

## **2.2: CONCURRENCY MANAGEMENT – Transportation Improvements**

### **A. Introduction & Background**

Development that is proposed in an area where road segments do not have sufficient capacity to meet additional traffic impacts must have road improvements underway or budgeted for construction within the second full year of the Transportation Five-Year Work Program, following adoption of the County’s Annual Update Inventory Report. This gives the developer the benefit of being able to count budgeted transportation capital improvements as “deposits” in the capacity column of the concurrency ledger before those projects are actually completed.

### **B. Identification of Specific Goals, Objectives & Policies**

Concurrency management is essential to the overall operation of the County. As a result, references to concurrency and transportation needs are in the found throughout the Growth Management Plan.

## **CAPITAL IMPROVEMENT ELEMENT – Provide Needed Improvements**

### **Policy 1.4.5:**

Public facilities and services provided by Collier County with public funds, in accordance with the 5-year Schedule of Capital Improvements in the Capital Improvements Element, will be limited to Service Areas established within the boundaries designated on Map PW-1 entitled, "Collier County's Three (3) Water and/or Sewer Districts Boundaries," and Map PW-3 entitled, "Rural Transition Water & Sewer District." Both of these maps appear in the Public Facilities Element for water and sewer. Road improvements will be provided as designated on the Schedule of Capital Improvements appearing in the Capital Improvement Element. All other public facilities and service types will be provided on a Countywide availability basis.

### **Policy 1.5.2:**

The concurrency requirement for the Parks and Recreation Level of Service Standards of this Growth Management Plan will be achieved or maintained if any one of the following standards of the Concurrency Management System are met:

- A. Compliance with any one of the standards set forth in Policy 1.5.1 A, B and C is met; or
- B. At the time the final site development plan, final plat or building permit is issued, the necessary facilities and services are the subject of a binding executed contract which provides for commencement of actual construction of the required facilities within one year of the issuance of the final site development plan, final plat or building permit; or

- C. The necessary facilities and services are guaranteed in an enforceable development agreement which requires the commencement of the actual construction of the facilities within one year of the issuance of the applicable final site development plan, final plat, or building permit. An enforceable development agreement may include, but is not limited to, development agreements pursuant to Section 163.3220, Florida Statutes, or an agreement or development order issued pursuant to Chapter 380, Florida Statutes.

**Policy 1.5.3:**

The concurrency requirement of the Transportation Level of Service Standards of this Growth Management Plan will be achieved or maintained if any one of the following standards of the Concurrency Management System is met:

- A. The necessary facilities and services are in place at the time a final site development plan, final plat or building permit is issued; or
- B. The necessary facilities and services are under construction or the contract for such facilities and services has been let at the time a final site development plan, final plat or building permit is issued; or
- C. The necessary facilities and services are in the first or second year of the Schedule of Capital Improvements, and the Collier County Annual Budget adopted following each AUIR at the time a final site development plan, final plat or building permit is issued; or
- D. The necessary facilities and services are in the first or second year of FDOT 5-Year Work Program at the time a final site development plan, final plat or building permit is issued; or
- E. The final local development order is for a project located within a TCEA or TCMA designated pursuant to this Plan and meets the applicable requirements of Policies 5.5 through 5.8 of the Transportation Element.
- F. The necessary facilities and services are the subject of a binding commitment with the developer to contribute fair share funding as provided for in Policy 5.9 of the Transportation Element, if applicable, or to construct the needed facilities.

**TRANSPORTATION ELEMENT**

**Policy 1.1:**

The County will annually adopt a Schedule of Capital Improvements covering a period no less than five (5) years, which shall include those projects needed to maintain the network at the adopted Level of Service standard.

**Policy 1.2:**

The County shall annually appropriate the funds in the ensuing fiscal year to accommodate those phases of projects listed in the first year of the Schedule of Capital Improvements. Programming decisions are based on the AUIR, and annually incorporated in the Schedule of Capital Improvements in the CIE.

**OBJECTIVE 2:**

The County will maintain the adopted Level of Service standard as provided for in Policy 1.3 by making the improvements identified on the Five (5) Year Work Program.

**Policy 2.1:**

The County shall include in its Schedule of Capital Improvements in the Capital Improvement Element those projects necessary to maintain the adopted Level of Service on the roads identified on the Five (5) Year Work Program.

**Policy 2.2:**

The County shall annually appropriate the funds necessary to implement those projects shown in the first year of the Schedule of Capital Improvements.

**Policy 5.1:**

The County Commission will review all rezone requests with consideration of their impact on the overall system, and shall not approve any such request that significantly impacts a roadway segment already operating and/or projected to operate at an unacceptable Level of Service within the five year planning period, unless specific mitigating stipulations are approved. Traffic analyses to determine significant project impact shall use the following to determine the study area:

- a. On links (roadway segments) directly accessed by the project where project traffic equals or exceeds 3% of the adopted LOS standard service volume;
- b. For links adjacent to links directly accessed by the project where project traffic is equal to or exceeds 3% of the adopted LOS standard service volume;
- c. For all other links the project traffic is considered to be significant up to the point where it is equal to or exceeds 5% of the adopted LOS standard service volume.

**C. Data Assessment**

The Proposed Five Year Work Program – FY03 Revisions (Table 2.2-1) will eliminate existing deficiencies, replace obsolete or worn-out facilities and make available adequate facilities for future growth. In this exhibit, each project is named and its cost displayed in thousands of dollars (\$000).

The following exhibit, Table 2.2-2, shows the five-year construction schedule from 2002 through 2006.

#### **D. Objective Achievement Analysis**

**Capital Improvement Element, Provide Needed Improvements – Policy 1.4.5:** This Policy references the Five-Year Schedule of Improvements and discussion of public facilities and service types.

**Policy 1.5.2:** The Parks and Recreation levels of service are monitored and maintained consistent with the Five Year Schedule of Improvements.

**Policy 1.5.3:** Transportation levels of service are monitored and maintained via this Policy.

**Transportation Element – Policy 1.1:** The Five-Year Schedule of Improvements will be adopted and maintained.

**Policy 1.2:** Funding is appropriated to accommodate the projects listed in the Five-Year Schedule of Improvements.

**Objective 2:** This Objective provides for the maintenance of the adopted level of service standards through improvements as identified in the Five-Year Schedule of Improvements.

**Policy 2.1:** Provides for road improvements as identified in the Five-Year Schedule of Improvements.

**Policy 2.2:** See Policy 1.2.

**Policy 5.1:** This Policy discusses the review of rezones by the Board of County Commissioners and the compliance with transportation concurrency as it relates to levels of service and the Five-Year Schedule of Improvements.

#### **CONCLUSION**

The Transportation Services Division is actively involved in concurrency management, impact fee analyses and the coordination and review of developer commitment agreements, credits and refunds of transportation impact fees. The Transportation Planning Department also plays an active role in the development and maintenance of capital improvement programs.

Table 2.2-1

Proposed Transportation 5 Year Work Program - FY03 Revisions  
(Dollars shown in Thousands)

Project Name	FY02 Amount		FY03 Amount		FY04 Amount		FY05 Amount		FY 06 Amount	Amount
<b>SUMMARY OF PROJECTS</b>										
Airport Pulling Rd/VBR to PRR	7,022	C/I								7,022
Golden Gate Blvd/951 - Wilson	7,864	R/C/I								7,864
Pine Ridge Road/Airport-Logan	4,809	C/I								4,809
Livingston Road/GGPKWY-Radio	105	C/I								105
Immokalee Rd/CR951 - Wilson-43rd	30,900	D/R/M/C	3,675							34,575
Immok Rd/175-CR951	5,306	C/I						500	D	5,806
Livingston Road/GGPKWY-PRR	13,094	R/C/I	25							13,119
Livingston Road/PRR-IMMK	25,918	R/C/I	1,260		250					27,428
Golden Gate Pkwy/Airport-SBB	1,225	D/R/I	14,632	C/I						15,857
Golden Gate Pkwy Overpass	1,800				29,974	C/I	625	C/I	200	32,599
Livingston Road N/Immk - Imperial S	11,452	D/R/I/C	400							11,852
Vanderbilt Bch Rd/Airport-CR951	2,113	D/R/I	24,384	C/I	500	C/I	500	C/I		27,497
Immokalee Rd/US41-175	7,874	D/R	27,500	C/I	500	C/I	250	C/I		36,124
CR951 Collier Blvd./Immk Rd-GG Blvd	250	AM	7,500	C/C	500	C/I	2,700	R	5,005	15,955
Radio Road -Airport-Livingston Rd	25	S	250	AM						275
E/W Livingston Rd/Old 41-N/S LR	2,500	R								2,500
Goodlette Frank Rd/VBR - PRR	15,473	R/C/I	1,250		250	C/I				16,973
Logan Boulevard/PRR to IMMK	-		250	S	400	D		4,000	R	4,650
Santa Barbara Blvd/PRR - Davis Blvd	4,934	D/R	7,122		30,125	C/I	500		250	42,931
Radio Road Intersection	1,806	C								1,806
Radio Rd -LR-Santa Barbara	25	S	250	S	300	D/M		2,000	C	2,575
Livingston Road Extension TBD	-		600	D/M/C/I			10,000	R		10,600
CR951 Collier Blvd/Davis Blvd-GGPKWY								1,900	D	1,900
Goodlette Frank Rd/PRR-GGPKWY					200	S	1,000	D		1,200
County Barn Road/Davis - CR864	226	D/R	1,215	R/M	11,300	C/I	250			12,991
Goodlette Frank Rd/Immk - VBR					1,200	D		5,000	R	6,200
Vanderbilt Beach Rd/CR951-Wilson			300	S			3,000	D		3,300
Green Blvd Ext Liv - CR951					400	S		3,500	D	3,900
Immokalee Rd Oil Well to SR29			1,800	S *			3,500	D *		5,300
Vanderbilt Drive Wigg - BBR					1,000	D		6,500	R	7,500
Rattlesnake Polly to CR951			6,800	D/M/C/I			1,100	R		7,900
Davis - Radio to CR951					1,100	D *		7,100	R *	8,200
Collier Blvd (GGB S to Green Blvd)					1,100	D	1,500	R	4,700	7,300
CR 951 (Davis S to US41)			4,600	D/M	4,875	R	14,623	R	37,200	61,298
Goodlette Frank (PRR-GGPKWY)			1,200	D			14,700	E/C/I		15,900
Green Blvd (Collier Blvd - SBB)					600	D/S	970	R	2,930	4,500
10% Contingency			3,048		2,241				488	8,262
<b>Total</b>	<b>144,721</b>		<b>108,061</b>		<b>86,815</b>		<b>55,706</b>		<b>83,270</b>	<b>478,573</b>

**Base Operations & Maintenance**

Bridge Repairs/Improvements	47		50		50		50		50	247
Major Intersection Improvements	971		1,000		1,000		1,000		1,000	4,971
Intersection Safety/Capacity Impro	1,000		750		750		750		750	4,000
New Traffic Signals	820		750		750		750		750	3,820
Shoulder Safety Program	40		50		50		50		50	240
Pathways/Sidewalks Bike Lanes	523		50		50		50		50	723
<b>Subtotal Base Operations &amp; Mainten</b>	<b>3,401</b>		<b>2,650</b>		<b>2,650</b>		<b>2,650</b>		<b>2,650</b>	<b>14,001</b>

**Impact Fee Credits Threshold**

	2,000		2,000		2,000		2,000		2,000	10,000
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**Enhanced Operations & Maintenance**

Major Roadway Resurfacing/Recon	971		1,000		1,000		1,000		1,000	4,971
<b>Subtotal Enhanced O &amp; M</b>	<b>971</b>		<b>1,000</b>		<b>1,000</b>		<b>1,000</b>		<b>1,000</b>	<b>4,971</b>

Collector Roads/Minor Arterial Road	10,148		6,600		6,600		6,600		6,600	36,548
Advanced ROW	1,090		1,000		1,000		1,000		1,000	5,090
<b>Total Funding Request All Funds</b>	<b>162,331</b>		<b>121,311</b>		<b>100,065</b>		<b>68,956</b>		<b>96,520</b>	<b>549,183</b>
<b>Total Revenue + Carry Forward</b>	<b>86,833</b>		<b>24,730</b>		<b>25,120</b>		<b>25,522</b>		<b>25,936</b>	<b>188,141</b>
New Debt Service			5,878		12,484		23,106		25,503	66,971
Work Plan + Debt Service	<b>162,331</b>		<b>127,189</b>		<b>112,549</b>		<b>92,062</b>		<b>122,023</b>	<b>616,154</b>

BCC Dec. Approved Work Program	159,670		106,572		93,490		36,305		50,430	446,467
Variance from Appvd/Revised	2,661		14,739		6,575		32,651		46,090	102,716

**Key:**

- S = Study
- D = Design
- M = Mitigation
- C = Construction
- R = ROW
- AM = Access Management
- \* = Advanced Reimbursement
- E = Exfiltration

Table 2.2-2

Transportation Construction Schedule

