city collect all the wastewater and it sends it to Volusia County to treat. I'm sure there's a place to partner based on that. And obviously, it's a heavy commercial corridor they're looking to develop. Having centralized sewer would be a huge deal. That money that we get stormwater money from, nutrient reduction, those kind of things, septic to sewer is something that has a big place we can reduce nutrients so it's a place where we get money for stormwater, something. But of course we talked about this in briefings. I have not had a chance yet to get with Mike Ulrich but Mike has been a big partner and we have done things the last few years such as, there is redundant systems, or systems where I should say consecutive systems. We are down at the end of the line and we've had something, turned it over to them and the associated revenue to consolidate and make their collection system a little bit more feasible and profitable. We are doing things like that, other areas we try to clean up the map so to speak around the service area and service equipment. Again, trying to help them because we are at the end of the line. -- For the sewage to be treated. We will continue that and Mike again we know is very helpful and good with helping get monies. And that is one of the approaches we've taken with the cities both East and West. Instead of just competing against ourselves, we have tried to rank some of the projects on a regional basis, so that Deltona can get a project through and we back off on a particular year. Same with orange city and the east side, we work with those cities as well. Those that are ready, a project like we were talking about we work together and usually put that towards the top for each city does. So again, we can kind of make the dollars coming to Volusia County, go a little bit father. By kind of waiting your turn, based on where we are with our project, and that's why it is important to be ready to go. Because a lot of people nail down those monies but not really ready to go and then they get delayed and engineering and permitting. You're really just tying up money maybe to someone else that could have been had. I know that corridor is a big priority, that is why they did come in and asked the Council, and the Council granted them the ability to do utilities in their CRA which is not given to everybody else.
SPEAKER: It will take them 10 years to get to.
SPEAKER: That does not generate -- right.
SPEAKER: That's what I'm saying, what can we do --
SPEAKER: But they do argue more and more revenue as they expand into the utility, which is really the true source of you know, where the revenue should come from. From within the utility itself is much as possible.
SPEAKER: I'm just planting that seed so that we can make a difference. Thank you.
SPEAKER: All right, that is as far as what we had to present. We will go on out, we talked about the road program. To get further input and get back to you. It will come a point when we look at how we will complete this and again, it will be more discussion about funding options. Should we take out that, this type of decisions will be coming forth. We did not mention, and I will try to get, we have information we can push out and talk about some of the infrastructure projects. Like the building area. Probably the you know, we are ready to go, we have a way to fund the final part of the medical examiner's building that should be getting ready to go here shortly. But after that, you have work on the jail, that's always at a point that needs rehabilitation. We've had some of their projects, on the capitol projects us for some time but probably looming one out there is what to do with regards to the courthouse so that is I thought it's a separate discussion. That has to happen but, it will take some time and again, we have some information together together to get out to everybody about that. Again, that will be something that very large-scale project and would require almost certainly, borrowing money. We will bring that forth.
SPEAKER: I was in the restroom, was an discussion on the stormwater fee.
SPEAKER: At least we could do the study think will be in the direction, if we can just go ahead, this year and study that would set us up for what we need to do in the future. If there's an issue that I will bring that back though. As an item for you guys to actually vote on.
SPEAKER: I like to make a comment on the sales tax. Because we keep bringing up the sales tax. And it's everywhere I go now. But I'm still hearing today, you know that, the general message that keeps being put out is that the public didn't understand it, if only they'd understood what they voted for, they never would have voted that way. You know, we had amendment 10. It was basically the same thing. People voted on amendment 10, and afterwards a lot of people came back and said, if only you knew what it was actually about. You never would have voted that way. Those are not the messages we need to put out to the public. We can all see now that amendment 10 was not the end all destruction of Volusia County. And that it is okay but beyond that -- (inaudible) (laughing) you think will be the downfall of Volusia County? No K okay, from your lips to gods ears, Reverend. Well -- I think it is important that as a counsel we are thinking about the message because we are continuing to provide the same message we talk about the sales tax. And you know, chairman Brower brought update Williamson extension. That was going on at the same time the sales tax was going through and is called the road to nowhere! We are still paying on it. I'm looking at $1 million for a bond that we are responsible for for the road to nowhere. And when in fact, at the same time, critical infrastructure lists that we were looking at. I heard today that we have you know, we had lists that we laid out and all the cities had their lists, everyone had a list. The message at the time was, you know, we have the lists! Here's all the critical infrastructure around the county. In all municipalities and in the county and if you just give us your money, we will take care of this. And there were citizens in the community who not needing to get into, not needing to know anything about anything, a person can look at the lists and say there is no way it will be able to be taken care of. With the sales tax money. All of these things. If you would come to them and say you know, if you give us your money, a and B will be taken care of. Then it makes more sense, right? But when you lay out everything and say it will be the magic you know fairy dust thing and just give us your money. That is not what the public wants to hear. That is what we are continuing to say. And that is what I keep hearing about the sales tax. We talk about other counties that have tax, more tax than us, those are counties also have higher levels of various other things that we have. Higher median incomes, they have, you know higher number of a lot of things. And we are in the top 10th and 11th landmass population in the state of Florida. And you know, until we get to that point where we in the top 10th and 11th and all the other things, I don't think we should be top 10 or 11 in tax. I just -- I just want to put that out there because it is a continuous discussion and evidently going to be a continuous discussion and I think it's good that we are having the discussions. I think the bond is a great place to start. But continuing the message that the public just doesn't know what they're talking about. It is not the way to go because that is not going over well and it did not go over well.
SPEAKER: I do think that should be the message either. I think clarity is needed because what the chair shared earlier, about the understanding that the funds would be tied to new roads and new dollars that would be covered by developers. I think there must be some misunderstanding because I never heard that messaging thus the first time I ever heard that. And to me, I believe the chair was very connected to you know, the people who were against it, right? And was hearing a lot of the concerns from the people. So, I think there is a disconnect. And I think it is about messaging. And you know, like we said, I think it would really take advocacy from the public, about what they want just like we had with echo and it has to come from the ground level. That recognized, we need infrastructure, where we need it, how we needed and what they're willing to put their dollars two. Remember, the have and have-nots have said this, right? So everybody needs to have input. And it needs to be across the board and not from the top down. So, I'm certainly open for us to have that discussion. Westside supported it I'm sure they will support it again because we have not been invested in and we deserve it. We deserve the investment. And we're willing to put our dollars there and we need the others to come on board so we can get something done.
SPEAKER: Is very important to us as a counsel, that we are all on the same page because you know, before we were discussing the sales tax, you know, I am seeing less of critical and near critical infrastructure. Especially LPGA, see John Nicholson here. And we have these lists, and the sales tax monies, you think would go to those lists. And then we have the municipalities coming up with list. Two people who were on counsel, who are not here anymore, so you know, working to get roads, a road from Oak Hill to the space center. And having those, when I go to meetings with DOT at the state level or federal level, and I found that the meetings are happening, you know, and so that means that we are going to be putting money into those, it's the and when you think about one mile of roadway, and how much that costs, and when another with critical and near critical infrastructure, I can't get on board were know that in the back when we get people working on the roads to Oak Hill, to fund all of that, where is that money coming from?
SPEAKER: We are here today, we can't deal with what it was. We are going forward.
SPEAKER: But this is my point. So, that transfer that information was not put out on the surface. And so, it is those kind of things, it is very important that our counsel is all on the same page and that we don't have people working you know, to build a road from Oak Hill to the space center or to build up Oak Hill or do all of these other things when we've critical and near critical infrastructure. We are telling the public that this is where your money is going to go. I'm not willing to tax our citizens when I find out that is not where our money is going to go. If in fact, we can all get on the same page, and lay it out, and I know that it is going to a certain project, then we can have the good discussion about it. But those are, let's be real, that's what's been happening. And so, we having more and more discussion about the sales tax and it is very important that we are you know, we'll talk about transparency and all of that and that is what we need to be if we are going to talk about the sales tax.
SPEAKER: I agree. But there is a reason why there are seven of us. Right? Because we have good conversation because we don't all agree. Right?
SPEAKER: I never heard about those meetings on the dais. So that's what I'm saying. There meetings, they need to be out and discussed and on the dais and all of us need to know that there happening.
SPEAKER: Well, but you just said that you were talking with the state and federal as I do too. I mean, we all have those conversations. Each one of us represents a different area. So, I think each one of us are going to have a little bit of a different message. Of what we feel in our area is needed. So you know, I didn't see the Oak Hill -- class are not sure where that came from.
SPEAKER: Let's wrap it up. I don't mean to stifle conversation. This is what we were here for about, let's leave this message with the public. We did not solve everything with infrastructure today. You can't. But what we heard is that we know what we are looking at in the future. We may not know how we are going to pay for it. But the most encouraging thing I heard was that you guys are going out on the road to take it to the public, to get their feedback and Tadd, don't go out thinking they'll take everything that's wrong. They will not. It will just give their opinion -- they are the ones fighting the sprawl traffic and flooding every day. I -- I'm really encouraged to hear that it's what you're doing. I'm not surprised but encouraged. And I would like to have the schedule when you go, I would like to join you. Not to say anything, but it's possible I could shut up and listen. I want to hear, we are all elected to represent the public. And so, I want to hear the public says to you. And also, I like to think the deputy for protecting us from John Nicholson and wild Tim Cameron. Who apparently, neither of them wanted to speak today. And I don't know if there was any other public here but, there was public input. So with that, Deputy, would you like to suggest we adjourn? (laughing).
SPEAKER: Motion to adjourn!
SPEAKER: Thank you.

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