

Growth Management Reform: *Transportation Background*

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THE ISSUE

- Growth management reform would mean that the transportation system needed to serve new development is available when, or very soon after, the development impacts the transportation system.
- The proposed reforms would provide a closer coordination between transportation planning and growth management by:
 - Closing the gap between when new development begins and the construction of transportation facilities needed to serve the development;
 - Helping the Strategic Intermodal System serve interstate and inter-regional travel by eliminating exceptions to maintaining its desired level of service except through state variances; and
 - Creating optional methods by which the impacts of development can be funded cooperatively by the public and private sectors.

CURRENT GROWTH MANAGEMENT LAW

- Under current law, Florida Intrastate Highway System (FIHS) facilities needed to serve new development must be in place, or under construction, not more than five years after a certificate of occupancy or its equivalent is issued by a local government. The Florida Department of Transportation sets the level of service standards for these roads.
- Other transportation facilities needed to serve new development must be in place, or under construction, no more than three years after the certificate of occupancy or its equivalent is issued by a local government. Local governments set the level of service standards for these roads. However, public transportation is exempt from concurrency.
- As a result, there can be a lag of up to seven years between the traffic impact of a new development and the availability of transportation improvements to mitigate that impact. It is possible that unforeseen problems may delay the transportation improvement much longer.
- In addition, current law allows “transportation concurrency exception areas,” in which service levels below the standards set by either the Department of Transportation or the local government can be established. These are areas where urban infill or redevelopment is desired, where public transportation is being promoted, or whether other public outcomes are desired. This has led to many very large exception areas with no clear guidelines for providing mobility in the area, no commitments of funding for transportation improvements, and reduced levels of service standards for the Florida Intrastate Highway System



A Pay As You Grow Plan For Florida's Future

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GROWTH MANAGEMENT REFORM AND PLANNING FOR TRANSPORTATION

The proposed bill:

- Reduces the time between new development and transportation improvements, so that transportation construction must begin no more than three years after a local government approves the beginning of construction of a new stage or phase of a development project.
- Provides that the Florida Department of Transportation will establish level of service standards for the Strategic Intermodal System (of which the Florida Intrastate Highway System is essentially the highway element) and regional roads funded in whole or in part with state revenues.
- Requires that “transportation concurrency exception areas” and other exception areas be examined and refined to adequately address mobility within those areas.
- Strengthens protection of the Strategic Intermodal System by requiring that level of service standards be maintained within transportation concurrency exception areas unless a variance is granted under state administrative rules.
- Allows optional measures for development contributions to transportation impacts, so that the contributions can help fund projects serving the development and the region.

THE BENEFITS OF GROWTH MANAGEMENT REFORM

- Local governments and other transportation providers will proactively plan for and develop the transportation facilities needed to support expected growth.
- Reform will balance the needs of the economy – especially for interstate and interregional commerce – with the travel needs of residents, visitors and businesses.



Governor Jeb Bush

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