



## **Roundtable of Volusia County Elected Officials Meeting Minutes June 10, 2019**

### **CALL TO ORDER - 12 p.m.**

The Dennis McGee Room of Daytona Beach International Airport (DBIA), 700 Catalina Drive, Daytona Beach, Florida.

Those attending included the following Roundtable members: Roundtable Chair and DeLand Mayor Bob Apgar; Roundtable Vice Chair and Volusia County Council Chair Ed Kelley; Daytona Beach Shores Mayor Nancy Miller; DeBary Mayor Karen Chasez; Deltona Mayor Heidi Herzberg; Edgewater Mayor Mike Thomas; Holly Hill Mayor Chris Via; Lake Helen Mayor Daisy Raisler; New Smyrna Beach Mayor Russ Owen; Oak Hill Mayor Douglas Gibson; Orange City Mayor Gary Blair; Ormond Beach Mayor Bill Partington; Pierson Town Council Chairman, Sam Bennett; Ponce Inlet City Council Member Lois Paritsky; Port Orange Mayor Don Burnette; South Daytona Mayor Bill Hall; and Volusia County School District, Board Chair Carl Persis.

Others attending included Michael Booker, Daytona Beach Shores City Manager; Carmen Rosamonda, DeBary City Manager; Jane Shang, Deltona City Manager; Glen Irby, Edgewater Interim City Manager; Joe Forte, Holly Hill City Manager; Becky Witte, Lake Helen City Administrator; Khalid Resheidat, New Smyrna Beach Interim City Manager; Kohn Evans, Oak Hill City Administrator; Dale Arrington, City Manager, Orange City; Joyce Shanahan, Ormond Beach City Manager; Jake Johansson, City Manager, Port Orange; Les Gillis, City Manager, South Daytona; George Recktenwald, County Manager, Volusia County; Ben Johnson, Volusia County Council Member, At-Large; Barbara Girtman, Volusia County Council Member, District 1; Billie Wheeler, Volusia County Council Member, District 2; Heather Post, Volusia County Council Member, District 4; Fred Lowry, Volusia County Council Vice Chair, District 5; Larry Bartlett, Volusia County Property Appraiser; Lisa Lewis, Volusia County Supervisor of Elections; John Angiulli, Director, Volusia County Public Works; Clay Ervin, Director, Volusia County Growth and Resource Management; Glenn Storch, Attorney and former Smart Growth Committee Member; Brian Rothwell, Activity Project Manager, Volusia County; Abby Johnson, St. Johns River Water Management District, Intergovernmental Coordinator; Jim Cameron, Senior Vice President of Government Relations, Daytona Regional Chamber of Commerce; Betty Holness, County Council Liaison; Marja Kolomycki, Executive Assistant to County Manager; Jeff Crumbley and Gary Daniels, Volusia County Community Information. Taking minutes was Debbie Kelley with the County Manager's Office.

### **WELCOME & INTRODUCTIONS**

Roundtable Chairman Bob Apgar welcomed those attending. After standing for the Pledge of Allegiance, everyone in attendance introduced themselves. Attorney Michael Kahn, who is representing several Volusia County cities regarding the opioid crisis, had planned on providing an update on the national lawsuit. Unfortunately, he is not able to attend today's meeting of the Roundtable of the Volusia County Elected Officials.

### **ANALYSIS OF HALF CENT SALES TAX VOTE**

Lisa Lewis, Volusia County Supervisor of Elections, discussed the Election Results handout, which showed the breakdown by each city and each County Council district. She shared some interesting facts about the election. Osceola County had an election the same day for a sales tax surtax. Volusia County had 27.5% turnout, which is wonderful for a special mail-in election. Osceola County had 18.66% turnout, which included open polls and early voting. The interesting fact about the Osceola County election is that, vote by mail made up 62.36% of the total votes. More people voted by mail, even though there was early voting and open polls.

The City of Port Orange had a special election on April 30, 2019; in which 5465 voters cast ballots. Out of those, 4349 were mail-in votes. The city's special runoff election will be tomorrow, June 11, 2019. The Elections Department has already received back over 5000 of the 10,000 ballots that were mailed out. More mail-in ballots are expected today and tomorrow. The turnout for the special election was 12.4%, with 79.58% of that was vote by mail.

Overall, Ms. Lewis felt the Half-Cent Sales Tax election, was a success in the way it was conducted. The ballots were sent out on time and returned on time. Ballot collection boxes were placed at each city and town hall. She thanked the Managers, Elected Officials, City Clerks and Administrators that helped and assisted with this. Over 1900 ballots were dropped off in ballot boxes, which people thought would not be used. There were no issues with the ballot collection boxes.

Undeliverable mail was a large stumbling block for this mail ballot election. With every election, undeliverable mail comes back, even when voters have requests on file. Mail ballots, vote by mail, and absentee ballots cannot be forwarded. Any other mail the Elections Department sends out is forwarded and follows the voter. Out of the 400,000+ ballots mailed out; 55,000 ballots were returned to the Elections Department as undeliverable or as temporarily away. The Elections Department expected approximately 30,000 returned ballots; the extra 25,000 was a surprise.

A discussion continued among Ms. Lewis; Ed Kelley, Roundtable Vice Chair and Volusia County Council Chair; Chris Via, Mayor, Holly Hill; Russ Owen, Mayor, New Smyrna Beach; and Mayor Apgar.

Mayor Apgar thanked Kent Sharples, Joe Yarbrough, Cindy Ritchey, individual members of the CEO Business Alliance, and the Elected Officials Roundtable members for the time and effort they put into the proposed Half-Cent Sales Tax initiative.

Bill Partington, Mayor, **Ormond Beach**, provided positive comments, saying each city and the County now have a priority list, which is very well vetted for future projects moving forward. Also the County and all sixteen cities worked together on an issue that is important to everyone.

Don Burnette, Mayor, **Port Orange**, felt many people did not vote against the sales tax for infrastructure needs. He felt they voted against the cities and County elected officials.

Heidi Herzberg, Mayor, **Deltona** said elected officials need to continue campaigning after they are elected. They should help their communities understand why elected officials and management make the decisions they do. Communities do not always understand the work, the complications behind the actual decision and why it was done. It is important for residents to ask questions and be able to receive answers to those questions. It helps build trust.

Mr. Kelley said the one thing he took away from this election is that less than one percent of the registered voters determined the outcome of the election. Elected officials need to do a better job listening to residents. There will never be a time when 100% of the voters will agree on anything. It will be much more difficult to try to educate all the residents and let them know what needs are there.

Mayor Apgar felt in some cases the educational process was not presented as well as it could have been. There should have been clearer examples for the public of exactly what the sales tax money was going to be used for. Some people said the legislature is raiding the lottery and that is the reason why local governments should not be allowed to have a fund for building roads and improving water quality. A better job needs to be done educating the public.

Dr. Kent Sharples, President, CEO Business Alliance, thanked Lisa Lewis for the wonderful job she did keeping everyone informed every step of the way and for providing accurate information. He thanked the cities and the County governments for all the help each provided. The Alliance was asked to step in and help fund part of the promotion of the program. The members who elected to do so were excited to help and were proud of the way it was conducted. Economic growth is job creation. Each of the cities and the County are devoted to creating better, higher paying jobs and will continue to do that, which will have an impact on infrastructure. He thanked everyone for letting the CEO Business Alliance to participate.

#### **~~UPDATE ON OPIOD NATIONAL LAWSUIT~~**

Mayor Apgar recognized Betty Holness, County Council Liaison, on her re-retirement. He thanked her for all her efforts coordinating the Elected Officials Roundtable meetings and wished her a happy re-retirement.

Ms. Holness said it was her honor and a pleasure to come back and serve. She enjoyed the friendships and fellowships. The citizens of Volusia County are very fortunate to have this group of leaders. She introduced Brian Rothwell, County Manager's Office Activity Project Manager, who will be her successor.

Pat Northey, former County Council Member and Smart Growth Committee Member intended to be in attendance, but had a family issue and was unable to be present.

Mayor Apgar said after today's presentations, discussion was needed regarding where to go from here. A decision needs to be made on what type of process to use, such as County led or facilitated. People can be told things were done in the interest of smart growth; but those in the immediately affected neighborhoods, may not see it the same way. If you relocate growth on roads that solve transportation issues, you will still hear from the neighbors. Many of those decisions are impacted by the *"not in my back yard"* syndrome.

#### **SMART GROWTH DISCUSSION**

Clay Ervin, Director, Volusia County Growth and Resource Management, said at the April 8, 2019 Elected Officials Roundtable meeting, he discussed what had occurred throughout the years in the County, in regards to *Smart Growth* efforts. In that presentation, it showed many of the goals set forth have been accomplished. Volusia County put in place a *Smart Growth Policy Review Committee*. As Volusia County Growth and Resource Management Director, he is working on some of the recommendations that came from the second group. Hopefully, some of the recommendations will be put into the County Zoning and Land Development Regulations. In 1967, the study *How Should We Grow*, initiated by Volusia County, discussed many issues then, which are currently discussed now. A series of discussions and coordination effects were put together between the cities and the County.

Everyone uses the term “pendulum shift.” One day it is “pro-growth,” then the next thing will be “slow-growth.” As planners and elected officials, when the word “policy” is said, it is almost like we are chasing the market. When the economy is down, it is obvious there is something wrong with the regulations; so regulations that are blocking economic growth need to be removed. When the economy comes back strong, we start feeling growth and having complaints from residents that roads are too crowded. Then we scramble to reign everything back in. From now on, we need to focus on what needs to be done to cut through the middle. A standard needs to be maintained, so we are not reactionary during the process of market adjustments. That will help the economic aspect. For someone working in the private sector they want to know what is consistent and what they can rely on. Also residents, can realize the rules are not necessarily going to change every five-ten years.

Mr. Ervin discussed the *Growth Management and Planning* PowerPoint presentation. He spoke about what has changed in regards to what local governments, cities and counties are able to do. This is not the same concurrency that was experienced 20-30 years ago. Now there is “Pay and Go,” which reduces the ability to actually so “no” to a development. We no longer have to prove an anticipated need. Capital improvement does not require financial feasibility. The review process has changed.

He discussed the differences between “*Concurrency Then and Now.*” In the past, there were five-year financially feasible capital improvement programs. They identified what improvements were being made to all capital and infrastructure needs. Now it is not required to have concurrency for transportation, parks or schools. A majority of the cities in Volusia County and Volusia County have kept concurrency. A few have added mobility for their downtown areas. The big issue now, is developers can come in, show their impact and pay for that impact. They don’t have to worry about the backlog. When the Community Planning Act was done in 2010, if a road was over capacity it did not matter. The local governments, have to figure out how to handle the issues. Individual developers are not required to remedy already existing problems. Developers identify their impacts, pay for them and go. That is why Volusia County has started utilizing “Prop Fair Share” and “pipelining” as the number one way of handling transportation needs. These changes also affect water supply plans.

The differences in the “*Needs Analysis Then and Now*” are, prior to the 2011 Community Planning Act; BEBR (Bureau of Economic and Business Research) population projections could not exceed the anticipated need based on population projections. In the past, if the number of housing units based on the number of persons per household could accommodate the projected population, you did not have the right to change your future land use to increase the density of intensity. Now it is not the maximum, it is the minimum, needed to accommodate your population projections. Now the population can be doubled or quadrupled through a comprehensive plan amendment to the future land use. There is no trigger at the state to say that is incorrect. Local governments can go through the VGMC (Volusia Growth Management Commission) process to voice concerns about it.

Regarding the “*Financial Feasibility Then and Now,*” prior to 2010, local governments had to be concerned about financial feasibility. Some questions were:

1. Can the local government cover and accommodate the projected growth that will occur?
2. What is the funding source?
3. Is it shown in the five-year and ten-year plans?
4. Is it consistent with FDOT (Florida Department of Transportation)?
5. Is it consistent with St. Johns River Water Management District (SJRWMD)?
6. Is it consistent with the local TPO (Transportation Planning Organization)?

All of the above elements had to be in place. It was a very, very detailed analysis that had to be done. In 2010, the change in the Legislature, specifically known as 163 (Community Planning Act), eliminated the need for that type of accountability. It's a double-edged sword, local governments have to make sure to have that capability at the same point, and many have known backlogs. If there was an effort to implement this right now, it would be one of the most difficult thing to do. Local governments are facing needs from an infrastructure perspective that do not always see a clean five year or ten year solution.

In *"State Review Then and Now,"* around 2007, local planners did not want the Department of Community Affairs (DCA) telling them what to do. Many elected officials felt the same way. In 2010, the DCA was eliminated. The Community Planning Division, was created within the Department of Economic Development, to replace the DCA. The Division looks at the plans; they will only comment if there are state issues involved. The restriction on the number of Large Scale and Small Scale Map Amendments that could be presented per year was removed. Local governments can process as many Comprehensive Plan Amendments as they need, which is not a bad thing. If an economic opportunity comes in and there is a need to respond quickly, the current status provides a better response to that.

In *"Processing Requirements Then and Now,"* the expedited review process has been shortened from nine months to three-four months. Before, comprehensive plan amendments were sent to DCA. Once they received them, they would be forwarded to different reviewing agencies, which was a lengthy process. With the shorter review process, it is a benefit to those who have to make quick responses in regards to comprehensive plan amendments. The change is a good thing. There is a much quicker process now.

One thing Mr. Ervin touched on with the Volusia County Council, at the June 4, 2019 County Council meeting, was something that is not necessarily connected to the Florida Community Planning Act, Chapter 163. It highlights some of the implementation tools from the past and some changes that are coming out of a proposed bill that has not been presented to the Governor yet. House Bill 7103, has been approved, but has not been presented to the Governor.

If it is signed and allowed to go into law, some of the issues local governments will be facing include:

1. Inclusionary zoning (percentage of affordable housing) will no longer be allowed in a development;
2. Will put in place a development process;
  - a. once deemed complete, local governments have 120 days to approve, approve with conditions, or deny the application, if a public hearing is not required;
  - b. if a public hearing is required they will have 180 days, deeming an application complete, which could be big issue;
3. Comprehensive Plan Amendments will be required to honor and vest all pre-existing development orders, this is primarily geared toward cities annexing property from the County;
4. Persons challenging comprehensive plan amendments must pay attorney fees and costs, if they lose;
5. Concurrency would be amended to address mobility fees and school concurrency;
6. Impact fees can only be charged for the amount of the administration, they cannot be used to make payment on prior issuance of building permits;
  - a. if impact fees increase, credits on account must be given full benefit of intensity prepaid (Volusia County gives a dollar for dollar credit, not a unit for unit credit);

- b. government agencies will bear the burden of preponderance of evidence;
  - c. if there is a challenge (if anyone says the impact fee is wrong we have to prove we are innocent);
  - d. impact fees must be earmarked to benefit new users;
  - e. impact fees may be waived for affordable housing, which is a good thing, in the past fees could not be waived;
  - f. clarification that water and sewer connection fees are not necessarily impact fees;
7. Allows a developer to use a private provider for plans examination and inspection.

A lengthy discussion ensued between Mr. Ervin and some of the Elected Official Roundtable Members.

Glenn Storch, Attorney and former Member of the Smart Growth Committee, just received a life-time achievement award for “Planning,” at the Florida Planning and Zoning Association meeting in Key West. He said he is not a planner and has never been a planner. He tries to solve problems by finding out:

- 1. What the community needs are;
- 2. What the area residents needs are; and
- 3. What the landowners needs and rights are.

The legislature provides landowners with much entitlement. That means, regardless of what people may think, growth is going to occur. It may not be the growth you like or be the growth you would like to see. It may not be the growth that encourages better growth that comes after it, but growth will occur. If it does not, we saw what happened during the Great Recession. One-third of the economy was dead. Businesses could not sell furniture, land, sod, or anything related to growth. As a result of that, the economy was affected drastically. All economic growth was lost during that period.

Since the Smart Growth discussions have taken place, investment has been encouraged. We want to encourage the right kind of investment and the right kind of development. Farmton is an example of that. The Farmton property was 59,000 acres, which was going to be divided into approximately 4,000 ranchettes, on dirt roads. By working together, growth was put where it was going to be, the economy was encouraged and 45,000 acres was preserved for free, which is now part of the environment. That will now create future economic development for a live, work and play area; which will be the future for Volusia County. That is the sort of development that is smart growth.

Redevelopment is being encouraged in many areas. Local governments can encourage smart growth and the right kind of growth, but they have to work together towards it. Currently, growth is in Orange County and Seminole County. If Volusia County does not grow properly, growth will go somewhere else, it will grow around us. That will create all the negative impacts of growth with none of the positive impacts of growth. The growth, taxes and jobs we are looking for will not happen. Those issues need to be looked at, because we do not want to create unintended consequences.

Smart growth should move and change as we go along. It should build the local economy without degrading the quality of life around it, which is the key issue. Investments, jobs, taxes and services need to be brought in. People want to have certain things in their neighborhoods without degrading the quality of life around them. Growth should not leave the land looking like a bombing range. Trees and areas that are preserved, enhance the remaining land. It enhances the experience and the quality of life for people coming to those areas, which is a good thing. Everyone has to work together, they have to work with planners, engineers and

everyone else. Growth that minimizes traffic congestion is a priority. Growth is a matter of how you put it, how you prepare for it and how you prepare the infrastructure for it.

Years ago, one of the major keys to impacts fees, was to go ahead, do the fees to help provide for infrastructure development, as growth is provided for. At the time, that concept worked well. The problem now is, there were so many deficits in the past that we can't keep up. Impact fees are not supposed to be used for rectifying other deficits. They are supposed to be used for dealing with actual impacts.

The proposed sales tax was supposed to be used to deal with some of the deficits that happened beforehand; to bring the County and the cities up to speed and to provide for that infrastructure, including both water and roads. Unfortunately that cannot take place now. There is a need to figure out where money will come from for the other infrastructure. Because an impact fee is a fee, it is based on an actual impact. Legislatively and constitutionally that is the only thing that can be done. If it is above the actual impact is, that is a tax.

The County and the cities need to figure out ways to work together to accomplish the goals of creating infrastructure and a quality of life everyone can enjoy. Land owners or people performing development work, will want that quality of life also and will not want traffic congestion. Without that, they will not be able to sell their product. Everyone wants this to happen, it is a matter of how it is dealt with. If a sales tax is not going to be an option, another option needs to be found. The key to quality of life is not traffic. No one wants to be caught in a traffic jam or wait through four light changes to be able to get through an intersection. Everyone has to work together to solve these problems and be adaptive in regards to smart growth criteria.

As a community, we have to do things that will encourage everyone to do smart growth, as opposed to the alternative. The cities need to encourage faster reviews for developments that are good and perhaps do regular reviews for everything else. Mr. Storch and Mr. Ervin spent months and months on the Smart Growth Committee, which accomplished some things. Now it is time to adapt.

A lengthy discussion ensued between Mr. Storch, Mr. Ervin and many of the Elected Official Roundtable Members.

## **PUBLIC PARTICIPATION**

Edith Shelley, a former Chair of the City of Daytona Beach Planning Board, who received an award from the Florida Planning and Zoning Association discussed ten principles of smart growth; which overlay Comprehensive Plans and Land Use Codes. When communities choose smart growth strategy, they can create new neighborhoods and maintain existing neighborhoods that are attractive, convenient, safe and healthy. They can foster design that encourages social, civic, and physical activity; along with protecting the environment, while stimulating economic growth. Most of all they can create more choices for their residents, workers, visitors, children, families, single people and older adults. Choices in where to live, how to get around and how to interact with the people around them. When communities do this kind of planning, they preserve the very best of their past while creating a bright future for generations to come. She suggested the Smart Growth Committee include public citizens (two citizens that are serving on individual planning boards), along with Mr. Ervin and County planners.

James Hunt, **Port Orange**, formed a group to try to ensure that City Island will remain City Island; that the deed restrictions for City Island will not be lifted. The library and courthouse make the County a large part of City Island. Those are major influences on City Island, which

effect quality of life. Smart growth with open space is needed for all cities, towns and counties to have a good quality of life.

John Nicholson, **Daytona Beach**, felt large portions of City Island should be developed, such as the courthouse property. He suggested building a convention center on the courthouse site, which could be used for funding to help pay for the rest of it. Since the park is recreational, it should be left as is. He also commented on finding out what available properties are in the cities and the county that would not hurt future development.

Ken Strickland, **Daytona Beach**, said part of the pitch for the half-cent sales tax was about water, water quality, stormwater, and waste disposal. Today during the discussion about the smart growth plan going forward, there was very little discussion about water, if any. He questioned why there was no mention of the aquifer, clean water for all the development, waste disposal, or stormwater.

Big John, **Holly Hill**, thought Mr. Ervin's presentation was brilliant. He discussed smart growth and creating a smart growth committee.

### **CLOSING COMMENTS**

Carmen Rosamonda, City Manager, **DeBary**, discussed a recent 100 acre forest fire that happened in DeBary. He thanked the Department of Forestry, City of DeLand, Volusia County and Orange City firefighters for doing a phenomenal job.

Karen Chasez, Mayor, **DeBary**, welcomes the idea of a body with a targeted mission statement to specifically look at smart growth. A specific agenda with a clear message is needed, so all sixteen cities can take the same information to the city councils. That way everyone will be talking about the same thing. City managers should be involved because cities are in the middle of major growth. There is green space that has entitlements, which is a very current issue for many cities. She feels there is a lack of understanding on the public's part about what entitlements mean and what discretions there are at a municipal level. It is more and more limited and will be significantly affected if House Bill 7103 is signed. She would like to see participation, a mission statement, and one or two members representing the public involved. One of the critical things about trust has been that, the public doesn't know until the 11<sup>th</sup> hour and 59 minutes, which is not fair to them. She feels that can be addressed by being responsible from the start.

Carl Persis, Board Chair, Volusia County School District, suggested breaking the Smart Growth Committee up regionally. Smart growth concerns for Ormond Beach are different from New Smyrna Beach. DeLand, DeBary, and Deltona each have different smart growth concerns. Explore opportunities to work together with neighboring cities to implement smart growth strategies; such as water quality and preservation. As for involving the public, he suggested the County and cities create the framework first, then have the public come in to comment and help the process evolve.

Mr. Persis discussed the half-cent sales tax election. He said what bothered him most about it was, ballots were delivered to voter's mailboxes; but more than 70% of the registered voters did not vote. For this election, the ballot came right to voters. Even if people were against taxes, 70% of them didn't even vote against it.

Russ Owen, Mayor, **New Smyrna Beach**, said there has been a transition with the City Manager of New Smyrna Beach. He asked everyone to please keep Pam Brangaccio and her family in their hearts and thoughts. The Interim City Manager is Khalid Resheidat.

Chris Via, Mayor, **Holly Hill**, questioned whether information regarding the Smart Growth Council was being taken back to the individual commissions, then coming back to the next meeting. **Mayor Apgar** responded saying the point is to make sure there is a buy-in from the individual councils. That way, when the discussion comes forward, they won't say they don't want to be a participant in it. At the same time, the planners will begin to formulate the framework. That way, at the next meeting if there is a city that does not want to participate it will be known. By then, the framework should be done and hopefully everyone will see the wisdom of being collectively involved.

Mr. Via commended Mayor Burnette for speaking up about this vote being more about the public's trust of elected officials. All elected officials have to look at that and start listening better. The matter has been brought up multiple times. Officials have to look into ourselves and figure how to move forward. That is the number one thing that has to be done.

Joe Forte, City Manager, **Holly Hill**, said the Fire Services Study was discussed by the manager's, at a previous meeting. They agreed they wanted to provide a presentation to the Elected Officials Roundtable. The presentation would be done by Jim Bland, Holly Hill Fire Chief, and head of the Fire Chief's Association. The presentation would bring forward a description of the different ways all the cities are cooperating and working together, through mutual efforts. **Mayor Apgar** asked that the presentation be made at the next meeting. Mr. Forte said it would be presented at the September meeting.

Douglas Gibson, Mayor, **Oak Hill**, said there needs to be strong consideration about putting the half-cent sales tax on the 2020 ballot. The City of Oak Hill lost \$125,000 with the vote against it. Water quality is his prime objective. The County and the State only have so much money for him to go to. It is getting more difficult to obtain grants. The SJRWMD, now requires a 33% match, which is a lot of money. The half-cent sales tax needs to be revisited. He felt it was not explained to the voters properly and that when people got the mail-out ballot, they threw them down and didn't vote. **Mr. Apgar** briefly discussed the trust issue. Some people perceived changes were made in tax rates, because the vote did not pass. Everyone needs to speak about cause and effect. He felt it is a necessary future discussion, which needs to be done over a longer period of time.

Mayor Gibson said distracted driving is one of the major causes of accidents in the state of Florida. He felt the legislation did not go far enough, it should have been hands-offs, period.

Mayor Burnette discussed SunRail. Currently there is a limited practical service area in Volusia County for SunRail, which is only in DeBary. The local service area only benefits the western part of the County. There is almost no regional interest at all, beyond that small area, yet the entire County is paying for it. There are limited service hours, with no evening hours for people who work late. There are no alternative schedules, no weekend service, and no service for special events like concerts, basketball games, or soccer games. Now it is being expanded south, in the wrong direction.

There are no immediate plans for the DeLand stop, which was promised when the original plans were accepted over a decade ago. Along with no plans to come all the way up the I-4 corridor to Daytona Beach. All these limitations have been going on since May 2014. The entire County is on the hook with the cost about to explode in just under 2 years. The economic development benefits of SunRail for Volusia County only exist in a small area, in DeBary. It will cost approximately \$90 million to refurbish and extend tracks to DeLand.

There is no idea when or if funding will become available, as the regional partners are prioritizing a possible \$250 million extension to the Orlando International Airport. The former

District 1, County Council Member sat on the SunRail Board for two years. He was supposed to be negotiating with our SunRail partners. He was sent back to us with no results, no changes, and no enhancements for more stops in Volusia County. Volusia County is not a true partner in the SunRail system, it is not treated as such, even though we certainly pay like one. Two years from now, in May 2021, the system will move from the control of the FDOT (Florida Department of Transportation) to all the partners. Volusia County's cost of just over \$100,000 a year, will become \$2.2 million, projected contractually at that time. We cannot wait until that two year clock runs out to take action.

Mr. Burnette requested the County schedule a presentation for the Elected Officials Roundtable, to help educate the cities on the current SunRail situation, and where it appears to be heading. He wants to work for a unified vision between the cities and the County, as to what the future participation in SunRail should look like. From that vision, it needs to be decided how to pursue a funding strategy, to finally provide Volusia County with service that gives worthwhile ridership numbers. Whether service is expanded through Volusia or not, there will still be a need to go back and renegotiate with the SunRail partners. There is a necessity to get an adequate feel for our taxpayers even if it requires us, the County and its partners, the cities, to pursue legal action to make sure we hold everyone accountable. It's time to get serious about it and we need to do it together.

Mayor Herzberg feels the regional Smart Growth initiative is a great idea. She hopes the City of Deltona can participate with their Planning Department. She proposed to the West Volusia cities, that this be a topic of discussion at an upcoming West Volusia Regional Summit meeting. The Smart Growth discussion and proposal can be used as a gauge on what to do for the next half-penny sales tax. If the public understands what smart growth is and what the County and the cities can and/or cannot do; it will open up a discussion and provide clarification. She felt part of the reason the proposed half-cent sales tax failed is that residents do not want any more growth; they do not want the problems with traffic. Providing explanations and bringing the public in, may provide another opportunity to get buy-in from the general public regarding a possible proposal to bring the half-cent sales tax back.

Mike Thomas, Mayor, **Edgewater**, announced that Mr. Irby is now the City Manager of Edgewater. Mr. Thomas was proud to serve on the VCOG (Volusia Council of Governments) Smart Growth Committee. He is proud of where Volusia County has gone and where it is going in the future. In Edgewater, 8500 homes were going to be built in a 6100 acre restoration area. Now the homes are going to be built on 1898 acres, leaving 4100 acres of green open space.

Sam Bennett, Town Council Chairman, **Pierson**, felt it was a good meeting and thanked Mr. Ervin for the report. He also felt the half-cent sales tax should be on the 2020 ballot. There is still a need for funding and it should be considered.

Nancy Miller, Mayor, **Daytona Beach Shores**, said it was a great presentation. The City of Daytona Beach Shores is looking forward to working with the other cities on smart growth.

Daisy Raisler, Mayor, **Lake Helen**, said it is important for cities with connecting borders to have conversations regarding transition spaces. It could create a good conversation, creating smooth community growth.

Mr. Kelley, serves on the SunRail Commission, which is very complicated. Any one member can kill any idea, there has to be unanimous support, period. The County is blessed to have John Booker, who was involved with SunRail, since day one. He served with FDOT and Mayor Buddy Dyer, who is also on the commission. It is a dire situation, it will take close to \$100

million to extend the rails. He has been pushing, saying if Volusia County does not get the 11.2 miles of track to DeLand, the County will not pay for it. Right now our cost would be for 1.5 miles, which is estimated at \$3 million, assuming certain things. A few ideas have been proposed.

The revenues received do not cover the cost of issuing tickets. The equipment, the tracks, and the maintenance are all very complicated situations. When he was on the TPO (Transportation Planning Organization) he was against SunRail. It is not a workable situation. It should bring people to Volusia County, as well as transport them out of Volusia County. SunRail was supposed to eliminate the expansion of I-4. He hopes the County does not have to pay more for services not received. He questions whether the County wants to pay the additional maintenance costs for the 11.2 miles. Only recently, did the State say they may have money available. The State wants to hand SunRail off on May 5, 2021. At the last meeting they got an estimate of numbers, which is also unaudited. It is a huge mess.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 1:47 p.m.