Meeting Summary

RLSA Restudy
Exploring Infrastructure and Fiscal Impacts

August 23, 2018, 6:00-8:00 PM, South Regional Library

I Introduction

Speaker: Mr. Kris Van Lengen, Collier County

Kris Van Lengen, Collier County Planning and Zoning, welcomed attendees and opened the meeting at 6:10. He described that comment cards are distributed to ask attendees about their concerns about infrastructure. He asked for it to be filled out tonight or at home because it is good to have the feedback.

Mr. Van Lengen highlighted the items on the agenda, starting with Long Range Transportation Planning Concepts, noting that these topics are important to Group 4 polices, urban villages and design factors. He said Ann McLaughlin, MPO Executive Director, will talk about how the Metropolitan Planning Organization (MPO) conducts business, long range transportation planning, the evolution of costs and revenues (specifically technology and the status of eastern Collier County).

Keith Robbins, the District Freight Coordinator for Florida Department of Transportation (FDOT) District 1, was next on the agenda to provide perspective on agriculture and freight distribution on the roadways.

Mr. Van Lengen advised that Joe Bellone, Director of Operations for Collier County Utilities, will share the vision and strategy for water, wastewater and irrigation as populations move east. He noted that water sources would be addressed at the next meeting, but distribution was the subject for today.

Mr. Van Lengen added that Tindale Oliver was present to tie together the concepts of infrastructure costs to the public and the best way to grow with fiscal neutrality. He said that questions and answers will be addressed at the end of the meeting because it will be more efficient to move through the speakers' presentations and then have Q&A at the end of the session.

Mr. Van Lengen explained that this is the beginning of the restudy process with workshops throughout the fall, and there are plenty of opportunities to be involved. The upcoming workshops will be in the South Regional Library. Water Resources will be discussed in September, and discussion topics will include surface water, basin rules, quality, quantity, Water Resource Areas (WRAs), aquifer health, potable water sources, and salt water intrusion.

Built environment will be discussed in October and November with an interactive approach similar to the format in previous meetings. Those two workshops will consider design components and process implications associated with Group 4 policies. Mr. Van Lengen added that a meeting with the Growth Management Oversight Committee (GMOC) meeting will be two weeks from today. This committee provides guidance on public interaction and will advise how to structure meetings after November, at which point it will become important to reach consensus and review Group 1 policies that tie all the elements of the RLSA program together.

Mr. Van Lengen advised that Facebook Live is one way to participate in these meetings. Video archives are available on the County main website, and workshop summaries and PowerPoint presentations are available on the restudy website.

Mr. Van Lengen noted that workshop attendance has been steady, and the County appreciates public input. Comment cards and emails have been captured in a feedback tracker by date. There has been a request to have emails in a discrete folder with attribution. Mr. Van Lengen asked attendees about their comfort level with posting emails online, and the consensus was that emails can be posted online with the email address redacted.

Mr. Van Lengen introduced Anne McLaughlin, MPO Executive Director with 35 years of experience in her field, noting she has served in her current capacity at the MPO since 2016.

II Presentations

Collier Metropolitan Planning Organization

Speaker: Mrs. Anne McLaughlin, MPO Executive Director

Ms. McLaughlin said the MPO coordinates closely with the Growth Management Department (GMD), even though the MPO is a separate entity. Transportation and land use are closely linked together. Ms. McLaughlin highlighted the MPO's transportation planning process governed by the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA). Continuing, cooperative and comprehensive, the 3-C's, are key words for the MPO. These words take on meaning during the 4-year review process. The MPO is data driven and must address federal and state performance measures. Ms. McLaughlin acknowledged Penny Taylor as an MPO Board member in the room.

Ms. McLaughlin described the make-up of the MPO as the County Commissioners and city representatives, noting that they address regional planning. She described the three major documents produced by the MPO including the Unified Planning Work Program that sets goals and budgets, the Long Range Transportation Plan (LRTP) has a 20-year planning horizon, and the

Transportation Improvement Plan (TIP) has a 5-year horizon. The LRTP must be updated and adopted every 5 years. The short-term outcome of the LRTP is the TIP, or 5-year spending plan. This is required for state and federal money to be used locally.

Plans are based on future growth, the current system, and future transportation needs. The LTRP is constrained by revenues and must reflect financially feasible projects. A list of needed projects is narrowed to a list of financially feasible projects. Now the MPO has a 2040 LRTP in place, which can be found online. As early as January, the 2045 Plan update should begin, which must be adopted by December 11, 2020.

Ms. McLaughlin explained that there are certain "givens" for MPO LRTP updates including BEBR population projections for Collier County. The population of roughly 360,000 in 2017 is projected to be 520,000 in 2045, reflecting an increase of 160,000 people over a 20-year timeframe.

FDOT revenue projections are $776 million. The money is not guaranteed but is simply a planning figure. This is the primary source of funding for new capacity that serves new growth.

Statewide trends per FDOT include increasing population, increasing vehicle miles traveled (VMT), increasing congestion, decreasing transit ridership, increasing fatalities, and increasing serious injuries.

FDOT plans for the Strategic Intermodal System (SIS) and for freight are givens. The SIS cost feasible 2029-2045 funded items include: 1) State Road 29 right-of-way, and 2) preliminary engineering and managed lanes study on I-75.

Ms. McLaughlin described assumptions about the future. The growing technology of automated, connected, electric, and shared use vehicles (ACES) will have major impact on transportation planning, affecting capacity, the existing road system, safety, equity, access, and land use. FDOT indicates there is an unprecedented amount of change between now and 2045. The National Oceanic and Atmospheric Administration (NOAA) funded sea level rise study is underway showing vulnerable infrastructure including transportation.

Scenario testing is needed considering the impact of the ACES technology based on FDOT guidance, land use alternatives, higher density mixed use, bus rapid transit corridors, and transit-oriented developments. Efficiencies in the delivery of infrastructure is important. Additional items that haven't been extensively looked at, but should be, include travel demand management and alternatives to grade separated intersections.

Ms. McLaughlin posed the question, where is the majority of the growth heading? She said that eastern Collier County will see the majority of growth because it is where big land parcels are located that allow larger mixed-use projects, as opposed to smaller infill parcels in other parts of the County.

Ms. McLaughlin the posed the question, where do we start? She said it begins with the current Cost Feasible Plan of the 2040 LRTP. An LRTP Amendment added back into the 2040 LTRP several projects including the Vanderbilt Beach Road extension to 16th Street NE and funding for the Randall Boulevard/Oil Well Road corridor study. Ms. McLaughlin added that the difference between needs and fundable projects is a huge gap. The huge gap is everywhere between perceived and forecasted need and the ability to fund. Modeling the cost feasible LRTP helps determine the best ways to make decisions about where improvements should be.

Ms. McLaughlin stated that the TIP is updated every year. The Bicycle/Pedestrian Master Plan is anticipated for adoption in the fall, and the transit development plan is also a factor. She reiterated that land use planning and vision are important considerations driving the transportation plan.

Ms. McLaughlin described that the County Interactive Growth Model (CIGM) and FDOT District 1 Regional Transportation Demand Model (D1-RTDM) are closely integrated. The growth model allocates population, employment and other factors according to transportation analysis zones that directly feed into the Transportation Demand Model (D1-RTDM).

The MPO advisor network is made up of several volunteer committees including the Technical Advisory Committee, Citizen Advisory Committee, Bicycle and Pedestrian Advisory Committee, Congestion Management Committee and Advisor Network. The MPO has an email Listserve and Ms. McLaughlin provided guidance to sign up for the advisor network. She also mentioned that summits and symposiums will be upcoming as part of the development of the 2045 LRTP.

Agriculture Shifts and Transportation Impacts

Speaker: Mr. Keith Robbins, District Freight Coordinator, FDOT District 1

Mr. Van Lengen introduced Keith Robbins, the District Freight Coordinator for FDOT District 1. Mr. Robbins has served 20 years as a US Army Officer and four years with FDOT.

Mr. Robbins said his presentation will focus on the Agricultural Shifts in Southwest Florida report by FDOT District 1. Mr. Robbins said he came to Florida four years ago and did not have an agricultural background, and he has found it interesting what a big industry agriculture is in Florida. He gave an overview that his presentation will include the changing face of freight vehicles, FDOT's role with freight mobility and agribusiness, and a report overview.

Mr. Robbins explained that rural infrastructure was built for smaller rail, ship and air vehicles. Today's freight vehicles are much larger, and infrastructure has not kept pace with this change. About four years ago, FDOT reached out to the agriculture industry, which is the #2 industry in the state, asking how FDOT could support their role in sustaining the economy in Florida. FDOT sought to identify improvements needed for the industry to address their concerns, such as areas of weak infrastructure, for instance substandard turning radii. Mr. Robbins stated there is nothing in the agriculture industry that cannot be sourced elsewhere if produce cannot get to the consumer.

The twelve counties of District 1 were assessed to determine truck trips. Almost 500,000 truck trips were generated by harvesting in one year in District 1. Growth in coastal counties is continuing and is pushing east, where the corporate agricultural production land is located. As growth continues east, agricultural operations must move and the FDOT looked at the impact of that move. Mr. Robbins explained that the study included the assumption that the agriculture shift is not a 1:1 ratio. The shift may include a change of crop or change of size of agricultural land area. Mr. Robbins said the report is available online at www.freightmovesflorida.com, noting that it is not a definitive or authoritative document. The report is for planning purposes only.

Based on the shift of agricultural production from coastal counties to inland counties, Mr. Robbins said that shifts for Collier County will be from eastern Collier to further east in the County, which is already occurring.

Mr. Robbins summarized that production in the District will not have significant change, but change may be more significant on a county-by-county basis. Major corridors of agricultural truck traffic, such as U.S. 27, State Road 70 and State Road 80, will increase in agricultural truck traffic. Mapping of 2020 and 2035 truck volumes reveals large numbers of trucks will be on some roads in 2035. The numbers anticipated for production traffic does not include traffic relating to an increase in workers, commuters, or supplies needed to sustain agricultural operations.

Coastal counties are projected to lose 8-49% of their agricultural truck volume. The inland counties are expected to grow 8-10% in agriculture truck volume. The anticipated growth in truck volumes is more than 57,000. Towns like LaBelle, Moore Haven and Immokalee will become or are existing agricultural hubs. Immokalee is expected to flourish. Bridge restrictions, such as weight, number of axles, and truck length will impact freight movement patterns and agricultural shifts. Two-lane roads with deep ditches and swales are difficult for freight drivers to navigate. These roads were not built to sustain the current volume and weight of the freight traffic.

Inland state and county roads have potential to become SIS corridors. The shift corresponds to smaller rural roads becoming major roads to accommodate large numbers of trucks. Mr. Robbins explained that these findings can be incorporated in the District 1 transportation model.

Mr. Robbins said another finding is that freight movements are switching from northern counties to southern counties. Polk County will remain a major generator of agriculture. The traffic seen today on U.S. 17 will shift to U.S. 27. More agricultural hubs will develop, specifically in Hendry and Glades County. Collier and Okeechobee hubs will connect major facilities as freight movement flow changes. Small towns will have more packing centers and distribution centers that are located closer to the agricultural operations.

Mr. Robbins explained that the Caloosahatchee River is a barrier to the citrus industry because the U.S. 27 bridge is the only bridge able to support heavier trucks. Trucks weighing over 80,000 pounds must use the U.S. 27 bridge, which can be nearly a 60-mile detour. Bridge replacement projects for the Wilson Piggot Bridge (State Road 31) in Fort Myers and State Road 29 Bridge in LaBelle are scheduled far out, but they are planned to be upgraded, and bridge upgrade plans have been advanced by two years.

Mr. Robbins concluded by stating that his work product is a Southwest Florida study by transportation specialists, not agricultural economists. The study intention was for planning purposes, and it does not account for traffic or growth shifts from the east coast coming to the west.

Water and Wastewater Utilities Going East

Speaker: Mr. Joe Bellone, Director of Financial Operations, Collier County Utilities Department

Mr. Van Lengel introduced Mr. Joe Bellone. Mr. Bellone joined Collier County Public Utilities in 2003, serving in different management positions up until his current role as Director of Financial Operations.

Mr. Bellone said he will speak briefly about who supplies water to eastern Collier County and the County's vision and strategy to provide economically feasible service. The Board is scheduled to consider a resolution to serve the eastern area to serve four future developments on September 11, 2018. Rural Lands West, Collier Lakes, and Immokalee Rural Road Village have requested service from Collier County. Providing utility services in these areas prevents proliferation of package treatment plants.

The engineering required to move wastewater is substantial. Mr. Bellone showed a map depicting where properties and distribution lines are planned by the Utilities Department. The County purchased approximately 200 acres of land in the early 2000's intended to be used as a wastewater treatment plant and produced water treatment plant. The map he displayed showed the Trust lands and the current 16-inch force main that extends east to the Rural Lands West area. He identified that an interim wastewater treatment facility and deep injection site will be built on the land to serve through 2024. The facility will initially have capacity for 4 MGD and will eventually expand to 12 MGD through 2029. Mr. Bellone described the growth needs for constructing facilities and capacity through future decades.

The next map he displayed was the regional water model. He described how the existing 36-inch water main serving Orange Tree and Twin Eagles will be extended, and a 6 million-gallon storage facility will be built. All water through 2028 will come from the regional facilities in the southern and northern part of the County. He explained that there is current capacity of 200 MGD which is adequate to meet demands through 2020. A 52 MGD capacity will be adequate through 2028. Pumping will serve lands to the east, and a water treatment plant will be needed in the late 2020s.

Mr. Bellone advised that the Collier County Water and Sewer District (CCWSD) provides raw materials including wells, mains, treatment facilities, transmission mains, and collection force mains. Developers provide service lines within a community, and improvements such as lift stations, valves, and hydrants. All internal lines, valves and lift stations must meet Collier County utility standards including new rules for storm resiliency. Once the infrastructure is built, the developers' assets are conveyed to the Water and Sewer District to own and operate.

Mr. Bellone explained that user fees pay for service, operating and maintenance, non-growth debt service, repair and interim production facilities. Impact fees fund anything related to growth including transmission mains, growth-related debt service, and capacity expansion in plants. Collier County is working with new developments in the northeast to advance a portion of their impact fees.

Fiscal Impacts of Infrastructure from Growth

Speakers: Ms. Nilgun Kamp and Steve Tindale, Tindale Oliver

Kris introduced Nilgun Kamp and Steve Tindale of Tindale Oliver. Collectively they have 66 years of experience in transportation planning, long range planning, impact fees, community development, and budgeting.

Ms. Kamp said the first step in fiscal neutrality is to understand the demand and cost of infrastructure compared to tax revenues. This is a focus on the numbers and quantitative variables, not sustainability or environmental impacts. The purpose of comparing potential developments is to understand the impact on the community over the short term and long term.

National research provides lessons learned and best practices. Some of the lessons learned include that models are not perfect and do not capture everything. It's important to be accurate with data and provide reasonable assumptions upfront. Ms. Kamp added that fiscal models exclude other important factors.

Revenue must be considered over the life cycle of development, and allocation is important. It is not the sales point, but rather the people participating. For example, it is not the gas station development, but rather the people purchasing from the gas station that generate revenue. Drivers of revenue are income and wages. Growing communities tend to generate more taxes. Transportation and schools are the highest capital costs, constituting 70-85% of infrastructure costs. The cost of transportation is very expensive. The highest operating costs include public safety and schools. Public safety, such as police and fire support, are the majority of this cost. Schools have their own separate funding. The operating costs must be accurately assumed. These are the types of costs looked at for capital funding.

Ms. Kamp pointed out that demand changes over time and is different for new development in contrast to the average for the entire county. New development typically generates more students and traffic. The cost differential is driven by geography, such as urban versus rural, and persons per household. In Collier County the coastal areas have older and fewer people. Inland Collier County is younger with more families, requiring different facilities.

Ms. Kamp said that some of the issues revealed in this research effort included area variations, density, mix of use, design of compatible uses next to each other, market rate of growth, balance of mix in the market, and inflation rates that examine revenues and costs.

It is important to understand a communities' characteristics and framework before evaluating. Ms. Kamp displayed a graph representing population growth of Florida and Collier County from 1975 and projected through 2045. In earlier years the growth of Collier County was higher at 5.4%, because the base population was lower. As the base population gets higher, the growth rate is more moderate.

Ms. Kamp gave an Orlando example, pointing out the difference in absolute growth and the growth rate. Population data from three areas of Orlando were compared. Plan Area 1 had the highest base population of 211,600 with a projected growth of 35,000 people which is about a .5% annual growth rate. This area has the interstate and infrastructure to support growth. The low annual growth rate of 1.68% in Plan Area 2 can be accommodated. Plan Area 3, the medical area, anticipates a population increase of 40,000 people. The annual growth rate is 4.06% because the base population is low at 17,900 people. This area does not have supporting infrastructure or facilities, creating a great impact, which will affect the actual growth rate versus absolute growth. The growth in the medical area is a higher rate and more challenging to accommodate.

Ms. Kamp displayed age range distribution for Collier County, noting it has a denser population of residents age 60 and older than the overall Florida average. The student generation rate is lower for older counties like Collier County. The age range distribution determines the facilities needed in an area, thus Collier County doesn't need to build as many schools.

Ms. Kamp displayed income per capita and wages per job in Florida and Collier County. Collier County ranked 1 out of 67 counties for income per capita. Income is high in Collier County, but wages are not as strong because Collier County is lacking in commercial mix.

The Collier County tax base is 90% residential properties, and 8% is non-residential. This is likely because Collier County has a lot of valuable waterfront residential area and less commercial opportunity for jobs. Most counties have a tax base of 80% residential and 20% non-residential. Urban counties like Orange County are 60% residential and 40% non-residential.

Ms. Kamp noted that property tax value per capita is healthy, and it's important to keep up that value. The sales tax per capita is productive but losing some ground over time. Income drives revenue, and education drives income. Collier is high in educational attainment and high in income. This translates to high taxable value per capita. The community should aim to keep the productivity up and pursue productive types of development with a mix of residential and nonresidential uses, parks, open space, interconnected with pedestrian. Well designed development tends to be more valuable.

Ms. Kamp said that fiscal neutrality considers growth rate versus absolute growth, marginal costs versus average cost, productivity and level of revenues generated, required level of service, and quality of life and cost/benefit over time. Urban development is able to use existing infrastructure and reduces cost compared to outlying areas that require more facilities.

Ms. Kamp highlighted the key characteristics to reduce development costs, reduce environmental impacts and enhance revenues. These include destination accessibility, design, diversity, distance to transit, and density (the 5D's).

Ms. Kamp displayed a typical example of a less dense area with a high cost of infrastructure at the beginning of development, and then the cost decreased over time. She explained that the public revenue stream is low at the beginning of development and increases as the community builds out. She added that developer contributions are also a factor, giving a design example of 6 square miles with a density of 2 dwelling units per acre. This community would need the following support facilities: 1/3 fire station, ½ elementary school, 1/10 middle school, 1/10 high school, and it would not trigger transit service minimum threshold levels. However, doubling the project density and design to 4 dwelling units per acre in the same 6 square miles affords more: 1 fire station, 2 elementary schools, ½ middle school, ½ high school, and it meets minimum transit service density thresholds. Once again, if you double to 8 units per acre then the development can afford and support more facilities.

Ms. Kamp explained that sharing facilities can reduce costs, such as designing public school playgrounds as parks during after-school hours. Fire station locations are critical to response times. Compact development makes facilities more efficient, and the operating and maintenance costs can decrease over time. Public expenditures increase for operating costs as facilities get older. If taxes grow, they could outpace the costs.

Ms. Kamp concluded that Collier County has a high income and high tax value. The waterfront development is healthy, but developing inland is a challenge. Rural lands should be developed productively due to the limited initial infrastructure and density. She noted that earlier years of development will have a higher cost, and the right type of development will generate significant revenues over the long-term.

III Questions for Presenters

Dr. Amanda Evans, facilitator, FGCU

Presenters convened in the front of the room for questions and answers, and Dr. Evans facilitated questions from the audience.

An audience member said we have talked about RLSA in a theoretical sense, but let us shift to talking about the RLSA in a practical sense. It is time to understand how the costs will be paid. For instance, there are two state roads in the rural lands, State Road 29 and State Road 82. Will federal and state funding be only for federal and state roads? Will new roads be county roads? How will those be funded? How does the gas tax work?

Ms. McLaughlin said State Road 29 and State Road 82 are on their way with primary funding by the state FDOT. Not all phases are funded yet, but it's moving along with positive expectations from FDOT. The interplay of available of federal, state, county and impact fee funding is complicated off the state system.

Mr. Bosi said generally Rural Lands West gets evaluated by each of the infrastructure providers. At the beginning of a project everyone gets a seat at the table and the applicant presents their plan. Transportation models are used to model the demand associated with the project. All development associated with Rural Lands West will be subject to impact fees to address costs of new roads. They also identify all road segments impacted beyond the local area. The proportionate share of needed improvements must be paid through impact fees. A Developer Contribution Agreement is drafted and the developer fronts money to the County to start a project, and they are paid back with impact fee credits. Utilities, Parks and Transportation use this model.

Steve Tindale, the County's impact fee consultant, said impact fees cannot pay for prior investment, but rather must be proportional and reasonable. Impact fee credits are for right-of-way but not for other types of projects. Location, timing and sequence of a project are all a factor.

The audience member asked for more information about the money that developers "front" for improvements and Category A facilities. Mr. Bosi said that is part of the Developer Contribution Agreements (DCAs), which the public will be able to weigh in on during the Stewardship Receiving Area (SRA) public hearing process. The audience member asked if there is a formula, standard or criteria for the DCAs. Mr. Bosi said a proportionate share ratio is used. Mr. Tindale said the money that is paid up front by developers is considered a credit toward impact fees at time that building permits are pulled.

The audience member asked about the written criteria for impact fees that are considered reasonable and proportional. Mr. Tindale said there is case law. The audience member asked who decides what is proportional and reasonable? Mr. Tindale replied that most of impact fees were once associated with utility companies. The utility companies were requiring big chunks of money to upgrade utility systems. Judges ruled that you can't take care of existing problems, but the fee must be proportional. The audience member asked how "reasonable" is determined. Mr. Tindale said impact fee studies are performed to calculate what is a reasonable fee without overcharging, and then the County Commissioners adopt the calculated fee at 100%. Collier County has consistently adopted the recommended impact fee at 100% because the County believes that growth should pay for growth. Tindale Oliver has calculated impact fees for the last 25 years. Tindale Oliver only reviews water and sewer fees. Utility rates are calculated by other firms. About two-thirds of the parks, fire, schools, roads, and administrative building impact fees were calculated by Tindale Oliver over the last 25 years.

The audience member asked how Tindale Oliver calculates impact fees. Ms. Kamp said the legally accepted impact fee formula looks at the cost of providing service, how the county is funding infrastructure through taxes, and the balance is the amount that needs to be funded by new growth. The cost is distributed among different land uses. Mr. Tindale said measuring demand and costs is part of the process. The County's numbers are compared to statewide numbers.

An audience member, Brad Cornell, asked about Ms. Kamp's slide depicting the high cost of starting development and then mentioned Policy 4.18 that says all rural lands development must be fiscally neutral or positive. Mr. Bosi said the fiscal neutrality or positive outcome is required at the completion of the development. From a land use perspective, a single-family home uses $1.20 of every dollar generated in taxes, commercial consumes 65-75 cents on the dollar, industrial uses 30-40 cents. Residential land use is costly. Mr. Bosi said land use budgeting is required in the rural lands with a minimum commercial mix, noting that a top-heavy residential land use pattern at build out is undesirable. A balanced land use pattern including job-creating commercial and industrial uses is preferred. He noted that Rural Lands West proposes 10,000 dwelling units and two million square feet of nonresidential, which will be a better revenue mix over time and should result in a higher internal capture. The premise of the Rural Lands Stewardship Area is for towns to be self-sustaining. Ave Maria was viewed as a bad deal in the first few years due to the poor economy combined with the higher initial costs at the start of a project. But projects with the right land use mix start to have positive or neutral fiscal outcomes toward the end. The land use mix is important to have the balance to be self-sustaining.

An audience member asked if Ave Maria is at that point now? Mr. Bosi said the code requires them to update their fiscal neutrality analysis. They are well on the road to fiscal neutrality. Arthrex medical manufacturing and associated businesses are improving the equation. The internal trip capture has improved since the first five years. Groceries, restaurants, and entertainment are contributing to more internal capture. Ave Maria is reaching maturity and the economies of scale and diversity is forthcoming.

A Facebook Live question was recited about impact fees, specifically, is it correct to say that a developer pays for the development and conveys it over to the County, and then homeowners pay impact fees that pay back the developer? Mr. Bosi said financial obligations with the original developer are typically required to be resolved before turnover to the Homeowners Association.

An audience member asked if agriculture is moving east and north? Mr. Robbins responded that agriculture is moving east and south within FDOT District 1. The audience member asked, "What do you attribute that to?" Mr. Robbins said the eastern shift is due to residential and commercial growth pushing agriculture east. The north to south move within the district (for example, Polk County agriculture moving south) is due to similar development growth and partially because of land, temperature and better suited land in the south for citrus crops. The audience member said that it is concerning about the availability of food and losing food growing areas, noting that California is suffering wildfires, and Florida is a food basket for the country.

The audience member asked what is going to happen when the population shifts from 300,000 to 700,000+ people? Are seasonal factors considered in transportation planning? Mr. Bosi responded that the Annual Update and Inventory Report (AUIR) associated with the Capital Improvement Element is updated annually to assess population growth and what is needed to serve population growth. Developments are required to provide infrastructure needed to satisfy populations moving forward. The Capital Improvement Element is directly tied to concurrency. The County puts a 25% mark up on population to address seasonal influx, and water and sewer puts a higher safeguard mark up because seasonal visitors do tax the system. Waiting for a parking spot is an inconvenience, but needing water to flush your toilet is of primary importance.

Ms. McLaughlin said the population figures are from BEBR. The travel demand model does have a seasonal factor built into it. A specific corridor may be studied, and counts may be taken during high season. The audience member asked if the population coming from the east to the beaches are taken into consideration. Ms. McLaughlin said the current plan and projection is for 160,000 people over a 20+ year timeframe. The complexity of the question is hard to answer in a quick Q & A period. The County is trying to build more complete communities in the east that are intended to capture more internal traffic.

An audience member stated that smart growth and new urbanism is supported, but developers are not catching on or developing in this manner. Developers are creating gated communities, with no support services nearby and everyone has to drive everywhere. A concern of new development in the eastern lands is that it should be contained in new urbanism style development.

An audience member asked out of the total infrastructure costs, what percentage is paid by Developer Contribution Agreements (DCAs)? Mr. Tindale said location, size and rate of development determine the negotiation. The County's intent is to take these revenues and apply them based on the location, size and rate of development.

The audience member asked, what if developer doesn't perform? What if the model doesn't work or if the County has tied up money and someone else wants to come in or the developer wants to renegotiate? Mr. Tindale said if the situation is risky, the money is required to be paid up front by the developer.

The audience member said the biggest concern is roads and schools, stating that the County is putting up money for roads and schools. When the curve is not at the right angle, do you renegotiate? Does the developer not pay everything back? How does it work in this County? Ms. Patterson with Collier County explained that the DCA is not one-sided. The developer either gives the County money, donates land or builds something. There are parameters and restrictions on how DCAs can be done and what projects can be included.

An audience member said there are a number of developments that would like to come on line in the next 10-year period, and asked if the County has a budget for putting in infrastructure. If so, does the county tell the developer to wait? Mr. Bellone said that utilities are different because they are not funded by taxes; user fees fund utilities. If the developer hasn't developed yet, there are no customers. The audience member said that is not the answer to her question. Her question is: does the County make developers wait based on the County's infrastructure budget? She knows that concurrency is in place, but money is finite. Mr. Bosi said concurrency measures the capacity in the system. If a developer wants to move forward now and there is not enough revenue to pay for it, the developer would be asked to pay their proportionate share upfront to move forward now and be credited later.

An audience member asked Mr. Robbins about agriculture shifting from coastal urban areas to rural areas, noting that his study was based on a regional area, and inquired about Mr. Robbins' data of where agriculture will go in eastern Collier County by 2035? Mr. Robbins said projections were not based on a parcel by parcel analysis, just a land use pattern and trends of where shifts would go to the closest available area. Mr. Bosi said two restudies of the Rural Fringe Mixed Use (RFMU) area and the RLSA are addressing the topic of credits to incentivize permanent agricultural production. He said three scales were considered in the original adoption, including property rights, environmental protection and agriculture protection. A suggested amendment from the RLSA 5-Year Review was creating an agriculture credit system to provide for long term viability of agriculture in the eastern lands, noting that most people do not realize the significant economic impact that agriculture has on the County. Mr. Robbins said the shift is not just happening within the district, but some of the shift is happening from the east coast to the west coast. An example of this shift is the new farms near the Seminole Reservation.

The audience member said the reason she is asking the question is because landowners are saying that agricultural production is becoming less viable. Mr. Robbins said some of the land is not viable, and sometimes the crop is not supportable. The study represents an overall trend of land use patterns.

Mr. Van Lengen voiced appreciation for the audience's input and noted the time remaining for the meeting allowed for a few more questions. He added that the County can better identify the population numbers more clearly. The population for the Golden Gate Estates area is projected to double in population from 45,000-50,000 to 90,000 people by 2040. In contrast, the Rural Lands is projected to be 40,000-47,000 people by 2040. The congestion on the roads currently is primarily from Golden Gate Estates. People are concerned about traffic from the growth in Rural Lands, but growth will not be coming in a concentrated wave like a freight train.

An audience member made a personal observation. She inquired with moving companies and learned that a lot of people are moving north out of Collier County. She noted that the County anticipates growth of about 6,000 people per year and asked if the growth projections consider outmigration? Mr. Van Lengen said yes, growth projections do factor outmigration.

An audience member said agriculture lands are diminishing rapidly in the County. If you are going to develop land, is it a lot easier or cheaper to develop agriculture land? Mr. Bosi said the open lands or agriculture lands are considered the most prime for compact urban development, and that is why an agriculture credit is suggested. Overall the allocation of agricultural land is protected within SSAs. The SSAs create credits based on a formula that considers acreage, the Natural Resource Index score, and land use layers. Most SSAs are brought down to AG-1 (active agriculture activity) or AG-2 (passive pasture activity). The program does try to perpetuate agriculture in the future because we know it is a presence we need in the County.

An audience member asked from the RLSA initial adoption until the 2009 Restudy, what was the acreage loss in agriculture, and what is that number in 2018? Mr. Bosi recognized that there has been significant loss in agriculture. There are macroeconomic issues impacting farming. The farming production from South and Central America and international markets have undercut the ability for some farmers to have a profitable and successful operation. He said there are some factors beyond what we can influence locally, but we can try to make the best regulatory framework possible. Farmers need to be profitable to sustain their business here. Farmers are looking at new strategies to fill the gaps, such as growing specialty products.

Mr. Van Lengen asked the audience for any remaining questions and then thanked the panel for their participation. He reminded the audience of the next meeting on September 27, 2018. The meeting concluded at approximately 8:15 p.m.