



Answers from 2012 BoCC candidates to BikeWalkLee Questionnaire

July 7, 2012

1. In November 2009, the Lee County Commission unanimously adopted a Complete Streets Resolution which calls for streets that are designed, built, operated and maintained for safe and convenient travel for all users—pedestrians, bicyclists, transit users, and motorists of all ages and abilities. Since its adoption, the BoCC has supported the county administration’s complete streets implementation plan, which requires a paradigm shift in traditional road construction philosophy and requires policy and institutional change.

Question 1: *If you are elected, what will you do to ensure that the county incorporates Complete Streets into the way it does business? How will you measure success?*

Responses:

District 1 candidates:--On general election November ballot only

John Manning (R/Incumbent):

As a sitting County Commissioner I have supported the Complete Streets concept and plan to do so in the future, even in tight financial times. I would not attempt to gain support to reverse the 2009 Resolution or the positive strides embodied in the Lee Plan's EAR process, which I voted for in 2011.

Gerard David, Jr. (R/write-in):

I would need more information on this matter.

District 2 candidates:

Cecil Pendergrass (R)

As a former police officer, I have witnessed how poorly-planned land use and road conditions can affect the safety and well-being of residents and visitors. As a County Commissioner, I would be cognizant of the need for programs like Complete Streets to provide safe and convenient travel for all users. I would ensure that Complete Streets is incorporated into the way Lee County does business by requiring county staff to closely scrutinize project requests at the approval stage to confirm that all parameters of the program are being met. Success would be measured by requiring designated county staff to continually review the planning process for maintaining roads and new projects. County visitation to jobsites will ensure that developers are in compliance and residents are utilizing alternative forms of transportation. Documentation of safety records to

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ensure decreased pedestrian and bicycle injuries/fatalities will also confirm success of this program.

Douglas St. Cerny (R)

I applaud the BOCC's Complete Streets Resolution adopted in November 2009, and support the ongoing implementation by Lee County Administration. I will measure the success of this plan, as it is implemented with the concurrence of Bike Walk Lee, the Department of Sustainability and the public's support.

Don Stilwell (R)

Warren J. Wright (R)

I would want to make sure that when road projects would come to the BCC for approval that there are actual line items for shade, benches, safe bicycle paths and adequate separation for safety.

District 3 candidates:

Ray Judah (R/incumbent):

The Lee County Commission is well on its way to ensure that the County is incorporating Complete Streets into the way it does business.

The Board of County Commissioners has revamped the policy decision making process concerning implementation of Complete Streets by adopting a Complete Streets resolution in November 2009 and Evaluation and Appraisal Report in February 2011 that strongly supports integrating mobility with land use planning. Amending the Lee County Comprehensive Plan and 5-year Capital Improvement Program to support infill and mixed use compact development and expansion of a multimodal transportation system are critical to ensure a sustainable community.

A strong collaborative effort between the Board of County Commissioners and the County Sustainability Coordinator and Community Sustainability Advisory Committee will ensure that Complete Streets is integrated into every element of the Lee County Comprehensive Plan. Additionally, staff will be expected to clearly demonstrate how Complete Streets is analyzed and incorporated in all future road projects, new construction and maintenance.

Success will be accomplished by incorporating measurable goals, policies and objectives in the Lee County Comprehensive Plan that specify a date certain for the implementation of Complete Streets programs and projects.

Furthermore, funding commitment in the 5-year Capital Improvement Program should and will reflect greater emphasis on multimodal transportation options for transit, bicyclists and pedestrians.

Question 1: If you are elected, what will you do to ensure that the county incorporates Complete Streets into the way it does business? How will you measure success?

Larry R. Kiker (R)

I have seen first-hand how a street that was unusable during storms, unsafe for pedestrians and bikes can be transformed into a complete street design. Not only does it help the safety, but the infrastructure has to be thought out. In the end, it is more affordable in the long term to do it right.

The paradigm shift exists when there is only the will to figure out a way to do it rather than why it can't be done. The real measurement exists when the funding is 'officially' recognized in our 5 year CIP. That is the only true measurement.

Charlie Whitehead (no party affiliation) [Not on primary ballot]

A common-sense approach like Complete Streets requires real across-the-board buy-in. Every commissioner, manager, engineer, planner and builder must think in terms of moving people, not solely of moving cars. That means building consensus and agreement up front, creating a real understanding that the future must be different from the past. I am a builder of consensus, one who can build real support for new and better ways to do things. Success can only be measured by observing future changes in county culture and thinking.

District 5 candidates:

Frank Mann (R/incumbent):

Steven Haas (R)

Matthew Shawn Miller (Independence Party) [Not on primary ballot]

2. In February 2011, the BoCC adopted an award-winning Evaluation and Appraisal Report (EAR), an exhaustive review of the county's land use policies. This is a visionary plan with a focus on sustainability and a blueprint for changes in land use that will promote walkable/bikeable and transit-accessible neighborhoods, with complete streets concepts integrated into every component of the plan.

Question 2: The hard work of turning this visionary plan into Comp Plan amendments is a critical task before the BoCC in 2012 and 2013. If elected, how will you ensure that the EAR vision is incorporated into Comp Plan amendments? An important part of the required changes involves revisions to the county's Level of Service (LOS) methodologies and new transportation concurrency approaches, with the intent of achieving a balanced transportation system that increases walkability, multi-modal transportation choices, and compact mixed use communities. What will be your approach to these changes? How would you ensure the integration of land use and transportation planning?

Responses:

District 1 candidates:

Question 2: *The hard work of turning this visionary plan into Comp Plan amendments is a critical task before the BoCC in 2012 and 2013. If elected, how will you ensure that the EAR vision is incorporated into Comp Plan amendments?*

John Manning (R/Incumbent):

Since major pieces of the Growth Management Act of 1985 have been disbanded the ability of Lee county to direct the vision of meaningful managed growth has been given to the County Commission. This is a great opportunity to carve our vision of what we, as a Board, want Lee county to evolve into. As the county hopefully begins to emerge from the very long recession we can integrate the linkage of land use planning and transportation planning into a public policy direction that sets in motion a new way of thinking of what communities can look like. Since I am an advocate for incentives for in-fill development in "urban" areas the Board could develop a program to assist developers in building communities in these areas through TDR's and other ways. I have no problem looking into changing LOS standards to evolve into a more sustainable methodology. I would ensure integration by voting to support policy changes that benefit the county, save dollars in the Transportation CIP, and offering incentives as outlined above.

Gerard David, Jr. (R/write-in):

I would work hard to make sure it does happen, along with a plan for Light Rail system, throughout the County. I am for High Speed Rail, so people can park and ride to work or school.

District 2 candidates:

Cecil Pendergrass (R)

I am in favor of exploring methods to determine feasible avenues for incorporating the EAR vision into Comp Plan amendments and would work with the County Commission and Lee County staff to do so. I would approach making the changes within the organization by directing the county manager to educate staff about Lee County's new approach to development/redevelopment and the changes to methodologies and approaches which will focus on the economic health of the community, the physical health of its residents, the environmental health of the region, and the quality of life for individuals and families in our county. I would ensure the integration of land use and transportation planning by bringing together staff from Lee County's land use development department with Lee County Department of Transportation and the State of Florida Department of Transportation. The staff will be responsible for educating the public about Complete Streets principles, which should be incorporated at the planning stage of development/redevelopment to establish compliance. Incentive-based programs should be offered to developers, which could be funded through grants.

Douglas St. Cerny (R)

I fully support the awarding winning Evaluation and Appraisal Report (EAR). In working with County Administration and DCA, overseeing the implementation of the EAR (multi-

Question 2: *The hard work of turning this visionary plan into Comp Plan amendments is a critical task before the BoCC in 2012 and 2013. If elected, how will you ensure that the EAR vision is incorporated into Comp Plan amendments?*

modal transportation system) is incorporated into any future Comprehensive Plan Amendments.

Don Stilwell (R)

Warren J. Wright (R)

It is very simple – I would not approve Amendments that do not incorporate these changes. For many years lip service was paid to sustainability and walkable/bike able communities –but when you travel around the County – you really don’t see much of that – we have to draw a bright line and only approve plans that really deliver the goods.

District 3 candidates:

Ray Judah (R/incumbent):

I am committed to ensure the EAR vision is incorporated into the Lee County Comprehensive Plan.

The Board of County Commissioners need to create a clear expectation that “business as usual” is not acceptable and that a new comprehensive plan be developed that distinguishes urban, suburban and rural areas.

It is important to create opportunities to save money by prioritizing infrastructure in the most intense and dense areas of the county. Equally important is the need to promote accessibility and safety for all, regardless of mode of transportation including transit, walking and bicycling as well as making redevelopment and infill viable alternatives to sprawl.

Although the state legislature eliminated transportation concurrency requirements from local comprehensive plans, Lee County will continue to monitor road capacity and traffic volume to properly plan and prepare for future growth and development.

However, Lee County can no longer plan only for single occupancy vehicle travel. As such, we must utilize LOS and concurrency standards to promote a multimodal transportation system that offers reliable and viable transportation alternatives.

The Board of County Commissioners must give staff clear and consistent direction to ensure transportation decisions have been clearly coordinated with land use decisions. The Board needs to continue to support and promote the use of the Interdepartmental Performance Team, which works across departments to make transportation decisions. The Board also must create an expectation that staff will bring forth viable options to create real incentives for true multi-use, not just multiple use, compact development in the County’s key urban areas as well as appropriately scaled mixed-use centers to support existing suburban and rural areas.

Question 2: *The hard work of turning this visionary plan into Comp Plan amendments is a critical task before the BoCC in 2012 and 2013. If elected, how will you ensure that the EAR vision is incorporated into Comp Plan amendments?*

Larry R. Kiker (R)

EAR improvements are important but the concept in which it existed has less stringent reporting requirements than in the past for state. You are correct to emphasize that direction to staff will sustain any revisions to the LOS including transportation concurrency approaches. My approach is simple, it must be part of BOCC direction to staff to identify and incorporate those changes.

As we are all aware, BOCC is responsible for vision, strategy and direction. Staff should follow, recommend and implement accordingly, in particularly with land use and transportation planning with their recommendations and implementation.

Charlie Whitehead (no party affiliation) [Not on primary ballot]

Again, implementing the changes must be done by building real support for the concepts, real understanding of personal mobility as opposed to road capacity and consensus that it is the right approach. Commissioners must truly understand that things must be done differently in the future.

District 5 candidates:

Frank Mann (R/incumbent):

Steven Haas (R)

Matthew Shawn Miller (Independence Party)

3. One of the policies adopted by the MPO Board as part of the 2035 LRTP Plan adopted in Dec. 2010, was “to maximize the use of existing transportation facilities and explore opportunities for improved connectivity before adding new facilities to the MPO’s Plans. “ There have been three recent examples that show the cost savings that can occur from changing the way we think about transportation (5 county road projects in LRTP changed from 4-lane expansions to 2-lanedivided roadway with median and turn lanes; Veterans/Santa Barbara interchange options set-aside to incorporate into multijurisdictional comprehensive corridor planning; and cancellation of the Colonial Expressway project).

Question 3: *What are your views on this approach? How would you go about re-examining other road projects that would save money and at the same time result in roadways that take into account the needs of all users, improve safety, and enhance the livability of the surrounding communities?*

Responses:

District 1 candidates:

Question 3: *What are your views on this approach? How would you go about re-examining other road projects that would save money and at the same time result in roadways that take into account the needs of all users, improve safety, and enhance the livability of the surrounding communities?*

John Manning (R/Incumbent):

The projects mentioned in this questioned have saved approximately \$58M in Transportation Capital dollars and because of the outcome of the LOS scenario at the end of the projects, had they gone the route of traditional planning, these dollars can be utilized in other area of the county that adding lane miles are an absolute necessity. I would favor looking at all of the transportation projects in the CIP for similar cost-benefit savings in this upcoming budget year and going forward.

Gerard David, Jr. (R/write-in):

Sidewalks, and Bike lanes, along with building a Light High Speed Rail System, so Seniors, and children can get to where they're going safety.

District 2 candidates:

Cecil Pendergrass (R)

The County is moving in the right direction. I am in favor of maximizing the use of existing transportation facilities and exploring opportunities for improved connectivity before adding new facilities to the MPO's Plans. Not only does this incur a cost savings for an already over-extended budget, it makes our roads safer and will promote increased use of alternative modes of transportation. I would continue the process to reduce urban sprawl and promote streets that are designed, built, operated and maintained for safe and convenient travel for all users by holding the Lee County DOT and county manager responsible for reviewing all road improvement projects to explore how the projects can be improved under the Complete Streets program.

Douglas St. Cerny (R)

Establish methodologies integrating the work plan with all effected government agencies, to seek efficiencies in the development of specific traffic-way solutions. Ultimately saving more money and taking input from all affected parties for better levels of service.

Don Stilwell (R)

Warren J. Wright (R)

These are excellent examples and a cost saving approach to accomplishing our goals – I would encourage this approach.

District 3 candidates:

Ray Judah (R/incumbent):

I fully supported the policy in the 2035 LRTP Plan adopted by the MPO Board in Dec. 2010 “to maximize the use of existing transportation facilities and explore opportunities for improved connectivity before adding new facilities to the MPO's Plans”.

Question 3: *What are your views on this approach? How would you go about re-examining other road projects that would save money and at the same time result in roadways that take into account the needs of all users, improve safety, and enhance the livability of the surrounding communities?*

I would support the re-examination of the 5-year Capital Improvement program including the proposed widening of Ortiz Avenue and Alico/Ben Hill widening.

I would agree with the Palm Beach Community Planning Panel to redesign Ortiz 4-lane Lockett to S.R. 80 4-lane road project to a 2-lane divided with road improvements making the section a Complete Street pending additional analysis from staff.

I would also support a land use master plan study of the Research and Enterprise Diamond concurrent with or before proceeding to conceptual design of Alico/Ben Hill widening.

I would, also, continue to support funding in the 5-year Capital Improvement program for Homestead Road and Estero Boulevard to be improved as Complete Streets projects to enhance public safety and choice of multimodal options.

Larry R. Kiker (R)

I am heading a safety task force in Fort Myers Beach. It has become more than clear to me the responsibility to understand and implement changes in new projects as well as identifying short-term adjustments that need to be made to our current roads. Understanding the concepts for safety standards and continuity is the only way that our environment can accept the challenges of our projected growth. Understanding the basic concepts, it is not hard to understand why a safety median should be a requirement in every possible project if appropriate. This should not be an after-thought. It is all about prioritizing and funding.

Charlie Whitehead (no party affiliation) [Not on primary ballot]

The obvious common sense of the new language makes me wonder what took so long. How could those charged with creating the transportation network have taken any other approach but to carefully examine every existing facility for improved connectivity potential?

District 5 candidates:

Frank Mann (R/incumbent):

Steven Haas (R)

Matthew Shawn Miller (Independence Party)

- Lee County's transit system (LeeTran) is limited, with long headways (30-90 minutes), limited routes and serves those who don't have cars. At the same time, Lee County's transit ridership percentage increase between 2011 and 2012 was the 2nd highest in the nation (17%). The MPO 2035 LRTP Needs Plan now provides a path forward for transit system that will attract "choice riders" by reducing headways to 15 minutes. This is estimated to increase projected ridership by 450% but would add \$900 million to the Needs Plan.

Question 4: How do you see the link between a robust transit system and economic health in Lee County? What kind of revenue increases would you support to create a robust transit system? Do you believe a county-wide or regional transit authority is wise? If so, why? If not, why not?

Responses:

District 1 candidates:

John Manning (R/Incumbent):

Lee County's transit system and how to end general fund subsidies has been the topic of discussion for many years and in this arena of tight budgets it is all the more so at this time. We do not have the \$900M necessary to bring head ways down to 15 minutes at this time. Having said that, as a Board member I supported setting up a "Transit Task Force" to look into ways to (a) end the General fund subsidies and (b) find viable ways to fund the system on a long-term, sustainable basis. I do not want to commit to increases in revenue to the system at this time while the Task Force is looking at transit from different approaches. I believe that the County Commission has the ability, especially with the very capable staff on hand, to "operate" the system until the aforementioned task force completes this work. The Board has had these discussions in the past and decided to put an Authority in abeyance for now.

Gerard David, Jr. (R/write-in):

I believe in less "Air Pollution", and killing of our Wild Life. So building a High Speed Rail System throughout, our County and Cities, would be the best way to go. Not only would it save millions of dollars in the long run, but it would move thousands a day to and from Work or School or Travel to the beach. I would pay for it by asking President Mr. Obama, if he gets Re-Elected, for those Millions, of dollars, our Crooked Governor Mr. Scott, turned down. I don't believe we need more government transit authorities, just more great people added to our current Lee Transit authority. I think those Millions, should be used to build and hire people, that are going to run our High Speed Rail, and Train stations, Parking Garages, giving them great and livable salaries, for them, and their families. I believe we have a great Lee way system in place already.. So just a bit of tweaking of it is the way to go, before more Authority's are warranted. Spending less on Management, and more on equipment, seem like a plan to me.

District 2 candidates:

Cecil Pendergrass (R)

A primary focus of my campaign is to revitalize our local economy. We must attract new business to Lee County, which will provide much needed jobs to help our area recover. A robust transit system will add to the incentive for businesses to operate in Lee County and also attract new residents. The convenience of biking, walking, and/or using a public transit system within one's community is a great tool for attracting new residents by providing compact neighborhoods where people can live, work, and socialize without having to travel distances by car. I believe livability greatly enhances economic

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competitiveness because it provides for an enhanced quality of life without the dependence of a personal car for mobility and survival. I would consider researching the feasibility of allocating funds from the current impact fees and fuel tax to support a robust transit system. I believe there is no need for another layer of government to continue efforts toward a robust transit system at this time. With the condition of our local economy and loss of property tax revenues over the past several years, our taxpayers cannot withstand an added burden.

Douglas St. Cerny (R)

For many citizens, the transit system is the only means to get to their employment, appointments, education and thus allowing them to maintain their independent living, thus supporting the economy.

The funding would depend upon the amount of Federal and State grants that would be secured as a basis of support and then Lee County would need to build on that in our effort to create a multi-modal transit system. I believe always exploring new opportunities to expand and increase transit is vital.

Don Stilwell (R)

Warren J. Wright (R)

I am very interested in eliminating Road Impact Fees and looking for alternatives that will offer funding for transportation that includes transit. As the campaign moves forward, I hope to have developed some workable alternatives in this area. I believe that a more sustainable approach for paying for transportation impacts is a key problem solving opportunity for our future.

District 3 candidates:

Ray Judah (R/incumbent):

There is absolutely a direct link between a robust transit system and economic health in Lee County.

The uncertainty of fuel prices and the anguish of traffic congestion with an ever increasing population require multimodal transportation choices for our work force to travel between home and work.

Transit ridership continues to increase and the success of the new regional connecting route provided by LinC between Lee and Collier Counties are excellent indicators of the interest and demand for public transit.

Question 4: How do you see the link between a robust transit system and economic health in Lee County? What kind of revenue increases would you support to create a robust transit system? Do you believe a county-wide or regional transit authority is wise? If so, why? If not, why not?

A reliable and affordable public transportation system will become increasingly important to companies deciding on expanding or locating their business in Lee County.

Employee hiring and retention is enhanced with commute travel made easier with multimodal transportation options.

In 1994, I supported designating one cent of the five-cent local option gas tax to public transportation. I remain supportive of budgeting one cent of the five-cent local option gas tax to help fund a robust transit system.

I do believe that a dependent regional transit authority with funding options subject to referendum could be beneficial in providing a reliable and dedicated funding source for a public transportation system.

Lee Tran is currently heavily subsidized by the General Fund and a designated funding source would eliminate competition with other critical needs such as law enforcement, human and emergency medical services.

Larry R. Kiker (R)

Again, I live on Fort Myers Beach. The transit system and economic health in Lee County is reliant on our approach. Obviously it will be an expensive one, but there are other communities that have dealt with serious situations. The county-wide and regional authority needs to be debated before we make that commitment. The communities need to have the education to allow them to buy in to the concept. This has to have an almost grass route involvement with the commitment that there is funding and the political will to make it move forward.

Charlie Whitehead (no party affiliation) [Not on primary ballot]

A real transit system must be part of a bright economic future. Connecting people with jobs and activity centers must mean more than building more roads. A transit authority is a shell game. County commissioners are the transit authority and should not shrug off their responsibility to plan and pay for an adequate system. That responsibility should be shared by the municipalities and all users with the acknowledgement that transit reduces traffic and non-riders also benefit.

District 5 candidates:

Frank Mann (R/incumbent):

Steven Haas (R)

Matthew Shawn Miller (Independence Party)

5. Lee County has adopted a goal of a balanced multi-modal transportation system, yet elements of its funding system are still focused exclusively on roads. For example, the current road impact fees are restricted to roadway construction expenditures. A recent FDOT report to the Florida Legislature highlighted the need for communities to consider a mobility fee approach which is a charge on all new development to provide mitigation for its impact on the whole transportation system, allowing the funds to be used for roadways, transit, bikeways, and pedestrian walkways. A mobility fee could be designed to reflect and support the growth management patterns adopted in the Horizon 2035 EAR and now being incorporated in the Lee Plan update - aligning transportation and land use planning. Adjusted fee levels can incentivize infill, redevelopment, and denser, mixed use, transit oriented new development, and discourage exurban growth. Click [here](http://www.bikewalklee.org/BWL_PDFs/BWL_facts/MobilityfeeBWLpaperfinal120615.pdf) to read BikeWalkLee's Background Paper on Mobility Fees. (http://www.bikewalklee.org/BWL_PDFs/BWL_facts/MobilityfeeBWLpaperfinal120615.pdf)

Question 5: What are your views on replacement of the current road impact fee with a mobility fee? Given that there are now several county and city models in Florida for us to draw best practices from, how and with what timing would you suggest the county move forward on developing a mobility fee plan?

Responses:

District 1 candidates:

John Manning (R/Incumbent):

I would be open to considering a Mobility FEE in lieu of a VMT TAX, if the dollar exchange did not increase the amount of the fee versus the impact fee. The problem with transportation impact fees is simple: The 1974 court case that gave birth to Impact Fees stipulated that they could not be utilized for Operations and Maintenance. To me this defeats the benefit of impact fees and creates a burden on county tax payers to fill in the above gaps. I would suggest that Lee D.O.T. staff and senior managers develop a model to be considered for the 2013-2014 budget cycle. That way they could look at other national models as well and not be pressured into moving on a methodology that is "Florida only".

Gerard David, Jr. (R/write-in):

I don't believe in more fee's, for anything. So fee's would likely not be for me. I would allow use of transit monies, be used in all forms of transit idea's, not just for Road Building as mentioned above, but for Bike Lanes, more roads, rail systems, Sidewalks, whatever means of transportation is needed. Isn't that why is called a Transit fund?

District 2 candidates:

Cecil Pendergrass (R)

I am in favor of replacing the current road impact fee with a mobility fee to ensure a feasible distribution of funds to include transit-oriented development which will promote sustainability, better land use and a balanced multi-modal transportation system. I would direct the county manager to review the models being used in our state for the Board of County Commissioners to review and then determine a timeline for implementation.

Question 5: What are your views on replacement of the current road impact fee with a mobility fee? Given that there are now several county and city models in Florida for us to draw best practices from, how and with what timing would you suggest the county move forward on developing a mobility fee plan?

Douglas St. Cerny (R)

As stated above, I believe exploring new opportunities to expand and increase different modes of transit is vital to the sustainability of our county and to encourage infill and to protect our rural and environmentally sensitive lands. New and better revenue sources should always be researched with future efficiencies and better level of service in mind.

Don Stilwell (R)

Warren J. Wright (R)

See #4. I am concerned that mobility fees are just a newly coined phrase for road impact fees. I am exploring the use of a transportation district that would use a combination of tax increment financing based on the County's Home Rule Authority mixed with district assessments. As I previously stated I am still listening and exploring possible best practices.

District 3 candidates:

Ray Judah (R/incumbent):

Impact fees were instituted to ensure that the cost of infrastructure such as roads, parks and schools to accommodate new growth was paid by new development and not placed on the backs of existing taxpayers.

I have no problem with replacing current road impact fees with a mobility fee but the devil is in the details to ensure that new development pays its proportionate fair share to compensate for impact on the community.

The benefit of a mobility fee is that unlike road impact fees that are primarily used on new road construction, a mobility fee can be used for the whole transportation system including roads, transit, bikeway and pedestrian walkways.

Another advantage of a mobility fee is to adjust the fee level to incentivize infill, redevelopment, and compact mixed use communities, transit oriented development and discourage urban sprawl.

Given that the state legislature eliminated transportation concurrency required in local comprehensive plans and repeatedly attempts to pre-empt local communities from imposing impact fees, it would be extremely timely for Lee County to investigate the feasibility of replacing road impact fees with a mobility fee.

Larry R. Kiker (R)

Fees are taxes, I don't favor more. If there are different fees administered then we should look at reducing the road tax in accordance. The allocation should not require separate fees/taxes but a process that fully understands inclusive of the needs you have presented. If you think that there is a misuse of those funds, that is another issue.

Question 5: What are your views on replacement of the current road impact fee with a mobility fee? Given that there are now several county and city models in Florida for us to draw best practices from, how and with what timing would you suggest the county move forward on developing a mobility fee plan?

Fundamentally, this situation gets back to prioritization and the allocation of funds based on that process. Road project prioritization and funding is mysterious when it should not be. If there is a process that does not incorporate the multi-modal transportation system, then it should be reviewed as whether or not it is an effective process. From what I have seen, that review is emanating.

Charlie Whitehead (no party affiliation) [Not on primary ballot]

I would favor a mobility fee over a straight road impact fee. I believe the county should be moving toward that now.

District 5 candidates:

Frank Mann (R/incumbent):

Steven Haas (R)

Matthew Shawn Miller (Independence Party)