

## Donna Scott

---

**From:** Donna Scott  
**Sent:** Monday, May 02, 2016 10:37 AM  
**To:** Sally Lewis; Scott Knox  
**Subject:** 01-14-16 Minutes approval  
**Attachments:** 01-14-16 Workshop.doc

Attached are the minutes of January 14, 2016, which will be considered by the Board on May 3.

Donna Scott  
Assistant Clerk to the Board  
(321) 637-2001 / Ext. 49120



MINUTES OF THE MEETING OF THE BOARD OF COUNTY COMMISSIONERS  
BREVARD COUNTY, FLORIDA

1:00 PM

The Board of County Commissioners of Brevard County, Florida, met in special session on January 14, 2016 at 1:05 PM in the Government Center Florida Room, Building C, 2725 Judge Fran Jamieson Way, Viera, Florida.

**CALL TO ORDER**

<b>Attendee Name</b>	<b>Title</b>	<b>Status</b>	<b>Arrived</b>
Robin Fisher	Commissioner District 1	Present	
Jim Barfield	Chairman/Commissioner District 2	Present	
Trudie Infantini	Commissioner District 3	Late	1:07 PM
Curt Smith	Vice Chairman/Commissioner District 4	Present	
Andy Anderson	Commissioner District 5	Present	

**PLEDGE OF ALLEGIANCE**

Commissioner Andy Anderson led the assembly in the Pledge of Allegiance.

**ITEM I., PUBLIC COMMENTS**

Chairman Barfield advised that Commissioner Infantini is running late. He stated this evening is the State Attorney Norm Wolfinger's visitation service starting at 5:00 p.m. in Titusville, that the Board would like to attend to show its respects; and he asked for civility in today's meeting.

Commissioner Infantini's presence is noted at 1:07 p.m.

Cindy Flachmeier, President and Chief Executive Officer of Aging Matters, stated Aging Matters was awarded \$60,000 in Community-Based Organization (CBO) funding that leveraged 540,000 for Meals on Wheels and the Seniors at Lunch Programs this year; a combination of CBO and United Way funds are what was used for the match; the total federal grant for this the 2016 Program is \$1,360,553 requiring a total match of \$115,178; and this was accomplished by using \$60,000 of CBO funds, and an additional \$55,173 of United Way funds. She went on to say through this funding 1,735 unduplicated seniors will participate in the Meals on Wheels and Seniors at Lunch Programs in 2016; 195,731 meals will be provided; and she expressed her thanks to the CBO group making sure there is that funding so they are able to feed the people. She stated in order to continue receiving funds in 2017 and beyond, the Meals on Wheels and Seniors at Lunch Programs desperately needs to have that \$60,000 from CBO; the fundraiser's and generousities of people who put their names on requests to Aging Matters cannot feed every senior in the community; and Aging Matters desperately depends on that \$60,000 received. She stated last year when the CBO dollars were received, Aging Matters asked for funding for the Seniors Assistance Program that is going into people's homes and making those homes safe from falls, and ending in long-term care; and the \$30,000 given to Aging Matters for ramps, grab bars, toilets, and electrical and light plumbing work done leveraged \$270,000 in federal funds. She stated the total federal grant for 2016 is \$422,048, requiring a total match of \$46,894; this will be accomplished by using \$30,000 CBO dollars and \$16,894 United Way funds; this would mean that seniors would be able to be safe in their own homes; and last year 1,611 seniors lived in their own homes without falling and breaking wrists, knees, hips, and not having to leave their homes to go into long-term care. She asked the Board on behalf of all of

January 14, 2016

Brevard County seniors, to consider not doing away with CBO funds; she stated without the CBO funds the people will go hungry; and she would like to visit each Commissioner's office to talk about what it takes to run the \$7 million Programs of Aging Matters.

Pat Pasley stated she is present to speak about false narratives; she asked for more time because she has her rebuttal to talk about; and Stockton Whitten, County Manager, had said "We are actually happy to respond to the video. Largely what we are going to talk about is false narrative that is out in the public. And let me start by saying that Section 1.5 of the Charter establishes the separation between legislative and executive function of Brevard County government. The establishment and the adoption of offices shall be the responsibility of the Board and the execution of that Board is responsibility of the County Manager. And so my job is to execute your Policy. A lot of issues raised in the video are of Policy matters of the Board". She stated her response was Mr. Whitten is absolutely correct, that the County Manager serves at the pleasure of the Board; the video never indicated anything to the contrary; it is indeed the job of the Commissioners to put in place good policy decisions, to solve road maintenance problems which includes defining what the County priorities are, and instructing Public Works to come up with the road or the priorities. She stated Mr. Whitten had said "The video says that the County has no bond financing between the years of 2000 and 2005", which is absolutely false; Mr. Whitten is partially correct as is the video; between 2000 and 2005 there was no bonding in the sixth cent of Local Option Gas Tax (LOGT); and there was financing of the two cent LOGT. She stated false narrative number three is the video, "The video was also incorrect in saying that those bond proceeds cannot be used for repair and maintenance"; bond proceeds can be used for repair and maintenance; a large part of what the County has achieved over the past 15 years are a result of issuing bonds to do just that, repair and maintenance; Florida Statute states for the purpose of constructing paved, macadamize, or other hard surface highways; and the Statue clearly states construction, not maintenance. She advised most projects are listed as accomplishments could have been done with commercial papers not bonds; she inquired why was the 30-year bond necessary when the life of the road is 15 years; she stated she has more and she will be back; and to have been accused of false narratives, she thinks she has the right to come back and say they were not false.

Commissioner Infantini agreed; she stated Ms. Pasley took abuse and she spend a lot of her own personal time to prepare something; she did not try to make any false narratives; County staff went after her and made a lot of comments about her; and she deserves the equal right to rebut the comments made.

Chairman Barfield advised Ms. Pasley will have another chance to speak after the regular Agenda Item.

Pam LaSalle stated she feels a lot of the County's problems is with upper management; she was surprised the other day with golf courses being compared to Animal Services; signage is a problem because there is still not a sign at the exit of the Interstate saying which direction the Animal Shelter is; and she is concerned about public health because she has cited several reasons of the ferial cats in the County. She went on to say the Ordinance changed and she would like to know who had control over the changes; the Sheriff should not be interfering in the Ordinance; there was no Animal Advisory Board (AAB) during this transition; and the AAB was shut down and being ignored. She advised that she previously has sent emails to the Board, but she receives no confirmations; she provided Chairman Barfield with a copy of her submitted data; she inquired if the Board has any questions about Toxoplasmosis; and she stated she has spent thousands of hours learning about Toxoplasmosis.

Chairman Barfield expressed his thanks to Ms. LaSalle for the provided copies.

January 14, 2016

Joyce Willoughby, Ambassador Christian Academy, expressed her thanks to the Board for the generous donation of \$15,000 towards the mentoring grant; she stated it was the first year she had applied and had received partial funding; there are 80 high-risk students that have more than three at-risk factors such as from a broken family, single-parent homes with low income, and students with learning disabilities; 50 to 75 percent of these students will not graduate; and the received grant helps supplement the Academy's program. She went on to say State funding is received for these students; some people ask why these students are not in a public school; these students are the square peg in a round hole, they do not fit either because they cannot function in that environment, or they have been kicked out of that environment; and the Academy receives approximately \$2,000 to \$4,000 less per student than what the public school student receives. She added, because of the high-risk population the mentoring grant helps prepare them to graduate and for the next step, whether it be in the job market or continued education, the CBO \$15,000 invested will save the whole community thousands in the long run; and keeping them out of the Department of Juvenile Justice, off the streets, and off of welfare and food stamps.

Anna May Smith, President of the Space Coast Center for Independent Living, stated she is a fully-functional adult who has spent 67 years learning what it is to be disabled and to function in a world that may not be very friendly; she receives no assistance from anyone and she is a taxpayer who cares deeply about how her money is used; and the Center was a beneficiary of the CBO grant. She advised that she would like to join Ms. Flachmeier in visiting each Commissioner's office to talk about what it is like to live in the shoes of someone less fortunate; she stated she is self-sufficient, lives in her own home, pays her own bills, drives her own car, and earns her own living; and she is beholden to no one. She stated she understand the Board has to balance the funds on hand with the needs of the community; and she has heard a lot of ranker and found some of it disturbing; the churches try to help but their funds are limited.

Commissioner Infantini asked the Board to give the same equal time to all people and the same respect to all speakers, because speaker's cannot go over but other speaker's are held exactly at three minutes; and it seems to her that Commissioner Fisher is doing some time keeping for Chairman Barfield.

Chairman Barfield advised that staff presentations are next and the Board cannot vote today for this gas tax because it was not advertised; at the end of the meeting there can be no vote made for the gas tax to go in effect; the Board may make a motion to kill this action or to move it towards being advertised, or to be put on the next Agenda; but before getting to that point, he wants it to be clear.

#### **ITEM II.A., STAFF PRESENTATION, RE: BUDGET**

Stockton Whitten, County Manager, stated the goal of the presentations are to be completed in about 45 minutes; and all of the information given today can be found in the Comprehensive Annual Financial Report (CAFR), in the annual financial audit, or in the budget document.

Tom Rosenberg, Budget Director, stated he is going to give an overview of the budget, address the Charter cap, and the millages; the 2015-2016 adopted budget is just over \$1 billion; the balance forward is cash in the bank at then of the prior Fiscal Year; financing under government accounting is required to be called revenue; and transfers are the inter-department transfers and operating revenue. He stated by taking the total budget and subtracting the balance forward, inter/intra fund transfers, financing, and ending in operating revenue; the fund allocation of operating revenue sectors has Special Revenue Funds, Enterprise Funds, Internal Service, Debt Service Funds, and Capital Project Funds; and the general government property

January 14, 2016

tax, general government major revenues, and general fund user/service fees are considered the most discretionary revenue sources. He stated Special Revenue Funds account for the proceeds of revenue sources restricted to expenditures for specific purposes; Debt Service Funds account for financial resources restricted for principal and interest; Capital Project Funds account for report financial resources restricted to capital outlay; Enterprise Funds are proprietary fund type used for an activity for which a fee is paid for goods or service; and Internal Service Funds are proprietary fund type used for an activity that provides goods or services to other departments or agencies. He went on to say with an Operating Revenue of \$603 million to figure how much General Operating Revenue the County has is to subtract the Special Revenue, Enterprise Revenue, Internal Service Revenue, User Fees Revenue, Debt Service Revenue, and Capital Projects Revenue takes the General Operating Revenue down to about \$187 million; the source of the of the \$187 million is new money that comes in repetitively year after year, not necessarily a static amount but from a reliable source; the largest amount is \$128 million of Ad Valorem taxes; the major revenues are the Florida Power and Light Franchise Fees, Communications Service Tax, State Shared Revenue, and the Local Half-Cent Sales Tax; there are some amount Charges for Services in general government which is primarily from other departments in the County; and there are a number of miscellaneous All Other Sources. He added, in the private sector to be a sustained operation, the operating revenue needs to equal or be greater than the operating expenses; the operating revenue the County has is not enough to cover the day-to-day expenses; the reserve is essentially mandatory to maintain for case-of-event; the balance forward need of \$17 million and the transfers in does not cover what is needed; and the total general revenue needed be maintained is \$211 million. He explained to the Board what is done with the transfers in and the balance forward is almost having going to Charter Officers and the largest part goes to the Brevard County Sheriff's Office; Court Operations, outside agencies, mandates, and reserves; and there is obligatory State mandates, which are obligated to the General Fund to have money in reserve for acts of nature and for acts of revenues into December before actually receiving the Ad Valorem taxes. He stated the Charter Officers, Court Operations, and mandates together take up 61 percent of the \$211 million General Fund budget; the reserves are seven percent; debt payments are three percent; .03 percent go to the outside agencies; and that leaves about 29 percent for the Board supported Departments.

Mr. Whitten stated the Board had seen this general information before; it is factual that the County's budget is over a billion dollars; what is not true is the Board has at its discretion that billion dollars to do as it deems necessary; Mr. Rosenberg is taking the Board from that billion dollar budget to the reality that there is \$603 million in operating revenue; and only \$211 million is available for general public purpose services. He added, \$17 million of the \$211 is actually rolling over from year-to-year; this will be discussed in the form of the Board accounting for what is in its check registry; starting the year off with a balance brought forward, having new property tax revenue, and having State shared revenue of \$186.6 million; and various agencies transfers are in for a total of \$211 million. He stated the starting with the \$11 million the State mandates require the County to write checks that are its number one priorities of mandates; and starting with the \$211 million a check is written for Medicaid, Property Appraiser for schools and cities is \$5.3, and Tax Collector for schools leaving \$194 million.

Chairman Barfield inquired if the dollar amounts vary much. Mr. Whitten replied they do not vary from year-to-year; the Medicaid has gone up over the last several years; and these are primarily the numbers seen over the last few years. He went on to say the Florida State Constitution requires providing funding for courts and space for the Law Library totaling \$2.6 million, pre-trial disposition of juveniles at \$1.7 million, Baker Act at \$1.7 million leaving \$187.8 million from the \$211 million; and the Medical Examiner at \$1.4 million, and the Comprehensive Plan at \$973,000.

January 14, 2016

Commissioner Infantini stated she understands the Comprehensive Plan is mandated, but the level the County puts out is not mandated. Mr. Whitten stated it is mandated to have a Comprehensive Plan; this is the staffing associated with providing that services; and the services level is not dictated, the requirement is. Commissioner Infantini remarked that number could be cut. Mr. Whitten advised that if it is believed to be over staffed in that area, the staffing resources can be addressed, and the same for the Medical Examiner.

Mr. Whitten stated there are other Statutory requirements for East Central Florida Regional Planning Council (ECFRPC), Child Protection, Indigent Burials, Value Adjustment Board (VAB), Healthcare Act, Inmate Medical, and Legal Aid all total just under \$500,000, leaving \$185 million; the Sheriff operates the Jail on behalf of the Board at a cost of \$41 million; the Sheriff's Countywide Law Enforcement is \$40.6 million; the Sheriff's services for Courts is \$6.3 million; and Animal Services is \$3.8 million. He went on to say the Supervisor of Elections is a Statutorily required service at \$5.2 million, the Tax Collector at \$2.5 million, the Property Appraiser is \$2.1 million, and the Clerk to the Board is a little over \$2 million; and the balance now is \$81.3 million from the \$211 million. He stated the Reserves requirement is \$13.7 million, various debt obligations are at \$5.2 million, the Tax Increment Finance (TIF) obligations of Community Redevelopment Agencies (CRA's) is \$3.9 million.

Commissioner Infantini inquired how much the CRA will be next year, because she thinks the number is misleading and should be around \$6.9 million. Mr. Whitten replied it is not a payment the North Brevard Economic Development Zone (NBEDZ) is not a CRA payment; by combining those two it is approximately \$6 million; and is not in the current Fiscal Year, and is why it is not listed. Commissioner Infantini stated people are looking at where the money is going to come from next year, because this year the money is already spent; she wants the people to know that number is not just \$4 million, it is actually \$7 million.

Mr. Whitten stated the balance now is \$58.4 million of the \$211 million; the General Revenue transfer for Fire Rescue Emergency Medical Services (EMS) is \$7.7 million; the Public Works transfer is \$5.8 million; Fire Rescue Ocean Rescue is \$1.5 million; Housing and Human Services for School crossing guards is a little under \$600,000; Emergency Operations in Emergency Management is a little under \$600,000; the Veterans Services is just under \$300,000; and that leaves a total of \$41,793,886 million, that is 4.04 percent of the total budget remaining in the checkbook for other General Fund supported Programs and Services such as Parks and Recreation, Central Services, General Government, Housing and Human Services, Information Technology, Transit, Commissioners, County Attorney's Office, Grant to Economic Development Commission of Florida's Space Coast, County Manager's Office, UF/Extension Services, Human Resources, Budget Office, Community Based Organizations, Natural Resources, Planning and Development, Space Coast Government Television, Brevard Cultural Alliance. He stated the Department Directors are present for any questions; discussions have been set for the Charter provision of the cap in the Charter.

#### **ITEM II.B., STAFF PRESENTATION, RE: ROADS**

John Denninghoff, Public Works Director, stated the presentation has been shortened quite a bit, much has been seen but he has made some updates to it; Transportation Construction Management, Traffic Operations Program, and Road and Bridge Program will be talked about today; the Color of Money discussion has three different funding sources of revenue that is pink being dedicated revenue that is restricted and can only be used in a particular way, and cannot be used for general purposes; the general purpose revenue is green that is a combination of General Fund revenue, FP&L Franchise Fee, and the Communication Services Tax (CST); and the service revenue is blue that is a fees for services performed. He added, the pink includes all of the reserves, allocated funds, bond proceeds, grant funds associated, and the Municipal

Service Taxing Unit (MSTU); he provided the Board with the infrastructure inventory of paved roads miles being 1,096 and unpaved roads miles being 82; and he stated if all the roads miles they strung together stretch from Viera to New Haven, Connecticut. He went on to say the comparative analysis of counties that touch Brevard County which is by per road mile; it is an illustration of revenue that is driven by similar types of service sources such as Local Option Gas Tax (LOGT) One thru Six combined with the Constitutional Gas Tax, the Ninth Cent Diesel Fuel Tax, and the CST; all other counties have at least one, or more additional ones besides what Brevard County has; the CST is levied at varying amounts between counties; and it does vary quite a bit from one county to the next. He added, Indian River and Osceola counties has a Local Governmental Infrastructure Surtax, which Brevard County does not have; Seminole, Volusia, Orange and Osceola counties has the Public Services Tax, which Brevard County does not have; the LOGT One thru Five are implemented in Volusia and Osceola counties; the Ninth Cent Motor Fuel Tax is in Volusia and Osceola counties; and the other counties all have additional sources of revenue to utilize for road or transportation, as compared to Brevard County.

Commissioner Smith inquired if there is a comparison of how many miles of roads the other counties have versus Brevard County. Mr. Denninghoff responded affirmatively; he stated only Orange county has more miles of roads than Brevard County; and Volusia and Osceola Counties are very close to Brevard County.

Mr. Denninghoff went on to say the sources of revenue for maintenance are zero dollars for Impact Fees, Stimulus Funds since the year 2000; the largest source of revenue is the Gas Tax Bond proceeds at almost \$35 million; and the remaining are gas taxes revenues paid by LOGT and Constitutional Gas Tax (CGT), which is the portion that can go for maintenance but is not required. He stated capacity projects has majority of money coming from the Gas Tax Bond proceeds; there are Impact Fees at about 14 percent and there are grants; and the Stimulus Funds were a small portion. He stated bond proceeds used are 2000 CGT and 2005 and 2007 LOGT; they have been refinanced to save money, but no additional proceeds have come since those times; the maintenance is not paying salaries or fixing pothole's, it is doing long-term improvements to resurface or reconstruct roadways, and replacement of drainage pipes; and the list of total projects includes two very transportation related projects primarily resurfacing and reconstruction projects that occurred in District 1 and District 2.

Commissioner Infantini stated in 2012 she was given a roads list of all the roads with levels of deterioration and how well they were holding up; she has a list from 2006 to 2010 of all roads and how they should be paved, and which roads were going to be re-paved in a five-year plan; District 1 and District 2 roads done are mentioned; and she inquired if they were done following some sort of plan setup, because while she was checking she could not find that it was being done that way. Mr. Denninghoff replied the plan that was in place in 2005 through 2008 was not a plan that was based on condition through the roadways as much as it was a list of desired projects that needed to be resurfaced; in 2011 there started to be an Asset Management system, which he did not like; it started to be changed by doing an Asset Management assessment of the roadways; and it shifted to a purely needed basis. He went on to say the plan that existed then was also dependent upon funding that may or may not be available and was reassessed each year. Commissioner Infantini stated she does not understand how the roads were selected because when she went back through the listing, highlights were made of the roads paved; some of the failing roads in District 1 and District 2 were actually re-paved, yet some of them were not, and some of the roads that were at 80 percent of deterioration were re-paved; some of the roads that were at 50 percent of deterioration were re-paved; and she noticed no roads in Districts 3, 4, and 5 got re-paved. She inquired if there was any type of prioritization based on Countywide, the roads that need to be paved most got re-paved, and how were those roads selected because it looked like total neighborhoods were re-paved.

January 14, 2016

Commissioner Fisher stated he would like to respond to Commissioner Infantini's question.

Commissioner Infantini remarked that she would rather have staff answer her question.

Commissioner Fisher stated guess what, he is going to answer for Mr. Denninghoff.

Commissioner Infantini reiterated she would rather have staff answer her question as he does; and she stated guess what, she is not asking him, she is asking staff.

Commissioner Fisher stated because he made the decision on what roads got paved in his District.

Commissioner Infantini stated so Commissioner Fisher decides, and it is his priority list.

Commissioner Fisher explained to the Board how it actually worked; the LOGT prior to 2008 was \$140 million was bonded; 75 percent of that bonding went to Districts 3, 4, and 5; at that point in time there was very little that went to Districts 1 and 2; there were some cost savings because of construction and a down-market that there was some LOGT money freed up; when it freed up then the Commission at the time decided to divide that money up different, knowing that Districts 1 and 2 never got its fair share because 75 percent of it went to Districts 3, 4, and 5; and the Commissioner in those Districts got to decide how to use those funds. He added, in 2009 and 2010 Commissioner Infantini decided that she would rather take money and put it on the St. Johns Heritage Parkway; she decided that she would put some of her District money into the Parkway; he decided that people living in District 1, who have not had their roads paved in 20 years, and who have paid their taxes was to him more important to pave existing streets, than it was to pave a new road. He advised that he made the decision; people that have been paying taxes felt like they should have their roads paved before building a new road; he reiterated that he made the decision to do that; and he does not apologize for doing it.

Commissioner Infantini stated the reason why they did not get funding before was because they received State funding; and they have all State roads, such as S.R. 520, S.R. 50, Kings Highway, and S.R. 407.

Commissioner Fisher inquired if Commissioner Infantini is saying that the people who pay taxes should not have their road paved in front of his or her house; he inquired what State Roads have to do with roads getting paved in front of houses; and he advised while some people were worrying about what to do, roads were paved in his District. He added, if a road got paved, it needed paving; if they are 20 or 30 years old they were paved before they failed; there are hundreds of miles of roads that need to be re-paved; they are all not going to get re-paved; but he is hopeful that someday he will get to get to the ones that need re-paving.

Commissioner Infantini pointed out when there is \$20 million for road re-repaving which is done based on some type of Countywide prioritization schedule; she stated by going out and asking the taxpayers to pay more money, when there is no guarantee that it is going to re-pave any of the roads based on the priority list, because Commissioner Fisher was right, and he did decide which roads got paved; she has maps should anyone want to see the whole neighborhoods that got re-paved; and she matched up which roads got pave, which was not done based on prioritization or need, but was done based on neighborhoods or roads. She added, if things are going to be done not based on a prioritization schedule Countywide, do not vote for a road tax because it is unknown where the money is going to go; and it will end up the same way, purely political rather than what is needed.

Mr. Denninghoff pointed out if roads are not grouped together, a premium is paid for the asphalt; they roads do need to be grouped together in project areas; it does not make sense to not

January 14, 2016

include some of the roads in a neighborhood; the road pavements were evaluated by condition and by how many homes were in front of it; there was thought that went into it and the Board did authorize individual Commissioners for Districts 1 and 2 to make the final determination; and that was by Board direction.

Commissioner Infantini stated that is not how it should be; Commissioners are not the professionals to be choosing, otherwise, the best friend's road or the biggest donor's road could be picked; she is not saying it was done that way and she is sure that it was not because she is not accusing Commissioner Fisher of doing that; what she is saying is it could be completely inappropriate and he is not the professional, and it needs to be left up to the professionals so it is fairly distributed; and it was not done fair then, and it will not be done fair in the future.

Commissioner Fisher stated he is a fan of the Parkway and he has voted on it several times; and he inquired if there was an option to not build the Parkway and to pave Babcock Street, or put \$30 million in other road projects that Commissioner Infantini has on that list today. Mr. Denninghoff responded if the Board directed him to do that, which is what he would have done. Commissioner Fisher stated a decision was made as a Board to build; road money could have been taken to repair other things; and he inquired if a decision had been made by the Board to build a new road instead of taking care of existing roads. Mr. Denninghoff responded affirmatively.

Chairman Barfield inquired if the Pineda Causeway Extension fell into that same time frame. Commissioner Infantini responded yes it did.

Mr. Denninghoff replied a majority of the funds of it were expended prior to 2009, but it was since 2000.

Commissioner Smith stated going forward there are a couple new people on the Board now; if ever getting to a point where there are funds to direct, they will be directed towards roads, and where else; and the sins of the past will not be continued while he is on the Board, and that will be taken off the table.

Commissioner Infantini advised Commissioner Smith cannot; she stated whenever it is left in the hands of people that can vote and rescind their votes, or change their votes one cannot say that it is off the table because people are people and they are going to do what they do; she has watched it; and things have not changed.

Commissioner Smith advised that people are people, but there are five Commissioners that are responsible for the folks; if responsibilities are taken seriously, there should be assurance of things being done in a fair and equal manner; and if it is said that money is to go to road maintenance, it is strictly going to go to road maintenance.

Commissioner Fisher clarified that Commissioner Smith understands that Chairman Barfield has paved several roads in his District since then; there is nothing sinful about paving somebody's road that has been paying taxes for 20 to 30 years; a decision was made to pave; the taxpayer deserves it; it may be wrong; but that is the way he feels about it. He went on to say that Commissioner Infantini would not support paving existing roads or increase the MSTU in all Districts, it could not be done but a new road could be built; a decision was made that when the money became available the people that have been paying taxes for 20 to 30 years deserve to have their road re-paved when it was failing; and it was cheaper to do it at today's cost and at the time it was done because the market was down in asphalt, than it was at any other time. He added, a lot of roads were done, and he took the money and ran with it; and he stated personally, it is more important if existing roads cannot be paved new ones should not be built, which is his philosophy.

January 14, 2016

Commissioner Smith advised while he was campaigning and knocking on doors, he was saying that.

Commissioner Infantini remarked Commissioner Fisher should have paved dirt roads and he is talking out of both sides.

Commissioner Smith pointed out that new roads are being built and are not paving existing roads; a lot of the roads are inherited, the developers are paying for the roads, and once the developer builds the road then it is the County's responsibility to own the road; and in 20 years when the developer is going, the County has to re-pave that road. He went on to say he is not talking about what was done in the past; he stated those were decision made by the Commissioners; one can agree or disagree, but that was then, and this is now; and he is ready to go forward to fix the problem one way or the other.

Chairman Barfield agreed; he stated he is not in position and neither is Commissioner Smith to look back and say this and that should have been done; it is nice to be an armchair quarterback, but the reality is the future needs looking into because this has been pushed off for so long; and decisions need to be made for how to move into the future. He asked the Board to move forward.

Mr. Denninghoff stated the unfunded transportation projects identified through a variety of means are capacity projects at over \$394 million; maintenance projects are also quite high at a little over \$158 million; and sidewalks are listed at a little of \$8 million. He stated he has been asked how is it known that the roads need to be resurfaced; staff and he can evaluate that the magnitude of the inventory is so high that there is not enough time and resources to assess it independently; a very qualified firm was hired to evaluate inventory; and it was the first cost for a comprehensive road inventory at \$350,000. He pointed out the bulk of the data was collected in 2011; however, some data was updated in 2012 due to resurfacing about 180 miles of roadways, primarily in Districts 1 and 2; the final report was issued in 2013 by inventorying existing road network of 3,222 roads, mapping those roads into a Geographic Information System (GIS) database, dividing roads into segments based on different features and aspects of each individual road for 9,317 segments, developing a Pavement Condition Index (PCI) and Structural Condition Index (SCI) by evaluating the road surface with experience and knowledge, and capability of differences between a structural condition or a pavement surface condition of cracks, types of cracks, pot holes, and weathering; and came up with PCI and SCI mapped and photographed into inventory of all the County roads. He explained at the beginning of a life a road it is in excellent condition; at the end of the life it is in failed condition; if it is maintained properly early on it costs less to maintain; if it is not maintained eventually reconstruction of the road would take place; it would cost four to seven times more to reconstruct a road; and if the total miles of roads in the County are taken and divided by 20 for the 20-year life, 55 miles a year should be paved. He stated recurring funds are currently being used and are resurfacing about eight miles a year, and is non-sustainable at that rate, which drives what the Blue Ribbon Committee (BRC) was recommending.

Commissioner Smith inquired if in going back 25 years to 1990 a lot of the roads were built just prior to 1990. Mr. Denninghoff responded there has been a lot of roads added since 1990; he stated the infrastructure inventory is larger now; Brevard County was not on track with its resurfacing before 1990; based on the records he has seen the County has not been fully-funding the resurfacing efforts; it was always kind of a do what can be done on the most important roads possible, the rest will have to wait; it has gotten worse; and since the recession started it has gotten far worse.

Mr. Denninghoff went on to say the BRC recommended to maintain current funding at \$14 million annually; levy the six cents per gallon of additional gas tax of \$7.8 million annually;

January 14, 2016

collect Impact Fees to support capacity expansion of \$3.4 million annually; and support a one-half cent infrastructure sales tax referendum of \$17.45 million annually. He stated at the end of the BRC report it was broken down by current recurring funding for routine roadways maintenance for drainage, moving, pothole repair of infrastructure, annual resurfacing funding at eight miles per year, equipment maintenance and capital, and landscape at \$14 million; there was additional recurring funding that is unfunded at \$6.2 million annually consisting of annual resurfacing balance of 47 miles per year at \$4.2 million, and annual traffic, drainage and sidewalk maintenance at \$2 million; and the additional backlog funding that is unfunded at \$10.06 million for reconstruction and resurfacing, \$1.8 for traffic, drainage and sidewalk maintenance, and capacity requirements at \$43.6 million. He concluded by saying the proposal is looking for the ninth cent fuel tax and the one through five cents of LOGT for a total of six pennies; develop a prioritized listing of projects with estimated costs; pennies will not be used for capacity projects or bonded; having a citizen oversight committee for a 10-year period, and repealing if an infrastructure sales tax was approved by the voters.

The Board recessed at 2:35 p.m. and reconvened at 2:50 p.m.

#### **ITEM IV., PUBLIC COMMENTS**

Bill Perdue stated he for the six percent tax because he has lived on Merritt Island since 1959; there was this same problem many years ago; finally the Board had to do something and raised taxes; it is cheaper to fix the roads than it is to pay for maintaining automobiles; and he has seen different figures where it had proved to be cheaper to maintain the roads versus maintaining the automobiles. He stated the government put the mandate in because it increases the friction of the wet roads to bleed the water off faster so there is increased friction between the tire and the road; it is cheaper to keep the roads up to save lives; that means it costs more to keep the roads up; the tax is only per gallon and it is still six cents; and right now when the tax is cheap on gas it is best to put it in now so it would not raise the price of gas that much. He advised the Board that where he lives there are roads that are still dirt roads that the County needs to maintain; he knows that is an expense and they not have to put sidewalks in; and all the information provided in Mr. Denninghoff's charts prove what he is for.

Roger Gangitano stated this has really been a tough thing to follow; there have been plenty of proposals and suggestions made, and yet only some of them are feasible; a lot of people are paying close attention to this and it seems that no matter what the people come up with, what gets focused on are the things that cannot be done, rather than the things that can be done; he believes any alternative solution is going to be arrived at by some of the people on the Commission; it is pretty clear that Commissioner Infantini is against the sixth cent gas tax increase; and Commissioner Smith seems at this point to be against the gas tax increase. He went on to say that he thinks Commissioner Anderson is reserving a final decision until he hears everything; he thinks there is enough on the table where a decision can be made; Commissioner Fisher and Chairman Barfield, anything less than substituting Robert's Rules with Marquess of Queensberry Rules, are not going to change their positions; and he believes that this gas tax is not going to pass. He stated there is a problem with the roads; the problem exists because of reasons; just a little while ago Commissioner Infantini pointed out that roads were done in contradiction to the recommendations or the priority list; and the bottom line is the decisions made, took the money that should have been going to roads that needed to be repaired, and instead went to neighborhoods for whatever reasons. He expressed his thanks to Commissioners Infantini and Smith for openly stating that they are opposed to this tax; he reserves hope for Commissioner Anderson; Commissioner Fisher and Chairman Barfield are just hopeless on this situation; people are tired of being told that there are no other solutions, other than what the Board provides; but there are and the Board gets paid to find them, not the people. He stated the people should not have to be out there trying to figure solutions that the

January 14, 2016

Board gets paid to come up with; when he sat in court he heard all day long in traffic court \$500, \$600, \$800, \$750, \$400, and anybody that wants to fight the case or fight the ticket, they got to pay court costs; and he inquired what happens to all of those court costs because he did not see it in the presentation; and he suggested for the Board to find another solution.

Rob Rains, United Way President, expressed his thanks to the Board and to staff for working hard on the budget; United Way has been a partner with the County on many issues relating to health and human services and helping those in the community who have less, and need help; he is present today because of talk about Community Based Organizations (CBO) funding being cut; and he is in support of the continuation of CBO funding. He stated as a taxpayer in Brevard County he would support paying a little bit more for road and gas tax than taking food from a hungry senior; he is supportive of the tax; and he provided the Board with a handout of agency United Way funding showing the matching funds.

James Obrien, Goodwill Industries of Central Florida, stated there are currently two job connections in Brevard County, one is in Rockledge, and the other one is in Melbourne; in 2014 through the generosity of the Commission and Space Coast Area Transit (SCAT), Goodwill was able to have bus service to the Rockledge job connection; the individuals who are able to obtain employment increased by one-third due to the SCAT services; the job connection is a center of about 5,000 feet, has computer skills training, General Education Development (GED) training, English for Speakers of Other Languages (ESOL) training, and is completing free; but transportation to that center is limited because the bus stops about two miles prior to the location. He went on to say utilization of the center had seen a decline by about one-third from its previous location in Melbourne on U.S.1, based upon the lack of bus transportation; he asked the Board for its continued support; and it is important to those who are not able to provide his or her own transportation and find jobs without some assistance, and preparation. He stated he brought six individuals from Goodwill with him today; and he would like for them to be recognized in support of the transportation efforts.

Ed Priselac stated he has been before the Board many time to present a smorgasbord of recommendations for ways to cut the County budget; there have been calls and emails; the question is will the Board make a concerted effort to find savings, avoid raising taxes, or will it be the people once again paying for past foley's of the many Commissions; he has heard Commissioners Anderson and Smith say separately, there are expenditures they would like to see cut but they do not have the votes; and he suggested for them to bring forth their recommendations.

Stuart Glass, President of Space Coast League of Cities, stated the Board of Directors and the 16 municipalities asked him to present three issues to the Board to find a solution to the road maintenance crisis; one is to decide if taxation is a solution; two is the yearly accrual tax be only enough to cover the actual cost of maintenance; and three is for the distribution of road maintenance funds be equally distributed throughout the County.

Gene Eary stated he works at Goodwill, is unable to drive, and lives four miles away from work; he takes the bus two miles to work and the remaining two miles he walks to work; he is usually walking as long as his shift is; it is difficult for him on some days; riding the bus is a huge help for him to getting to and from his job; and as often as he rides, there are a lot of people riding the bus going to and from work.

Al Notary stated he has lived on Merritt Island for some 50 years; he supports the proposed increase in both the gas and the sales tax, but under one condition that the proceeds not be used for borrowing funds to pay-as-you-go; this will prevent what has to be dealt with today, to collect some nine million from gas tax, and pay some six million for debt service for what the Commissioners did back in 1986; and he is sure that it reduces the probability of being

January 14, 2016

reelected, but at least one would be a reminded of a Commission who put Brevard County on the path to be a debt-free County, not as a Commission who spent the next two years dealing with the same ole slime.

Pat Pasley stated she has previously talked about it being the job of the Commissioners is to come up with the solution, rebutted about the bond financing, and Florida Statutes; she now is going to talk about the 150 vacant positions; Stockton Whitten, County Manager, had said in talking about the 150 vacant positions that 57 of those are actually in Fire Rescue, 33 are safe position grant, and a large portion of those vacancies will not be seen as generally funded but are funded public safety related positions; and her response is how does a recommendation become a false narrative. She went on to say the exact recommendation came before the Board to vote for a sixth cents gas tax hike was to be reviewed; the 150 unfilled positions, if the positions had not been filled in six months eliminate the position; any Department that felt the position could be left open, they could petition the Board of County Commissioners; and from information she recently received from Gerard Visco, Human Resources Director, it showed 191 open positions of which 59 of those are Fire Rescue. She stated the next false narrative is a quote from Mr. Whitten, "It talks about the phone system and what the County is doing with regards to the phone system. The County actually issued an Request for Proposals (RFP) to switch over to Voice Over Internet Protocol (VOIP) this past spring, those responses are back, and are currently under review."; and she inquired how does a recommendation become a false narrative. She stated the exact recommendations before the Board was to review Brevard County's phone system because millions have been lost due to the AT&T Contract renewal; the issue was first raised back in 2009 and the recommendation was ignored because of Commissioners Fisher, Bolin Lewis, and Nelson who had personal dislikes of Matt Nye who made the recommendation; as a result millions have been unnecessarily spent over the past five years, maintaining an obsolete antiquated phone system; and a request was made for a copy of the Request For Information (RFI). She added, it is understood that there have been a few vendors who responded to the RFP; she understands that other government agencies receive dozens of vendor responses so it appears that there is a problem in the RFP process. She stated the next false narrative by Mr. Whitten is, "It talks about zero-based budgeting and the ability to do zero-based budgeting. Back in January I presented to Board of County Commissioners and the Citizens Budget Review a line item budget of the County."; she inquired how does a recommendation become a false narrative; she stated the exact recommendation was to start with one or two Departments on zero-based budgeting to help find any waste; a line item budget is not the same as zero-based budgeting; Mr. Whitten made himself apart of the Citizens Budget Review Committee but he did not attend the meetings; and however, if any of those members were to directly ask him a question it would have been a violation of the Sunshine Law. She went on to say the next false narrative by Mr. Whitten is, "It talks about health recommendations. One of the things that I want to point out is that it talks about the consultant and doing away with the current consultant, in favor of either the consultant that their recommending, or some other consultant."; she inquired how does a recommendation become a false narrative; and she stated the exact recommendation before the Board was to review the Brevard County health plan, and not just with the current vendor no matter what the qualifications are of the current consultant Robinson Bush who has been with the County since 2005. She pointed out it is always advisable to take a look at others and what others may have to offer; she inquired if vehicle, house, and health insurances are reviewed; and she stated while it is good that the County will apparently save \$5 million in healthcare costs it is possible more could have been saved if it had been viewed by a different set of eyes. She mentioned Chairman Barfield said, "I would like to ask Mr. Whitten if it is the community-based funding for charities if taking that out what would the impact of that be?"; Mr. Whitten said, "That's about \$510,000 and so a lot of those agencies are here and they will tell you to leverage those dollars."; the question in the video was asked are charities a core function of government; and then they went on to list charities and the amounts they received. She inquired if recommendations are questions now being considered as being a false narrative; how many of

January 14, 2016

these charities get additional revenue from other sources such as State and Federal; why is the County in the business of pick-n-choose with charities who get money; and she stated Commissioner Anderson stated that the Board already decided a few years ago to start defunding away with these charities. She inquired was that a vote; why is the Board still giving away money; why do these charities think that a gas tax increase will not affect them; and she stated they will see higher prices in costs of goods and services. She stated she has more to say; the Board and staff took two hours to rebut her; and she asked for more time because she has two more false narratives to address.

Chairman Barfield agreed to two more minutes.

Ms. Pasley stated there was a slide that said that management has deteriorated that badly in the past two years, because the Board is unable to maintain its 55 miles per year of road and resurfacing; Mr. Whiten said, "The Board has never been able to resurface 55 miles of road."; she provided the Board with a handout of the Public Works chart that was sent out; in 2012 it shows 110 miles of actual miles resurfaced; in 2013 87 miles were actually resurfaced; in 2014 only 25 were resurfaced; in 2015 only eight miles were resurfaced; and the question on the video asked if management has deteriorated that badly in the past two years. She added, later in the meeting Mr. Whitten said two years of this being an issue is unfactual, this has been approved for capital improvement for Fiscal Year 2005 and in the Capital Improvement Plan for 10 years a listing of unmet road needs; she asked why has this become a crisis issue now; and if roads had been in the plan for 10 years, why has nothing been done before now. She stated it is an easy management rule of thumb; twenty years on the street 10 to 15 uncollectible, and 10 years on the main; if the chart is not correct it is just a false narrative; at the beginning of meeting Chairman Barfield said there is a 12-minute citizen's video that is wanted to be played; she inquired if it is the Policy of five minutes, because her first question was had this been vetted through the staff; and if staff had looked and done a facts-check to make sure everything is okay. She advised that Commissioner Infantini said that her staff did not vet it and suggested asking the County Manager; Chairman Barfield had inquired if it had not been fact-checked; the Board took a vote; and it determined no. She went on to say that later in the meeting Mr. Whitten said, "And so it took us some time to actually digest the video to get through that video, there were a number of points that we will hit on that video, but we stand ready to actually present to the public and remind you of what the facts are with regards to your story."; and it can be assumed that it was a false narrative that they did not review the video.

Fred McMillion stated he is a little perplexed listening to all of the combative conversations today; however, he is present to recommend the gas tax; he is a passionate advocate for the disadvantaged people who live in Brevard County; he is a 27-year Veteran, he spent three years in Vietnam, and he has only been in Brevard County for five and one-half years to retire in; and he is very concerned about the public transportation system, people who cannot get the bus to stop placed where they need it, and how things are ran in the County when it comes to money. He went on to say he has been involved in politics for 25 years; he knows how it does and does not work, but he also knows how it can work; if the people will speak on a positive note about concerns and not be so combative, things can be heard; and when there is a lot of noise in the room, things cannot be heard. He stated he cannot drive because of the medication that he takes; he has to use the bus or pay the exuberant cost of a taxi in Brevard County; there are enough gypsy cabs in Brevard County to kill any coyote or any wild hog that crosses the street; and if he wanted to go to the Amtrak station in Orlando or in Winter Park it costs \$150. He stated if he had a car, he would not be standing here today; the people that do not have a car are not here today, because they are trying to work; he is very passionate about public transportation and he will continue coming to these meeting to express his concerns about public transportation; that one cent in the gas tax is not for those who have cars or for those who have jobs that does not require riding a bus; and is for those in Brevard County that are not present today to speak to the Board about what they want. He stated he rides the bus,

January 14, 2016

he hears the anger, and he hears the concerns; and no matter what Jim Liesenfelt, Transit Services Director, does to improve the system, it is not enough, especially during Holidays and Sundays because people still have to go to work. He added, there are issues within the community that are needed to be looked further into for paratransit system expansion so the boundaries from the transit center to the Searstown Mall are connected; if he wanted to go to Titusville, there is a loop that goes around the majority of the City, and the people within that loop cannot get to the bus stop unless they leave one hour ahead of time; it is not fair; and he mentioned there are too many seniors who are not getting feed through the Meals on Wheels, and living in houses that are not safe. He expressed his thanks to the Board for it considering the things that the people want and need.

Sara Ann Conkling stated she is going to provide some numbers from this morning's summit on transit held at *Florida TODAY*; Commissioner Barfield was on the panel; Lisa Bacot, Director of Florida Public Transportation Association (FPTA), provided 49 percent on average of each public transportation budget in the State of Florida is funded by local funding; Brevard County funds 20 percent; and considering that each one of these dollars locally translates into at least \$2 when adding the State and federal dollars that can be drawn-down. She went on to say capabilities are crippled in Brevard County by not funding public transportation properly for a very long time; Brevard County is humiliatingly below average in its funding of public transportation, whether choosing to give the penny of the gas tax to this, or finding another way; and she implored the Board to look at the need and to throw some money in that direction. She added, Venetta Valdengo, Assistant County Manager, was present at the summit this morning also, she proposed a new initiative for a transit advocacy committee to find alternative funding sources; she stated in order for her to have credibility with that committee or with the community at-large, she has to be able to go in saying Brevard County is doing its part, it is paying as much as any other county, and it supports public transportation; and if the Board does not give her that credibility and that role, it is tying her hands. She stated the top two reasons that people ride the bus are to get to work and to get home from work, and the fifth reason is to get from work to work; she inquired how many more people could there be gainfully employed in the County if there were investment from the Board into public transportation; she inquired how many successful stories there could be from people going to Goodwill and getting job skills; and she inquired how many people could reenter the workforce with new skills, and go to Eastern Florida State College (EFSC) to get there education and get the free transportation to EFSC, if the bus services could be expanded. She stated she is supportive of the gas tax and of Mr. Denninghoff's efforts over the years; she thinks he is doing a fabulous job and the Board needs to fund it, and the first penny is needed for public transportation; and she suggested for the Board to see public transportation as a core function the Board's mission, because there is no one else who is funding public transportation, fixed-route bus service, and paratransit service to a level that is needed. She went on to say that she has served for eight years on the local coordinating board for transportation disadvantage for SCAT; she considers herself as serving the County in that role; she considers the most frail and vulnerable citizens are entrusted in her who cannot drive due to disability, age, Veterans who returned home from armed conflict that have given everything for all citizens to live in a free country; she feels that she owes them the best ride she can get out of the Board for them; and the Board will continue seeing her until there is not a Veteran in Brevard County who cannot get from point A to point B.

Dave Pasley stated Mr. Rosenberg and Mr. Denninghoff had done a great job of showing where the money is being spent for those projects that are a Policy; they are driving the Policy; but pages of places have been given to look at finding a way to cut a couple bucks here and there, and to cut some things out completely. He suggested putting Impact Fees back in place; there is a way to get the millions needed without raising the gas tax; and it takes the will of this Commission to do it. He inquired if \$6 to \$8 million a year is being paid in debt services for road bonds. Mr. Rosenberg responded no.

January 14, 2016

Mr. Pasley went on to say there are roads bonded in revenue bonds out to 2037 for roads that are going to last 10, 15, or 20 years; the bottom line is to get the spending under control; he showed a copy of what the revenues have been in looking at the CPI, per capita income, and the budget over the course of the last 15 years; the problem is not income, the problem is spending; he does not mind helping the Board to find places to cut spending and getting this under control; and the bottom line is the Board has to figure out how to control it, because if the only solution is to raise taxes then all are doomed.

John Weiler stated this is a great opportunity for a fresh start; he was present at the December Workshop; there was participation in the Workshop, with many ideas and ways of achieving the additional funds of about \$5 million a year, without increasing the gas tax were provided by active citizens in this County; and it appears that these proposals were provided to deaf ear in some cases, because there was a constant rebuttal of why it could not be done throughout this long and grueling December Workshop. He advised that Commissioner Anderson has publicly stated that he has several ways of reducing costs, but he cannot get the two more needed votes; he called on Commissioners Smith and Infantini to be the other two needed votes; contrary to not having the votes, that approach says that one has no political will to make the budget cut proposals to fund the roads, and to submit it for a vote; if it does not pass at least the public will know what each Commissioner's position is; but when it is not even on the table the public has no idea what each Commissioner's position is. He stated at the Workshop he provided the Board with two versions of several ways of obtaining revenues without increasing taxes; he provided the Board with his third version today and he is sure that if he had the job of County Manager he could find a way to get a lousy \$5.5 million out of the current expenses, and put them into roads; and he asked the Board to think about the large percentage of the senior citizens in Brevard County on fixed incomes. He stated there was no Cost-of-Living Adjustment (COLA) increase and the County cannot have a COLA either; take the existing budget and learn to live with it, and do the core issues; take some of the junk out and put roads in; and the Board has the ability to do it and all it has to do is get together, and have the political will.

Elaine Scott Bridgman stated she use to live on Merritt Island and now she lives in Viera, and she is a widow who finds it hard to keep up with her taxes; while she lived on Merritt Island Jim Barfield came knocking at her door and asked her to vote for him; and he promised her that if she voted for him, he would ensure that every cent of her tax money would go to what it is allocated to. She went on to say that she was head of promotion and tourism for the City of Baltimore and she had her own public relations firm; Baltimore was really being built, but there were CRA's saying they needed money and all the money that the taxpayers had paid went to nefarious places, and then there was no money for the basics; the Inner Harbor had been given all kinds of good things and she did not last long in Baltimore; and she expressed her appreciation to the Board for how hard everyone is working and trying to do what was promised to her about the tax money paid being used only for its allocation. She stated that she thinks it is extremely important that the Board remembers when he or she are elected to come in with the very best of intentions, but do get talked into doing things that is not quite right; that cannot be done with tax money; and she suggested for the Board to repent, to spend the money where it belongs being spent, to not blame it on the last person who was in office, and to listen to public about what it is doing with taxpayer money.

Anita Unrath stated Brevard County is a wonderful place to live with a good quality of life present and many expect the County to provide good roads; she inquired if 80 percent of the public does not want the gas tax how would roads be paid for; she asked the Board to not cut programs and to not take money away from Parks, Libraries, Arts, charitable organizations, and surplus properties because all of those cuts would take away from the quality of life; she was present at July 15, 2015, Workshop with Brevard Public School Board about Impact Fees; she heard the recommendations and she saw the Board arbitrarily make them about one-third of what was suggested; and the millage rates on property taxes. She went on to say that she has

January 14, 2016

an old document that is showing that Brevard County is the county in the area that was cutting millage rates on property taxes; she stated she remembers telling the Board that she thinks it needs the taxpayers money for good roads; and now it is six months later and there is still talk about trying to figure out how to fund for roads. She asked the Board for its support of the gas tax because it is the right time and it is the right thing to do, to ensure there are good roads; it is a user tax, meaning if one does not buy gas for a vehicle one does not pay the tax; not too long ago gas was \$3.85 per gallon and people were still driving, which is \$2.00 per gallons more than what is being paid for today; and 15 gallons costs an additional .90 cents for a fill up; and is a tax that tourists would also pay. She stated the one-half of a penny Sales Tax and Impact Fees are needed for new construction, which was suggested by BRAC in order to maintain good roads; if it is thought to kick this issue to the voters to decide; she mentioned a story about the history of Brevard County; in 1895 the citizens of Brevard County want a new shell road along the eastern side of the mainland, and there were 614 voters that showed up that day; the shell road was voted down by a vote of 329 against, and 285 in favor. She went on to say the people in 1895 had to wait a few more years for their shell road, that would go all the way down to Fort Pierce, and was only 53 percent against, and if 80 percent are against this gas tax, they will probably be against the Sales Tax as well; and she thinks the voters in 2016 are any different than the voters in 1895 because of too many residents expecting great things to be done for them, and not being willing to pitch in and help. She concluded by saying the Board are elected leaders needing to make tough decisions; she asked the Board to pass the gas tax with a super-majority vote; and she thinks it would be great for future books to say in 2016 the Brevard County Board of County Commissioners made the difficult decision, to fully-fund much needed road work, and voted for the sixth cent gas tax to ensure good roads to the residents of Brevard County.

Commissioner Infantini pointed out that Elaine Scott Bridgman swam the English Channel and she is a very famous person.

Tom Unrath stated there are many things that are funded through the budget that are necessary for the quality of life, which he does not want to see be cut; he has heard much talk about needing to cut, but he has not heard about what those things are; there is \$600 million worth of work that needs to be done for roads; and he thinks enough will not be cut to fund \$600 million worth of work needing to be done. He went on to say maybe it is a both/and; maybe there are some cuts that needs to be done but then there needs to be some additional funding as well; \$600 million is a lot of money; he encouraged the Board to strongly avoid making a decision by not making a decision; and he asked the Board to ensure this gets on the schedule in a way a vote can happen, and ensure the vote happens in a way that allows to keep the infrastructure that is so vital to the community, economy, and for safety. He stated good roads and public transportation is needed; it is a tough decision and he appreciates the good work being done; and he encouraged to the Board to step up and make the hard decision to fund the vital stuff.

Pam LaSalle stated the Board ignores her a lot and it takes a lot for her to keep coming back to the Board due to her getting her feelings hurt; she believes government can improve lives; she knows animal issues inside because she wants animals to be treated humanely, which she has given up on; and now she is trying to save the humans. She went on to say she looked for the animal budget, which was tucked away in the Sheriff and last night was the first time she seen the budget for this year; what is interesting to her about the budget is in 2013 \$3.2 million was given; and money back then was allowed to be given back to the General Fund. She stated in 2014 \$3.3 went to the Sheriff, but the Sheriff created the Pet Posse; out of that Pet Posse came the feeding of the animals, that she takes an insult because it is in the \$3.3 given; last night she noticed the amount is now \$3.8 million, along with the pet posse that is unknown of how much money is in; she does not know what they are doing with that money and why they are increasing it; and she suspects they are spaying, neutering, and dumping cats back out into the community and making people sick. She stated animals and government are very complex;

January 14, 2016

along with this issue comes post-exposure prophylaxis that is what people get when they have been exposed to an animal bite that could be rabies; she wants government to pay for that because she does not want those people out in our community exposed to rabies and developing the virus; and the County spends over \$100,000 a year on that through the State of Florida Health Department. She stated a lot of that exposure is from feral cat colonies, because a person cannot find a feral cat colony that does not have raccoons feeding at it; her personal experience is the people who are involved that she calls feeders get the vaccine; it may seem that she is talking about a half of a million dollars this year; and pet prophylaxis this year is \$133,000. She advised any gas tax is going to be inflationary for everything, it is not the out-of-pocket to go down the street but is the delivery people, and the groceries; along with the animal issue, health is at risk; the parasite that the cats spread is in the dolphin and that means it has to go all through the community to reach the dolphin; the people that get into the Lagoon are exposed to it; this parasite causes behavior issues, it kills fetus', it maims fetus', it causes people to go blind, because it is not associated to one exposure; and maintaining the Ordinance and this cost to human health, and human pocketbooks is completely unreasonable.

Stuart Gorin stated residents were failed by prior Commissions, road funding denied in omissions; their actions consisted of no good deeds; they shelled out for wants instead of needs; and now it seems this current group, also wants the residents in the soup. He stated business can exist without residents dough and CRA's have to go; sure it is nice to have a Field of Dreams, but private funding is better it seems; the Board should stick to necessities in the budget and please do not fudge it; current funding will be enough for roads, safety issues, all that stuff; and he asked to support the pleas, do not be hax, and stay the course, no extra tax.

Reverend Joseph McDowell, Links of Hope Executive Director, stated he is in favor of continuing CBO funding; he is assuming that Links of Hope is going to receive funds if the Board continues supporting it with funding; the mission is to prevent child abuse and to reduce the rate of incarceration at the Brevard County Jail, by attempting to hold six parent education classes, and eight anger management classes; and the budget is \$36,000, and one-third is funded by Brevard County. He went on to say if the Board decides not to continue with funding, four classes will be eliminated; those who successfully reenter society are going to have stronger families, to be contributing to society rather than taking away from society, and having a safer community to live in with much less incidents of child abuse. He stated he is hopeful that the Board will continue funding Links of Hope programs.

George Lebovitz stated there was so much information in the presentation that there is no way he could assimilate; he would have liked to have studied them but not having had that chance he had to distill it down to the essence of what he understood was that out of a billion dollars in this budget, with all the expenditures and the requirements he could not help but notice that everything was itemized down to the nearest dollar; but there were no cents. He advised that he is not a budget or an road and maintenance expert, but is a common sense kind of guy; common sense says to him, that a dollar cannot be squeezed out of the budget; his common sense is saying to him that this needs to be treated the same way households are ran and the same way businesses are ran; and if there is no money it cannot be spent. He suggested for the Board to prioritize what it really needs by recognizing what needs doing and spending the money on that, and then finding some savings out of the solutions being offered, but he does not know which one would work.

Travis Proctor, Melbourne Regional Chamber of Commerce Chairperson, stated the Chamber agreed the infrastructure and maintenance is a core and a critical need; it accepts that the current funding allocations are not sufficient to meet existing and future requirements; sometimes cash flow limitations require deferred maintenance and delayed capital expenditures; but eventually the piper has to be paid or face failure. He went on to say how allowing to be in this situation can be debated, but a crises situation is approaching that has

January 14, 2016

jointly been allowed to happen; therefore, he believes sharing the responsibility necessary to fix it; and it is time to pay the piper. He stated the Board should scour the budget, identifying legitimate sources of funds that could help close the gap without undermining the vitality of the community; he asked the Board to bring those sources forward for debate and discussion; however, there is not enough that can be cut from the current budget to address the size of the problem at hand, an \$18 million per year shortfall; and as members of the business community to support the new revenues recommendations identified by the Blue Ribbon Advisory. He stated the Board should act now and approve the sixth cent gas tax; fuel costs have dropped dramatically and are likely to remain low for some time; the savings is enjoyed; this approach asks the user of the system to share the burden of maintaining the roads; he understands that the sixth cent will not fully resolve the problem, but there has to be start before the problem balloons to something with no ability to solve; and the Chambers supports taking to the voters the option for half-cent infrastructure sales tax, and if passed repealing the sixth cent gas tax. He added, the Chambers are supportive of sunseting the moratorium on Impact Fees; the Chambers' believe a fixed end date will allow for future consideration given once paying the piper for the previous inability to tackle the funding requirements reducing dramatically; it recognizes inheritance of the problem and knows the Board has the power to do something about it, because it was elected to lead the County, and to make decisions that encourage long-term vitality even when the investments are not popular/easy; and it asks the Board to take action now. He stated by deferring the maintenance problem from \$6 million is now an \$18 million problem; he asked the Board to lead and to something, and not defer because it is hard.

Marty Adams stated he thinks that all can agree on a goal of finding sustainable funding for road maintenance; he had the opportunity to work with several Departments and has consistently come away with the impression that they are competent, and they are trying to do the best they can with the funds they have available; he expressed his appreciation for the candor heard in the room behind him today; and it caused him to think about American industry. He went on to say that American industry is among the most productive on the planet, because they are in a competitive environment; staff is consistently asked to do more with less; he sent the Board an email a couple of days ago expressing his concerns and that he can live with a sixth cent a gallon gas tax, and that he would be less concerned about it if the process used was examining all the expenses to find something to cut; and he is concerned about not having a process for infrastructure. He stated the road maintenance issue was defined in the strategic planning document dated February 24, 2009, and was to be addressed in the next Fiscal Year as a priority for drivable roads; and now it is 2016 with that not being done. He stated the Strategy Map says the same thing; the BRC was asked to look for funding sources without being asked how the process got to this point, what the root cause is, and identifying the issues; and then treating it as an emergency six years later. He suggested until long-range thinking is done, the roads look to be an unforeseeable thing for the future; and should stop meeting this way.

The Board recessed at 4:22 p.m. and reconvened at 4:34 p.m.

Rich Charbonneau asked Commissioner Smith to say no to the gas tax. Commissioner Smith replied there can be no vote made today.

Commissioner Infantini advised the Board could give direction that it is going to be voting no and ending this right now.

Mr. Charbonneau reiterated the room would clear out.

Commissioner Smith advised that he is not voting for this gas tax.

Mr. Charbonneau stated he keeps his promises and Commissioner Smith has made some promises that he needs to keep up with; and he asked for Commissioner Smith to keep his

January 14, 2016

promises about of doing away with Community Redevelopment Agencies and the Merritt Island Redevelopment Agency. He stated he knows that he is putting Commissioner Smith on the spot, but he needs to do away with the things that he said he was going to do away with, or at least make an effort to do away with them; he comes from the blighted community Satellite Beach that has a CRA, but he lives in a \$700,000 house; and he thinks that that CRA should have crapped out. He went on to say that there is an elephant in the room that has not been talked about, the biggest line item is not the road it is Sheriff's budget at \$121 million; no one has ever said a word about the Sheriff's budget; and he does not mean for Sheriff Ivey, but in general over a period of time that budget doubled, but the population has not come close to doubling. He stated maybe the Sheriff needs more money, but he has not come before the Board explaining his \$121 million budget; when the Animal Control was taken over the Sheriff said that he was going to run it more efficiently than anyone else, but he asked for \$500,000 more; and there is a way of finding money to do this. He added, a lot of people need every little bit and many are at their breaking point now; the Board cannot push them past their breaking point and he is laying this all on Commissioner Smith to put up or shut up, because he said that he was going to do this and that; and get rid of the CRA's and the Economic Development Commission of Florida's Space Coast (EDC).

Commissioner Smith remarked that he never said EDC.

Mr. Charbonneau stated there are some areas that can be looked at and he knows what needs to be done; former Commissioner Chuck Nelson told him sometimes there bad and worse bad decisions to be made; sometimes the worse bad is done before doing the bad; and the Board does have some options.

Joyce Errecart stated she is from blighted Cocoa Beach that has a CRA; she had previously spoken at two Board meetings and each time she told the Board that she has ran a government department and when there was pressure, the budget was able to be cut by 10 percent, and it can be done; and she had asked the Board to direct staff to come up with budget cuts. She stated people are angry because with the presentations received from the staff, it looks like the direction shows why the budget cannot be; staff is who knows where to cut; and as far as she can tell the Board has not directed staff to come up with how to find the money for road maintenance, other than raising taxes. She stated because of being into the Fiscal Year already, the millage rates have been set and that sets limitations on the money that is available for raising for roads; the only mandate where the dollar amount is fixed is for Medicaid; from her calculations there is about \$203 million that could be changed, but if there are no set priorities, no information from staff about where there can be cuts, and the Board needs do an across the board; and starting with about one or two percent of \$203 million to raise a few million dollars for the rest of this Fiscal Year for road maintenance. She went on to say the money has to be found to fix the roads; for FY 2017 the Board would have more opportunities by changing the millage rates without raising taxes as to how the millage is designated; the Board can continue the setting of priorities while maintaining roads by level-funding every single thing in the budget; and all of that increased revenue from increased values in properties, and more gas usage money would then go to the roads for continued repair. She stated a lot people in the room can afford a gas tax increase, but there are a lot of people that are on a fixed income, unemployed, or under employed that cannot afford a gas tax; it is not just the gas tax increase, it is the ripple effect by the businesses having to increase their prices to pay for it; it cannot be done without trying as hard as possible; and she has yet to see a real serious attempt at cutting the budget. She concluded by saying the Board really cannot increase the gas tax now and she asked the Board to vote against a gas tax increase.

Courtney Barker, City of Satellite Beach City Manager, expressed her support for any of the BRC recommendations; the City of Satellite Beach has passed a resolution supporting the BRC and its recommendations acknowledging that the County does need to look for new revenue for

January 14, 2016

roads; some comments about roads issues getting this way because of mismanagement or spending incorrectly on the wrong priorities; and a lot of the issues come from amendment to the Charter. She went on to say that the Board has not really been able to recover from the recession; there is not enough revenue being brought in to cover service levels; the priorities issue and discussion is continuing; there are a lot of people who believe that since it is not their idea or priority, they are wrong; and everyone has different priorities, and government is here to cover all of them. She stated CBO's are funded largely because they lessen the impact on other County services; she is supportive of allocation funding for public transit; there is a one hour wait time between buses; and she asked the Board to imagine what it would be like if there was no need for a car because the public transportation was better. She added, residents do not want to see their services cut; and they want to see a new revenue source, and the issue taken care of. She stated she thinks it is sad talking about cutting meals to seniors because people do not want to pay \$38 over the course of one year to pay a gas tax; at this point now taxes are very low throughout the State of Florida; and doing the gas tax should make things okay.

Bridgett Stuhlmiller, Director of Brevard Rescue Mission, stated she is in support of the gas tax for the purpose of allocating a portion of the tax to be utilized for public transportation; there is a great deal of people who do not have transportation and that can be debilitating in moving forward, but it does not have to be; SCAT hours are limited; and many families cannot accept employment due to public transportation restraints. She went on to say many in the room have transportation and the magnitude is not understood with the situation; her job is to empower women, but it is really discouraging when they get a job but cannot take the job due to the hours of employment conflicting with the public transportation hours; and she asked the Board how to empower the community and how to get these individuals who do not have transportation jobs. She stated if a portion of the gas tax goes to public transportation, she believes a positive ripple effect would be seen; and she challenged each Commissioner to keep his or her daily schedule, and to ride public transportation in Brevard County for the grave need to be seen by each Commissioner.

Bob White stated for the speakers who already left that did not get to speak, he spoke to every one of them, and they are all opposed to increasing the gas tax; he expressed his appreciation to the Board for listening to the speaker's today; he was not planning to speak today, but he felt like with Chairman Barfield trying to cut off Ms. Pasley, like he did her first and second time speaking to the Board; and that irritated him because of whether or not a video had been vetted. He went on to say the impression was clearly given that staff had no time to vet the video; that video seemed to be the biggest false narrative of that entire meeting and that the Board allowed its County Manager to get away with an impression that they had vetted that video; and it seems to him that there ought to be a public apology to Ms. Pasley. He stated there has been a lot of talk about charitable contributions with charitable receivers coming before the Board making sure they are still going to get their contribution; those who do not believe that is the proper function of government are quite often cast as hardhearted; but he is a member of a church that gives away hundreds of thousands of dollars a year to charities in Brevard County. He stated the churches in North America is in decline because they advocated to government their responsibility to feed the poor, to take care of the homeless, and attendance is suffering because they have given up that responsibility; the Board willingly has taken it over, when it is not the Board's responsibility, and it is the churches responsibility; and it the citizens responsibility to decide where it wants its charitable contributions to go, not for the Board to decide. He added, the presentations seen from staff were clearly not presentations that were designed for the Board's benefit, because if those presentations were designed for the Boards benefit, it has not been doing its job in the first place, because if the Board did not already know of those things that were included in those videos, then shame on the Board; and those videos were clearly designed to create an impression for everybody in the audience that is either

January 14, 2016

supporting the gas tax or is on the fence about it that there is no room in the budget because the Board has spent 100 percent of the money taken in.

Mike McNees, City of Melbourne City Manager, stated in the City his budget is a lot simpler and it does not go astray from core functions, but if it does there is an eye towards developing or leveraging future resources that can be used to support those core functions; the City over the last three years has stretched to the limits of its authority to create resources for what it sees as the two highest priorities, the public safety vehicles, and the road maintenance; and they have literally gone to the limit of their authority. He went on to say some of the limits of that authority is set by the Board; that amount of money that is created by them going to the limits of its authority really is not enough to meet the road maintenance needs just for the City road without talking about the needs of the County roads that are within the City, that are some of the worst problems, and bordering one of the hottest economic development zone's in the County; and having road in deplorable condition because the money is simply not there to fill the pot holes. He stated the City needs the County's help to move forward on that; bureaucrats like Mr. Whitten and he, are as good as the tools they get; they really need the Board to help put tools in the toolbox; one thing being left out of this conversation is taking the rest the County budget to zero and putting every penny into the roads budget, does not help the cities because they are based on the way that Legislature crafts the gas tax on the Board to put that tool in the toolbox; and are completely dependent upon that tool while being limited by the Board in his own ability to raise City revenues. He asked the Board for its consideration; he stated he stood before the Board before talking about partnership; the City is prepared to stand as the Board's partner with a road maintenance program that is clearly defined based on a professionally produced pavement management plan; the City is prepared to account penny for penny, for every length in mile, and every expenditure from those funds; the City has been doing it for two years; and the City is ready to put all of its peas on the table with no shells. He stated the City built a model for how that can work; it does work for the City and it is two years into it; he is prepared to be a partner; if the Board believes the tool is the gas tax, the City will do its part to see that there is accountability, and proper use of those funds; and if that tool turns out to be a sales tax, the City is there for the same thing.

Commissioner Infantini stated she does have one suggestion for the City, perhaps it may want to sell the waterfront property that was bought before Mr. McNees took over; there is some waterfront property just north of U.S. 192 and south of Eau Gallie, that the City invested in; and she thinks the Mayor wants to make it a five-star hotel. She went on to say that she thinks perhaps rather than doing that, the City may want to sell that property back to private development that would provide for some of the funds needed; and she thinks that happened before Mr. McNees came onboard. Mr. McNees responded he is happy that she brought this up because that was his idea; and he is happy to say that the purpose of the City buying that property was to have the say in getting it redeveloped; there are a lot of encumbers on that property with a lot of complications, that by passing it through the City's ownership it is able to clear; and it is the City's intention this Fiscal Year to put that property out for redevelopment, and get it where it belongs which is off the inventory and back into development on the tax rolls. He reiterated that is exactly what he talked about when he said if they go outside of a core function; and it is with the purpose of developing future resources to put back into core function.

Ron Bartcher stated the BRC report describes the problem and the solution to lack of funding for road maintenance, and he encouraged the Board to pass the sixth cent gas tax which would begin fixing the problem; the gas tax is a short-term patch until the long-term one-half cent sales tax can be approved; and this lack of funding is not a small problem that a few million cut from existing programs will fix. He went on to say almost \$50 million would be needed each year for the next 15 years to properly repair all of the roads; the long-term solution is to have voters approve a one-half cent sales tax for road maintenance specifically; one the sale tax is approved, the gas tax could be dropped, however, he believes getting the sales tax approved is

January 14, 2016

going to take more than one attempt; and that is why it is important to approve the gas tax now versus delaying it year-after-year. He stated maintenance of any kind is always a pay now, or pay later, and pay a lot more later kind of situation because road maintenance has not been adequately funded over the past years, the County now has to spend \$50 million to repair roads that could have been maintained for only \$22 million; and he asked the Board to implement the recommendations of the BRC.

Diana Schommer suggested cutting \$7.2 million for the 22 CRA's; she stated the road tax needs to be done and she is against government giving private businesses grants of up to \$15,000 that the business owner matches, so they can fix up the outside of his or her building, and the revenues generated goes to the CRA; and it is unconscionable to be funding private business. She went on to say capitalism has to do with entrepreneurs doing their own thing like painting their own front door and paving their own parking lot; she thinks CRA's are wrong in so many levels; on to say the County has 140 Parks that are funded and maintained; she thinks the best 100 Parks should be kept and the remaining 40 Parks should be eliminated; the mandate of a certain amount of the budget goes to buy up lands to put them in conservation; and one-third of Brevard County is in conservation, that no one can use, that has no taxes paid on, and is basically taken out of the County for wildlife. She added, one-third is enough; she inquired why land is bought up to not produce tax revenues; she stated if it takes a referendum, put it on the ballot; and she thinks one-third of the County being that way is enough. She advised the gas tax is the fairest way to charge the people who use the roads; she thinks all the other cuts should be made first to then put the savings into the pot for roads; the gas tax could be for eight or nine cents, rather than the one-half cent of general tax; and she thinks those would benefit the County and make the County strong.

Keith Rigler stated the Board has gone haywire, because somewhere it went from families being responsible for quality of life, not a city or a county; there is a new library in Palm Bay; the United States Declaration of Independence has life, liberty, and the pursuit of happiness it is in that order because there has to be life before getting liberty, there has to be liberty to pursue happiness; he was taught at Eau Gallie High School that roads are a top priority; and there is no city or county without roads. He stated he prayed for himself this morning about talking to his significant other about moving to Massachusetts to have fewer taxes; he thinks the process of Machiavellianism is conning, scheming, and unscrupulous in politics or in advancing ones career and agenda; a lot of work went into Ms. Pasley's video and it was called a false narrative and it had not been vetted; and it was claimed that Commissioner Infantini was in on that video, but he believes that she was not. He went on to say the Board voted on legislation with no notification at the last meeting; one Commissioner advisor said he is absolutely against the gas tax and that advisor told everyone this morning to quit whining, shut up, and sit down; he usually does not ask for an apology, but he was very offended by that; he almost brought a chair and some duct tape with some recording of whining noises to play it during his five minutes, but that probably would have been another a fiasco of something being done wrongly; and he apologized to the Board if he offended any one telling what his thoughts are about the process.

Ron Bobay stated he thinks there is a general agreement of the road needs; he believes this is a community with many diverse needs; the Board reflects the diversity of the community and it currently has a budget; he is worried that if something is not down now for implementation in 2017, it will be pushed back another year; and he has reviewed the BRC and he had summarized what is there. He went on to say he understands there is \$14 million of recurring money every year for road maintenance; he also understands that \$20.2 million is needed every year and that the gas tax will produce \$7.8 million; and that would generate \$21.8 million, which is just a little bit over the actual need to do the recurring maintenance. He stated it does not address the legacy, which is an additional \$11.86 million every year for the next 15 years; there is a \$30 million dollar new road construction need that is needed every year for the next 15 years; the one-half cent sales tax generates \$17.4 million every year; and the County needs that

January 14, 2016

one-half cent sales tax to do the infrastructure, needs the gas tax in order to try to keep up, and addressing the legacy need. He advised that he sees this to be very pressing and he is very much for the gas tax, because he thinks the County needs to get current in what it is trying to do; he thinks Impact Fees need to be done because if \$17.4 million can be generated through having the one-half cent sales tax, the \$30 million dollar annual need, plus the \$3.4 million of Impact Fees there still needs to be a generation of \$20.8 every year. He added, it still \$10 million short on the infrastructure need; he reiterated he is all for the Impact Fees, gas tax, at least a one-half cent put out in front of the public and having a vigorous campaign trying to inform the public about what the needs are; and he stated he does hear of all the priority issues, but in summary he thinks the community is diverse with many needs whether using those services or not, and it is a responsibility of being a community whether it is used or not.

Todd Pokrywa, The Viera Company, stated he agrees with Mr. Bobay, Mr. McNees, and Mr. Proctor; there is a can sitting in front of Commissioner Fisher that is all banged up and representing the same situation with roads; the can keeps getting kicked down the road; the can is almost underwater in a ditch; and it cannot be kicked any future, and something needs to be done about it. He stated a thriving community needs adequate and well maintained infrastructure is important for quality of life and economic development; this is not getting any better with age; something needs to be done because there are tools available that surrounding counties and counties throughout Florida are using to address these needs; and there is no one solution that is going to fix all of the needs of capacity and maintenance. He advised that The Viera Company fully supports all of the recommendations of the BRC, including implementation of the gas tax, the sales tax, and re-imposing transportation Impact Fees as tools to be available to the County for addressing needs that it has; the surrounding counties have implemented the gas tax, many have re-imposed transportation Impact Fees for capacity needs, with some doing that years ago, and with some doing so in just the last few months; they are tools that Brevard County needs to compete to maintain quality of life; and he urged the Board to take action.

### **ITEM III., BOARD DISCUSSION**

Commissioner Fisher stated he came out early on saying a workshop can be done if the Board wanted to do something about it; he has been quoted pretty often that he has a closed mind about it and that is a pretty true statement; he explained he has a closed mind, because he was the one who sat here and led the charge to do some things that were not popular at the time; from 2006 400 full-time employees got laid off, no merit increases or Cost of Living Adjustment (COLA) for six years, increased employees and retirees health insurance contributions by 91 percent, implemented unpaid furloughs, adjusted staff models, used staffing agencies, increased the use of volunteers, increased outsourcing, converted full-time positions to part-time positions, layoffs and early retirements were done, planned cost allocation by reducing employees plan costs by approximately 24 percent or \$12 million, increased members healthcare costs by 91 percent or \$11 million, and members out-of-pocket expense were increased by 162 percent; and health insurance member premiums increased by 25 percent for \$1.6 million, retiree premium increases were implemented 1.5 times the medical trend, initiated working spouse program premiums surcharge, eliminated stop-loss use with estimated savings of \$400,000, partnered with local agencies and the School Board, implemented a pharmacy HRA, PPO changes were established with health and wellness initiatives, and adopted plans designed for co-pay increases. He went on to say action was taken to adjust the budget shortfall, capital outlays and improvements, deferred capital projects and maintenance needs, reduced County vehicle fleet by 10 percent, decreased funding for capital outlay and improvement projects, and utilized some federal stimulus dollars; operating hours were reduced, no personal computer replacement program, reduced training, reduced funding level for CBO, reduced funding to First Responders Program, eliminated non-essential travel, utilized outsourcing privatization, reduced overall operating budget, revitalized Contracts,

January 14, 2016

reduced janitorial and ground maintenance; and then the Board took the debt and refinanced some commercial paper and lowered \$200,000. He advised the Board refinanced utility debt to decrease debt obligation by \$1 million, bonds were defused on a lower annual debt payment by \$1.4 million and in the process the credit rating improved with all that; and then the Board got innovative and invested in some technology, streamlined some processes, utilized federal funding for neighborhood stabilization programs, energy efficient, leveraged opportunities, established cooperative relationships, and partnered with municipalities and local agencies. He concluded by saying when the Board was doing all of those cuts and in 2006 the budget was \$1.6 billion, it went down in 2012 and 2013 to \$939 million because hard decisions had to be made; and Commissioner Infantini did not make any of those cuts or hard decisions like he did.

Commissioner Infantini stated she is not going to allow for Commissioner Fisher to continue saying his false narratives and untrue statements.

Commissioner Fisher remarked Commissioner Infantini's statements are kind of fuzzy; he stated at the end of the day, she never voted for a budget; he made a budget with hard cuts; he was not interested in making a whole bunch of other cuts; and to a certain group, if cuts were made today, it will not be enough. He went on to say that he told everyone when this started that a budget workshop could be held; while he was working, people were at the Ronald Regan Club; he provided the can; and if they all want to kick the can, to go ahead because he does not care.

Chairman Barfield asked for a few members of the audience to please leave.

Commissioner Infantini stated the lack of professionalism on this Board is absolutely appalling; and she is leaving the meeting.

Chairman Barfield inquired what the pleasure of the Board is.

Commissioner Smith stated he is not in favor of the gas tax.

Commission Infantini advised the Board that she is not in favor of the gas tax; and her absence is noted at 5:31 p.m.

Commissioner Smith stated the Board can continue the discussion at the next Board meeting; and he suggested going over some ideas to decide where to cut.

Chairman Barfield clarified that Commissioner Smith is against the gas tax. Commissioner Smith responded affirmatively.

Chairman Barfield advised the gas tax is dead and it is not going to go before the Board to be voted on; he stated it is interesting to him, going through six Workshops and looking at roads, having each Director going through details at all levels where their spending goes, where it was spent, and verifying every line item, and in going through two public budget sessions that there was zero input from the community, which was scheduled in the evening to ensure people could attend; but now the budget is passed, and the question is where is the money for the roads. He went on to say that all the while in going through the Workshops financing of the roads is brought up; all of the things put in the budget are being talked about cutting was accepted as a priority of the County; and now people are saying not go with a gas tax, but try to find cuts. He stated this thing about roads has been going on for years; he is fine with a gas tax and the money would not come until 2017; now going back to cut what was approved and knowing that funding the roads has to be taken care of; and he does not understand how else to get there.

Commissioner Anderson stated something has to be done and he was leaning towards voting for the gas tax; the City of Palm Bay commissioned an appraisal to determine what the impact

January 14, 2016

of improving roads in the City was; he figured that his family drives a lot and he would probably spends \$300 to \$400 extra with a gas tax; however, an improved road in front of a house would give a 10 percent increase on the value of your house; and that increase is far more than what he would spend in gas tax for the rest of his life. He added, the Return on Investment (ROI) as a taxpayer is huge; if ROI is looked at and increase of their home values, the Board has to put it out for the voters; he is in favor of letting the voter decide by putting it on the ballot and letting the voters decide.

Commissioner Infantini's presence is noted at 5:36 p.m.

Commissioner Anderson stated he has always been an advocate for letting the voters decide.

Commissioner Infantini disagreed; she stated they were elected to make the tough decisions.

Commissioner Anderson advised Commissioner Infantini that she can vote against putting it on the ballot; and he is sure he has two other Commissioners supporting him.

Commissioner Infantini remarked that she is sure that he does; she reminded everyone what the sign says at the very beginning of walking into the Commission chambers, talking about civility; the lack of civility and the Commissioners' have agreed that it would never tolerate this on this Board; the person sitting to Chairman Barfield's right has no manners, no professional etiquette whatsoever, and she does not understand how she has no redress or support to talking to people the way that he does when the public speak to the Board; and it is appalling behavior to her, that she does not understand.

Chairman Barfield advised the Board to talk about the roads.

Commissioner Smith stated he would like to submit his recommendations for cuts and ideas for the Board to kick round; the Board may make a statement that it is making an effort to cut where it thinks it can cut and there are some ideas that the Board will hopefully agree on; the Board can evaluate where it is at and then it can go to the voters; there only needs to be three votes; and that is where he thinks the Board should start. He advised he has got a lot of ideas from the public; he has talked with Mr. Whitten and Sheriff Ivey about some of the ideas that he thinks are solid ideas; and he thinks it is what is owed to the people.

Chairman Barfield stated he thinks it is worth it.

Commissioner Anderson stated he does not mind doing that.

Commissioner Fisher stated something else that may want to be considered doing three cents now and then maybe do another three cents in a couple of years for a gradual approach to gas tax versus doing six cents all at once.

Commissioner Smith stated that is a possibility but he would rather do these numbers first because if the Board can get where it wants to be with these ideas, a gas tax would not be needed.

Commissioner Infantini inquired if this is not going forward to January 26. Chairman Barfield responded affirmatively.

Commissioner Infantini stated maybe the Board could stop taking trips, because she knows former Commissioner Bolin Lewis went to Singapore, New Zealand, and China.

January 14, 2016

Commissioner Fisher advised that the Board could still take a vote on January 26, if cuts come about; and he suggested for the Board to leave the option open.

Chairman Barfield advised the Board can always make a motion.

Commissioner Infantini states she is going to make a motion to not move the gas tax forward, if they can vote to move it forward.

Mr. Whitten advised there has been no motion made, there has only been a discussion.

Commissioner Infantini stated there are two Commissioners that are against the gas tax and it is not going to win a vote.

Commissioner Smith reiterated the Board is going to review his suggestions; and he stated that he is hopeful for the Board to come up with some suggestions.

Scott Knox, County Attorney, advised the Board that if it is not going to hear this again on January 26, the Board has to move for the public hearing to be cancelled on have to move which will take care of it.

The Board denied the option of holding a public hearing on January 26, 2016, by cancelling the public hearing for ordinances establishing, imposing, and levying the ninth cent gas tax, and levying the five-cent Local Option Gas Tax (LOGT) upon every gallon of motor fuel sold in Brevard County as authorized under 206.41(1)(e) and 336.025(1)(b), Florida Statutes.

<b>RESULT:</b>	<b>DENIED [3 TO 2]</b>
<b>MOVER:</b>	Trudie Infantini, Commissioner District 3
<b>SECONDER:</b>	Andy Anderson, Commissioner District 5
<b>AYES:</b>	Trudie Infantini, Curt Smith, Andy Anderson
<b>NAYS:</b>	Robin Fisher, Jim Barfield

Chairman Barfield inquired how the Board is going to get to the cuts to look at. Commissioner Smith responded that he will present them to the Board at its next Board meeting; and he inquired if he may write a list and disburse it to the other Commissioners. Attorney Knox responded affirmatively.

The meeting adjourned by consensus at 5:43 p.m.

ATTEST:

  
SCOTT ELLIS, CLERK

  
JIM BARFIELD, CHAIRMAN  
BOARD OF COUNTY COMMISSIONERS  
BREVARD COUNTY, FLORIDA