

ORDINANCE #2018-7

AN ORDINANCE AMENDING CHAPTER 17, DIVISION 2 OF THE OSCEOLA COUNTY CODE OF ORDINANCES RELATING TO MOBILITY FEES; REVISING THE CALCULATION OF THE MOBILITY FEE TO REFLECT INCREASES IN CONSTRUCTION COSTS; PROVIDING FOR ANNUAL ADJUSTMENTS TO THE MOBILITY FEES BASED ON THE NATIONAL HIGHWAY CONSTRUCTION COST INDEX; REQUIRING THE PAYMENT OF MOBILITY FEES UPON ISSUANCE OF A BUILDING PERMIT OR TENANT OCCUPANCY PERMIT; PROVIDING FOR APPLICATION OF MOBILITY FEE CREDIT TO TRANSPORTATION IMPACT FEES OR MOBILITY FEES IMPOSED BY A MUNICIPALITY; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICT; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, on March 16, 2015, the Osceola County Board of County Commissioners (the "Board") enacted Ordinance No. 2015-22, creating Chapter 17, Division 2 of the Osceola County Code of Ordinances (the "Mobility Fee Code") to impose mobility fees requiring future growth to contribute its fair share of the cost of growth-necessitated transportation facilities; and

WHEREAS, the Mobility Fee Code was amended on June 20, 2016 by enactment of Ordinance No. 2016-47, for the purpose of implementing the 2016 Supplemental Mobility Fee Study (as hereinafter defined), and on April 17, 2017 by enactment of Ordinance No. 2017-22, for the purpose of revising the definition of Mixed-Use Development; and

WHEREAS, HNTB Corporation, Inc. ("HNTB") has prepared a supplement to the 2015 Technical Memorandum (the "2017 Supplemental Mobility Fee Study") for the purpose of revising the transportation facility construction costs; and

WHEREAS, the Board desires to further amend the Mobility Fee Code by (A) revising average lane mile calculation to reflect increase in construction costs that have occurred since the Mobility Fee Code was enacted, as described in the 2017 Supplemental Mobility Fee Study; (B) providing for annual mobility fee adjustments to reflect changes in the National Highway Construction Cost Index; (C) requiring the payment of mobility fees upon issuance of a building permit or tenant occupancy permit; and (D) providing for application of mobility fee credits to reduce municipal transportation impact fees or mobility fees;

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF OSCEOLA COUNTY, FLORIDA:

SECTION 1. CALCULATION OF MOBILITY FEE

(A) Section 17-36 of the Mobility Fee Code is hereby amended by (1) revising the definitions of "mobility fee schedule" and "supplemental mobility fee study" and (2) adding new definitions of "2017 supplemental mobility fee study" and "2017 consultant" as follows:

CODING: Underscore indicates addition; ~~strike through~~ indicates deletions.

Mobility fee schedule means the mobility fee rate schedule set forth in table ~~26~~ D-4 of the 2017 supplemental mobility fee study, ~~as supplemented by Table 5 of the supplemental mobility fee study.~~

~~Supplemental~~ 2016 supplemental mobility fee study means the study prepared by the 2016 consultant, adopted pursuant to Section 17-40(c) hereof and attached ~~hereto~~ as Appendix C to Ordinance No. 2016-47, which supports incorporating a new category/land use type for corporate headquarters.

2017 supplemental mobility fee study means the analysis completed by the 2017 consultant, adopted pursuant to Section 17-40(d) hereof and attached as Appendix A to Ordinance No. 2018-7, that revises the mobility fee schedule based on increases in construction costs that have occurred since the mobility fee code was enacted and supports annual changes to the mobility fees by ways of indexing.

2017 consultant means HNTB Corporation, Inc.

(B) Section 17-39 of the Mobility Fee Code is hereby amended by revising subsection (o) thereof as follows:

Sec. 17-39. – General Legislative Findings.

It is hereby ascertained, determined and declared:

* * *

(o) The county engaged the 2015 consultants to prepare the mobility fee study because of their collective expertise in the development and implementation of mobility fees, with the expectation that the assumptions and conclusions in the mobility fee study relating to calculation of the mobility fee set forth in section 17-42 hereof, the percentages of internal capture and transit reduction set forth in section 17-43 hereof, the trip generation rates utilized to prepare the mobility fee schedule set forth in table 24 of the mobility fee study, and delineation of the mobility fee district boundaries set forth in section 17-49 hereof, would constitute a proper factual predicate for imposition and expenditure of the mobility fees. The county engaged the 2016 consultant to prepare the supplemental mobility study for the purpose of computing a mobility fee for a new corporate headquarters building category to be inserted in table 24 of the mobility fee study. The county engaged the 2017 consultant to evaluate the implemented mobility fee to determine modifications of fee schedule.

(C) Section 17-40 of the Mobility Fee Code is hereby amended as follows:

Sec. 17-40. – Adoption of Mobility Fee Study and Administration Fee Analysis.

The board hereby adopts and incorporates the following by reference:

- (a) the mobility fee study attached ~~hereto~~ as Appendix A to Ordinance No. 2015-22 and entitled "Osceola County Mobility Fee Technical Memorandum – March 6, 2015," prepared by the 2015 consultants for the county, particularly the assumptions, conclusions and findings in such study as to the mobility fee district boundaries, the methodology for calculating the mobility fee and the trip generation rates assigned to various land use categories;
- (b) the administration fee analysis prepared by county staff and attached ~~hereto~~ as Appendix B to Ordinance No. 2015-22; ~~and~~
- (c) the 2016 supplemental mobility fee study attached ~~hereto~~ as Appendix C to Ordinance No. 2016-47 and entitled "Mobility Fees – Corporate Headquarters Building" prepared by the 2016 consultant for the county, particularly the assumptions, conclusions and findings in such study as to the methodology for calculating the mobility fee for corporate headquarters buildings; and
- (d) the 2017 supplemental mobility fee study attached as Appendix A to Ordinance No. 2018-7 and entitled "Osceola County Review of Mobility Fee Ordinance" prepared by the 2017 consultant for the county, particularly the assumptions, conclusions and findings in such study as to the methodology for determining the average lane mile costs and recalculating the mobility fees.

(D) Subsections (c), (d), (e), (g), (h) and (i) of section 17-42 of the Mobility Fee Code are hereby amended as follows:

Sec. 17-42. – Calculation of Mobility Fee.

The mobility fee shall be calculated as the capital expense required to provide multimodal capacity on the new transportation facilities contemplated by the county's comprehensive plan for the person miles of transportation capacity demanded by new development occurring in the unincorporated area of the county, after deducting revenue generated by the new development, computed in the manner set forth below.

* * *

- (c) The lane mile cost for avenues, boulevards and multimodal corridors has been calculated as follows:
 - (1) The lane mile cost for avenues is the average of the FDOT's lane mile cost for construction of a new two-lane facility and the county's cost to construct a single new lane, including a sidewalk and a bicycle lane. The cost per mile also includes the cost of a right turn lane and a two-acre stormwater pond. The estimated construction cost was increased by thirty (30) percent for right-of-

way, ten (10) percent for design and engineering, and ten (10) percent for construction engineering and inspection.

- (2) The lane mile cost for boulevards is the average of the FDOT's lane mile cost for construction of a new two-lane facility, FDOT's lane mile cost for construction of a new four-lane facility and the county's cost to construct a single new lane, including a multi-use path and a bicycle lane. The cost per mile also includes the cost of a right turn lane, a mast arm signal and a two-acre stormwater pond. The estimated construction cost was increased by thirty (30) percent for right-of-way, ten (10) percent for design and engineering, and ten (10) percent for construction engineering and inspection.
- (3) The lane mile cost for multimodal corridors is the average of FDOT's lane mile cost for construction of a new four-lane facility, FDOT's lane mile cost to widen a facility from two lanes to four lanes, FDOT's lane mile cost to widen a facility from four (4) lanes to six (6) lanes and the county's cost to add a single new lane. The cost per mile includes the cost of a right turn lane, a mast arm signal, a two-acre stormwater pond, a bicycle lane, a trail, two (2) transit stops and one (1) transit vehicle. The estimated construction cost was increased by thirty (30) percent for right-of-way, ten (10) percent for design and engineering, and ten (10) percent for construction engineering and inspection.

The results of the foregoing analysis are set forth in table ~~7~~ D-1 of the 2017 supplemental mobility fee study.

- (d) The cost of capacity to accommodate the person miles of travel attributable to new growth on avenues, boulevards and multimodal corridors has been calculated as follows:
 - (1) The average lane mile cost to construct avenues, as set forth in table ~~7~~ D-1 of the 2017 supplemental mobility fee study, was divided by the average multimodal capacity for avenues, as set forth in table 6 of the mobility fee study.
 - (2) The average lane mile cost to construct boulevards, as set forth in table 5 of the mobility fee study, was divided by the average multimodal capacity for boulevards, as set forth in table 6 of the mobility fee study.
 - (3) The average lane mile cost to construct multimodal corridors, as set forth in table ~~7~~ D-1 of the 2017 supplemental mobility fee study, was divided by the average multimodal capacity for

multimodal corridors, as set forth in table 6 of the mobility fee study.

Based upon the foregoing, the cost per person mile of capacity for avenues is ~~two hundred five dollars and sixty nine cents (\$205.69)~~ three hundred thirty-eight dollars and five cents, the cost per person mile of capacity for boulevards is ~~one hundred eighty eight dollars and fifty cents (\$188.50)~~ three hundred thirty-two dollars and six cents and the cost per person mile of capacity for multimodal corridors is ~~one hundred ninety four dollars and twenty seven cents (\$194.27)~~ three hundred eleven dollars and fifteen cents, as set forth in table & D-2 of the 2017 supplemental mobility fee study.

- (e) The person mile of capacity rate, i.e., the cost of providing one (1) person mile of travel, shall be calculated as follows:
 - (1) The percentage of future lane miles of avenues, boulevards and multimodal corridors of new transportation facilities contemplated by the county's comprehensive plan was computed using the number of lane miles for each type of facility, as set forth in table 6 of the mobility fee study.
 - (2) The weighted person mile of capacity rate for avenues, boulevards and multimodal corridors was computed as the sum of the amounts determined by multiplying the percentage of future lane miles for each facility type by the cost of person mile of capacity for each facility type.

Based upon the foregoing, the person mile of capacity rate is ~~one hundred ninety eight dollars and five cents (\$198.05)~~ three hundred twenty-eight dollars and six cents (\$328.06), as set forth in table & D-3 of the 2017 supplemental mobility fee study.

* * *

- (g) The mobility fee rate shall be computed by subtracting (1) the transportation revenue credit computed pursuant to the foregoing subsection (f), from (2) the person mile of capacity rate computed pursuant to subsection (e). Based upon the foregoing, but without regard to the transition period discount established in section 17-53 hereof, the mobility fee rate is ~~one hundred forty five dollars and eighty seven cents (\$145.87)~~ four hundred five dollars and seventy-three cents (\$405.73) per person mile of capacity. However, if the discretionary transportation sales surtax is approved by a majority vote of the electors voting at the referendum, the total transportation revenue credit, without regard to the transition period discount established in section 17-53 hereof, will be decreased ~~one hundred four dollars and sixty five cents (\$104.65)~~ to three hundred sixty-four dollars and fifty one cents (\$364.51) per person mile

of capacity on the effective date of the discretionary transportation sales surtax.

- (h) The person miles of travel for each land use shall be calculated by:
- (1) Multiplying (i) the trip generation rate for such land use, as identified in the Institute of Transportation Engineers Trip Generation Manual 9th Edition and the Institute of Transportation Engineers Trip Generation Handbook, 3rd Edition, by (ii) the average trip length for such land use taken from the 2009 National Household Travel Survey conducted by FHWA, adjusted by using local and state data from the Orlando Metropolitan Area;
 - (2) Multiplying the result by percentage of new trips attributable to such land use, identified in the Institute of Transportation Engineers Trip Generation Manual 9th Edition and the Institute of Transportation Engineers Trip Generation Handbook, 3rd Edition;
 - (3) Multiplying the result by the person miles of travel adjustment factor taken from the 2009 National Household Travel Survey conducted by FWHA, adjusted by using local and state data from the Orlando Metropolitan Area, divided by two (2) to avoid double-counting trips for origin and destination.

The person miles of travel for each land use will be adjusted for mixed-use development and transit-oriented development pursuant to section 17-43 hereof. The person miles of travel for each land use, determined in the manner set forth in this subsection, as adjusted pursuant to section 17-43, are set forth in table 24 of the mobility fee study, as supplemented by table 1 of the 2016 supplemental mobility fee study.

- (i) The mobility fee shall be calculated, by multiplying the mobility fee rate calculated pursuant to the foregoing subsection (g) by the person miles of travel for the applicable land use calculated pursuant to the foregoing subsection (h), as adjusted pursuant to section 17-43 hereof. The mobility fee rate for each land use is set forth in the mobility fee schedule (table ~~26~~ D-4 of the 2017 supplemental mobility fee study, ~~as supplemented by table 5 of the supplemental mobility fee study~~).

SECTION 2. ANNUAL INDEXING. A new subsection (j) is hereby added to Section 17-42 of the Mobility Fee Code, as follows:

Sec. 17-42. – Calculation of Mobility Fee.

* * *

- (j) On October 1 of each year, commencing on October 1, 2018, the mobility fee shall be adjusted for each fiscal year to reflect changes in the National

Highway Construction Cost Index 2.0, published by the U.S. Department of Transportation Federal Highway Administration (NHCCI) during the previous year, as follows: (1) the annual change in NHCCI, which may be positive or negative, shall be calculated by (a) deducting the NHCCI published for the month of June in the prior year (Prior June NHCCI) from the NHCCI published for the month of June in the current year, and (b) dividing the result by the Prior June NHCCI; and (2) the new mobility fee will be calculated by multiplying the annual change in NHCCI by the mobility fee.

SECTION 3. IMPOSITION AND COLLECTION. Section 17-41 of the Mobility Fee Code is hereby amended as follows:

Sec. 17-41. - Imposition and collection.

- (a) Mobility fees and administration fees shall be assessed, collected and paid upon the issuance of a building permit or tenant occupancy permit for any development within the unincorporated area of the county. Mobility fees shall be calculated in the manner set forth in section 17-42 hereof and the mobility fee study. Administration fees shall be calculated using the methodology shown in the administration fee analysis.

~~(1) Mobility fees and administration fees assessed in connection with the issuance of a building permit shall be collected and paid prior to issuance of a certificate of occupancy for the development. The mobility fee shall be computed at the rate established in the mobility fee schedule.~~

~~(2) Mobility fees and administration fees assessed in connection with the issuance of a tenant occupancy permit shall be collected and paid, prior to issuance of the tenant occupancy permit. The mobility fee shall be computed at the difference between the rate established in the mobility fee schedule for the proposed new use and the rate established in the mobility fee schedule for the current use.~~

The mobility fee and administration fee shall apply to building permits and tenant occupancy permits issued on or after October 1, 2015.

- ~~(b) No mobility fee or administration fee shall be assessed upon the issuance of a commercial retail shopping center building permit, foundation permit, or a nonretail multi-use building permit for an unfinished building, i.e., a shell permit. Each individual use shall thereafter be assessed the applicable mobility fee and administration fee based on the calculations herein upon subsequent issuance of a building permit to complete each unit.~~

~~(b)(e)~~ Alterations which do not result in a higher assessment under the mobility fee schedule shall be exempted from payment of the mobility fee and administration fee.

~~(c)(d)~~ Alteration, expansion or replacement of an existing residential dwelling unit not increasing the number of families for which such dwelling unit is arranged, designed or intended to accommodate for the purpose of providing living quarters shall be exempt from payment of the mobility fee and administration fee.

SECTION 4. ANNEXATION. A new subsection (d) is hereby added to Section 17-45 of the Mobility Fee Code, as follows:

Sec. 17-45. –Mobility Fee Credit.

* * *

(d) If property to which mobility fee credit has been issued is annexed into a municipality, the mobility fee credit issued to such property may be applied to reduction of transportation impact fees or mobility fees imposed by such municipality upon execution and delivery of an interlocal agreement between the county and such municipality (1) requiring application of the mobility fee credit for each development in an amount not less than mobility fee that would have been payable in respect of such development had it been located in the unincorporated area of the county, and (2) providing for timely exchange of information between the county and such municipality enabling the county to maintain an accurate register of the remaining mobility fee credit amount; provided that such interlocal agreement is joined by the owners of all annexed property to which mobility fee credit has been issued, acknowledging and approving the rates at which mobility fee credit will be applied and the methodology for calculating the remaining mobility fee credit amount.

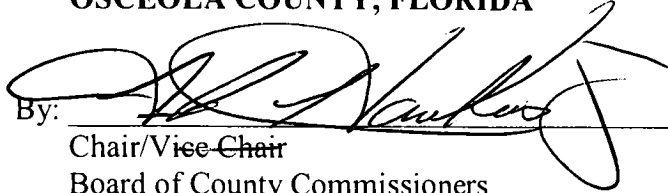
SECTION 5. CONFLICTS. Any ordinance, or part thereof, in conflict with this Ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

SECTION 6. SEVERABILITY. If any portion of this Ordinance is for any reason held or declared to be unconstitutional, inoperative or void, such holding shall not affect the remaining portions of this Ordinance. If this Ordinance or any provision thereof shall be held to be inapplicable to any person, property or circumstances, such holding shall not affect its applicability to any other person, property or circumstances.

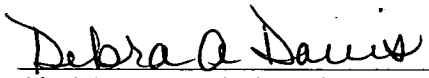
SECTION 7. EFFECTIVE DATE. A certified copy of this ordinance shall be filed in the Department of State by the Clerk of the Board of County Commissioners within ten days after enactment. This ordinance shall take effect immediately upon filing with the Florida Department of State. Notwithstanding the foregoing, the revised mobility fee calculation and associated mobility fee increases set forth in Section 1 shall not take effect until May 1, 2018.

DULY ENACTED this 8th day of January, 2018.

OSCEOLA COUNTY, FLORIDA

By: 
Chair/~~Vice Chair~~
Board of County Commissioners

ATTEST:


Clerk/~~Deputy Clerk~~ to the Board
(SEAL)



Appendix A to Ordinance
#2018-7

**Osceola County
Review of Mobility Fee Ordinance**

Performed by: HNTB Corporation
December, 2017

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- Comparison of Mobility Rates in Osceola County to adjacent municipalities

1. Introduction

HNTB Corporation was retained by Osceola County to perform a review of the Osceola County Mobility Fee ordinance in place since 2015. During this review, the following activities were completed:

- A review of the data used to determine the initial Mobility Fee
- A review of Mobility Fee programs utilized by adjacent municipalities
- A review of the Mobility Fees collected since enactment of the program; including review of discounts for certain desired development patterns and the method of determining Mobility fee credits as envisioned by Osceola County Mobility Fee program.
- Review the Osceola County transportation network with the current projected Mobility Fee collection, as well as impacted with any recommended changes.

In summary, this review has determined that the construction costs for transportation improvement projects utilized in the establishment of the Mobility Fees are significantly less than governmental transportation agencies are currently encountering in the open market. Bids received on construction contracts by the Florida Department of Transportation District 5, which includes Osceola County, range from 220% to 252% more than the prices included in the 2015 Mobility Fee study. When developers provide certain improvements as part of their development, they receive credit for improvements based on the developers actual cost. These actual costs are significantly more than the Mobility Fee schedule values the improvement, resulting in developers getting considerable advantage when utilizing the credit program. The credit program results in facilities being constructed which may not be a priority for the county based on projected impact of the development.

Several changes are recommended to the Mobility Fee ordinance and implementation that retain the initial goals and objectives of the program, including the goal of not holding developers responsible for curing past transportation deficiencies. These changes include:

- Modify the Mobility Fee schedule to more accurately represent actual construction costs.
- Index the Mobility Fees using established indicators of economic changes to keep up with construction cost changes into the future.
- Provide that the Mobility Fee is paid when the development permit is issued, rather than at the time of Certificate of Occupancy.
- More effectively use the existing provision in the ordinance that requires no credit for facilities necessary to connect to the current network.

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2. Review of cost data used to determine the 2015 Mobility Fee

In the 2015 Mobility Fee study, costs of various highway facilities were used to determine average costs for Avenues, Boulevards and Multimodal corridors. These costs were the basis for determining the 2015 Mobility Fees, and are shown in Table A1.

**Table A1 - 2015 Mobility Fee Study Multimodal Facility Costs
(Table 7 from 2015 Mobility Fee Technical Memorandum)**

FACILITY TYPE	ROADWAY CONSTRUCTION COST	PE, ROW & CEI	TOTAL COST	TOTAL COST PER LANE MILE
FDOT New 2 Lane	\$3,972,380	\$1,986,190	\$5,958,569	\$2,979,285
Osceola New Lane	\$3,670,000	\$1,835,000	\$5,505,000	\$2,752,500
Average cost for Avenue	\$3,821,190	\$1,910,595	\$5,731,785	\$2,865,892
FDOT New 2 Lane	\$4,638,755	\$2,319,378	\$6,958,133	\$3,479,066
FDOT New 4 Lane	\$6,560,152	\$3,280,076	\$9,840,228	\$2,460,057
Osceola New Lanes	\$3,895,000	\$1,947,500	\$5,856,000	\$2,928,000
Average Cost for Boulevard	\$5,031,302	\$2,515,651	\$7,551,454	\$2,955,708
FDOT New 4 Lane	\$6,580,152	\$3,290,076	\$10,870,228	\$2,717,557
FDOT Widen 2 to 4 Lane	\$5,450,273	\$2,725,137	\$9,175,410	\$4,587,705
FDOT Widen 4 to 6 Lane	\$5,159,587	\$2,579,794	\$8,739,381	\$4,369,960
Osceola Add Lanes	\$4,265,000	\$2,132,500	\$7,724,000	\$3,862,000
Average cost for Multimodal Corridor	\$5,363,753	\$2,681,877	\$9,127,255	\$3,884,238

Source: This is Table 7 of the 2015 Mobility Fee Technical Memorandum. Construction cost was based on per mile cost from FDOT District 5 and Osceola County. The construction cost per mile for all facility types include the cost for right turn lanes at \$300,000 (\$150,000 per turn lane) and two acres of stormwater ponds at \$400,000 (\$200,000 per acre). The construction cost for Boulevards and multimodal Corridors include \$225,000 for traffic signal upgrades (mast arms). The construction cost for multi-Modal corridors included \$400,000 (\$200,000 per pedestrian facility) for wider pedestrian facilities on each side of the road and \$60,000 (\$15,000 per transit stop) for two transit stops on each side of the road spaced at ¼ mile intervals. The cost for transit vehicles at \$1,000,000 (\$500,000 per vehicle) was added to the total per mile cost for Multimodal Corridors. The cost for design/engineering (PE) was estimated at 30% of construction cost, right-of-way (ROW) at 30% construction cost and construction engineering and inspection (CEI) at 10% of construction cost. Roadway Construction Cost, PE, ROW, CEI and Total Costs are all provided per mile. The Total Cost per Lane Mile is derived by dividing the total cost per mile by the number of new lanes.

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Table A2 takes the above and groups the FDOT costs for various facility types (Avenues, Boulevards, Multimodal Corridors) together for comparison purposes.

Table A2 – Determination of costs attributed to FDOT Facilities in 2015 Mobility Fee Study

FACILITY TYPE		TOTAL COST PER LANE MILE ⁽¹⁾	2015 Mobility Fee TOTAL COST PER LANE MILE ⁽²⁾
FDOT Avenues	FDOT New 2 Lane	\$2,979,285	\$2,979,285
FDOT Boulevards	FDOT New 2 Lane	\$3,479,066	\$2,969,562
	FDOT New 4 Lane	\$2,460,057	
FDOT Multi-Modal Corridors	FDOT New 4 Lane	\$2,717,557	\$3,891,650
	FDOT Widen 2 to 4 Lane	\$4,587,705	
	FDOT Widen 4 to 6 Lane	\$4,369,960	
Source: In the 2015 Mobility Fee Study, FDOT Avenues are based on FDOT New 2 Lane Facilities; FDOT Boulevards are based on FDOT New 2 Lane and New 4 Lane Facilities; FDOT Multimodal corridors are based on FDOT New 4 Lane Facilities along with facilities widened from 2 to 4 lanes and 4 to 6 lanes. The averages of these lane mile costs represent what was used to determine FDOT costs in the 2015 Mobility Fee Study. ⁽¹⁾ Directly from Table A1. ⁽²⁾ Average for each Facility type.			

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3. Review of cost data to determine current construction costs

The methodology used in the 2015 Mobility Fee Study was used to determine current costs, where relevant new data was available from the Florida Department of Transportation.

Table B1- FACILITY TYPE: FDOT AVENUES

FDOT Project Information	Roadway Construction Cost	PE, ROW & CEI	Total Cost	Total Cost Per Lane Mile
FDOT Generic new urban 2 lane	\$5,534,348	\$2,767,174	\$8,301,523	\$4,150,761
FDOT Generic widen 2 to 4 lane	\$5,751,909	\$2,875,955	\$8,627,864	\$4,313,932
240216-2 SR 46 Sanford Airport	\$10,066,574	\$5,033,287	\$15,099,861	\$7,549,930
239266-3/4 SR 15 Hoffner	\$9,732,272	\$4,866,136	\$14,598,409	\$7,299,204
415030-1 SR 434 Oviedo	\$13,366,000	\$6,683,000	\$20,049,000	\$10,024,500
Average	\$8,890,221	\$4,445,110	\$13,335,331	\$6,667,666

Source: Present Day FDOT Construction Costs for Avenues are based on the average of the per lane mile cost from FDOT District 5 recent construction project lettings and standard new 2 lane urban and 2 to 4 lane urban widening costs. As in the 2015 study, the construction cost per mile for the standard FDOT facility types include the cost for right turn lanes at \$300,000 (\$150,000 per turn lane) and two acres of stormwater ponds at \$400,000 (\$200,000 per acre). The turn lane and stormwater pond costs are already included in the bids for the FDOT construction project. See Appendix A.

TABLE B2- FACILITY TYPE: FDOT BOULEVARDS

FDOT Project Information	Roadway Construction Cost	PE, ROW & CEI	Total Cost	Total Cost Per Lane Mile
FDOT Generic new urban 2 lane	\$5,759,348	\$2,879,674	\$8,639,023	\$4,319,511
FDOT Generic widen 2 to 4 lane	\$5,976,909	\$2,988,455	\$8,965,364	\$4,482,682
FDOT Generic Widen 4 to 6 lane	\$5,511,417	\$2,755,709	\$8,267,126	\$4,133,563
240216-2 SR 46 Sanford Airport	\$10,291,574	\$5,145,787	\$15,437,361	\$7,718,680
239266-3/4 SR 15 Hoffner	\$9,957,272	\$4,978,636	\$14,935,909	\$7,467,954
415030-1 SR 434 Oviedo	\$13,591,000	\$6,795,500	\$20,386,500	\$10,193,250
239682-1 US 192	\$9,714,627	\$4,857,314	\$14,571,941	\$7,285,971
418403-2 SR 423 / SR 600 JYP	\$9,238,588	\$4,619,294	\$13,857,882	\$6,928,941
239535-3 SR 50 Ocoee	\$14,907,648	\$7,453,824	\$22,361,472	\$11,180,736
240196-1 US 17/92 Longwood	\$14,854,904	\$7,427,452	\$22,282,356	\$11,141,178
Average	\$9,980,329	\$4,990,164	\$14,970,493	\$7,485,247

Source: Present Day FDOT Construction Costs for Boulevards are based on the average of the per lane mile cost from FDOT District 5 recent construction project lettings and standard new 2 lane urban and 2 to 4 lane urban and 4 to 6 lane urban widening costs. As in the 2015 study, the construction cost per mile for the standard FDOT facility types include the cost for right turn lanes at \$300,000 (\$150,000 per turn lane) and two acres of stormwater ponds at \$400,000 (\$200,000 per acre.) The turn lane and stormwater pond costs are already included in the bids for the FDOT construction project. Signal upgrade costs of \$225,000 are included to both the standard and bid projects for Boulevards.

FDOT Project Information	Roadway Construction Cost	PE, ROW & CEI	Total Cost	Total Cost Per Lane Mile
FDOT Generic new urban 2 lane	\$7,219,348	\$3,609,674	\$10,829,023	\$5,414,511
FDOT Generic widen 2 to 4 lane	\$7,436,909	\$3,718,455	\$11,155,364	\$5,577,682
FDOT Generic Widen 4 to 6 lane	\$6,971,417	\$3,485,709	\$10,457,126	\$5,228,563
240216-2 SR 46 Sanford Airport	\$11,751,574	\$5,875,787	\$17,627,361	\$8,813,680
239266-3/4 SR 15 Hoffner	\$11,417,272	\$5,708,636	\$17,125,909	\$8,562,954
415030-1 SR 434 Oviedo	\$15,051,000	\$7,525,500	\$22,576,500	\$11,288,250
239682-1 US 192	\$11,174,627	\$5,587,314	\$16,761,941	\$8,380,971
418403-2 SR 423 / SR 600 JYP	\$10,698,588	\$5,349,294	\$16,047,882	\$8,023,941
239535-3 SR 50 Ocoee	\$16,367,648	\$8,183,824	\$24,551,472	\$12,275,736
240196-1 US 17/92 Longwood	\$16,314,904	\$8,157,452	\$24,472,356	\$12,236,178
Average	\$11,440,329	\$5,720,164	\$17,160,493	\$8,580,247

Source: Present Day FDOT Construction Costs for Multi-modal corridors are based on the average of the per lane mile cost from FDOT District 5 recent construction project lettings and standard new 2 lane urban and 2 to 4 lane urban and 4 to 6 lane urban widening costs. As in the 2015 study, the construction cost per mile for the standard FDOT facility types include the cost for right turn lanes at \$300,000 (\$150,000 per turn lane) and two acres of stormwater ponds at \$400,000 (\$200,000 per acre.) The turn lane and stormwater pond costs are already included in the bids for the FDOT construction project. Signal upgrade costs of \$225,000, wider pedestrian facilities on each side of the road of \$400,000 per mile (\$200,000 per pedestrian facility), \$60,000 for two transit stops on each side of the road spaced at quarter mile intervals (\$15,000 per transit stop). The cost for transit vehicles at \$1,000,000 (\$500,000 per vehicle) was added to the per mile cost of both the standard and bid projects for Multi-modal corridors.

These Current FDOT costs are from recent construction project lettings and represent the current data from similar urban new corridor and widening projects.

4. Comparison of 2015 Mobility Fee data to current construction costs

In the 2015 Mobility Fee study, costs of various FDOT highway facilities were used in determining average costs for Avenues, Boulevards and Multimodal Corridors. In comparing these 2015 costs with current data available , the differences are noted in Table C1.

Table C1 – FDOT Cost Per Lane mile (2015 compared to latest data)

FACILITY TYPE	2015 MOBILITY FEE TOTAL COST PER LANE MILE ⁽¹⁾	LATEST FDOT TOTAL COST PER LANE MILE	PERCENT DIFFERENCE
FDOT Avenues	\$2,979,285	\$6,667,666 ⁽²⁾	+224%
FDOT Boulevards	\$2,969,562	\$7,485,247 ⁽³⁾	+252%
FDOT Multi-Modal Corridors	\$3,891,650	\$8,580,247 ⁽⁴⁾	+220%

Source: ⁽¹⁾ From Table A2. ⁽²⁾ From Table B1. ⁽³⁾ From Table B2. ⁽⁴⁾ From Table B3.

5. Determination of updated rates

Using the updated cost information, per lane mile costs are calculated. The costs for Avenues are determined by using the updated FDOT Construction Cost data for Avenues and the existing 2015 Mobility fee Study data for Osceola County Avenues, and using an average of these costs for the Average Cost per lane mile for Avenues. In the same manner, the costs for Boulevards and Multimodal Corridors are determined by using the updated FDOT Construction Cost data for Boulevards and Multimodal Corridors, combined with the existing 2015 Mobility Fee Study data for Osceola County Boulevards and Multimodal Corridors, and using an average of these costs for the Average Cost per lane mile for Boulevards and Multimodal Corridors.

Table D1 - Multimodal Facility Cost Recalculated using latest data

FACILITY TYPE	ROADWAY CONSTRUCTION COST	PE, ROW & CEI⁽⁵⁾	TOTAL COST	TOTAL COST PER LANE MILE⁽⁶⁾
FDOT Facility ⁽¹⁾	\$8,890,221	\$4,445,111	\$13,335,332	\$6,667,666
Osceola Facility ⁽²⁾	\$3,670,000	\$1,835,000	\$5,505,000	\$2,752,500
Average Cost for Avenue	\$6,280,111	\$3,140,055	\$9,420,166	\$4,710,083
FDOT Facility ⁽³⁾	\$9,980,329	\$4,990,165	\$14,970,494	\$7,485,247
Osceola Facility ⁽²⁾	\$3,895,000	\$1,947,500	\$5,856,000	\$2,928,000
Average Cost for Boulevard	\$6,937,665	\$3,468,832	\$10,413,247	\$5,206,623
FDOT Facility ⁽⁴⁾	\$11,440,329	\$5,720,165	\$17,160,494	\$8,580,247
Osceola Facility ⁽²⁾	\$4,265,000	\$2,132,500	\$7,724,000	\$3,862,000
Average Cost for Multimodal Corridor	\$7,852,665	\$3,926,332	\$11,778,997	\$6,221,123
Source: ⁽¹⁾ From Table B1. ⁽²⁾ These costs remain unchanged from the 2015 Mobility Fee study since there is no new data on these facilities. ⁽³⁾ From Table B2. ⁽⁴⁾ From Table B3. ⁽⁵⁾ As in the 2015 Study, the cost for design/engineering (PE) was estimated at 10% of construction cost, right-of-way (ROW) at 30% of construction cost and construction engineering and inspection (CEI) at 10% of construction cost, and construction engineering and inspection (CEI) at 10% of construction costs. Roadway Construction costs, PE, ROW, CEI and Total Costs are all provided per mile. ⁽⁶⁾ The Total Cost per Lane Mile is derived by dividing the total cost per mile by the number of new lanes.				

When updating the construction costs data, only available and verifiable costs were changed. There were several categories of facilities where the price per lane mile was left unchanged. These were instances where Osceola County has no recent data in the region that would change the 2015 Mobility Fee study calculations. Based on the cost increases seen in all other areas, it is reasonable to assume that if these unchanged per mile costs were reevaluated, they would also increase in an amount like the recent FDOT bid increases.

Update cost per person miles of capacity

The same methodology to determine the cost per person mile of capacity used in the 2015 Mobility Fee Study was retained in this reevaluation to recalculate the amount, using updated construction cost information. The cost per person mile of capacity is derived by dividing the Total Cost per Lane Mile information in Table C1 by the Per Lane Person Mile of Capacity that was documented in Table 6 of the 2015 Mobility Fee Study Technical Memorandum.

Table D2 – Cost Per Person Mile of Capacity Recalculated using latest data

FACILITY TYPE	TOTAL COST PER LANE MILE ⁽¹⁾	PER LANE PERSON MILE OF CAPACITY ⁽²⁾	COST PER PERSON MILE OF CAPACITY ⁽³⁾
Avenue	\$4,710,083	13,933	\$338.05
Boulevard	\$5,206,623	15,680	\$332.06
Multimodal Corridor	\$6,221,123	19,994	\$311.15

Source: ⁽¹⁾ From Table C1. ⁽²⁾ Remains unchanged from 2015 Mobility Study Technical Memorandum, from Table 6 of that report. ⁽³⁾ Cost per person mile of capacity is derived by dividing the Total Cost per Lane Mile by the Per Lane Person Mile of Capacity.

Update person miles of capacity (PMC) rate

The same methodology to determine person miles of capacity rate used in the 2015 Mobility Fee Study was retained in this reevaluation to recalculate the rate, using updated construction cost information. The weighted person mile of capacity rate is derived by multiplying the Cost per Person Mile of Capacity for each facility type from Table D2 by the Percent of Future Lane Miles that was determined in Table 6 of the 2015 Mobility Fee Study Technical Memorandum. The Person Mile of Capacity (PMC) Rate is derived by summing the Weighted Person Mile of Capacity Rate. The calculated PMC is shown in Table D3 below.

Table D3 – Cost Per Person Mile of Capacity Recalculated using latest data

FACILITY TYPE	COST PER PERSON MILE OF CAPACITY ⁽¹⁾	% OF FUTURE LANE MILES ⁽²⁾	WEIGHTED PERSON MILE OF CAPACITY RATE ⁽³⁾
Avenue	\$338.05	45%	\$152.12
Boulevard	\$332.06	23%	\$76.37
Multimodal Corridor	\$311.15	32%	\$99.57
PMC RATE		100%	\$328.06

Source: ⁽¹⁾ From Table D2. ⁽²⁾ From Table 6 of the 2015 Mobility Fee Study Technical Memorandum. ⁽³⁾ Weighted Person Mile of Capacity rate derived by multiplying Cost per person Mile of Capacity by the Percent of Future Lane Miles. Person Mile of Capacity rate is derived by summing the Weighted Person Mile of Capacity Rate.

Update Mobility Fee Schedule

Following the methodology of the 2015 Mobility Fee study, the Mobility Fee for land uses is based on the PMC Rate (established in table D3) multiplied by the PMT rate per land use from table 25 of the 2015 Mobility fee Study Technical Memorandum. The additional category of "Office- Corporate Headquarters Building" was a land use category added by a 2016 Supplemental Mobility Fee Study. This was adopted pursuant to Section 17-40(c) attached as Appendix C to Ordinance No. 2016-47 and supported incorporating the new category of land use type for corporate headquarters. The rate for land use for this Corporate Headquarters Building land use is taken from Table 5 of that report.

The Mobility Fee per land use is determined as follows:

Mobility Fee per land use = (PMC rate – PMC credit) x PMT per land use

Using the Mobility Fee formula (above) and the inputs calculated in the 2015 Mobility Fee Study (specifically the PMC credit of \$52.18 calculated in Table 15 of the 2015 Mobility Fee Study Technical Memorandum) with the updated PMC rate updated as shown in Table D3, the maximum potential Mobility fees per unit of development for various land uses are shown in Table D4. The Mobility Fee for land uses in Mixed-Use Developments is 25% lower than for land uses outside Mixed-Use Development. The reduced fee for land uses in Mixed-Use Developments is due to a reduced Person Miles Travel (PMT) rate per land use from the application of internal capture. The Mobility fee for land uses in Transit Oriented Developments (TOD) is 50% lower than the full Mobility fee due to a reduced PMT rate per land use from the application of internal capture and the transit reduction factor. The determination of these factors is detailed in the 2015 Mobility Fee Study Technical Memorandum and remain unchanged in this analysis.

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Table D4 – Updated Mobility Fee Schedule

	MOBILITY FEE	MIXED-USE	TRANSIT ORIENTED
Residential Per Dwelling Unit			
Single Family	\$8,671	\$6,504	\$4,337
Single Family - Rural	\$13,706	N/A	N/A
Multi-Family	\$6,058	\$4,543	\$3,030
Condo/Townhouse/Urban Flat	\$5,292	\$3,970	\$2,646
Mobile Home	\$4,545	N/A	N/A
Active Adult	\$3,244	\$2,432	\$1,621
Assisted Living/Care	\$2,150	\$1,613	\$1,074
Recreation/Entertainment per specific unit of measure			
Marina per berth	\$3,355	\$2,515	N/A
Golf Course per hole	\$10,126	\$7,595	N/A
Amusement Park per acre	\$18,111	N/A	N/A
Multipurpose Recreational Facility per acre	\$14,404	\$10,803	\$7,202
Movie Theater per seat	\$1,700	\$1,275	\$849
Racquet/Tennis Club per court	\$9,880	\$7,410	\$4,940
Health/Fitness/Athletic Club per 1000 FT ²	\$10,756	\$8,068	\$5,379
Recreational Community Center per 1000 FT ²	\$9,585	\$7,189	\$4,792
Institutional per 1,000 SF			
Place of Assembly	\$3,576	\$2,682	\$1,787
Day Care Center	\$6,461	\$4,845	\$3,230
Office per 1,000 SF			
Less than 20,000 SF.	\$2,583	\$1,939	\$1,292
20,000 SF to 100,000 SF	\$5,458	\$4,095	\$2,729
Greater than 100,000 SF	\$8,743	\$6,557	\$4,373
Corporate Headquarters Building ⁽¹⁾	\$7,842	\$5,611	\$3,471

Table D4 – Updated Mobility Fee Schedule
(continued)

	MOBILITY FEE	MIXED- USE	TRANSIT ORIENTED
Medical Buildings per 1,000 FT²			
Medical/Dental Offices	\$9,471	\$7,104	\$4,736
Hospitals	\$10,398	\$7,798	\$5,199
Nursing Home	\$2,536	\$1,903	\$1,269
Industrial Buildings per 1,000 FT²			
Warehouse	\$3,828	\$2,871	\$1,914
Mini-Warehouse	\$1,732	\$1,299	\$866
General Commercial Retail per 1,000 FT²			
Neighborhood Retail (<20,000 FT ²)	\$6,103	\$4,577	\$3,053
Community Retail (20,000 FT ² to 100,000 FT ²)	\$12,904	\$9,678	\$6,451
Regional Retail (>100,000 FT ²)	\$22,308	\$16,732	\$11,155
Variety/Dollar Store	\$8,819	\$6,614	\$4,409
Factory Outlet Store	\$16,479	\$12,359	\$8,240
Grocery Store	\$16,621	\$12,465	\$8,310
Pharmacy w/ drive thru	\$12,874	\$9,657	\$6,438
Restaurant w/ drive thru	\$13,411	\$10,060	\$6,706
Car Sales	\$18,663	\$13,997	\$9,332
Auto Parts Store	\$12,789	\$9,593	\$6,394
Tire & Auto Repair	\$7,310	\$5,483	\$3,654
Lodging			
Hotel per room	\$6,302	\$4,726	\$3,151
Resort Hotel with Conference Center per Room	\$10,712	\$8,034	\$5,356
Bank/Savings w/ Drive-thru per Drive-thru lane	\$10,328	\$7,747	\$5,163
Convenience Market & Gas Fuel per Fuel Position	\$16,316	\$12,238	\$8,159
Quick Lube Vehicle Service per Bay	\$2,967	\$2,224	\$1,483
Car Wash per stall	\$5,006	\$3,754	\$2,504
Source: ⁽¹⁾ The Office-Corporate Headquarters Building category was added by Ordinance No. 2016-47.			

6. Review of financial records

A review of recent Osceola County financial records indicates that current local revenues from traditional funds go to keep the Public Works unit operating at a most basic level. These funds pay mainly for operating expenses and certain limited system preservation and do not provide funds for capital transportation improvements. For capacity projects (additional lanes), system upgrades and enhancements, funds come to Osceola County mainly from the Florida Department of Transportation or the Federal Highway Administration (through the Local Agency Project (LAP) program) in coordination with MetroPlan Orlando. These capacity improvements are mainly to the state highway system. There are limited **County Incentive Grant Program (CIGP)** and **Transportation Regional Incentive Program (TRIP)** funds available for capacity increases on county facilities, but these programs both require equal matches of local funds from the county.

Current funding from Osceola County, FDOT and MetroPlan will not be sufficient to provide capacity improvements to the transportation network caused by increased demands of new development. If the Mobility Fee structure is not modified to closer reflect the impact of the development on the transportation network, the new development will continue to add traffic that seriously degrades the level of service on the Osceola County transportation network.

As determined through this review, infrastructure construction costs can change rapidly, and the Mobility Fees charged by the county may not accurately reflect the actual impact the county feels because of development. While the Mobility Fee ordinance does allow for the Mobility Fee to be reevaluated every five years, if construction costs change drastically, that change to the Mobility fee schedule could be dramatic. To reduce this fluctuation potential, as well as to make sure fees remain representative of actual impacts of development, a number of municipalities index their fees against some appropriate government commodity index, such as the Producer Price Index (PPI) for Highway & Street Construction established by the U.S. Census Bureau, Bureau of Labor Statistics. This protects the developers as well as the county when prices fluctuate. The PPI for Highway & Street Construction is no longer being maintained by the Bureau of Labor Statistics, but a simpler index based on local economic conditions such as the Consumer Price Index (CPI) would be effective for indexing Mobility Fees.

7. Review of Mobility Fee tiers and payment schedule

The Mobility Fee structure includes a tiered structure to encourage specific development patterns. Mixed-Use developments get a 25% reduction in Mobility Fee assessment, while Transit Oriented Developments (TOD) get a 50% reduction in Mobility Fee assessment. It is not clear if this is influencing decisions by developers. These reductions for Mixed-use developments and TOD resulted in a 15% overall reduction in fee collections in 2016, and 6% to date in 2017, mostly in residential fee reductions. It is not possible to determine if the elimination of these fee reductions would have had an impact to the type of developments proposed.

For the most part in Osceola County, Mobility Fee payments are currently being collected at the time tenants or occupants get "Certificate of Occupancy. This allows the transportation impacts to be realized before the Mobility Fees can be collected and improvements made to the transportation network. If the Mobility fees were collected at an earlier time, for example at time of permitting, this could allow the transportation improvements to be designed and constructed closer to when the impacts will be felt from the development.

8. Comparisons to adjacent municipalities

Rates for Transportation and Mobility Fees for other local agencies were reviewed to determine how Osceola County's rate schedule and methods compared. For the fees charged, both the city of Orlando and Orange County have acknowledged their rates applied for Transportation impact fees are reduced by the amount calculated by at least 50% (50% in city of Orlando, 56% reduction for single homes in Orange County.) These rate reductions were applied to help stimulate development and remain competitive with other agencies who were also artificially holding back rates. Orange County is currently reevaluating their rate structure and intends to have this review completed in 2018. Other items to note: the city of Orlando already indexes their rates annually, and several agencies (Orlando, Orange County, Lake County) collect the fees at the time of issuance of the permit. See Table Transportation Impact/Mobility Fee Rate Schedule Comparison in Appendix A for detailed comparison.

9. Mobility Fee credits

Under Sec 17-45 of the implementing ordinance, if developer proposes, or if the county requests, certain improvements to the transportation network included in the county's 2025 (or updated) comprehensive plan are eligible for a credit on a dollar for dollar basis against the mobility fee. While these credits are given for facilities on the future transportation network, the process allows developers to provide facilities areas that may not currently be a priority for the County. In addition, with the dollar for dollar provision, it becomes challenging for staff to determine that the developer is not providing (and getting credits) for improvements that far exceed the county's needs, but improve the development's worth. The dollar for dollar provision, coupled with the currently undervalued Mobility Fee rates, when a developer applies for credits, the developer provided improvement is not generally providing the needed level of service improvement required for the development.

Current Mobility Fee credits have been conservative and err in favor of developers. Credits are currently being given for any facility on the future transportation network, but the clause that does not allow a credit for facilities necessary to connect to the current network should be enforced more stringently. It is recommended the county change the approach in determining credit by using "delta" approach that evaluates the dollar for dollar cost of what the developer provides (lane-wise) compared to what they would have to provide if no credit were provided.

In general, the traffic will dictate they have certain improvements, so the amount of the credits will be reduced considerably, many times by half. In addition, as stated in the ordinance, the administrative fee still needs to be assessed, even when the developer chooses the option of getting a credit instead of paying the fee.

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**Osceola County
Review of Mobility Fee Ordinance**

Appendix A

to Report

Recent FDOT Lettings of comparable highway facilities in Central Florida Region (District 5)

AVENUES	FDOT Financial Project	FDOT contract	County	Facility	Letting Dates	Miles	Base Roadway Cost	Cost per mile	Additional Per Mile Construction Costs					Total Cost Per Lane Mile		
									Add Rt Turn Lanes	Stormwater Pond	Upgrade (Boulevards and Multi-Modal Only)	Enhanced Pedestrian Facilities (Multi-Modal Only)	Transit Stops (Multi-Modal Only)		Transit Vehicle (Multi-Modal Only)	
	FDOT Generic new urban 2 lane	Statewide	New 2 Lane	Data 03/16	1.00	\$4,834,348	\$4,834,348	\$4,834,348	\$900,000	\$400,000	\$225,000	\$400,000	\$60,000	\$1,000,000	\$ 8,301,523	\$ 4,150,761
	FDOT Generic widen 2 to 4 lane	Statewide	2 to 4 lane	Data 03/16	1.00	\$5,051,909	\$5,051,909	\$5,051,909	\$900,000	\$400,000					\$ 6,627,864	\$ 4,313,932
	240216-2	SR 46 Sanford Airport	Seminole	2 to 4 lane	Feb-16	2.630	\$26,475,089	\$10,066,574	included in bids						\$ 15,099,861	\$ 7,549,930
	239266-3/4	SR 15 Hoffner	Orange	2 to 4 lane	Mar-15	3.811	\$37,089,690	\$9,732,272	included in bids						\$ 14,598,409	\$ 7,299,204
	415030-1	SR 434 Oviedo	Seminole	2 to 4 lane	Jun-16	0.402	\$5,373,132	\$13,356,000	included in bids						\$ 20,049,000	\$ 10,024,500
									\$ 8,890,221	\$ 4,445,110	\$ 13,335,331				\$ 6,667,666	

BOULEVARDS	FDOT Financial Project	FDOT contract	County	Facility	Letting Dates	Miles	Base Rdwy Cost	Cost per mile	Additional Per Mile Construction Costs					Total Cost Per Lane Mile		
									Add Rt Turn Lanes	Stormwater Pond	Upgrade (Boulevards and Multi-Modal Only)	Enhanced Pedestrian Facilities (Multi-Modal Only)	Transit Stops (Multi-Modal Only)		Transit Vehicle (Multi-Modal Only)	
	FDOT Generic new urban 2 lane	Statewide	New 2 Lane	Data 03/16	1.00	\$4,834,348	\$4,834,348	\$4,834,348	\$300,000	\$400,000	\$225,000	\$400,000	\$60,000	\$1,000,000	\$ 8,639,023	\$ 4,319,511
	FDOT Generic widen 2 to 4 lane	Statewide	2 to 4 lane	Data 03/16	1.00	\$5,051,909	\$5,051,909	\$5,051,909	\$300,000	\$400,000	\$225,000				\$ 6,965,364	\$ 4,482,682
	FDOT Generic Widen 4 to 6 lane	Statewide	4 to 6 lane	Data 03/16	1.00	\$4,586,417	\$4,586,417	\$4,586,417	\$300,000	\$400,000	\$225,000				\$ 5,511,417	\$ 4,133,563
	240216-2	SR 46 Sanford Airport	Seminole	2 to 4 lane	Feb-16	2.630	\$26,475,089	\$10,066,574	included in bids						\$ 15,437,361	\$ 7,718,680
	239266-3/4	SR 15 Hoffner	Orange	2 to 4 lane	Mar-15	3.811	\$37,089,690	\$9,732,272	included in bids						\$ 14,935,909	\$ 7,467,954
	415030-1	SR 434 Oviedo	Seminole	2 to 4 lane	Jun-16	0.402	\$5,373,132	\$13,366,000	included in bids						\$ 20,386,500	\$ 10,191,250
	239682-1	US 192	Osceola	4 to 6 lane	Jun-15	3.970	\$37,673,821	\$9,489,627	included in bids						\$ 13,857,882	\$ 7,285,971
	418403-2	SR 423 / SR 600 JYP	Osceola	4 to 6 lane	Jun-15	1.370	\$12,348,616	\$9,013,588	included in bids						\$ 19,872,882	\$ 6,228,941
	239535-3	SR 50 Ocoee	Orange	4 to 6 lane	Feb-15	2.560	\$37,587,579	\$14,682,648	included in bids						\$ 22,381,472	\$ 13,180,736
	240196-1	US 17/92 Longwood	Seminole	4 to 6 lane	May-15	3.645	\$53,326,000	\$14,629,904	included in bids						\$ 14,970,493	\$ 7,485,247

MULTI-MODAL CORRIDORS	FDOT Financial Project	FDOT contract	County	Facility	Letting Dates	Miles	Base Rdwy Cost	Cost per mile	Additional Per Mile Construction Costs					Total Cost Per Lane Mile		
									Add Rt Turn Lanes	Stormwater Pond	Upgrade (Boulevards and Multi-Modal Only)	Enhanced Pedestrian Facilities (Multi-Modal Only)	Transit Stops (Multi-Modal Only)		Transit Vehicle (Multi-Modal Only)	
	FDOT Generic new urban 2 lane	Statewide	New 2 Lane	Data 03/16	1.00	\$4,834,348	\$4,834,348	\$4,834,348	\$900,000	\$400,000	\$225,000	\$400,000	\$60,000	\$1,000,000	\$ 10,829,023	\$ 5,414,511
	FDOT Generic widen 2 to 4 lane	Statewide	2 to 4 lane	Data 03/16	1.00	\$5,051,909	\$5,051,909	\$5,051,909	\$900,000	\$400,000	\$225,000				\$ 7,436,909	\$ 4,577,682
	FDOT Generic Widen 4 to 6 lane	Statewide	4 to 6 lane	Data 03/16	1.00	\$4,586,417	\$4,586,417	\$4,586,417	\$900,000	\$400,000	\$225,000				\$ 10,437,126	\$ 5,228,563
	240216-2	SR 46 Sanford Airport	Seminole	2 to 4 lane	Feb-16	2.630	\$26,475,089	\$10,066,574	included in bids						\$ 17,627,361	\$ 8,813,880
	239266-3/4	SR 15 Hoffner	Orange	2 to 4 lane	Mar-15	3.811	\$37,089,690	\$9,732,272	included in bids						\$ 17,125,909	\$ 8,562,954
	415030-1	SR 434 Oviedo	Seminole	2 to 4 lane	Jun-16	0.402	\$5,373,132	\$13,366,000	included in bids						\$ 22,576,500	\$ 11,288,250
	239682-1	US 192	Osceola	4 to 6 lane	Jun-15	3.970	\$37,673,821	\$9,489,627	included in bids						\$ 16,761,941	\$ 8,380,971
	418403-2	SR 423 / SR 600 JYP	Osceola	4 to 6 lane	Jun-15	1.370	\$12,348,616	\$9,013,588	included in bids						\$ 24,551,472	\$ 12,275,736
	239535-3	SR 50 Ocoee	Orange	4 to 6 lane	Feb-15	2.560	\$37,587,579	\$14,682,648	included in bids						\$ 24,972,356	\$ 12,236,178
	240196-1	US 17/92 Longwood	Seminole	4 to 6 lane	May-15	3.645	\$53,326,000	\$14,629,904	included in bids						\$ 17,160,493	\$ 8,580,247

Transportation Impact/Mobility Fee Rate Schedule Comparison

Category/Item	Unit	Municipality											Osceola - PROPOSED						
		Lake		Orange			Orlando		Polk			Seminole			Osceola - CURRENT		Osceola - PROPOSED		
		North & Central	South	North-AMA	AMA	Downtown (1/4 sq. mile discount)	Other Areas (1/4 sq. mile discount)	North	East	South Central	West	Standard	Mixed-Use	TOD	Standard	Mixed-Use	TOD		
Living/Residential	Dwelling	\$ 590	\$ 3,194	\$ 3,898	\$ 3,761	\$ 3,309	\$ 3,818	\$ 2,155	\$ 705	\$ 940	\$ 1,185	\$ 1,271	\$ 4,585	\$ 3,439	\$ 2,293	\$ 8,671	\$ 6,504	\$ 4,337	
	Dwelling												\$ 2,747			\$ 13,706			
	Single Family - Rural	\$ 229	\$ 1,240	\$ 2,208	\$ 2,124		\$ 1,351	\$ 394	\$ 525	\$ 662	\$ 710	\$ 2,798	\$ 2,099	\$ 1,399	\$ 1,399	\$ 5,292	\$ 3,970	\$ 2,646	
	Condo/Townhouse	\$ 229	\$ 1,240	\$ 2,524	\$ 2,435	\$ 2,190	\$ 2,527	\$ 1,351	\$ 471	\$ 628	\$ 792	\$ 849	\$ 3,203	\$ 2,402	\$ 1,602	\$ 6,058	\$ 4,543	\$ 3,030	
	Multi-Family (Apartments)	\$ 590	\$ 3,194	\$ 4,436	\$ 1,389	\$ 1,220	\$ 1,409	\$ 781	\$ 392	\$ 523	\$ 659	\$ 707	\$ 2,403			\$ 4,545			
Mobile Home	Dwelling	\$ 150	\$ 812	\$ 369	\$ 355	\$ 1,084	\$ 1,246	\$ 567	\$ 145	\$ 193	\$ 244	\$ 262	\$ 1,137	\$ 863	\$ 568	\$ 2,150	\$ 1,613	\$ 1,074	
	Varies	\$ 182	\$ 985	\$ 1,274	\$ 1,234	\$ 415	\$ 483						\$ 1,715	\$ 1,286	\$ 857	\$ 3,244	\$ 2,432	\$ 1,621	
Active Adult	Dwelling																		
Lodging	Room	\$ 242	\$ 1,311	\$ 1,978	\$ 1,910	\$ 1,351	\$ 1,555	\$ 2,877	\$ 493	\$ 657	\$ 829	\$ 889	\$ 5,664	\$ 4,248	\$ 2,832	\$ 10,712	\$ 8,034	\$ 5,356	
	Hotel/Motel (No Conference Center)	\$ 242	\$ 1,311	\$ 1,411	\$ 1,355	\$ 2,196	\$ 2,153	\$ 1,277	\$ 492	\$ 656	\$ 827	\$ 887	\$ 3,332	\$ 2,499	\$ 1,666	\$ 6,302	\$ 4,726	\$ 3,151	
Recreation/Entertainment	Manha								\$ 120	\$ 160	\$ 202	\$ 216	\$ 1,774	\$ 1,330		\$ 3,355	\$ 2,515		
	Golf Course(2)			\$ 2,267	\$ 2,185	\$ 28,078	\$ 32,375		\$ 267	\$ 356	\$ 449	\$ 481	\$ 5,354	\$ 4,016		\$ 10,126	\$ 7,595		
	Amusement Park												\$ 9,576		\$ 18,146				
	Recreational Facility												\$ 7,616	\$ 5,712	\$ 3,808	\$ 14,404	\$ 10,803	\$ 7,202	
	Movie Theater(3)	\$ 569	\$ 3,080	\$ 11,151	\$ 10,698	\$ 9,420	\$ 10,898	\$ 3,808					\$ 899	\$ 674	\$ 449	\$ 1,700	\$ 1,275	\$ 849	
	Racquet/Tennis Club(4)	\$ 569	\$ 3,080	\$ 5,105	\$ 4,918			\$ 3,808	\$ 1,240	\$ 1,654	\$ 2,086	\$ 2,235	\$ 5,224	\$ 3,918	\$ 2,612	\$ 9,880	\$ 7,410	\$ 4,940	
	Health/Fitness Center	\$ 569	\$ 3,080	\$ 11,974	\$ 11,547	\$ 10,159	\$ 11,711	\$ 3,808					\$ 5,687	\$ 4,266	\$ 2,844	\$ 10,756	\$ 8,068	\$ 5,379	
	Recreational Community Center	\$ 569	\$ 3,080					\$ 3,808					\$ 5,068	\$ 3,801	\$ 2,534	\$ 9,585	\$ 7,189	\$ 4,792	
	Bowling Alley	\$ 569	\$ 3,080	\$ 11,504	\$ 11,919			\$ 3,808											
		\$ 150	\$ 812	\$ 4,614	\$ 4,448	\$ 3,456	\$ 3,631	\$ 567	\$ 448	\$ 597	\$ 753	\$ 808	\$ 1,891	\$ 1,418	\$ 945	\$ 3,576	\$ 2,682	\$ 1,787	
Public/Institutional	Place of Assembly	\$ 150	\$ 812	\$ 7,043	\$ 6,741	\$ 6,840	\$ 7,196	\$ 567	\$ 432	\$ 4,507	\$ 5,683	\$ 6,091	\$ 3,416	\$ 2,562	\$ 1,708	\$ 6,461	\$ 4,845	\$ 3,230	
	Day Care Center	\$ 150	\$ 812	\$ 3,968	\$ 3,823	\$ 5,388	\$ 5,662	\$ 567	\$ 1,110	\$ 1,480	\$ 1,867	\$ 2,001	\$ 5,498	\$ 4,123	\$ 2,749	\$ 10,398	\$ 7,798	\$ 5,199	
	Hospital(5)	\$ 150	\$ 812	\$ 3,659	\$ 3,555	\$ 1,089	\$ 1,146	\$ 567	\$ 145	\$ 193	\$ 244	\$ 262	\$ 1,341	\$ 1,006	\$ 671	\$ 2,536	\$ 1,903	\$ 1,269	
	Nursing Home(6)	\$ 150	\$ 812	\$ 8,921	\$ 8,597			\$ 567											
	Animal Hospital/Vet Clinic	\$ 150	\$ 812	\$ 6,974	\$ 6,734	\$ 3,370	\$ 3,546	\$ 567	\$ 4,321	\$ 5,763	\$ 7,267	\$ 7,789							
	Elementary School	\$ 150	\$ 812	\$ 6,974	\$ 6,734	\$ 3,163	\$ 3,332	\$ 567	\$ 4,321	\$ 5,763	\$ 7,267	\$ 7,789							
	Middle School	\$ 150	\$ 812	\$ 6,974	\$ 6,734	\$ 15,321	\$ 16,104	\$ 567	\$ 4,321	\$ 5,763	\$ 7,267	\$ 7,789							
	High School	\$ 150	\$ 812	\$ 6,974	\$ 6,734			\$ 567											
	University/Junior College	\$ 150	\$ 812	\$ 12,015	\$ 11,589			\$ 567											
	Library	\$ 150	\$ 812					\$ 567											
Industrial	Light Industrial	\$ 278	\$ 1,505	\$ 2,163	\$ 2,088	\$ 2,102	\$ 2,214	\$ 667					\$ 2,024	\$ 1,518	\$ 1,012	\$ 3,828	\$ 2,871	\$ 1,914	
	Manufacturing	\$ 278	\$ 1,505	\$ 1,185	\$ 1,144	\$ 1,154	\$ 1,213	\$ 667	\$ 524	\$ 699	\$ 881	\$ 944	\$ 2,024	\$ 1,518	\$ 1,012	\$ 3,828	\$ 2,871	\$ 1,914	
	Warehouse	\$ 259	\$ 1,403	\$ 1,107	\$ 1,066	\$ 1,076	\$ 1,130	\$ 709	\$ 398	\$ 530	\$ 669	\$ 717	\$ 2,024	\$ 1,518	\$ 1,012	\$ 3,828	\$ 2,871	\$ 1,914	
	Mini-Warehouse	\$ 66	\$ 359	\$ 396	\$ 382	\$ 487	\$ 470	\$ 456	\$ 182	\$ 242	\$ 306	\$ 328	\$ 313	\$ 687	\$ 458	\$ 1,727	\$ 1,299	\$ 866	
Office	< 20,000 sq. ft.	\$ 485	\$ 2,623	\$ 5,574	\$ 5,374	\$ 4,030	\$ 6,265	\$ 2,237	\$ 1,545	\$ 2,060	\$ 2,598	\$ 2,785	\$ 1,366	\$ 1,025	\$ 683	\$ 2,583	\$ 1,939	\$ 1,292	
	20,000 sq. ft. to 50,000 sq. ft.	\$ 485	\$ 2,623	\$ 5,574	\$ 5,374	\$ 4,030	\$ 6,265	\$ 2,237	\$ 1,545	\$ 2,060	\$ 2,598	\$ 2,785	\$ 1,366	\$ 1,025	\$ 683	\$ 2,583	\$ 1,939	\$ 1,292	
	50,000 sq. ft. to 100,000 sq. ft.	\$ 485	\$ 2,623	\$ 4,748	\$ 4,575	\$ 3,905	\$ 6,265	\$ 2,237	\$ 1,545	\$ 2,060	\$ 2,598	\$ 2,785	\$ 1,366	\$ 1,025	\$ 683	\$ 2,583	\$ 1,939	\$ 1,292	
	100,001 sq. ft. to 200,000 sq. ft.	\$ 485	\$ 2,623	\$ 4,050	\$ 3,905	\$ 3,434	\$ 3,610	\$ 2,237	\$ 1,287	\$ 1,716	\$ 2,164	\$ 2,320	\$ 4,623	\$ 3,467	\$ 2,312	\$ 8,743	\$ 6,557	\$ 4,373	
	200,001 sq. ft. to 300,000 sq. ft.	\$ 485	\$ 2,623	\$ 3,455	\$ 3,330	\$ 2,931	\$ 3,082	\$ 2,237	\$ 1,139	\$ 1,519	\$ 1,916	\$ 2,053	\$ 4,623	\$ 3,467	\$ 2,312	\$ 8,743	\$ 6,557	\$ 4,373	
	300,001 sq. ft. to 400,000 sq. ft.	\$ 485	\$ 2,623	\$ 3,455	\$ 3,330	\$ 2,931	\$ 3,082	\$ 2,237	\$ 1,139	\$ 1,519	\$ 1,916	\$ 2,053	\$ 4,623	\$ 3,467	\$ 2,312	\$ 8,743	\$ 6,557	\$ 4,373	
	> 400,000 sq. ft.	\$ 485	\$ 2,623	\$ 3,455	\$ 3,330	\$ 2,931	\$ 3,082	\$ 2,237	\$ 1,139	\$ 1,519	\$ 1,916	\$ 2,053	\$ 4,623	\$ 3,467	\$ 2,312	\$ 8,743	\$ 6,557	\$ 4,373	
	Medical/Dental Offices < 5,000 sq. ft.	\$ 485	\$ 2,623	\$ 12,900	\$ 12,446	\$ 11,339	\$ 11,919	\$ 2,237	\$ 2,540	\$ 3,388	\$ 4,272	\$ 4,579	\$ 5,008	\$ 3,756	\$ 2,504	\$ 9,471	\$ 7,104	\$ 4,736	
	Medical/Dental Offices > 5,000 sq. ft.	\$ 485	\$ 2,623	\$ 12,900	\$ 12,446	\$ 11,339	\$ 11,919	\$ 2,237	\$ 2,540	\$ 3,388	\$ 4,272	\$ 4,579	\$ 5,008	\$ 3,756	\$ 2,504	\$ 9,471	\$ 7,104	\$ 4,736	

Category/Item	Unit	Municipality																
		Lake		Orange		Orlando		Polk		Seminole			Osceola - CURRENT		Osceola - PROPOSED			
		North & Central	South	Non-AMA	AMA	Downtown (1/2 way sock discount)	Other Areas (1/2 way sock discount)	North	South Central	West	Standard	Mixed-Use	TOD	Standard	Mixed-Use	TOD		
Retail																		
< 20,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,700	\$ 5,455	\$ 5,963	\$ 6,265	\$ 3,808	\$ 3,421	\$ 4,563	\$ 5,753	\$ 6,166	\$ 3,227	\$ 2,420	\$ 1,614	\$ 6,103	\$ 4,577	\$ 3,053
20,000 sq. ft. to 50,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,700	\$ 5,455	\$ 5,963	\$ 6,265	\$ 3,808	\$ 3,421	\$ 4,563	\$ 5,753	\$ 6,166	\$ 6,823	\$ 5,117	\$ 3,411	\$ 12,904	\$ 9,678	\$ 6,451
50,001 sq. ft. to 100,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 6,135	\$ 5,876	\$ 5,963	\$ 6,265	\$ 3,808	\$ 1,821	\$ 3,326	\$ 4,194	\$ 4,496	\$ 6,823	\$ 5,117	\$ 3,411	\$ 12,904	\$ 9,678	\$ 6,451
100,001 sq. ft. to 200,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,477	\$ 5,246	\$ 5,317	\$ 5,591	\$ 3,808	\$ 2,189	\$ 2,429	\$ 3,062	\$ 3,282	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
200,001 sq. ft. to 300,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,307	\$ 5,090	\$ 5,142	\$ 5,422	\$ 3,808	\$ 2,189	\$ 2,429	\$ 3,062	\$ 3,282	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
300,001 sq. ft. to 400,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,169	\$ 4,960	\$ 5,018	\$ 5,281	\$ 3,808	\$ 1,557	\$ 2,077	\$ 2,619	\$ 2,807	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
400,001 sq. ft. to 500,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,135	\$ 4,926	\$ 4,980	\$ 5,243	\$ 3,808	\$ 1,557	\$ 2,077	\$ 2,619	\$ 2,807	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
500,001 sq. ft. to 1,000,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,319	\$ 5,118	\$ 5,167	\$ 5,439	\$ 3,808	\$ 1,546	\$ 2,062	\$ 2,600	\$ 2,787	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
1,000,001 sq. ft. to 1,200,000 sq. ft.	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,412	\$ 5,204	\$ 5,271	\$ 5,541	\$ 3,808	\$ 1,602	\$ 2,137	\$ 2,694	\$ 2,888	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
> 1,200,000 sq. ft.(7)	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,534	\$ 5,319	\$ 5,481	\$ 5,481	\$ 3,808	\$ 1,634	\$ 2,179	\$ 2,748	\$ 2,946	\$ 11,795	\$ 8,847	\$ 5,898	\$ 22,308	\$ 16,732	\$ 11,155
Discount Store/Convenience Market	1000 sq. ft.	\$ 569	\$ 3,080	\$ 5,884	\$ 5,639	\$ 26,974	\$ 28,513	\$ 3,808	\$ 7,250	\$ 9,670	\$ 12,193	\$ 13,069	\$ 4,663	\$ 3,497	\$ 2,331	\$ 8,819	\$ 6,614	\$ 4,409
Supermarket	1000 sq. ft.	\$ 569	\$ 3,080	\$ 7,621	\$ 7,299	\$ 7,409	\$ 7,790	\$ 3,808	\$ 3,449	\$ 4,600	\$ 5,800	\$ 6,217	\$ 8,788	\$ 6,591	\$ 4,394	\$ 16,621	\$ 12,465	\$ 8,310
Pharmacy	1000 sq. ft.	\$ 569	\$ 3,080	\$ 11,160	\$ 10,737	\$ 3,806	\$ 3,996	\$ 3,808	--	--	--	--	\$ 6,807	\$ 5,106	\$ 3,404	\$ 12,874	\$ 9,657	\$ 6,438
Car Sales	1000 sq. ft.	\$ 569	\$ 3,080	\$ 6,276	\$ 6,040	\$ 6,891	\$ 7,250	\$ 3,808	--	--	--	--	\$ 9,868	\$ 7,401	\$ 4,934	\$ 18,663	\$ 13,997	\$ 9,332
Tire & Auto Repair	1000 sq. ft.	\$ 569	\$ 3,080	\$ 6,891	\$ 6,651	\$ 4,090	\$ 4,300	\$ 3,808	\$ 1,873	\$ 2,498	\$ 3,150	\$ 3,376	\$ 3,865	\$ 2,899	\$ 1,932	\$ 7,310	\$ 5,483	\$ 3,654
Bank w/ Drive-in	1000 sq. ft.	\$ 569	\$ 3,080	\$ 11,525	\$ 11,050	\$ 11,200	\$ 11,774	\$ 3,808	\$ 5,756	\$ 7,677	\$ 9,680	\$ 10,375	\$ 5,461	\$ 4,096	\$ 2,730	\$ 10,328	\$ 7,747	\$ 5,163
Restaurant, Quality	1000 sq. ft.	\$ 569	\$ 3,080	\$ 14,253	\$ 13,690	\$ 13,830	\$ 14,558	\$ 3,808	\$ 7,250	\$ 9,670	\$ 12,193	\$ 13,069	--	--	--	--	--	--
Restaurant, Fast Food	1000 sq. ft.	\$ 569	\$ 3,080	\$ 36,463	\$ 36,809	\$ 38,208	\$ 40,182	\$ 3,808	\$ 9,426	\$ 12,572	\$ 15,852	\$ 16,991	\$ 7,091	\$ 5,319	\$ 3,546	\$ 13,411	\$ 10,060	\$ 6,706
Gas Station	1000 sq. ft.	\$ 569	\$ 3,080	\$ 4,660	\$ 4,456	\$ 4,505	\$ 4,761	--	\$ 1,605	\$ 2,140	--	\$ 2,893	\$ 8,627	\$ 6,471	\$ 4,314	\$ 16,316	\$ 12,238	\$ 8,159
Car Wash	Pump	--	--	\$ 10,190	\$ 9,756	--	--	--	--	--	--	--	\$ 2,647	\$ 1,985	\$ 1,324	\$ 5,006	\$ 3,754	\$ 2,504
Service Bay	Service Bay	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Notes:
 (1) Lake, Orange, Polk - per 1000 sq. ft.; Seminole - per bed; Osceola - per DU
 (2) Osceola - per hole
 (3) Osceola - per seat
 (4) Osceola - per court
 (5) Orange - per bed
 (6) Seminole - per bed
 (7) 1,250,000 sq. ft. for Seminole County



FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

January 9, 2018

Ms. Paula J. Carpenter
Clerk of the Board
Osceola County
1 Courthouse Square, Suite 2401
Kissimmee, Florida 34741

Attention: Debra A. Davis, Deputy Clerk

Dear Ms. Carpenter:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Osceola County Ordinance No. 2018-7, which was filed in this office on January 9, 2018.

Sincerely,

Ernest L. Reddick
Program Administrator

ELR/lb