

1.5.B - Brief Assessment of Successes & Shortcomings – Transportation Element

A. Introduction & Background:

The purpose of the Transportation Element, as stated in its Goal, is “To plan for, develop and operate a safe, efficient, and cost effective transportation system that provides for both the motorized and non-motorized movement of people and goods throughout Collier County.” In order to accomplish this goal, the Transportation Element incorporates data and recommendations from the following reports, plans and studies:

- ❖ Collier County Metropolitan Planning Organization’s (MPO’s) “Long Range Transportation Plan’s 2025 Financially Feasible Plan and 2025 Needs Plan.
- ❖ MPO Urban Area Transportation Study.
- ❖ Collier County Transportation Work Program, FY 2002 – FY 2006.
- ❖ 2025 Traffic Circulation Map.
- ❖ Collier County Comprehensive Pathway Plan.
- ❖ Airport Master Plans for Immokalee Regional Airport, Everglades Airpark, and Marco Island Executive Airport.
- ❖ Public Transportation Development Plan.

The Transportation Element is closely linked to the Future Land Use Element (FLUE). The land development pattern, as outlined in the FLUE, necessitates improvements and expansion to the County’s transportation system. The two elements are so closely tied, in fact, that changes or shifts in land use patterns can drastically impact the performance of the roadway system. It is for this reason that the County requires most land development proposals (e.g., DRI, PUD, other rezone, and conditional use requests) to submit a Traffic Impact Statement. An analysis of the proposal’s impact is prepared and submitted to the appropriate County review agencies.

As an alternative to this scenario of the transportation system reacting to new demands created by changes to land development patterns, the County has begun to explore ways to allow the roadway system to guide the patterns and densities of future land development. The County can determine the type of roadway system it wishes to maintain at some adopted level of service and then can take steps to permit only the types, intensities and location of land uses that will be consistent with that system. Through use of this “checkboxbook concurrency” process, the County will be in a better position to keep the demand for transportation services from outstripping the capacity of the roadway system.

As part of the Transportation Element, the County has established minimum acceptable level of service standards for the existing County Road system. For County facilities, the level of service standard to be maintained is either "D" or "E," as measured on a peak hour basis. Several State facilities have been given a minimum LOS "E" standard. In order to prevent sudden unanticipated LOS failures, the County has recently adopted a "real time" "checkbook accounting" concurrency management process.

B. Objectives Analysis:

As currently formatted, this Element consists entirely of a Goal (Goal 1), Objectives and Policies. As part of the EAR-based amendments, formatting changes consisting of the addition of a brief introductory statement for the Element and removal of the "1" from the Goal will transpire, so that it is simply the Goal of the Element.

OBJECTIVE 1:

The County will maintain the major roadway system at an acceptable Level of Service by implementing improvements as identified in the annual AUIR or by working directly with other responsible jurisdictions to implement needed improvements to their facilities.

Objective Achievement Analysis:

This Objective requires the County to adopt and maintain Level of Service (LOS) standards for the County Roadway System, to annually review and adjust such standards, and to coordinate County road improvements with the road improvement programs operated by neighboring jurisdictions. The tasks included within this Objective are ongoing. Therefore, this Objective will be retained as written.

Policy Relevance:

Policy 1.1 requires the County to annually adopt (or re-adopt) a 5-year schedule of capitol improvements. Policy 1.2 requires the County to annually fund the first year of improvements from the schedule listed in Policy 1.1. Policy 1.3 requires arterial and collector roads within the County system (as well as certain State Roads) to be maintained at Level of Service "D" or better. However, it lists certain specific roadway segments for which the County has set a standard of LOS "E" or better. Policy 1.4 recognizes the State LOS of "B" for Interstate 75. All of these policies will be retained as written.

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.

Objective Achievement Analysis:

This Objective incorporates the County's Five-Year Work Program into the Transportation Element. It has been left without a date reference so as to be able to incorporate the Five-Year Work Program current at any time. This Objective will be retained as currently written.

Policy Relevance:

There are two policies within this Objective. Policy 2.1 requires the Five-Year Work Program to be included in the annual Schedule of Capital Improvements. Policy 2.2 requires the County to annually allocate funds for road projects identified within the first year of the current Schedule of Capital Improvements. In Section 2.4 of this Evaluation & Appraisal Report, staff has described the County's success in holding to these requirements. Therefore, these policies will be retained as written.

OBJECTIVE 3:

The County shall provide for the protection and acquisition of existing and future right-of-ways.

Objective Achievement Analysis:

As stated, this Objective calls for the preservation of right-of-way for ongoing and future road improvements. This Objective is sufficiently generic that it allows the County Transportation Division to protect and acquire rights-of-way as an ongoing program. However, to be correct, the Objective should reference the County's adopted Long Range Transportation Plan and/or the County's five-year work program. The Objective should be modified for this purpose.

Policy Relevance:

There are four policies within this Objective. Policy 3.1 notes that the County has a Right-of-Way Preservation and Acquisition Program. Policy 3.2 notes that funding for the Program is included in the annual Capital Improvement budget. Policy 3.3 requires the County to acquire sufficient amount of right-of-way (for any project) to facilitate no less than a cross section of (6) traffic lanes, appropriate turn lanes, medians, bicycle and pedestrian features, drainage canals, and shoulder sufficient for pull offs and landscaping areas. Exceptions are allowed subject to a demonstration that the maximum number of buildout lanes needed is less than six. Policy 3.4 requires the County to acquire right-of-way through fee simple acquisition. In general, the Transportation Division has been able to remain consistent with these policies. Therefore, these policies will be retained as written.

OBJECTIVE 4:

The County shall provide for the safe and convenient movement of pedestrians, and motorized and non-motorized vehicles through the implementation of the Collier County Comprehensive Pathway Plan.

Objective Achievement Analysis:

The stated purpose of the County's Comprehensive Pathway Plan is to promote walking and bicycling as integral components of Collier County's local, regional and state recreation and transportation programs. That having been stated, the Program is responsible for maintaining and extending the County's bike lanes, sidewalks, and recreational paths. The program has been active for approximately ten (10) years, and relies on a Pathways Advisory Committee to make recommendations as to potential projects, priorities and even Planned Unit Development Applications. Additionally, a consultant has been hired to update the comprehensive pathways plan, which outlines goals, objectives and policies and prioritizes pathway projects. This plan update began in March 2004 and is scheduled to last roughly 9 months. This Objective should be retained as written.

Policy Relevance:

There are eight policies within this Objective. Policy 4.1 is intended to incorporate the Comprehensive Pathway Plan, by reference, into the Transportation Element. This Policy will be reworded for clarity.

Policy 4.2 tasks the Collier County Metropolitan Planning Organization (MPO) with supporting the County's bicycle/pedestrian program. The MPO is responsible for planning pathway systems in Collier County and its cities, while also serving as staff to the MPO's Pathways Advisory Committee. The MPO is housed in the County's Transportation Department. The County's Traffic Operations and Alternative Transportation Modes Department is responsible for the implementation of the Pathways Program, both in terms of making recommendations regarding capital improvements and through the development review process. Therefore, this Policy should be retained as written.

Policy 4.3 requires the County to maintain and improve bicycle and pedestrian facilities through use of the 2020 Pathway Facilities Map series. The Map Series is maintained by Pathways Program staff and relies on the input of a County Pathways Advisory Committee. Therefore, this Policy will be retained as written.

Policy 4.4 requires the County to adopt an annual 5 Year Pathway Work Program. The County has consistently held to this requirement. Therefore, this Policy will be retained as written.

Policy 4.5 requires County staff to identify State and Federal funding sources for the Pathway Program. This is an ongoing task. Therefore, this Policy will be retained as written.

Policy 4.6 requires the County to provide for the safe movement of motor vehicles, and also requires that construction of bike lanes, sidewalks and pathways be incorporated in road improvement projects. This Policy should be restated to say, “Policy 4.6 requires the County to provide for the safe movement of non-motorized vehicles...”

Policy 4.7 requires the County to incorporate bike lanes into road resurfacing projects, where feasible. Policy 4.8 requires the County to adhere to current Florida Department of Transportation (FDOT) design standards for sidewalks and bike lanes. These policies will be retained as written.

OBJECTIVE 5:

The County will coordinate the Transportation System development process with the Future Land Use Map.

Objective Achievement Analysis:

Collier County Comprehensive Planning staff regularly seeks input from Transportation Planning staff on transportation considerations related to proposed GMP Amendments. The two staffs work together annually with regard to the County’s Annual Update & Inventory Reports (AUIRs). During the past three years, the staffs have worked together on the amendments establishing the Rural Fringe Mixed Use District of the FLUE, the update of the Golden Gate Area Master Plan, the update of the Immokalee Area Master Plan (ongoing), the proposed extension of Wilson Boulevard into the Rural Fringe Area, and the establishment of the County’s checkbook concurrency provisions. The County has acted consistent with this Objective. Therefore, the Objective should be retained as written.

Policy Relevance:

There are three policies within this Objective. Policy 5.1 requires traffic analyses as part of the review of rezone requests. The Policy also prevents the Board of County Commissioners from approving rezone requests that would have significant adverse impacts on the County roadway system. This Policy has recently been revised to reflect criteria related to the County’s adopted Transportation Concurrency Management and Concurrency Exception Areas. This Policy will be retained as written.

Policy 5.2 defines a de minimis impact (with regard to rezone requests) on the roadway system as creating trips equal to less than 1% of the adopted peak hour service volume for the impacted roadway. This Policy will be retained as written.

Policy 5.3 requires the County to conduct a Traffic Impact Vesting Affirmation Review to determine which developments are vested for concurrency, the schedule of when these developments will be built and the magnitude of traffic that will be generated by these developments. This review was completed during 2003. Information from the review was used to provide background data and analysis relative to the County's recent Transportation Concurrency Management Area and Concurrency Exception Area amendments.

OBJECTIVE 6:

The County shall coordinate the Transportation Element with the plans and programs of the State, Region, and other local jurisdictions.

Objective Achievement Analysis:

This Objective requires the Collier County Transportation Division to coordinate with the transportation programs of other governmental entities. Collier County Transportation staff coordinates with transportation planning and improvement programs implemented by municipalities, neighboring counties, the Southwest Florida Regional Planning Council, the Florida Department of Transportation, and the Federal Highway Administration, and will continue to do so.

Policy Relevance:

Policy 6.1 requires the County to incorporate the long-range plans of the Collier County Metropolitan Planning Organization (MPO). Since the Transportation Division staffs the MPO, this is a relatively simple task. This Policy will be retained as written.

Policy 6.2 requires the County Transportation Element to "consider" transportation plans of the City of Naples, the City of Marco Island, the Florida Department of Transportation, Southwest Florida Regional Planning Council and Lee County. The majority of such coordination occurs through the Collier County MPO. Staff recommends that Policy 6.2 be rewritten to reference Everglades City's pending addition to the MPO Board.

Policy 6.3 requires the County to "be consistent in its interface into the arterial/collector system within the City of Naples and the City of Marco Island." The Policy has to do with establishing and maintaining connections between County and City roads. However, the original intent of this Policy is unclear. For instance, it could apply to the roadway connections themselves, or it could apply to administrative policies or guidelines. The EAR-based amendments should include modification of this policy for clarity and to reference Everglades City's pending addition to the MPO Board.

Policy 6.4 requires the Transportation Element to consider the State's adopted Five (5) Year Work Program, the Florida Transportation Plan, and the State Land Development

Plan. This Policy is achieved primarily through the actions of the Collier County MPO. This Policy will be retained as written.

Policy 6.5 references planned improvements to Golden Gate Parkway, including:

- ❖ The six-laning of the Parkway.
- ❖ The construction of a grade-separated overpass at the intersection of Airport-Pulling Road and Golden Gate Parkway.
- ❖ The creation of an Interstate 75 interchange at Golden Gate Parkway.

Construction of the Interstate 75/Golden Gate Parkway interchange and Golden Gate Parkway widening projects is scheduled to begin within the coming year. Therefore, this policy should be retained as written.

OBJECTIVE 7:

The County shall develop and adopt standards for safe and efficient ingress and egress to adjoining properties, as well as encourage safe and convenient on-site traffic circulation.

Objective Achievement Analysis:

This Objective requires the County to develop and adopt standards for onsite and external traffic circulation as part of the development review process. The County has adopted such standards and they are applied to rezoning applications and site development permitting for all proposed development within Collier County. This Objective will be retained as written.

Policy Relevance:

There are five (5) policies within this Objective. Policy 7.1 makes reference to the County's Access Management Policy, which contains standards utilized by County staff during rezoning processes. This Policy will be retained as written.

Policy 7.2 requires a neighborhood traffic impact analysis for rezone and conditional use requests. This Policy will be retained as written.

Policy 7.3 requires the County to implement "the provision of safe and convenient on-site traffic flow and the need for adequate parking for motorized and non-motorized vehicles as a primary objective in the review for Planned Unit Developments, Site Development Plans, and other appropriate stages of review in the land development applications process." Such provisions have been adopted through the County's Zoning Code and are periodically reviewed and updated consistent with established transportation planning criteria. This Policy will be retained as written.

Policy 7.4 requires the County to develop Corridor Management Plans for certain roadways. There is a similar requirement within the Future Land Use Element (see Section 1.5.H of this report). The FLUE provision lists corridors that could be subject to such plans. A few such plans have been implemented. An EAR-based amendment should include modification of this Policy in light of the County's recently adopted Transportation Concurrency Exception Area and Transportation Concurrency Management Areas.

Policy 7.5 requires the development of Corridor Access Management Plans. A few such plans have been implemented. An EAR-based amendment should include modification of this Policy in light of the County's recently adopted Transportation Concurrency Exception Area and Transportation Concurrency Management Areas.

OBJECTIVE 8:

The County shall establish and maintain a "Concurrency Management System" for the scheduling, funding, and timely construction of necessary road facilities.

Objective Achievement Analysis:

Sections 2.2 through 2.4 of this report review issues related to Transportation Concurrency Management. Prior to 2003, County staff reviewed all PUD and DRI Applications for compliance with transportation concurrency provisions. As part of the review process, proposed projects were assessed for their transportation impacts and mitigation requirements were assigned to these projects on a case-by-case basis. This system was adequate for evaluating individual projects but did not adequately assess the combined impact of all development on the County's road system.

During 2003, the Board of County Commissioners adopted a "checkbook concurrency system." This system examines the total trip capacity available for new development and includes provisions relative to vested traffic. As part of the process of establishing the checkbook concurrency system, the County has recently adopted amendments to the Transportation Element, Future Land Use Element and Capital Improvement Element that establish two Transportation Concurrency Management Areas (TCMAs) and a Transportation Concurrency Exception Area (TCEA). This Objective will be retained as written.

Policy Relevance:

There are two policies contained within this Objective. Policy 8.1 establishes a process for projecting LOS deficiencies on County roadways. This Policy was originally created in 2002 as part of the amendments that established the checkbook concurrency system. Therefore, this Policy will be retained as written.

Policy 8.2 incorporates (by reference) the Collier County Adequate Public Facilities Ordinance (Land Development Code Division 3.15), into the Transportation Element.

This Policy was originally created in 2002 as part of the amendments that established the checkbook concurrency system. Therefore, this Policy will be retained as written.

OBJECTIVE 9:

The County shall encourage neighborhood involvement and safe and pleasant conditions for the residents, pedestrians, bicyclists and motorists on neighborhood streets, not classified as arterials or collectors through the implementation of the Collier County Neighborhood Traffic Management Program (NTMP).

Objective Achievement Analysis:

This Objective was adopted in November 2002. It essentially established a program of neighborhood traffic calming measures that can be implemented by a public petition process (from affected residents to the Board of County Commissioners). The program is budgeted annually through the County's Schedule of Capital Improvements. It has successfully slowed traffic in certain portions of the County where neighborhood streets were being used as "cut-throughs" between two major roadways. However, the traffic calming measures, which are usually speed bumps or speed tables, have been criticized by emergency response agencies as increasing their response times to certain areas. County staff will continue to work with emergency responders to address potential conflicts. This Objective should be rewritten to include consideration of the impact that traffic calming measures on local streets have on the adjacent arterial and collector systems (from a level-of-service and operational standpoint).

Policy Relevance:

There are nine (9) policies within this Objective. Policy 9.1 incorporates the Neighborhood Traffic Management Program, by reference, into the Transportation Element. This Policy will be retained as written.

Policy 9.2 requires the County to provide support services, resources and staff to coordinate the program. This Policy seems to duplicate the Objective and may thus be unnecessary. An EAR-based amendment should include either the deletion of this Policy or, alternatively, that the amendment expand the Policy into a description of criteria for implementing the program.

Policy 9.3 commits the County to requiring interconnections of local streets, between developments, whenever feasible. The purpose of the Policy is to "facilitate convenient movement throughout the road network." An EAR-based amendment should include expansion of this Policy to define circumstances under which the County should require interconnection of two roadways.

Policy 9.4 requires the County to "define on a project by project basis, the acceptable amount of rerouted traffic as a result of a traffic management project." In essence, the specific traffic management project must be based upon a goal that is defined by the amount of traffic ultimately rerouted. Presumably, if a chosen management strategy

failed to reach the pre-defined goal, the County could try an alternative strategy. This Policy will be retained as written.

Policy 9.5 essentially commits the County to routing the majority of through traffic away from neighborhoods and onto the County's major arterials and collectors. This Policy will be retained as written.

Policy 9.6 states that the County will review impacts of the Neighborhood Traffic Management Program on emergency vehicle access into neighborhoods. Many of the management strategies employed by the County to slow or divert through traffic from neighborhoods include the placement of speed bumps or speed tables at strategic points on the neighborhood road network. Emergency responders have criticized this aspect of the program as unduly slowing the arrival of emergency vehicles to addresses within the affected neighborhoods and/or resulting in damage to emergency vehicles. The Board of County Commissioners has the unenviable task of balancing such concerns against valid public safety concerns created by traffic speeding through neighborhoods en route between major roadways. An EAR-based amendment should include expansion of this Policy to include remedial actions to reduce the effect of management strategies on emergency response times, where feasible.

Policy 9.7 states that collectors and arterials are not eligible for the Neighborhood Traffic Management Program. This Policy will be retained as written.

Policy 9.8 allows the County to consider a variety of traffic calming devices for use within the Neighborhood Traffic Management Program. The Policy also provides that funding for the placement of these devices is to come from MSTUs or MSBUs created to fund the program for the specific neighborhoods that are benefited. This Policy will be retained as written.

Policy 9.9 defines minimum requirements for procedures to be used when establishing the program in any given neighborhood. This Policy will be retained as written.

OBJECTIVE 10:

The County shall encourage safe and efficient mobility for the rural public.

Objective Achievement Analysis:

This Objective is a catchall for County transportation programs that operate within Collier County's rural areas. As such the Objective is intended to cover policies that deal with a range of different transportation tasks. Therefore, this Objective will be retained as written.

Policy Relevance:

There are three (3) policies within this Objective. Policy 10.1 requires the County to develop a program to examine the maintenance and operational needs of the County's rural roadway system. The program is required to examine both general mobility issues and hurricane evacuation. The County has a road improvement program for the rural areas, primarily Golden Gate Estates, of converting existing limerock roads to asphalt. These upgrades are triggered when residential development reaches the point of ten houses per road mile. Historically, the county has upgraded four to five miles of roads per year. The Road Maintenance Department currently spends \$4 million annually for resurfacing and limerock to asphalt conversions. Therefore, this Policy will be retained as written.

Policy 10.2 requires the County to provide Transportation Disadvantaged/paratransit services to the County's rural areas. The Collier County Metropolitan Planning Organization (MPO) is currently in the process of commissioning a major update of the Transit Development Plan (TDP) for Fiscal Years 2003-2007, to be developed by the Center for Urban Transportation Research (CUTR) at the University of South Florida. The TDP includes both regular transit and paratransit demand study data and covers both urban and rural areas. Paratransit services are handled via the County's regular transit buses and vans, which are equipped with lifts to accommodate wheelchairs and/or electric carts. Disabled individuals may ride the buses at reduced fares and can be accompanied by guide animals. Therefore, this Policy will be retained as written.

Policy 10.3 incorporates (by reference) the corridor management plan that was developed for the Tamiami Trail (U.S. 41) Scenic Highway. This designation was awarded to the County in 2000, for that portion of U.S. 41 located south and east of the more populated portions of the County and within the County's Conservation Future Land Use Designation. Therefore, this Policy will be retained as written.

OBJECTIVE 11:

The County shall maintain County owned airport facilities as attractive, efficient, safe, and environmentally compatible facilities.

Objective Achievement Analysis:

Collier County owns and operates three (3) airports: Immokalee Regional Airport, in Immokalee; Everglades Airpark, in Everglades City; and Marco Island Executive Airport, located three miles north of the City of Marco Island in southwestern Collier County. Each of the airports is required by the Federal Aviation Administration (FAA) to prepare and periodically update an Airport Master Plan that details facility needs and proposed expansions or changes for each airport. The purpose of the above Objective is to incorporate (by reference) these Airport Master Plans into the Transportation Element. Staff notes that the Board of County Commissioners is currently planning to turn over Everglades Airpark to the City of Everglades. This Objective should be revised to

reference this transfer. Additionally, the Objective should include reference to the assistance provided to Everglades City by the Collier County MPO with regard to aiding the City to obtain funding to operate this airport.

Policy Relevance:

Policy 11.1 incorporates the various Airport Master Plans into the Transportation Element. Policy 11.2 gives the Collier County Airport Authority responsibility for future facility planning, consistent with the Airport Master Plans. Both of these policies will be retained as written.

OBJECTIVE 12:

The County shall encourage the efficient use of transit services now and in the future.

Objective Achievement Analysis:

This Objective is the location for all policies related to planning, operation, coordination and expansion of the Collier Area Transit (CAT) System. The CAT System is administered through the County's Traffic Operations & Alternative Transportation Modes Department with the aid of other Departments within the County's Transportation Administration (see the policies below). The CAT System began operation in February 2001 and in its first twelve months of service, provided over 211,000 passenger trips. Ridership has grown since that time. Therefore, this Objective will be retained as written.

Policy Relevance:

There are ten (10) policies within this Objective, all having to do with various aspects of the County's Transit System. Policy 12.1 establishes the Collier County MPO as the operator of the County's Transportation Disadvantaged (or paratransit) program. However, as noted under Policy 10.2, above, the program actually operates through the County's regular bus system, as opposed to a separate set of buses. The Collier County MPO is the designated planning agency for the Transportation Disadvantaged (TD) program in Collier County. The Collier County MPO acts as the Community Transportation Coordinator (CTC) for Collier County; however, the actual operator of the TD Program is a for-profit agency that is under contract to the CTC. Collier Area Transit must provide complimentary paratransit service (outside of the TD Program) due to requirements of the Americans with Disabilities Act; however, every effort is made to utilize the CAT system for TD trips, where possible. The EAR-based amendments should include the addition to this policy of a statement acknowledging that the Transportation Disadvantaged Program employs the County's regular bus system.

Policy 12.2 charges the MPO and the County Transportation Division with coordinating transit planning with the Florida Department of Transportation. Currently, the agency (within the Transportation Division) that provides staff and resources to both the MPO

and the Transit System is the Collier County Traffic Operations & Alternative Transportation Modes Department. Therefore, this Policy will be retained as written.

Policy 12.3 establishes Collier County as the managing authority of the CAT System. This Policy will be retained as written.

Policy 12.4 commits Collier County to pursuing “intergovernmental efforts” in order to establish a transit connection between the Lee County Transit System and the City of Naples. Currently, however, there is no such transit connection between the two Counties. However, as service connection between the two counties continues to be a desirable goal, this Policy will be retained as written.

Policy 12.5 commits Collier County to participation in the MPO planning process. This Policy will be retained as written.

Policy 12.6 commits the County to maintaining voting representation on the MPO Board and the MPO Technical Advisory Committee. This Policy will be retained as written.

Policy 12.7 requires the County, upon adoption of a transit development plan, to initiate the development of transit right-of-way and corridor protection strategies. The County does have an adopted transit development plan, but this plan does not advocate the creation or reservation of specific transit corridors or rights-of-way. Rather, the transit system utilizes existing County roadways and general travel lanes to provide service. However, the Collier County MPO has developed long-term transit strategies, which very well could include the development of transit routes on dedicated rights-of-way. Finally, the Lee County MPO has envisioned the Seminole Gulf railway corridor that extends into Collier County as a future transitway. This would enable the two counties to establish an interconnected system. Therefore, staff recommends that this policy be retained.

Policy 12.8 requires the transit development plan to include “an acceptable level of service standard for transit facilities.” The adopted plan does include several such levels of service standards, to be used as indicators of the effectiveness and efficiency of the County Transit System. Additionally, staff notes that Section 163.3180 (4) (b), Florida Statutes, was amended in 2001 to exempt transit systems from concurrency. Therefore, staff recommends that the EAR-based amendments include deletion of this Policy.

Policy 12.9 requires transit-based capital expenditures to be included in the Capital Improvement Element. As this is currently the case, this Policy will be retained as written.

Policy 12.10 incorporates the most recent County Public Transportation Development Plan and Public Transit Operating Plan into the Transportation Element by reference. However, in Collier County the “Transit Development Plan” covers both development and operational aspects of the transit system. Therefore, an EAR-based amendment should include a revision of this Policy to incorporate only the “Transit Development Plan.”