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>> Two minutes to start the program!

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[VARIOUS CONVERSATIONS]

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Good morning!

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>> Good morning.

>> Lou Paris: Good morning.

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Thank you for doing that (to someone who whistled), welcome everyone, I have a few housekeeping items before we get started.

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If everyone could please take your cell phones, and turn them off or silence them, that will be greatly-appreciated.

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Bathrooms are to your left.

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On the -- so through the -- double back-doors.

It's not picking up correctly?

Okay, is that better?

>> Yes.

>> Perfect, today's event is being streamed live and live captioned to view the captioning, go to Floridabusiness.org, and the media center, and look for closed captioning.

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there are questions -- cards on your tables, and -- please fill them out, and, our staff will read them, when the Q&A session, comes and at this time, please rise for the pledge .

"I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands: One Nation under God, indivisible, with Liberty and Justice for all".

Lou Paris: Thank you.

I would like to take a moment to recognize some of our guests in the room, in alphabetical order.

Charlene Gagnier.

Office of state -- Senator, Tom Wright.

[APPLAUSE]

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Yeah, thank you.

Matt Reinhart, Volusia County Council Member.

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Jake Johansson, Volusia County council member.

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Danny Robins, Volusia County Council Member.

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And and Will Roberts, Volusia County tax collector.

>> [CHEERS AND APPLAUSE], .

If I have missed any elected officials please stand to be recognized.

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Okay.

>> Thank you.

So -- let me switch, .

All right.

This is the part of the program, where -- normally, a sponsor would get up here, and talk about, what they do, and how they help the Community; today's sponsors are the CEO business alliance, and Team Volusia, now, their leadership could not be here today so I spoke with Ken S., and Keith Norton leaders of both organizations to prepare a message for you, and, really revolves around the partnership that we have.

And, assume you understand the dynamics between the three entities, so I'll describe it briefly Team Volusia is a public private funded organization that is our recruiting arm, to attract businesses to the area.

Because of the way they're set up, privately and publicly, they're in a better position, to recruit businesses the right way.

To do the right things to be able to bring businesses to the area.

>> Lou Paris: The CEO Business Alliance, think of this entity, as an organization, that has this group of high-profile CEOs, who are ready to engage any CEO, who's considering to come to the area.

And, us, we are the Volusia County Economic Development Division, we're responsible for helping the businesses, who are in the community to grow and prosper.

So between the three of us, we make a great partnership, a great team to be able to help our community thrive.

I always say our mission is something to easy to wrap your head around is that all three of us, want to see, our children and grandchildren, have good jobs, when they finish college, and -- and high school.

In the area.

So that's really our goal -- as a -- as a team.

Recent things that I was asked to mention, Team Volusia as a result of the most recent trip, They have phenomenal leads, that are considering relocation, to Volusia County, And, on the CEO Business Alliance side:

Boeing, the defense and security unit, has joined their -- their group.

The CEO Business Alliance, and so, through them, we will be able to recruit other like -- or similar businesses in the industry, so those are great news, and while Keith, and Kent are not here, I would still like to recognize them as sponsors for today's event, so thank you, [APPLAUSE]

Now, on to the report: Onto the data, what you're here for, ask I would like to make two comments before showing you the data.

The first comment, is that, we are in an election year.

>> Lou Paris: (Continuing) and because of that there's a lot of turmoil, you know, politically and economically and we have felt it in some fashion, and granted that the data that you're about to see is retrospective.

You'll see a lot of stability on this information, so it's a good thing for our county; and that leads me to the second point and that is that --

It's not only stable, you'll see a lot of growth, and with growth comes opportunities, And

challenges, and one of those challenges is that, as we grow, there is a greater strain on our infrastructure, especially our road infrastructure, and that's why we have a great panel that we assembled to talk a little bit about, what it looks like, to plan and develop infrastructure, considering the growth that we have been experiencing so with that said, let's take a look at the growth, of our population.

This graph shows, Florida, of course, in blue, and Volusia County -- in orange -- the solid line to the left, is what has already happened, so meaning the population trend, up until now, and the dotted line, is what is projected in the future.

So you can see, obviously, its growth, it's a positive slope, and, our growth matches that of the state.

And I know there are different scales, on -- on left and right side, however, the percentage rate is about the same.

This is good news.

Because, not everywhere, in the United States, are they having this conversation, or showing this graph, there are states where it's actually negative.

So we're actually in a privileged position.

So, let's take a look at the age breakdown of the folks who are coming to the area.

(Next slide), we have three --

we divided into three categories, the biggest one, the middle one, is, the working -- the workforce so basically, 20-64 years old; on top on purple we have 65 +; and at the bottom, we have the youth.

Let me point out the obvious:

The stacked bars on the right-hand side the most recent, are bigger, than the ones on the left, and, yeah, -- and --

[LAUGHTER] now -- all three have grown, but, obviously, you can tell visually that the 65 +, has grown the most.

Wonder why?

>> Getting old!

>> We're getting old, but let me show you, there's another interesting reason.

[LAUGHTER] let me show you the same data, shown a different way, so this is the percentage change over time, of our population, the Black line here in the middle, is, a line that shows no growth.

So if you were to be along that line you're not adding more people or losing people.

You're flat.

Okay?

Anything above this line, regardless of the slope, means that you're adding people to the community.

And, of course, below you're losing people.

Notice there's a gigantic spike, in the 65 population, right around, COVID time.

Right?

Think about the fact that, from all three age brackets, the one that is most mobile, is the 65 +.

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Why?

Well, -- they're likely to be retired.

So they're not attached to a job.

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-- they're likely to be more financially-dependent, so they can afford to move from one location to another.

-- at will and likely not to have a growing family, which grounds them to a location, by virtue of schools et cetera.

But the important thing to note is that all three age brackets are on the positive side, (+) here in the most recent version so that accounts, this gigantic spike for what changed.

I would say that, if all the age brackets had the same mobility and ability to move around, maybe we would have seen, even more of the other age brackets coming -- to this county.

So, let's take a look now -- at, the inflow and outflow of our workforce, in Volusia County.

In this circle right here, 104,000, (gesturing) these are folks, who wake up in Volusia County, and go to work in Volusia County.

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The arrow pointing outwards, 106,000, these are folks who wake up in the morning in Volusia County, yet drive away, somewhere else, for their job.

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And, of course, conversely, these are 58,000 people who wake up somewhere else, and come to us, for work.

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This is good news for two reasons, first of all, people like living Volusia County.

Otherwise they wouldn't buy a property or live here in this area and drive somewhere else who likes commuting that long, right?

So it's good news, because people like this area and the second -- good news, is that we have a latent workforce, think about the fact that these are people who already live here, who are available, to work as new companies come to the area.

So let's take a look at a breakdown of what these individuals are working on.

What kinds of jobs do they have?

(A pause), as you can see --

there's a wide array of industries in there.

Including, industries that are currently recruiting for, our target industries -- where is the --

All the way at the top professional and business servicechise is fairly broad but encompasses many of the it targeted industries that we have that we want to attract.

Financial services -- we have transportation warehousing which I would put under the umbrella of logistics, which we are interested in attracting including manufacturing advanced manufacturing, and, information technology.

So, again, let me repeat: As we grow and as we attract businesses we have a workforce that lives here, available for the right opportunity.

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That's a good thing.

Let's take a look now, at, the -- number of employed individuals in the county.

We have a steady line growing except for that one bump, slump right there, obviously, COVID.

But if you were to exclude that item it's a line that keeps growing over time, has stabilized right now, and has stabilized at 3.6% unemployment.

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And let me repeat one more time what I said on the previously quarterly breakfast, it is a good

number.

Because, it gives us a good balance between, low unemployment, and, enough people, in the pool of individuals looking for jobs, that businesses can draw from to continue growing.

If this number were to drop dramatically, below 3.6, we would find ourselves, in a tough situation, to fill new positions, okay?

So, again, good news.

Let's take a look now, at what industries, are these folks working at in Volusia County?

Again, a wide array of businesses, I said in the previous -- in the previous quarterly breakfast that in a perfect world utopic world, we want to see green bars all across all the way down, you know?

But, I'll say that, the good news is that we see, growth across the board, yeah, we have one that is, you know, in the negative but consider the fact that it's 60 jobs out of 17,000 so that number - - to me it's actually immaterial.

But there's growth across the board.

>> Lou Paris: (Continuing), and notice that No. 2 on the list, is leisure and hospitality.

Think about the fact that we're a tourist -- (pause), community, I mean, we have been known for tourism for years and years.

That's not going to change.

It's not going to go away.

And so, we're happy to see them grow over time.

But notice another No. 1, now No. 2, in other areas we're starting to grow and there's more work that needs to be done but, you know, we noticed that we have the kind of workforce needed to be able to add more jobs in all the different categories.

Let's take a look now at permits, these are commercial building permits, for last quarter, you know, -- you don't need to -- you know, overanalyze this, it's pretty stable.

And the investment being made, on commercial property is very balanced considering the kind of -- growth that we have had.

So let's take a look at the kinds of permits that are being -- that we're working on right now.

>> Lou Paris: Again, you can see a very balanced, view considering what the -- the growth that we have had, the biggest one, of course, is multifamily, at 76 million dollars.

We have a lot of people coming in, they have to live somewhere.

So, that's why you see the number, as big as you do, and, an increase in population of 65 +.

So we have to build infrastructure, and buildings, commercial buildings for healthcare -- and we all need to go eat, and buy things, somewhere, so, again, the investment proportionate to the growth that we have been having in the community.

So good things, and let's take a look now -- at, the -- permitting, at the residential level.

Again, I would label that as a very stable growth.

And if I can take a step back, every slide that I've shown you today, so far, shows, how well we're doing.

The growth that we're experiencing, .
And, with that growth comes a strain on our infrastructure.

Especially the road system, and so -- we have to do things to be able to adjust to the growth that we're having, so I'm going to show you what we're -- what is happening, with the strain on our infrastructure.

And here, you have two maps, east -- west Volusia and east Volusia and in the middle we have a legend; color-coded legend, where -- anything that is in purple, has experienced an increase of over 50%, it could be -- up to -- you know, -- double, in traffic over the last five years alone, five years has experienced that much growth then red, 21 to 49%; and even the most benign that looks, you know, in green has experienced over the last five years, an increase of up to 9%.

We didn't have the time to color-code the entire map, we just looked at main arteries that all of us drive on a daily basis; and, let me focus for example on I-95. You can see how a good chunk of it in our county is purple, and another one is red, so, work has to be done, and public works, wakes up in the morning and sees a map light up, and light up in places that were not lit up before, so it is something that they -- they're working very diligently, to make sure, that, we have the right infrastructure for the amount of traffic that we get.

So how -- what are they doing in answer to -- to this situation?
What you see here, is, the total anticipated investment, made in the county, from -- 2019 to 2024; So, starting off with -- highways and, by the way, this is all new construction or improvements. No maintenance, is included in this data.

About half a billion dollars, in highway improvements.
And interchange.

New roads, and lane widening --
quarter of a billion dollars, bridge replacement --
replacements, 128 million.

And, I used to live in Europe, for a while, and we had a lot of roundabouts and they were awesome because they seem to be very efficient in handling traffic so I'm glad to see that we are investing in those as well.

To the tune of 40 million dollars.

So now, we're going to talk about how this -- these decisions to make all this work, happen so that's now I'm going to bring our Panel, and -- and, I will introduce them right now.

Let me switch from -- (pause), .

>> Can you hear me?

Okay.

So here's our panel, we have John Tyler, who serves as the director -- District 5 secretary of FDOT; and the chief executive officer for sunple rale, graduated from Florida State University with a bachelor's degree in civil engineering.

Throughout his career, with the district he has served with several different leadership roles including operations engineer, district project management engineer, district construction

engineer, and, the director of operations.

John has played key roles, in several transformational projects, that have greatly-enhanced Florida --

Central Florida's transportation network, including SunRail, the parkway, and the I-4 ultimate project, Wekiva, the largest project in FDOT history, so welcome, John [APPLAUSE]

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>> Lou Paris:

Colleen Nicoulin, has been practicing in Florida, serving private and private sectors specializing in transportation planning for the past 18 years, currently she serves as the Executive Director of the River to Sea Transportation Planning Organization.

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TPO, where she's responsible for the administration of the organization and executing the policies, direction, and priorities established by the TPO Board.

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She coordinates closely, with agency partners to leverage funding, to advance transportation infrastructure, that supports the current, and future needs of Volusia and Flagler Counties, so welcome Colleen.

Where are you?

There you are.

[APPLAUSE]

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And Ben Bartlett has confirmed -- was confirmed by Volusia County Council as public works director in 2021, public works is one of the most expansive departments, within our county government, and is responsible for services ranging from road bridge maintenance, traffic engineering, roadway and facility construction; stormwater treatment, management, mosquito control, water resources, and utilities, solid waste, and recycling, and coastal beach management.

That's a lot.

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Before his current role, Ben served as the county road and bridge director, prior to county employment Ben worked for orange city as the construction engineer manager, he has a bachelor's degree in silver engineering from UCF, so welcome, to our panelists, come on board!

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(A pause), .

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>> I was asked to remind you that you have question cards on the table, they have little pictures in the logos, if you have any questions please write them down, and one of our staff will come over and pick them up and read them, so -- to kick this off, I think it only makes sense that you, tell us a little bit about your organization and what you do.

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And -- I guess we can go in this order, Ben.

>> BEN BARTLETT: Lou, you did a good job of explaining what public works does.

[LAUGHTER].

>> Lou Paris: Everything apparently.

>> Ben Bartlett.

Not much to add on to that but we are a very wide ranging department that takes care of a lot of the infrastructure, Volusia County's -- (pause), COLLEEN NICOULIN: The local TPO currently called the River to Sea Transportation Planning Organization, but we're getting ready to change our name so you'll hear Volusia Flagler TPO in the coming months, so --

we're one and the same but a lot of people don't know what a TPO is or what a TPO does, the TPO in the area, we cover both Volusia and Flagler County and what we do, is we provide a forum, for cooperative decision-making between local elected officials, Input from the Citizens, stakeholder groups, we develop series of plans, and programs, where a planning agency; and those plans and programs, are, then, used, to influence transportation decision -- decision-making throughout Volusia and Flagler County.

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>> Lou Paris: Thank you.

>> Good morning, again, my name is John Tyler, I'm with FDOT, and the District 5 secretary so let me start off with, you know, what in the world is that?

So, the -- FDOT we are a decentralized state agency; so, the -- we are broken down into geographic districts, we are in the fifth district, which is east Central Florida, we cover nine counties from Flagler Volusia down to Brevard, greater Orlando with orange, Osceola and Seminole, and then what I affectionately call the great northwest, Marion county, sumter county Seminole -- and Lake County and so within those 9 counties what we do is we plan, we design, we procure right-of-way, we do environmental management, we construct and we maintain and operate the state highway network across those 9 counties; but we're not just all -- solely fixated on highways and bridges.

We're also, heavily invested involved in our -- in our multimodal facilities, we have got four international airports, in -- in Central Florida; and, one of my favorites is the beautiful one that we are right here at today.

>> Whoo-hoo!

[APPLAUSE]

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>> We have one of the busiest cruise ports over at port Canaveral, which is also a strategic and critical, hub for cargo for the State of Florida as well as the premier spaceport on the planet, is just right down the highway from where we are today; so, we're invested in all forms of transportation, trying to make sure that we keep Florida moving goods and people as efficiently as we can.

Personally, I live in DeLand, I've been there for 29 years.

Pretty much spent my entire career, right here, in -- at FDOT.

In Central Florida.

Living right here in Volusia County.

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We also have, that's where our district headquarters is, is in DeLand but we also have six field offices, scattered across those 9 counties, those field offices they handle, the construction, the maintenance, and the permits that Lou talked about, that's where the FDOT local permitting process takes place.

>> JOHN TYLER: And with us here today is Chris barone, DeLand operations engineer, has a field office in DeLand, but her office covers Volusia County, she lives on the east side, I live on the west side; and between the two of us, we got you well covered here in Volusia County, so thanks for having us here this morning glad to be here.

[APPLAUSE]

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>> Lou Paris: Thank you.

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We just saw a slide, that had, quite a -- quite a bit of money invested in different things, can you walk us through, the decision-making process, to make those things happen?

I guess I'll kick it off with you John.

>> JOHN TYLER: Sure, absolutely!

So, you know, when I think about, you know, those numbers, and -- you know, it's always good to see those numbers, to confirm, you know, my suspicions that man!

It's people are -- people are coming to Florida.

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And growth, is such, you know, a tremendous opportunity, that brings with it tremendous challenges.

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So, you know, we are -- we are laser-focused on trying to make sure that we can keep up, with the growth, that's happening here in Central Florida.

And around the state.

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The other thing that -- that we think about, is, safety: And hopefully I'll be able to, you know, touch on that, you know, towards the end as well.

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But, you know, safety, it's --

you know, it's vitally-important that all of us go home safe at the end of the day, not just ourselves, but our loved ones, and our coworkers, and our friends and families; and, it's all incumbent upon us, you know, to -- to make sure that we're making good decisions when we're behind the wheel or behind -- on the wheel -- handlebar of our bike or walking or using the train, whatever it is, so those, you know, growth, and safety, You know, you can break those things down, into metrics, you can look at where, you have (gesturing) you have hot spots, and where you have challenged but I wouldn't say at the end of the day but part of this vital process is also relying on the local community to help tell us, help tell DOT where we should focus, you know, those hundreds of millions of dollars of highway improvements, where should they go?

We actually rely on -- I'm going to start calling it the Volusia flagler TPO because that's where you guys are going and certainly Tellez you where you are, we rely on the TPO to help us pinpoint, where we need to focus, not just on highway improvements, but on intersection improvements, on safety issues, so we work very closely together.

In trying to identify where do we need to make those investments, moving forward?

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>> Thank you.

>> COLLEEN NICOULIN: As secretary Tyler mentioned, you know, we are the agency that sets the local priorities; to determine, where transportation investments are made, and we do that through a series of plans that we develop, we're a planning agency, we don't actually construct or build anything.

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But we do develop a number of plans, one of those is our long range transportation plan, and that's a 25-year vision, of what we see, Volusia and Flagler County being in terms of transportation, so, all those roads that popped up there, in colors on your slide earlier, Lou -- those pop up, when we develop our long range transportation plan and they are part of, what we call, our needs assessment.

So we identify what the transportation needs are, in the area; and then we prioritize projects, to correct some of those deficiencies, through a ranking system.

>> COLLEEN NICOULIN: And we have criteria built into that ranking system that addresses safety, resiliency, congestion, growth, equity, So there is a number of different criteria that we utilize, to determine which projects rise to the top on our priority list; and then we transmit that priority list, to the Department of Transportation, To identify which projects then we're going to

move forward with -- with funding for them to construct.

>> BEN BARTLETT: So the road network is a tiered system, as secretary Tyler mentioned the state is responsible for the state highway system and the interstates, the county maintains roughly a thousand miles of roadways.

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So, we have -- we collect impact fees and proportionate fare share from development growth. Growth is what puts cars on the road so we have to account for that increase in usage, increase trips on our county roads, our county thoroughfares, and we -- increase that capacity utilizing the money we collect from developments through impact fees. So it's how we analyze, and determine, what roads, and what projects we're going to -- we're going to look at, first thing we do is we count the number of cars on the roads, and we compare that to the capacity of the thoroughfare, arterial, collector road, and then we as engineers -- come up with a list of projects, that we think, would address those capacity issues, and then we take that priority list, and we go out to the public and we have public meetings which we're actually, have scheduled for later this month, we have four meetings throughout the county to engage the public, and because as engineers we're just doing engineering, we're counting the cars, comparing it to the capacity, of the roads, however, we want the public's input as well. Because, they're the folks that are actually using the roads and so we gather that input from those meetings, and we take that, and the priority list, and the -- and the requests from the public and we take it to our county council and we present the findings and then the council will determine -- what the final priority list of projects is -- for us moving forward.

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And then we will work towards allocating resources, funding -- that we have from development, impact fees, proportionate fare shares as well as portion of the gas tax and then we start working towards achieving those projects, and hopefully, we're leaving, some of the congestion and adding capacity, to the county thoroughfare road network.
>> Lou Paris.

Thank you, Ben, and Ben you mentioned car counting I've always been curious how that works I've seen the strips on the road, but do you have more sophisticated ways of doing it today?

>> BEN BARTLETT: Actually, the old school method is the tubes on the road, but we have electronic counters now, we have actual data we can pull from other areas, everybody's carrying a phone around, that's a very good measure of how many people are using the roads as well; so there's a -- a multitude of data out there, that we use, to determine, you know, who's using the roads?

When they're using them during peak hours?

And then we apply those -- that data to our capacity analysis.

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>> Lou Paris: Thank you, now, your job -- I can't imagine being easy jobs, so -- I want to hear a little bit about the challenges that you face to be able to do what you do.

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>> BEN BARTLETT: Well, you know, -- part of what we do, is, we allocate limited resources.

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One of those resources is funding; as I mentioned before, you know, we have -- basically three types of projects that are affected by growth.

You have your maintenance projects, so think resurfacing, people use the roads that we already have.

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Those roads become -- get wear and tear and they have to be resurfaced.

We have safety projects as a secretary mentioned, increased growth, increased visitors leads to

increased pedestrians, You know, in areas like that, we have roads that are older, that may be don't have, paved shoulders or they're adjacent to a -- a -- a large ditch, so we're always looking at those types of projects, and as you increase the amount of people on those roads, the safety becomes an issue, but when it comes to capacity projects, the -- the primary funding that we receive to increase the capacity of our road network, is, through development.

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Through impact fees and proportionate fare share, we do get a little bit of capacity money, from the gas tax; so --
one of our biggest challenges, is, allocating, that limited funding, as efficiently and effectively as possible; to ensure, you know, we're -- we're accounting for the growth, and in the best way possible.

And then, you know, one thing we've seen -- and I'm sure everybody's aware, is the inflation we've seen in the last few years, is really -- had an impact on our ability to apply that funding, because, the costs of everything have gone up.

And so, what you used to be able to buy, with that funding, five years ago, may not get you as far as it does today.

>> Lou Paris: Thank you, Ben.

COLLEEN NICOULIN: So from our agency's perspective, one of the challenges we face, covering, both Volusia and Flagler County, we have 23 member governments; and, collectively, we have to come together to set priorities for the two county area.

And -- and each of our member governments come together with their own priorities; so with limited funding, we cannot fund, every municipality's priority; so we have to as a group, collectively come together, to establish what our priorities are; and, then submit those to the Florida Department of Transportation.

And so sometimes -- you know, there's differing opinions, of what priorities should be, moving forward; but we have to collectively come together as a group, so that we can, then, receive that funding, as we move forward.

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One of the challenges, also --
as Ben had mentioned -- is funding.

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Because we don't have enough funding, to be able to fund all of the projects on our priority list.

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So, what we work on doing, is making sure our projects are ready to receive funding.

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So before you can go to construction -- you have to have all the planning done.
All the environmental studies done, the design done, the right-of-way done; and so we work on doing those initial phases first, and getting those programmed so that when the funding becomes available, we're able to take advantage of that opportunity for funding.
Because a lot of times, these large infrastructure projects, are very difficult to fund; because of the high dollar amounts; so when we have funding that we didn't anticipate, we want to make sure we are in a position, to be able to capitalize on that funding.

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>> Thank you.

>> JOHN TYLER: And I'm going to build off what both of these two folks have said, you know, and Colleen's job of trying to figure out, you know, the -- the list of priority projects for 23 -- was it 23?

23, you know, diverse local communities, and what -- what they all want to see I'm glad she's doing that not me.

[LAUGHTER], but, it's -- it's --

that's a tremendous challenge, and, you know, it helps ensure that the things that we do focus on, you guys are supporting, because, it's your collective, you know, prioritization, and that process, you know, goes on, across the state that's not unique to Volusia County; but it's tremendously-important.

And then on funding: You know, -- I can say the same thing Ben just said, you know, funding is - - is a tremendous challenge.

We're funded a little bit differently, than the county is.

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Our funds for basically what we do, at Florida DOT primarily come from the -- your state gas taxes, and, vehicle registration fees so think of them as user fees, you know, people that are using, you know, the state transportation system, you know, that's where the money comes from.

And we build a balanced budget.

You know, based on the projected funds that are -- that are going to come in, you know, we don't print money, we don't go beyond our means, we're statutorily required to work within our means, and one of the things that we have seen over the last five years, is, you know, just the -- the continued growth of Florida's population, you know, Lou showed the slide, over 23 million now as a state and still on an upward trajectory, bringing people in, creating demand, it's creating congestion, where it didn't even exist just a few years ago.

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It feels like some people woke up, and -- wow!

This road is congested now, where did all these people come from?

You know, well, they came from out of the state and that brings a tremendous challenge that we have to keep up with, and then, you know, to accommodate that growth -- we accommodate it through funding.

And the funding comes, again, from the state, and gas tax.

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But what has happened over the last five years, you know, -- with -- with gas taxes, how many people, have -- have bought a new car within the last five years or new to you car, like, you know, I always get.

All right?

It's probably more --

[LAUGHTER] my wife gets the new car.

I get -- I get the -- her hand-me-down.

[LAUGHTER], But those vehicles are continuing to get more and more fuel-efficientfuel-efficient, tremendously more and more fuel-efficient; which is great.

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JOHN TYLER: (Continuing), our revenues, our projected revenues are not going up at that same rate (gesturing), that the population is going up.

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It's almost flat.

With people coming in, and driving more, the fuel efficiency is taking that curve and flattened it out.

So how do you -- how do you take your funding, that's here?

And you meet that demand that's up here (gesturing), all right, so don't boo the tax collector?

>> .

[LAUGHTER] JOHN TYLER: So that model worked for the State of Florida.

Extremely well.

For the last 40 years.

It's not going to work extremely well, for the next 40 years!

Now, I'm not here to -- you know, to tell you what we should do. You know, that's the public policies are going to be up to our elected leaders; FDOT, and other transportation professionals will help advise, and give you -- and give you insights and data to support what we need to do, but we need to come up, with something different for the next 40 years.

You know, growth is here (gesturing) the revenues are here, we just simply can't keep up and with inflation, there's been back to back to O back, double digit inflation on the construction sector, projects have never cost more, so -- and our budgets have never been higher as well. But with a higher budget, you know, -- and the inflation, we're actually -- we feel like we're doing, you know, -- we're doing less because things cost just -- they just cost so much more.

So we need -- we -- it's a tremendous challenge, the whole state needs to focus on.

Lou Paris: Thank you, (continuing) now a few years ago, actually not too recent past, I read a book called "The Future is Faster Than You Think", has anyone read that book, no one, you should, because it talks about what's coming our way and one of the main topics, is transportation.

And they kick off the book, with the -- all elusive, flying car, which we had predicted, decades ago and it hasn't happened.

So, what I want to focus on now, the conversation on, is, putting aside flying cars -- in terms of innovation -- what can some innovative things and ideas, are you working on, to make our -- roads, safer and more resilient?

And when I say "resilient" I'm pointing out the fact that, you know, our infrastructure suffers greatly with the weather, especially when the weather gets angry, and -- and so -- what are do we do in terms of innovation?

>> BEN BARTLETT: Well, I think you're seeing a lot of innovation on the safety side when it comes to pedestrian safety and bicycle safety, and really, there's a -- a renewed, focus on -- on making sure, that we're reducing the fatalities on -- on the road.

You know, you talk about innovation: The technology that we have today, cell phones -- causes distracted driving; and -- a lot of our fatal accidents occur because of distracted driving, lane departures -- I know the FDOT has a go to zero project -- or program, where they're trying to get all fatalities to zero, and that is a -- a worthy goal.

And so, you're seeing a lot of innovation on the safety side.

When it comes to pedestrian crossings, crosswalks -- and you see -- lighted crosswalks, now, all kinds of things to alert a potential distracted driver, to make sure that they're focusing on the road; and see all the technology, and the car -- newer vehicles these days that have -- that focus on that.

And when it comes to resiliency:

--

You know, this county has been impacted by multiple storm events.

And -- and that has impacted our roadway infrastructure.

I know at the state level as well as the county level -- and so -- really, the innovation is when you're looking at a project, whether it's a --

rehabbing a project --

resurfacing, rehabbing, maintenance projects, safety project or capacity project, one of the

things we look at nowadays, is resiliency, how is -- how is this projected project, how is this road when we're done going to be more resilient, do we need to elevate the road?

Do we need to increase the stormwater capacity?

So these are all things that we're looking at, when it comes to every project, because, you know, we're seeing the extreme weather events, we're seeing the extreme rain events, the tide events, we have older infrastructure in the county, that is -- is subject to some of those impacts.

So every time we touch, a road -- or, our infrastructure -- and it's not just roads, it's -- it's all of our infrastructure -- we're looking at it to make it more resilient.

Lou Paris: Thank you.

>> COLLEEN NICOULIN: So as a planning agency, we study these areas;

As I mentioned, we don't actually construct or build, but we study these areas, we did a study, during the -- the development of our last long-range transportation plan, a resiliency scenario, where we looked at the infrastructure within our two-county area and what would happen -- what facilities are vulnerable during a storm event.

So we were able to identify what those facilities were, and then we're able to, then, prioritize, improvements to those facilities, communicate to our -- our Partners, so that they can take that information, do improvements where necessary, so that's with regards -- what we have looked at for resiliency in the past.

With regards to safety: We're actually getting ready to kick off, a safety study, for our two-county area, we did receive a federal discretionary grant that we had applied for, for safe streets and roads for all.

So this will give us the ability, to look at facilities, within Volusia County, and Flagler County, and identify where there are issues.

Pinpoint -- the fatalities, and the serious injuries, all happening on a certain percentage of corridors throughout our planning area, once we know that information, then we can start pinpointing or focusing on those particular areas, and identifying improvements -- again, where we would look to our agency partners to help implement or mitigate, or conduct some of those improvements on those facilities.

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>> Lou Paris: Thank you.

>> JOHN TYLER: We've got all kinds of innovations, that we're working on, and, a lot of them, are focused, like, Ben said, on pedestrian safety, we've got all sorts of countermeasures in our toolbox, and a great example, you know, for you to experience them, is, on state road A1A, up in Ormond Beach, all right?

We've deployed a lot of those countermeasures kind of, you know, together in a package, you've got raised crosswalks, with -- with in road lighting so when you press the rectangular rapid flashing beacon, RFB -- I don't the yellow lights that flash when you press the button they're actually in the road, ask the road is elevated to help to remind you to slow down as you're going through that corridor.

We've got other sorts of -- of countermeasures that we're deploying across -- across the region.

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And that -- what you're seeing there on that section of A1A, you're going to see that type of treatment, pretty much all up and down A1A, in Volusia County, over the next ten years, as we -- you know, can get to each segment of those projects.

Roundabouts -- Lou mentioned roundabouts, we've got three roundabouts under construction now in this area, state Road, 44 and Kemper road in DeLand, U.S.

17 up in deleon springs Flagler state road 11 Cody's corner, roundabout is not the same one you experience maybe up in Massachusetts, you know, -- or even in Europe, I mean, it's a

modern evolution, we call them modern roundabouts and they dramatically lower fatalities.

Dramatically lower fatalities.

So we're seeing those across the region, when it comes to resiliency, we have one of the most - - vulnerable pieces of state highway infrastructure anywhere in the state of Florida, right here in Volusia and Flagler County and that's state road A1A, Flagler, what goes Ormond by the sea up to --

flag -- excuse me Wilbur-by-the-Sea, the 13 miles, of state highway, that runs right along the Atlantic ocean at the top of a dune, nowhere else in the state do you see that kind of a piece of infrastructure that's that vulnerable to Mother Nature and I know Chris is watching --

hurricane Ernesto because he's sending waves, you know, to that beach, you know, right as we're talking about it this morning but we have projects, and we have developed technology, to protect that roadway, to keep it open, During and after storms.

To keep the -- the communities, you know, connected, to the rest of us, and what that is, is -- it's a buried seawall?

All right?

It's a wall that's built, and then it's covered up by a dune; it's -- the dune is meant to be sacrificial, it's going to come and go as Mother Nature, you know, moves the sand around the beach but we're going to put the sand back all right?

And we're not going to be able to put it back overnight, but we will put it back, we built this wall up on the north end of Flagler beach; and -- and --

(gesturing), the roads stayed open after hurricane Ian and hurricane Nicole, they never lost their -- their roadway.

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The dune got washed away, and we put the dune back.

All right?

We're extending that technology, you know, further to the South, to the Flagler Volusia County line and into Volusia County.

And so that's a proven technology, we don't know where we're ultimately going to stop, we know we are going to stop today but, you know, Mother Nature is going to continue hurl hurricanes at this coast but we now have a proven system that the local community can support, and they understand the benefit that's going to come from that.

And that's going to take this most vulnerable piece of state highway infrastructure and actually make it, pretty darn resilient moving forward.

>> Lou Paris: Thank you, and I know there's a few questions and I want to make sure that we have time for Q&A.

So I'll ask -- I'll consolidate some of the other questions that I had.

So briefly, if you can tell us about a successful project you have had and maybe combine that with a project that you're excited about.

Coming up in the future.

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>> BEN BARTLETT: So -- um...

when it comes to capacity, and -- and accounting for growth:

. You know, the county has been focused a lot of our growth has been in the northeast portion of the county and the Daytona --

Daytona Beach area, and we have -- we're -- on track, to complete the widening of Williamson, which is a parallel route, to 95.

From basically -- uh --

U.S. 92, North to Hand Avenue so that's a big -- project for us that adds capacity in an area, where we're seeing a lot of growth and then moving forward:

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I just kind of want to put a plug in, for our public meetings that we're having at the end of the month.

Because we really want the public's input on, you know, as engineers, we kind of look at the numbers, and we make engineering recommendations; but, we need the folks that are driving the roads, and -- and --

and experiencing, the issues out there, to come in, and -- and tell us that.

And give us that input, so we can put together a road program, that meets everybody's needs.

>> Lou Paris: Thank you.

>> COLLEEN NICOULIN: And for the TPO's perspective.

I think one of our -- greatest improvements, here or greatest projects within the last couple of years, it really obtaining funding for the I-95 at U.S. 1 interchange.

That was a particular project that's been on our priority list, we set that project up, by doing some of the initial work on it, as I mentioned, we need to do the planning, the environmental studies; starting with design.

So we set that project up, and, we had a windfall of funding that came available to the state a couple of years ago, during the legislative session called the -- Moving Florida Forward Initiative, excuse me, there.

Where there were 20 projects throughout the state, that were selected, to receive funding, and we were one of them.

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That particular project was one of those projects that did receive funding through that Initiative; and, again, I had mentioned earlier -- is, you know, our job is really, to align projects, and make them ready to receive funding, when it becomes available.

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By receiving that funding, through that initiative, we were able to advance the reconstruction of that interchange by over a decade.

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Because -- because of the cost of the funding, and because of how we generally receive funding through our traditional means, this was a different source of funding a windfall of funding and because the TPO, and our agency stakeholders, set that project up, we were able to capitalize on that funding, so that is very -- big success, for the TPO over the last couple of years; and the next project that we're working on, is, the I-95 at LPGA Boulevard interchange. You know, we're putting those in place, we're putting those initial stages of completion in place.

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And looking for that next windfall, we are creating opportunities, for us, so when that funding does become available, we're able to capitalize on it.

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>> Lou Paris: Thank you.

>> JOHN TYLER: And Lou, the project that I would like to talk about is actually a series of projects, and it's -- it's a corridor, and -- and it's the international speedway boulevard, corridor; and this community, established a group, in the -- the ISB Coalition chairwoman, you know, the founder of that group is here today, but this community came together, probably over a decade ago, and established a vision, for what international speedway Boulevard should be.

. You know, it's the gateway to the world's most famous beach, people are coming down I-95, coming to Daytona and we have a vision for what it's going to look like and feel like and be like from I-95 all the way to the Atlantic Ocean and they built that vision and came to FDOT, and said, "Can you help us fulfill that vision over time?"

And if you -- I want you to stop and kind of think about the different projects that we have done together, along this corridor.

The big 200 million dollar interchange improvement at I-95, I-4, and U.S. 92, we took that mixing bowl, you know, completely rebuilt it.

Made it much more efficient, that's your -- that's your gateway, that's your jumping-off point.

The improvements.

Along ISB and in front of --

Daytona International Speedway, the pedestrian improvement projects -- all the way down, to -- in front of Daytona State, and beThune Cookman college and our final piece is under construction from the Broadway bridge to the Atlantic ocean, and Ben's got an improvement project there at the ramp to, literally, take us right to the Atlantic ocean; so that final project is under construction now, it will be finished up next year and that will complete, the fulfillment of a decade plus series of improvements, to fulfill your vision as a community, for what you wanted that corridor to look like.

And those types of projects, for me, are so satisfying to work on, because, it's what the community wants, it's your vision, and we're here to try to help you, and -- it takes a long time for those things to come about, but we're on the cusp of completing that vision, and -- and that's something that I'm going to be really excited about and hope to -- hope to see everybody when we -- when we cut the ribbon on that -- on that final piece, because it's not just about that final piece, it's about the full vision that you-all created.

>> Lou Paris: Excellent, thank you, now, it's time for questions from the audience, brad, can you kick us off?

>> We have many questions, I'm going to split them into questions that really have, broad application versus specific intersections, and -- and roads.

There's more coming.

>> Q you probably just answered one, there's a question about when there's multiple jurisdictions that are affected, by the flow, of a road.

That the demand is coming from multiple locations -- is the state taking a lead role in getting that stretch of road, addressed?

Or -- is it done piecemeal as jurisdictions can find it?

Has the state considered, taking basically control of that, and seeing that that's done, so it's more fluid and not piecemeal?

You kind of talked about that, relative to Daytona Beach only but if it was north south and it was going through multiple jurisdictions, what is the state's role in that?

Or is there a state role in that?

>> A: That's a great question, absolutely, the State of Florida has a role, and, yes, we do take, a leadership position, for those types of situations, you know, (answer by John Tyler) and a great example is on our interstates: And -- you know, you've got -- you've got, you know, a connection between Volusia County, and, you know, Lou showed it on this graph, I would think it's 100,000 people a day or he almost drew a line on I-4, going across the St.

John's river, you know, it wasn't exactly on I-4, but I think that's what they're using.

All right?

And that transcends from one, you know, regional boundary to another from the Volusia Flagler TPO, to metro plan Orlando and it's on the boundaries of both those two jurisdictions but we do work together and do provide information to -- you know, to both groups, try to reinforce, the -- the need to have improvements there; and, I'm happy to say, that, you know, even -- DOT will take leadership on that, but we're not having to take a whole lot of leadership on that because they're recognizing, the importance of having that connection, and the Volusia Flagler TPO has

it high on their priority list.

Metro plan Orlando has it higher on their priority list and that's what it takes when you have those cross regional boundary projects for both of them, to want to see it improved.

That's where when -- when we can make things happen.

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>> Lou Paris: Thank you.

>> Q: Second question has to do with money: We've heard the term proportionate fare share mentioned, impact fees mentioned.

So there's money, moving around, sometimes, that money is -- I'll say paid or asked for -- But it's years before you see any benefit from that.

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Can you talk about how the money is decided, who's paying and when it gets applied?

>> A: Sure -- so any time there's new development that development, is required to go through, what we call, a concurrency.

Which is they're required to mitigate for their impacts to the thoroughfare road network.

We as the county work with cities, because most of your development occurs in the cities, they're going to be the ones, working with the developer, on that process.

(Answer by Ben Bartlett) when it comes to impact fees versus proportionate fare share, so impact fees are set.

So "X" amount of dollars for every home that's built, or square footage of commercial space, that's a set rate, the council has set, via, a study that -- you know, -- and the state laws that regulate how much can be charged.

Proportionate Proportionate fair share is really if a development is occurring and there's roads in that area that are at a critical or near critical from a capacity standpoint, proportionate fair share is really to mitigate for impacts and they pay amount of money upfront, with impact fee you don't get the impact fee until the house is built, which could be -- which means that money comes in slowly, and, the impacts already being felt as that money is coming in.

Proportionate fair share --

allows the developer to pay for their impact upfront.

It's a process, we work with, both the city and the developer, usually we will see agreements that are signed off by all three parties and that's essentially, a prepayment of those impact fees, and allows us to get the money ahead of time so that we can start working on a project to account for that impact.

Now, -- one thing -- we --

you've got to remember, when it comes to impact fees and fair share, is the -- we have four impact fee zones so the money collected in a certain zone has to be used in that zone; so it's restricted in that sense, in terms of where you can use it.

So if we collect money from a development in Daytona it can't be used in Deltona or DeLand and vice versa, so we track all that. You know -- the -- the problem is, we talked about before -- the inflationary cost, You got to collect a certain amount of money before you can actually go out and do a construction project.

So, we're always playing catchup to a certain extent when it comes to this, but, when you have significant growth like we've been experiencing -- we're getting significant revenue from impact fees and prop fair share and we're able to turn those projects around quicker.

>> Do we have time for more questions?

>> No, I had one question.

>> Q: Does anybody here have a birthday today?

[LAUGHTER], .

I think there is one, in the room.

I'm not sure.

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(Laughing), Today!

>> No, Lou, all we have to do now is sing happy birthday to Ben and I think we're done.

[LAUGHTER], ready?

[Singing] happy birthday to you ♪♪♪ ♪♪♪ happy birthday to you.

Happy birthday dear Ben!

Happy birthday to you [singing], [CHEERS AND APPLAUSE]

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>> Well, thank you for coming, that concludes our program, please mark your calendars for November 15th, is our next Q breakfast, if you're interested in sponsoring this event, please come see me, or one of our team members, and -- oh, what is it?

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>> TPR survey.

>> And on the tables, there is a survey, that has a QR