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- a. Each roadway has a specific service volume based on its unique characteristics.
 - b. The service volumes used in the proportionate share calculation must be consistent with the service volumes used in the DRI traffic analysis, and acceptable to the Division of Transportation.
3. Each roadway link must be analyzed to determine if development traffic has a significant impact on the roadway.
- a. A significant impact is said to occur when development traffic equals 5% or more of the adopted peak hour level of service maximum service volume for that link. It must be specified at the Transportation Methodology Meeting whether the peak hour level of service will be measured by two way or peak direction traffic. The peak hour level of service standard shall be as adopted in the Lee County Comprehensive Plan for all facilities except those on the Florida Intrastate Highway System, which standards are established by the Florida Department of Transportation.

The service volume for an analyzed link is defined as the "existing-plus-committed" (E+C) service volume, meaning the service volume for the roadway as it exists or is committed to be improved. Committed improvements are defined as those programmed for construction within the first three years of an adopted local or state capital improvement program. There may be situations where a DRI would be required to pay a proportionate share for an existing or committed improvement if that improvement was or is being made in anticipation of development impacts and in reliance on development contributions (including impact fees) for funding. These situations must be identified in advance in the Transportation Methodology Meeting.
 - b. *This significance analysis will determine which roadways fall within the impact area and must then be tested for adversity.*
4. A roadway link is considered adversely affected if total traffic exceeds the adopted peak hour level of service maximum service volume for that link.

C. Roadway Improvement Costs

- 1. A proportionate share must be calculated for design, right-of-way, and construction costs for all links where traffic levels are both significant and adverse.
 - a. Roadway improvement cost calculations must be based on the project costs developed specifically for the roadway being analyzed. These project costs will be the capital improvement program costs (as may be refined through design studies) determined by local or state agencies. If the project is not included in any capital improvement program, then the project cost will be obtained from the Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan.
 - b. If project costs are unavailable, average cost per mile figures for the required type of roadway improvement will be used. Local average cost per mile figures will be used based on the Lee County Metropolitan Planning Organization's 2020 Financially Feasible Plan costs per mile for similar projects. The average cost per mile figures will be subject to approval by Lee County DOT.

D. Proportionate Share Calculations for DRIs

- 1. Proportionate shares must be calculated using the formula adopted by the Department of Community Affairs as contained in Rule 9J-2.045, F.A.C. The formula is as follows:

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Proportionate Share

$\frac{\text{DRI Trips}}{\text{(SV increase)}} * \text{Cost}$

2. DRI trips = cumulative number of the trips from the proposed development expected to reach the roadway during the peak hour from the complete buildout of a stage or phase being approved.
3. SV increase = the change in peak hour maximum service volume of the roadway resulting from construction of the improvement necessary to maintain the adopted level of service.
4. Cost = cost of construction of an improvement necessary to maintain the adopted level of service. Construction cost includes all associated improvement costs, including engineering design, right-of-way acquisition, planning, engineering, inspection, and other associated physical development costs directly required and associated with the construction of the improvement, as determined by the governmental agency having maintenance authority over the roadway.
5. This proportionate share formula is applied to each link on which the development traffic is significant and levels of service are adverse. The sum of these computations is the development's "proportionate share". If this sum is less than the development would pay in road impact fees, it will not form the basis for an assessment against the development in the DRI process. If the sum is greater than the development would pay in road impact fees, it will be used in a DRI development order as the figure required to mitigate the development's long-range impact on transportation facilities.

E. Voluntary Proportionate Share Payments in Development Agreements

1. In order to induce Lee County into entering a Development Agreement pursuant to the Florida Statutes and Lee County Land Development Code, a prospective developer must use this section as the basis for their offer to voluntarily construct road improvements or to pay the cost of such improvements.
2. Sections A, B, and C above must be used to project future travel patterns, to determine "significance" and "adversity", and to estimate roadway improvement costs. Consistent with Section A, the procedures for preparing a traffic study for a Development Agreement should be reviewed in advance in a Methodology Meeting with the County.
3. Proportionate Share payments in Development Agreements will be calculated by summing the costs of improving each road segment that meets the previously stated tests for "significance" and "adversity". The Development Agreement will be based on the proportionate share as calculated under Section D above.