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**OSCEOLA COUNTY, FLORIDA**

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**MOBILITY FEE ORDINANCE**

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**ENACTED SEPTEMBER 9, 2024**

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## ORDINANCE NO. 2024-26

**An Ordinance of Osceola County, Florida, relating to the imposition of mobility fees; providing for adoption of a mobility fee study and table of mobility fees; providing for the imposition and collection of mobility fees; establishing the method for computing mobility fees; providing for independent mobility fee studies and adoption of an administrative procedures manual for their review, including associated fees; providing for mobility fee credits; providing for county enforcement of the mobility fee ordinance, establishing mobility fee districts and mobility fee funds; providing for the use of amounts on deposit in the mobility fee funds; providing for refunds; providing for conflicts; providing for severability; providing for codification; and providing an effective date.**

**WHEREAS**, Section 163.31801, Florida Statutes (the "Florida Impact Fee Act") prohibits local governments from increasing fees to fund transportation improvements necessitated by new growth ("Mobility Fees") in excess of the phase-in limitations established therein without a study expressly demonstrating the extraordinary circumstances necessitating the need to exceed such limitations; and

**WHEREAS**, the Board of County Commissioners (the "Board") of Osceola County, Florida (the "County") has engaged HNTB Corporation, Inc. ("HNTB") to prepare a Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated September 2024 (the "Mobility Fee Study") to update the City of St. Cloud's and the County's Mobility Fee schedule utilizing the most up-to-date regional travel demand model (CFRPM 7.0), Institute of Transportation Engineers (ITE) Trip Generation manual (11<sup>th</sup> Edition), and the latest localized construction cost data for Osceola County and the City of St. Cloud; and

**WHEREAS**, the rates calculated in the Mobility Fee Study exceed the phase-in limitations permitted by the Florida Impact Fee Act, without a study expressly demonstrating the extraordinary circumstances necessitating increases exceeding such phase-in limitations; and

**WHEREAS**, HNTB has also prepared the Extraordinary Circumstances Technical Memorandum attached as "Appendix S" to the Mobility Fee Study, attached hereto as Appendix A, which constitutes a demonstrated need study establishing such extraordinary circumstances, as required by the Florida Impact Fee Act and is hereby adopted and approved (the "Demonstrated Need Study"); and

**WHEREAS**, based on the Demonstrated Need Study and other evidence presented at prior public hearings, workshops, and meetings, the Board hereby makes the following factual findings:

- the U.S. Census Bureau recorded a 14.56% increase in the state of Florida's population between 2010 and 2020 and a 44.65% increase in Osceola County's population during the same time;

- Osceola County's population is anticipated to grow by approximately 60% between the years 2020 and 2045 due to its centralized location, accessibility to major throughfares, and proximity to the hotel and theme park industries, which outpaces the rate of growth of the State of Florida as a whole;
- there has been a notable increase in vehicular volume over the past several years which has put additional strain on the existing capacity of Osceola County's transportation network;
- transportation congestion has increased significantly throughout the County, which imposes a financial burden on residents of the County as well as visitors who are traveling through or within the County;
- between 2021 and 2023, the Florida Department of Transportation (FDOT) Cost per Mile, Long-Range Estimating recorded a 46.82% percent increase in roadway construction costs from 2021 to 2023 (excluding right-of-way acquisition costs).
- current mobility fee rates do not account for such a high increase in roadway construction costs which limits the pace at which the County is able to deliver projects to enhance its transportation network;
- the 644 future lane miles of roadway planned and adopted by the Board as TRN 2: Osceola County Roadway Network 2040/2080 (the "Transportation Infrastructure") provide vital economic and quality of life benefits for the people of Osceola County;
- demand for Transportation Infrastructure is expected to increase, associated with an estimated increase in population by approximately 60% between the years 2020 and 2045; and
- the increase in populations corresponds to an increase in vehicle miles travelled, as demonstrated by the 29.98% increase in vehicle miles travelled in Osceola County between 2011 and 2022 and vehicle miles travelled is expected to continue to increase with continued population growth;
- Mobility Fees provide revenue funding for Transportation Infrastructure projects, which, if not updated to reflect changes in costs and growth projections, become an unreliable revenue source;
- the Transportation Infrastructure which currently supports the public and private uses within the County require improvement to adequately meet the future needs of residents, workforce, and visitors to arrive in, and move about within, the County;
- it is necessary to address the extraordinary increase in construction costs associated with Transportation Infrastructure by increasing the Mobility Fee in excess of the phase-in limitations permitted by the Florida Impact Fee Act; and

- without increasing Mobility Fees beyond the phase-in limitations of the Florida Impact Fee Act, the County cannot meet the travel demands of its current and future residents and visitors; and

**WHEREAS**, the Board has conducted publicly noticed workshops on June 3, 2024, and June 10, 2024, dedicated to the extraordinary circumstances necessitating the need to exceed the mobility fee phase-in limitations established in F.S. §163.31801, as required by the Florida Impact Fee Act, during which the Demonstrated Need Study was presented, and public comment taken; and

**WHEREAS**, based upon the factual findings set forth herein, the Board hereby finds and determines that:

- there exist in the County extraordinary circumstances relating to Transportation Infrastructure which, if unaddressed, result in conditions injurious to the public health, safety, morals, and welfare of the residents of the County and the State, threatening the sound growth of the County;
- the existence of such extraordinary circumstances creates an economic and social liability by hindering industrial, commercial, office or residential development, reducing employment opportunities, and negatively impacting construction; and
- extraordinary circumstances exist necessitating the imposition of mobility fees exceeding the phase-limitations established in F.S. §163.31801.

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

**SECTION 1. AMENDMENT OF CODE CHAPTER 17, DIVISION 2.** Chapter 17 – Planning and Development, Article II – Impact Fees, Osceola County, Florida, Division 2 – Mobility of the Osceola County Code of Ordinances, is hereby amended in its entirety as follows:

**DIVISION 2. – MOBILITY**

**SUBDIVISION 1. – GENERALLY**

**Sec. 17-36. – General Definitions.**

As used in this division, the following terms shall have the following meanings unless the context hereof otherwise requires:

*Administration fees* means the fee schedule for reviewing independent mobility fee studies, as established in the administrative procedures manual.

*Administrative procedures manual* means the administrative procedures manual for review of independent mobility fee studies attached as Appendix C to Ordinance No. 2024-26 and approved pursuant to section 17-40 hereof.

*Alligator Chain of Lakes CMP Area* means the area encompassed by the Alligator Chain of Lakes Conceptual Master Plan included as Chapter 4. – Alligator Chain of Lakes Element in the County's Comprehensive Plan.

*Alternative mobility fee* means any alternative mobility fee calculated in an independent mobility fee study approved by the county manager pursuant to section 17-42 hereof.

*Applicant* means the applicant for a building permit or tenant occupancy permit for a development.

*Board* means the Osceola County board of county commissioners.

*Building permit* means an official document or certificate issued by the county authorizing (a) the construction of any structure, (b) the expansion of any structure, or (c) commercial alterations which change the use to a category with a greater mobility fee, as set forth in the mobility fee schedule. The term *building permit* shall also include tie-down permits for those structures that do not require a building permit, such as a mobile home, in order to be occupied.

*Capital expenses* shall consist of the following expenditures for transportation facilities and associated stormwater management areas:

- (1) The repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding;
- (2) Reasonable administrative and overhead expenses necessary or incidental to expanding and improving the transportation facilities;
- (3) Expenses of planning, corridor and alternatives analysis, route studies and pond siting analysis reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to transportation facilities, including the reimbursement of the county for such expenses incurred before the transportation facilities were approved and adopted into the capital improvement plan;
- (4) The acquisition of right-of-way and easements for the transportation facilities, including the costs incurred in connection with the exercise of eminent domain;
- (5) The clearance and preparation of any transportation facility site, including the demolition of structures on the site and relocation of utilities;
- (6) Floodplain compensation and wetland mitigation;
- (7) All expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness,

including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness; and

(8) Costs of design and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services.

*Certificate of occupancy* means an official document or certificate issued by the county, under the authority of ordinance or law, authorizing the occupancy and use of a structure for its intended purpose. The term "certificate of occupancy" shall also include a temporary certificate of occupancy and tie-down permits or final inspection sign-off for those structures that do not require certificate of occupancy.

*County* means Osceola County, a charter county and political subdivision of the State of Florida.

*County manager* means the chief executive officer of the county or such person's designee.

*Development* means the execution of any building activity, or any material change in the use of a structure or property that requires issuance of a building permit or tenant occupancy permit and attracts or produces vehicular or person trips over and above that produced by the existing use of the structure or property.

*East of Lake Toho CMP Area* means the area encompassed by the East of Lake Toho Conceptual Master Plan included as Chapter 2. – East of Lake Toho Element in the County's Comprehensive Plan.

*Framework roadway* means Planned Avenues, Boulevards, Premium Transit Corridors, and Roadway Reconstruction, as identified in the Transportation Map Series in the Transportation Element of the Comprehensive Plan.

*Independent mobility fee study* means a study conducted pursuant to section 17-42 hereof to calculate the mobility fee for a particular development.

*Mobility fee* means the mobility fee imposed pursuant to section 17-41 or the alternative mobility fee calculated pursuant to section 17-42 hereof, in each case reduced by any available mobility fee credit.

*Mobility fee credit* means the mobility fee credit described in section 17-43 hereof.

*Mobility fee districts* mean those geographic areas of the county depicted in Figure 3 of the mobility fee study, that are hereby established pursuant to section 17-47 hereof for the purposes of collecting and expending mobility fees.

*Mobility fee funds* means the funds created pursuant to section 17-48 hereof.

*Mobility fee study* means the study adopted pursuant to section 17-40 hereof and attached Appendix A to Ordinance No. 2024-26, which supports the imposition of the mobility fee.

*Pre-occurring developer contribution* means the amount of a cash payment in lieu of construction, cost of construction and/or value of donated right-of-way, including any property donated for county transportation facilities, made during the pre-occurring development period as a condition for approval of a site development plan or other applicable site development permit for an improvement included in the transportation element of the county's comprehensive plan on the date such site development plan or other applicable site development permit was approved.

*Pre-occurring development* means development occurring during the period beginning on the effective date of Ordinance No. 11-02, establishing a moratorium on road impact fees for nonresidential construction, and Ordinance No. 11-18, establishing a moratorium on road impact fees for residential construction, as applicable, and ending on the effective date of this division.

*Right-of-way* shall mean land, property, or interest therein, that is necessary to accommodate all of the required elements for and to support the construction and/or improvement of transportation facilities.

*South Lake Toho CMP Area* means the area encompassed by the South Lake Toho Conceptual Master Plan included as Chapter 3. – South Lake Toho Element in the County's Comprehensive Plan.

*Tenant occupancy permit* means an official document or certificate issued by the county authorizing a change in use for any structure or property.

*Transportation facilities* means capital facilities necessary or convenient for the movement of people from one location to another including but not limited to through-lanes, turn-lanes, bridges, curbs, gutters, medians and/or shoulders, drainage facilities and/or mitigation areas, signage, advanced traffic management systems and/or traffic signalization, roundabouts, sidewalks, multi-use paths and trails, bicycle lanes, paved shoulders, bicycle racks, shelters/kiosks, benches, buses, transit stops, bus pullout bays, and park and ride lots.

#### **Sec. 17-37. – Interpretation.**

For purposes of administration and enforcement, the following rules of interpretation shall apply:

- (a) The terms *hereof*, *hereby*, *herein*, *hereto*, *hereunder* and similar terms refer to this division.
- (b) The term *hereafter* means after, and the term *heretofore* means before, the effective date of this division.
- (c) The word *shall* is always mandatory and not discretionary and the word *may* is permissive.
- (d) Words used in the present tense shall include the future; words used in the singular shall include the plural and the plural the singular.
- (e) Words of any gender include the correlative words of the other gender.
- (f) The phrase *used for* includes *arranged for*, *designed for*, *maintained for*, or *occupied for*.



- (g) Unless the context clearly indicates the contrary, where a regulation involves two (2) or more items, conditions, provisions, or events connected by the conjunction *and*, *or* or *either...or*, the conjunction shall be interpreted as follows:
  - (1) *And* indicates that the connected terms, conditions, provisions or events shall apply.
  - (2) *Or* indicates that the connected items, conditions, provisions or events may apply singly or in any combination.
  - (3) *Either...or* indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.
- (h) The word *includes* shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.
- (i) All time periods contained within this division shall be calculated on a calendar day basis, including Sundays and legal holidays, but excluding the date of the earliest effective date of service or a notice or the issuance of a decision by the county. In the event the due date falls on a Sunday or legal holiday, the due date shall be extended to the next business day.
- (j) In case of any difference of meaning or implication between the text of this division and any caption, illustration, summary table, or illustrative table, the text shall control.

**Sec. 17-38. – Section Headings.**

Any headings preceding the texts of the several sections of this division and any table of contents or marginal notes appended to copies hereof, shall be solely for convenience of reference and shall neither constitute a part of this division nor affect its meaning, construction or effect.

**Sec. 17-39. – General Legislative Findings.**

It is hereby ascertained, determined and declared:

- (a) Pursuant to article VIII, section (1)(f) of the Florida Constitution and F.S. §§ 125.01(1)(m) and (w), the county has broad home rule powers to adopt ordinances to provide for and operate transportation systems, including roadways, transit facilities, and bicycle/pedestrian facilities within the county.
- (b) The county is experiencing growth and new development that necessitates the expansion of transportation facilities to assist the county in reaching its full potential to
  - (1) Provide sound, clean economic development,
  - (2) To protect the natural beauty in a manner that enables the public and visitors to enjoy the immense opportunities for recreation,
  - (3) To afford adequate and efficient traffic corridors, including different mobility options, so that the county is more appealing and accessible as a locale and as a destination for residents, visitors and the workforce, and

- (4) To establish evacuation routes that will help in meeting current and future demands and reduce emergency response delays.
- (c) F.S. §163.3180 encourages local governments that have repealed transportation concurrency to:
  - (1) Develop tools and techniques including
    - a. Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, and appropriate land use mixes, including intensity and density,
    - b. Adoption of an area-wide level of service not dependent on any single road segment function, and
    - c. Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate level of mobility;
    - d. Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts; and
  - (2) Adopt an alternative mobility funding system that uses one (1) or more of the foregoing tools and techniques.
- (d) Goal 6-3 of the transportation element of the county's comprehensive plan is as follows:
 

To establish safe and convenient multimodal systems, supporting livable communities and economic development, where access and travel choices are increased through new and enhanced public transit, bicycle, pedestrian, and roadway systems.
- (e) The county has determined that currently available revenues will not be sufficient to provide the transportation facilities that are necessary to accommodate growth resulting from new development.
- (f) Enactment of the mobility fee is consistent with Objective 6-3.1 of the transportation element of the county's comprehensive plan, which states that:
 

The county shall promote alternative modes of transportation to provide a safe, comfortable, attractive, efficient, and energy-efficient multimodal transportation network and shall encourage the use and expansion of alternative modes of transportation for commuting, as well as for recreational purposes. This coordinated web of streets and travel modes will address resident and visitor travel demands and ensure adequate movement of people and goods as a means to attract and sustain economic development.
- (g) Imposition of the mobility fee implements Policy 6-5.1.6 – Additional Funding Gap of the transportation element of the county's comprehensive plan, which states that:

The county shall work to implement an additional funding mechanism to support needed transportation infrastructure and maintenance either through a charter county sales tax, transportation impact fees, mobility fees, or any other funding mechanisms available to the county. The funding mechanism need not be exclusive to those as listed and may be implemented as a combination of all those available as necessary to support the future need for transportation infrastructure and maintenance.

- (h) Imposition of a mobility fee requiring future growth to contribute its fair share of the cost of growth-necessitated transportation facilities is necessary and reasonably related to the public health, safety, and welfare of the people of the county; provided that the mobility fee does not exceed the actual amount necessary to offset the demand on transportation facilities generated by new development.
- (i) Imposition of the administration fees is also necessary and appropriate to ensure that the county's general fund does not bear the full burden of reviewing independent mobility fee studies; provided that the administration fees do not exceed the county's actual costs of administration and implementation.
- (j) The county has studied the necessity for, and implications of, imposing mobility fees and administration fees within the county to fund the transportation facilities required to serve new development and determined that mobility fees and administration fees are an appropriate funding mechanism to fund such transportation facilities.
- (k) All mobility fees collected will be deposited in the mobility fee fund for the corresponding mobility fee district and expended for the purposes set forth herein.
- (l) The establishment of mobility fee districts to regulate mobility fee expenditures is the best method of ensuring that the transportation facilities funded by mobility fees benefit the development for which the mobility fees were paid.
- (m) The mobility fees imposed hereby achieve the goals, objectives and policies of the county's comprehensive plan and utilize the tools and techniques encouraged by F.S. §163.3180 and are consistent with requirements set forth in F.S. §163.31801.
- (n) In addition to Chapter 1. – Future Land Use Element governing growth and development in the unincorporated area, the county's Comprehensive Plan includes Chapter 2. – East of Lake Toho Element, governing growth and development in the East of Lake Toho CMP Area; Chapter 3. – South Lake Toho Element, governing growth and development in the South Lake Toho CMP Area; and Chapter 4. – Alligator Chain of Lakes Element, governing growth and development in the Alligator Chain of Lakes CMP Area.
- (o) Unlike the Future Land Use Element, the East of Lake Toho Element, South Lake Toho Element, and Alligator Chain of Lakes Element incorporate specific required development programs that include a variety of housing types and required targets for commercial, office, industrial, institutional, and civic land uses.
- (p) The mixture of land uses required by the East of Lake Toho Element, South Lake Toho Element, and Alligator Chain of Lakes Element each provide jobs, entertainment, and

essential services in close proximity to dwelling units, resulting in a reduced need for vehicular traffic to exit the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area, respectively, thereby reducing the impact on the County's transportation network. This reduced impact on the greater transportation network has been quantified by a methodology established by the National Cooperative Highway Research Program (NCHRP) Report 684, which utilizes the interaction between unlike land uses to determine a percentage of trips that are wholly contained within the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area.

- (q) The reduction in external trips has been used to calculate a mobility fee specific to East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area, respectively, by proportionally reducing the trip generation rates for the land uses catalyzing the internal capture.
- (r) Any reduction in external trips attributable to mixed use developments located outside the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area may result in an alternative mobility fee if demonstrated by an independent mobility study.
- (s) The county engaged HNTB Corporation, Inc. to prepare the mobility fee study because of their expertise in the development and implementation of mobility fees, with the expectation that the assumptions and conclusions in the mobility fee study, including but not limited to those relating to calculation of the mobility fee, the trip generation rates utilized to prepare the table of mobility fees set forth in Appendix B to Ordinance No. 2024-26, and delineation of the mobility fee district boundaries set forth in section 17-47 hereof, would constitute a proper factual predicate for imposition and expenditure of the mobility fees.
- (t) Based upon the foregoing, the mobility fees imposed hereby:
  - (1) are in compliance with the "dual rational nexus test" developed under Florida case law,
  - (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994),
  - (3) are consistent with the requirements set forth in F.S. §163.3180, Florida Statutes, and
  - (4) are consistent with and being imposed in accordance with F.S. §163.31801.

**Sec. 17-40. – Adoption of Mobility Fee Study and Administrative Procedures Manual.**

The board hereby adopts and incorporates the following by reference:

- (a) The mobility fee study attached as Appendix A to Ordinance No. 2024-26 and entitled "Joint Mobility Fee Renewal Study and Demonstrated-Need Study – September 2024" prepared by HNTB Corporation, Inc., 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; and
- (b) The administrative procedures manual attached as Appendix C to Ordinance No. 2024-26, including the administrative fee analysis attached thereto as Appendix A.

**Sec. 17-41. – Imposition and Collection of Mobility Fees.**

- (a) The Table of Mobility Fees attached as Appendix B-1 to Ordinance No. 2024-26 is hereby adopted and incorporated herein by reference with an implementation date of December 19, 2024, and shall be applicable to the unincorporated area of the county other than the East of Lake Toho CMP Area, the South Lake Toho CMP Area and the Alligator Chain of Lakes CMP Area; provided however, that (1) the implementation date for mobility fee rates applicable to a building permit application filed on or prior to December 18, 2024, shall be the first business day following expiration of such application or any extension of such application, and (2) the implementation date for mobility fee rates applicable to a building permit application filed between December 19, 2024 and May 18, 2025, shall be June 18, 2025, notwithstanding the expiration date or any extension of such application; provided further, that if the review and processing of a building permit is delayed through no fault of the applicant, the implementation dates described in clauses (1) and (2) may be extended by the county manager for the period of such delay.
- (b) The Table of Mobility Fees attached as Appendix B-2 to Ordinance No. 2024-26 is hereby adopted and incorporated herein by reference with an implementation date of December 19, 2024, and shall be applicable to the East of Lake Toho CMP Area; provided however, that (1) the implementation date for mobility fee rates applicable to a building permit application filed on or prior to December 18, 2024, shall be the first business day following expiration of such application or any extension of such application, and (2) the implementation date for mobility fee rates applicable to a building permit application filed between December 19, 2024 and May 18, 2025, shall be June 18, 2025, notwithstanding the expiration date or any extension of such application; provided further, that if the review and processing of a building permit is delayed through no fault of the applicant, the implementation dates described in clauses (1) and (2) may be extended by the county manager for the period of such delay.
- (c) The Table of Mobility Fees attached as Appendix B-3 to Ordinance No. 2024-26 is hereby adopted and incorporated herein by reference with an implementation date of December 19, 2024, and shall be applicable to the South Lake Toho CMP Area; provided however, that (1) the implementation date for mobility fee rates applicable to a building permit application filed on or prior to December 18, 2024, shall be the first business day following expiration of such application or any extension of such application, and (2) the implementation date for mobility fee rates applicable to a building permit application filed between December 19, 2024 and May 18, 2025, shall be June 18, 2025, notwithstanding

the expiration date or any extension of such application; provided further, that if the review and processing of a building permit is delayed through no fault of the applicant, the implementation dates described in clauses (1) and (2) may be extended by the county manager for the period of such delay.

- (d) The Table of Mobility Fees attached as Appendix B-4 to Ordinance No. 2024-26 is hereby adopted and incorporated herein by reference with an implementation date of December 19, 2024, and shall be applicable to the Alligator Chain of Lakes CMP Area; provided however, that (1) the implementation date for mobility fee rates applicable to a building permit application filed on or prior to December 18, 2024, shall be the first business day following expiration of such application or any extension of such application, and (2) the implementation date for mobility fee rates applicable to a building permit application filed between December 19, 2024 and May 18, 2025, shall be June 18, 2025, notwithstanding the expiration date or any extension of such application; provided further, that if the review and processing of a building permit is delayed through no fault of the applicant, the implementation dates described in clauses (1) and (2) may be extended by the county manager for the period of such delay.
- (e) If the mobility fee rate for any category in the Tables of Mobility Fees adopted hereby is decreasing then the implementation date for such decreased rate shall be the effective date of Ordinance No. 2024-26. Prior to the implementation dates, mobility fees shall be payable at the rates set forth in Appendix C to Ordinance No. 2022-15.
- (f) The mobility fees calculated for property being redeveloped will be reduced, but not below zero, by an amount equal to the mobility fee that was or would have been imposed upon issuance of a building permit for such property at current mobility fee rates.
- (g) 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.
- (h) Notwithstanding the foregoing subsection (g), no mobility fee shall be payable for the development or construction of housing that is "affordable", as defined in §420.9071, Florida Statutes. This exception shall apply to all sections of this division pertaining to mobility fees and shall be effective only upon the developer entering into an agreement with the county manager, under such circumstances and in such form as may be acceptable to the county manager in his or her reasonable judgment, to maintain the housing as "affordable".
- (i) 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 fees.
- (j) 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 fees.

**Sec. 17-42. – Independent Mobility Fee Study.**

Any applicant (a) who believes that the trip generation rate, percentage of new trips, percentage of internal capture, or percentage of transit reduction used to calculate the mobility fee for the applicant's development is incorrect, or (b) who has a unique or restrictive land use that can be verified through the county's building permit or tenant occupancy permit process and believes that this results in a different value than that used to calculate the mobility fee for the applicant's development, or (c) whose land use is not listed in the mobility fee schedule, or believes the use is incorrectly assigned in the mobility fee schedule, shall have the option to provide an independent mobility fee study prepared in accordance with the administrative procedures manual. The county manager is hereby authorized to reject any independent mobility fee study not meeting such standards. The applicant shall provide notice of its intent to provide an independent mobility fee study prior to final Site Development Plan (SDP) approval for any area to be encompassed by the independent mobility fee study. Upon submission of the independent mobility fee study, the applicant shall pay a review fee to the county in an amount to be established by resolution, which shall not exceed the actual cost of reviewing the independent mobility fee study. If the independent mobility fee study cannot be completed and a final determination of sufficiency made by the county manager, including any appeals, prior to issuance of the certificate of occupancy for the development, the applicant shall pay the applicable mobility fee in the mobility fee schedule. However, if the mobility fee study is subsequently accepted by the county manager following issuance of the certificate of occupancy, a refund shall be made to the applicant to the extent the mobility fee paid was higher than the mobility fee determined in the independent mobility fee study.

**Sec. 17-43. – Mobility Fee Credit.**

- (a) Mobility fee credit, as authorized and/or limited by this section, will be issued to property on which development occurs when a person constructs, conveys right-of-way for, or pays cash for transportation facilities to mitigate the impact from the development. To be entitled to mobility fee credit, the transportation facilities must be included as a framework road in the transportation map series in the transportation element of the county's 2040 comprehensive plan, or future update thereof. Credit shall be provided on a dollar-for-dollar basis for the excess capacity provided against the mobility fee, but not against the administration fees.
  - (1) Mobility fee credit will be issued at the time of right-of-way conveyance or payment of cash for transportation facilities. The amount of mobility fee credit for right-of-way conveyances shall be equal to the fair market value of the conveyed right-of-way. For purposes of this clause, there is hereby established a rebuttable presumption that fair market value is equal to one hundred fifteen (115) percent of the just value of the conveyed right-of-way as determined by the county property appraiser.
  - (2) Mobility fee credit will be issued for transportation facilities required by the county for excess capacity and constructed to standards preapproved by the county for each transportation facility. For construction of transportation facilities, application for mobility fee credit must be made no later than thirty (30) days from the date the

board initially accepts the construction of the transportation facilities. If a person constructs transportation facilities, the person shall submit evidence of payment for the construction to the county manager, who shall determine (a) if the construction is an appropriate substitute for the mobility fee, based on the provisions of this division, (b) construction does not exceed the standards preapproved by the county, and (c) the amount of mobility fee credit to be given.

- (3) Construction, right-of-way conveyances and cash payments for improvements required by the land development code are not eligible for mobility fee credit against the mobility fee, unless otherwise approved by the board.
  - (4) A person may seek approval for mobility fee credit in advance of constructing, conveying right-of-way for, or paying cash for transportation facilities.
  - (5) Mobility fee credit shall run with the property located in the development for which the transportation facilities were constructed, right-of-way conveyed, or cash payment made. Mobility fee credits are assignable and transferable at any time from one development or parcel to any other that is within the same mobility fee district or that is within an adjoining mobility fee zone or impact fee district which receives benefits from the construction or right-of-way conveyance that generated the mobility fee credits.
- (b) This division shall not be interpreted in a manner affecting the rights of parties to agreements entered into in connection with the payment of transportation impact fees prior to the effective date hereof including, but not limited to, development agreements and consent agreements. All such agreements shall remain in full force and effect. Development on property otherwise entitled to a transportation impact fee credit under such an agreement shall be entitled to a mobility fee credit in the amount specified in such agreement if
- (1) The improvement generating the transportation impact fee credit was included in the transportation element of the county's comprehensive plan on the date of the agreement, and
  - (2) The parties, successors or assigns to the agreement acknowledge in writing that granting the mobility fee credit satisfies the county's obligation under such agreement on a dollar-for-dollar basis.
- (c) Mobility fee credit will be issued to property upon which a person paid a transportation impact fee pursuant to Ordinance No. 2003-24, as amended by Ordinance No. 2006-38, in connection with 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. The mobility fee credit shall be applicable to building permits for completion of units within the shell structure following the effective date of this division, computed by dividing the area of the units not completed within such shell structure on the effective date of this division by the total area of such shell structure and multiplying the result by the transportation impact fee paid in connection with the construction of such shell structure.



Mobility fee credit shall run with the property located in the development for which the transportation impact fee was paid and is not transferable to other properties.

- (d) Mobility fee credit will be issued to property on which development occurs when a person made a pre-occurring developer contribution for transportation facilities to mitigate the impact from the development.
  - (1) For pre-occurring development, an amount equal to the mobility fee that would have been imposed against such development shall be deducted from the pre-occurring developer contribution amount.
  - (2) If the pre-occurring developer contribution is exhausted by the deduction attributable to pre-occurring development, then no mobility fee credit will be available, but there shall be no mobility fee owed for the pre-occurring development.
  - (3) If additional mobility fee credit remains from the pre-occurring developer contribution, then the remaining mobility fee credit shall be applied to the development occurring after the effective date of this division on a dollar-for-dollar basis until the remaining mobility fee credit has been exhausted.
- (e) 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 either (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, or (2) at the option of the developer, providing for cancellation of any mobility fee credit remaining upon completion of such development, and (3) 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 shall not diminish the value of the mobility fee credit issued prior to annexation.
- (f) If the mobility fee is increased, the holder of any mobility fee credits which were in existence before the increase is entitled to the full benefit of the intensity or density prepaid by the mobility fee credit balance as of the date it was first established.

**Sec. 17-44. – Enforcement by the County.**

- (a) Any person, firm, corporation, or partnership that violates any provision of this division may be punished by a fine of not more than five hundred dollars (\$500.00), or sixty (60) days in jail, or both. Enforcement of this division may be through the issuance of a citation, in accordance with the county's code enforcement practices.
- (b) Violations include but are not limited to failing, neglecting, or refusing to pay a mobility fee as required by this division and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any county employee, concerning the calculation,

exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit.

- (c) The owner, tenant, or occupant of any land or part thereof for which a mobility fee is owed, who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this division, or who fails, neglects, or refuses to pay a mobility fee, and any person who furnishes any untrue, incomplete, false, or misleading information to the county concerning the calculation, exemption, or payment of a mobility fee or concerning the entitlement to, or calculation of, a mobility fee credit, may be held responsible for the violation and be subject to the penalties and remedies provided for in this division.
- (d) In addition to enforcement of this division through issuance of a citation in accordance with the county's code enforcement practices, the county may withhold issuance of the certificate of occupancy or tenant occupancy permit and/or bring suit to restrain, enjoin, or otherwise prevent violation of this division in any court of competent jurisdiction, to recover costs incurred by the county in whole or in part because of violation of this division, and/or to compel payment of a mobility fee pursuant to this division. Issuance of and/or payment of a citation for violation of this division does not preclude the county from filing such a suit. Payment of any penalties imposed does not release a person or entity from payment of the mobility fee due but shall be payable in addition to the mobility fee.
- (e) Failure to pay a mobility fee required by this division is a violation that is continuous with respect to time, and each day the violation continues, or the mobility fee remains unpaid, is hereby declared to be a separate offense.
- (f) The provisions of this section are supplemental to any other remedy or enforcement procedure provided for or recognized by ordinance, statutory law, common law, case law or the Florida Constitution and shall not be construed as an exclusive remedy or procedure available for enforcement of the codes and ordinances of the county. Nothing contained herein shall prohibit the board of county commissioners from enforcing its codes by any other means.

**Sec. 17-45. – Effect on Land Use Regulations.**

- (a) The payment of mobility fees does not ensure compliance with the county's land development regulations, including regulations relating to transportation corridor management, access management, substandard roads, secondary access, timing and phasing, and, where applicable, development of regional impact review. However, if such regulations require transportation mitigation for the same impacts addressed through the payment of mobility fees, such regulations shall be deemed to provide for mobility fee credit against mobility fees consistent with state and federal law and this division.
- (b) The listing of a land use in the mobility fee schedule is solely for purposes of establishing the applicable mobility fee for such use, and such listing does not mean that the land use is permitted or available under applicable zoning and comprehensive plan requirements. In

addition, the listing of the land use in the mobility fee schedule shall not be considered evidence that the land use is appropriate in any land use classification or zoning district.

**Sec. 17-46. – Review and Update.**

- (a) The mobility fee is based on the assumptions and analysis in the mobility fee study. Not later than five years from the date Ordinance No. 2024-26 is enacted and not later than every five years thereafter, the county shall conduct a full reevaluation and update of the assumptions and analysis in the mobility fee study and of all components of the mobility fee. However, in the event that full reevaluation and updates are not complete within the required five-year period, the last-adopted mobility fee shall remain in effect until the reevaluation is complete. Nothing herein shall prevent the county from updating the mobility fee earlier than every five years if the county determines that significant changes in the mobility fee study have occurred, and that such changes are likely to have a significant effect on the amount of the mobility fee.
- (b) The administration fees may be reviewed annually during the county's budget process and revised by resolution of the board.

**Sec. 17-47. – Mobility Fee Districts.**

Because of the county's unique traffic characteristics, utilizing mobility fee districts to regulate mobility fee expenditures is the best method of ensuring that the transportation facilities funded by mobility fees benefit the development for which the mobility fees were paid. Based upon the transportation analysis of the mobility fee study, particularly Appendix R, the board hereby establishes three mobility fee districts.

- (a) The west mobility fee district, shown in pink and labeled "1" on figure 3 of the mobility fee study, includes all property located west of Florida's Turnpike except property included in the East of Lake Toho planning area described in Chapter 2 of the Osceola County Comprehensive Plan, the South Lake Toho planning area described in Chapter 3 of the Osceola County Comprehensive Plan, and their surrounding small pockets of land shown in figure 3 of the mobility fee study.
- (b) The northeast mobility fee district, shown in blue and labeled "2" on figure 3 of the mobility fee study, includes all property located east of Florida's Turnpike and north of U.S. 192 to Pine Grove Road to Nova Road. The northeast mobility fee district includes the full rights-of-way of U.S. 192, Pine Grove Road, and Nova Road.
- (c) The southeast mobility fee district, shown in amber and labeled "3" on figure 3 of the mobility fee study, includes all property located east of Florida's Turnpike and south of U.S. 192 to Pine Grove Road to Nova Road, plus property included in the East of Lake Toho planning area described in Chapter 2 of the Osceola County Comprehensive Plan, the South Lake Toho planning area described in Chapter 3 of the Osceola County Comprehensive Plan, and their surrounding small pockets of land shown in figure 3 of the mobility fee study.

**Sec. 17-48. – Establishment of Mobility Fee Funds.**

There are hereby established three separate mobility fee funds, one for each of the mobility fee districts established in section 17-47 hereof. For accounting purposes, the mobility fee funds shall be considered special revenue funds. Mobility fees collected by the county from property located in each mobility fee district shall be deposited into the corresponding mobility fee fund. If a parcel of property is located in more than one mobility fee district, the mobility fee paid in respect thereof shall be allocated between the mobility fee districts, based on the percentage of property located within each mobility fee district.

**Sec. 17-49. – Use of Mobility Fee Funds.**

- (a) Amounts on deposit in the mobility fee funds shall be used by the county solely for the capital expenses of transportation facilities, or portions thereof, that are located in the corresponding mobility fee district, included in the county's capital improvement plan or comprehensive plan, and benefit new development located within the corresponding mobility fee district. Amounts on deposit in the mobility fee funds shall not be used for any expenses associated with the operation and maintenance of transportation facilities, including cleaning, repairs, mowing, landscape maintenance, resurfacing that does not expand transportation capacity, and fuel and salary costs for the operation of transit systems. Mobility fee funds shall not be utilized to purchase or buy-back mobility fee credits.
  - (1) If the capital expenses of a transportation facility will be fully paid from a mobility fee fund, the county manager shall make a written determination that
    - a. The demand for the transportation facility is reasonably attributable to new development in the mobility fee district from which the mobility fees have been collected, and
    - b. The transportation facility will not alleviate an existing deficiency in the county's transportation network.
  - (2) If a portion of the demand for the transportation facility is reasonably attributable to new development in the mobility fee district from which the mobility fees have been collected and a portion of the transportation facility will alleviate an existing deficiency in the county's transportation network, the county manager shall make a written determination of the percentage of the transportation facility attributable to new development and that percentage of the capital expenses (but not the deficiency portion) may be paid from the mobility fee fund.
- (b) Any expenditure from a mobility fee fund not specifically authorized by this division shall be repaid to the mobility fee fund from lawfully available revenue of the county.

**Sec. 17-50. – Refunds.**

The mobility fees collected pursuant to this division shall be returned to the then present owner of the property on behalf of which such mobility fee was paid, if such mobility fees have

not been expended or encumbered prior to the end of the fiscal year immediately following the seventh anniversary of the date upon which such mobility fees were paid. If a legal challenge is filed in connection with payment of the mobility fee, such seven-year period shall not begin to run until completion of the associated litigation, including appeals. Refunds shall be made only in accordance with the following procedure:

- (a) The then current owner shall petition the county for the refund at least three (3) calendar months prior to the end of the fiscal year immediately following the seventh anniversary of the date of payment of the impact fee.
- (b) The petition for refund shall be submitted to the board and shall contain:
  - (1) A notarized sworn statement that the petitioner is the then present owner of the property on behalf of which the mobility fee was paid;
  - (2) A copy of the dated receipt issued for payment of such mobility fee, or such other record as would indicate payment of such mobility fee; and
  - (3) A certified copy of the latest recorded deed or a copy of the most recent ad valorem tax bill.
- (c) Within three months from the date of receipt of a petition for refund of a mobility fee, the county's impact fee coordinator shall advise the petitioner and the board of the status of the mobility fee refund request, and if such mobility fee has not been expended or encumbered within the applicable time period, then it shall be returned to the petitioner, with interest paid at the average net interest rate earned in the applicable mobility fee fund during the time such refunded mobility fee was on deposit. For the purposes of this section, mobility fees collected shall be deemed to be spent or encumbered on the basis of the first fee in shall be the first fee out.

**SECTION 2. CONFLICTS.** Any ordinance, resolution, or part thereof, in conflict with this ordinance, or any part hereof, is hereby repealed to the extent of such conflict.

**SECTION 3. 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 4. CODIFICATION.** It is the intention of the Board of County Commissioners that the provisions of this ordinance shall become a part of the County's Code of Ordinances, as amended. The provisions of this ordinance may be renumbered or relettered and that the word "ordinance" may be changed to "division," "section," "article" or other appropriate word to accomplish such intention.

**SECTION 5. EFFECTIVE DATE.**

(A) 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.

(B) Pursuant to Section 163.31801(4)(d), Florida Statutes, Board Support for the Board of County Commissioners shall publish a legal notice on or before September 19, 2024, stating that the Board has enacted this ordinance with the implementation dates established in Sec. 17-41 of the Osceola County Code, as amended hereby, for the mobility fee rates that are not decreasing. If for any reason this notice is not published by September 19, 2024, then the implementation dates established in Sec. 17-41 of the Code for the mobility fee rates that are not decreasing shall be adjusted, if necessary, to ensure that the increased mobility fee rates are not implemented earlier than ninety days after the date of publication of the notice.

**DULY ENACTED** by not less than a two-thirds vote this 9<sup>th</sup> day of September, 2024.

**OSCEOLA COUNTY, FLORIDA**

By: \_\_\_\_\_  
Chair/Vice Chair  
Board of County Commissioners

ATTEST:

\_\_\_\_\_  
Clerk/Deputy Clerk to the Board  
(SEAL)

As authorized for execution at the Board of  
County Commissioners meeting of:

\_\_\_\_\_

**APPENDIX A**  
**MOBILITY FEE STUDY**

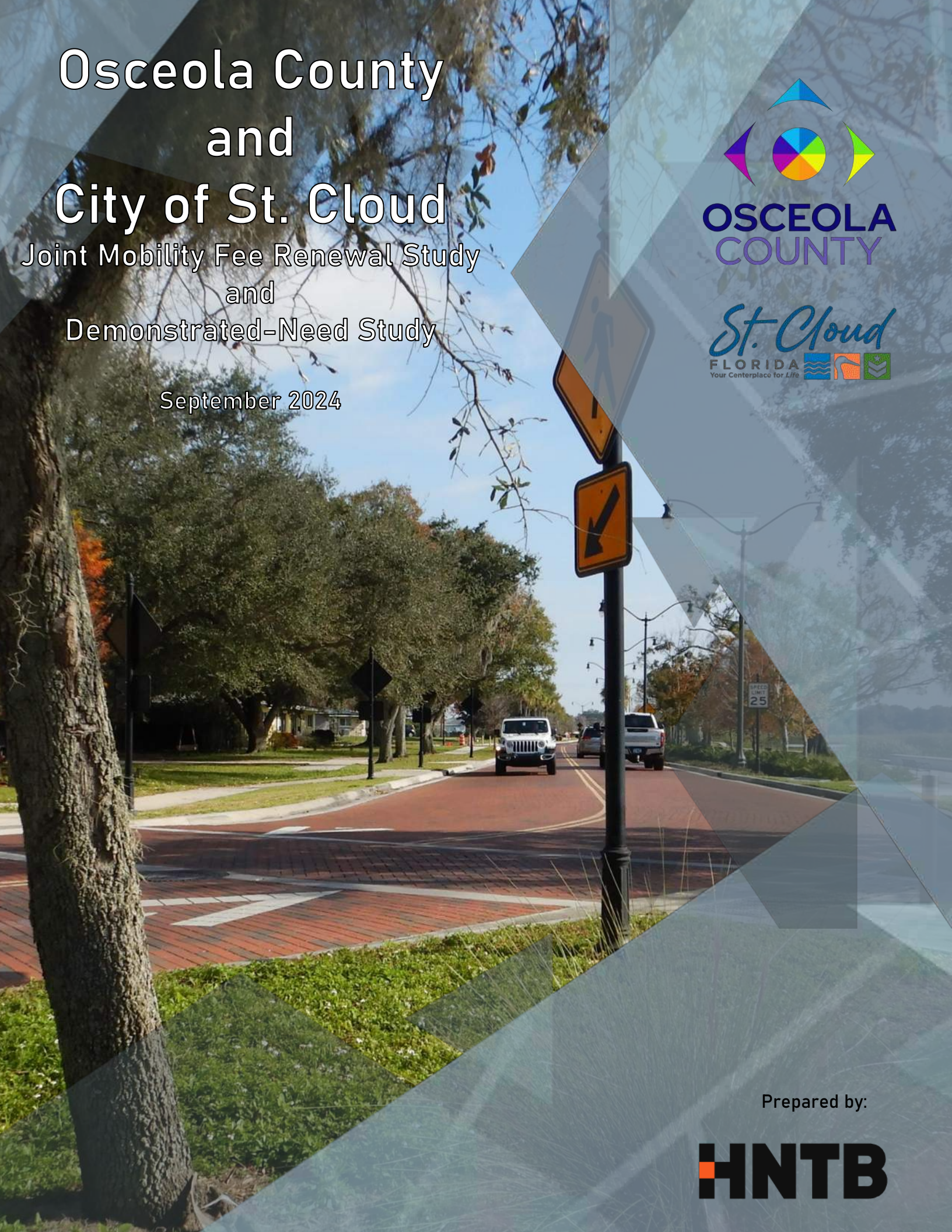
# Osceola County and City of St. Cloud

Joint Mobility Fee Renewal Study  
and  
Demonstrated-Need Study

September 2024



**OSCEOLA  
COUNTY**



Prepared by:







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## 1. Introduction

The purpose of this Joint Mobility Fee Renewal Study is to update the City of St. Cloud’s (City) and Osceola County’s (County) Mobility Fee schedule utilizing the most up-to-date regional travel demand model (CFRPM 7.0), Institute of Transportation Engineers (ITE) Trip Generation manual (11<sup>th</sup> Edition), and the latest localized construction cost data for Osceola County and the City of St. Cloud. The base year established for the study was 2020 and the horizon was recognized as 2045.

The Joint Mobility Fee Renewal Study was established due to the need for enhancing future multimodal transportation infrastructure in Osceola County and the City of St. Cloud. This initiative aims to accommodate anticipated growth, as outlined by the County’s and City’s adopted Comprehensive Plan Transportation Element. Mobility fees are a one-time (up-front) charge assessed to new developments for their impacts to the local transportation network.

Osceola County’s first Mobility Fee was adopted in 2015, as a replacement to its prior transportation impact fee. The County’s Comprehensive Plan was amended to adopt several goals, objectives, and policies to promote mobility through multiple modes of transportation which were captured in the 2015 Mobility Fee Study. Of relevant importance is the following goal:

### **Goal 6-3: - Establishment of a Multimodal System**

*“To establish safe and convenient multimodal systems, supporting livable communities and economic development, where access and travel choices are increased through new and enhanced public transit, bicycle, pedestrian, and roadway systems”.*

The City of St. Cloud last updated their Comprehensive Plan in 2017 to encourage the most appropriate use of land, water and resource within St. Cloud, consistent with the interest of the citizens of St. Cloud. The City’s Comprehensive plan set forth goals, objectives, and policies to guide development activity within the City and promote, preserve, and protect the health, safety and general welfare of the citizen of St. Cloud. Of relevant importance is the following goal:

### **Goal 1:**

*“To effectively manage the land use pattern in the City to enhance the quality of life for its citizens; promote economic vitality; and, accommodate population and development growth in an environmentally acceptable manner.”*



In 2017, a review of the County Mobility Fee Ordinance was conducted and several changes were recommended including the modification of the Mobility Fee schedule to more accurately reflect actual construction costs, indexing of the Mobility Fees using established indicators, payment of the fee upon issuance of the building permit, and effectively using the existing provision in the ordinance that requires no credit for roadway facilities necessary to connect to the existing roadway network.

In 2020, a study was conducted to evaluate the impacts on the transportation system due to future development in Osceola County. As part of this effort, the establishment of additional mobility fee districts were evaluated. The original Mobility Fee Study from 2015 recognized Florida's Turnpike as a physical feature impacting travel patterns within the County and was used to define the mobility fee district boundaries. The 2020 study maintained the same underlying principal and ensured funds paid by developers within a given mobility fee district are spent on roadway improvements within the same district. The 2020 study made recommendations to update the Mobility Fee Schedule and recommended the split of the East District into two mobility fee districts where the Florida's Turnpike remains an east-west boundary while US 192, Pine Grove Road and Nova Road became the new north-south delineating feature to define the new Northeast and Southeast Mobility Fee Districts.

The current 2024 Joint Mobility Renewal Study suggests redefining the current mobility fee boundaries as described in Section 7 - *Mobility Fee Districts*. A map of the County's mobility fee districts with redefined boundaries can be seen in Figure 1 -*Mobility Fee Districts*, located in Section 7.

Osceola County undertook a mobility fee update in 2021, which aimed to evaluate the impacts to the transportation system from additional development within the County. This comprehensive analysis



E. Dakin Ave. at E Monument Ave.,  
Kissimmee

considered factors such as population growth, infrastructure demands, and future transportation needs. However, it is important to note that this update did not include the City of St. Cloud at that time, as it had a separate mobility fee schedule underway.

The purpose of this 2024 Joint Mobility Fee Renewal Study is to update the Mobility Fee schedule for Osceola County and the City of St. Cloud together while, utilizing the most up-to-date data. The Mobility Fees outlined in Section 6.14 reflect the maximum allowable rates the County and City are entitled to collect. It is important to note that the County and City

reserve the right to promote certain types of developments by utilizing reduced or discounted mobility fee rates. Florida House Bill 337, passed in June of 2021 (Appendix A), lays out the requirements associated with the implementation and periodic escalations of Mobility Fees throughout the state. Osceola County and the City of St. Cloud must adhere to the stipulations of this bill and the new mobility fees will need to be adopted accordingly.

## 2. Legislative Principles

In 1985, the State of Florida passed the Growth Management Act which mandated that local governments in Florida adopt a Comprehensive Plan to guide and control future development. The policy required that public facilities must be provided “concurrent” with the impacts of new development. State mandated “concurrency” was adopted to ensure the health, safety, and general welfare of the public. In essence, transportation concurrency focused on accommodating or mitigating the impact of new development principally by adding roadway capacity via new and wider roadways. As a result, new development was driven away from urban areas where capacity considerations were unavailable or cost prohibitive.



The Florida Legislature has enacted changes over the last several years limiting growth management and a local government’s ability to require new development mitigate their impacts to the transportation system. The foundation of the Mobility Fee is based on the mobility policies defined in the Osceola County and the City of St. Cloud Comprehensive Plans including the established horizon year and mobility districts. These standards are for planning purposes, not for regulating timing or approval of development.

Mobility plans and mobility fees were introduced by legislation in 2007 as a replacement for Transportation Concurrency, Proportionate Share, and Road Impact fees. In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for local governments to enact transportation concurrency polices.

In 2013, the Legislature established Mobility Plans associating mobility fees as the primary means by which local governments allow development considerations to be consistent with adopted local comprehensive planning efforts, equitably mitigate transportation impacts, and fund Premium Transit corridors, previously known as multi-modal corridor improvements.

In 2019, the Legislature required mobility fees, based on a mobility plan, explicitly follow the requirements for impact fees per Florida Statute 163.31801 (Appendix B).

In 2020, the Legislature, through Senate Bill 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit was approved prior to the new or updated fee. The bill also made credits assignable and transferable to third parties under certain conditions.

In 2021, the Legislature, through House Bill 337 and Florida Statutes Chapter 163.31801, instituted specific limitations on the amount by which a local government may increase its impact fees. The limitations operate retroactively to January 1, 2021, and are as follows:



- *An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.*
- *An impact fee increase may not exceed 50 percent of the current impact fee rate.*
- *An impact fee may not be increased more than once every 4 years.*
- *An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.*
- *A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under the above bullet points by establishing the need for such increase in full compliance with the requirements of Subsection 4 of HB 337, provided the following criteria are met:*
  - *A demonstrated need study justifying any increase in excess of those authorized in the aforementioned bullets has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.*
  - *The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in the four bullets provided above.*
  - *The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.*

The legislation establishes a 5-year renewal period, and this study covers the steps taken to review the existing procedures and make recommendations for a new mobility fee structure. The horizon year will be 2045 consistent with the current Metropolitan Transportation Plan (MTP).

The legislation also calls for a mobility fee process designed to:

- Provide for mobility needs.
- Ensure that development provides mitigation for its impacts on the transportation system in approximate proportionality to those impacts.
- Fairly distribute the fee among the governmental entities responsible for maintaining the impacted roadways and transit systems.
- Promote compact, mixed-use, and energy-efficient development.

In 2023, the Legislature, through Senate Bill 102 (Appendix C) and Florida Statute 166.04151 (Appendix D), made several additions and changes to programs related to affordable housing and policies at both the local and state level. The bill introduced and clarified new or updated impact fees. The impact fees outlined provide estimates for provisions introduced in the bill. Other property tax exemptions are outlined as well.





The Revenue Estimating Conference (REC) made the following estimates for the specified bill provisions:

- *The sales tax refund for building materials will reduce General Revenue Fund receipts by \$31.9 [million] beginning in Fiscal Year 2023-2024 and will reduce local government revenues by \$8.9 million beginning in Fiscal Year 2023-2024.*
- *Increasing the Community Contribution Tax Credit cap will reduce General Revenue Fund receipts by \$8.4 million beginning in Fiscal Year 2023-2024 and will reduce local government revenues by \$2.1 million beginning in Fiscal Year 2023-2024.*
- *The Live Local Program will reduce General Revenue receipts by \$50 million in Fiscal Year 2023-2024 and by \$100 million in future years.*
- *The property tax exemption for certain lands leased for affordable housing will reduce local property tax revenues by \$8.5 million beginning in Fiscal Year 2023-2024.*
- *The local option affordable housing property tax exemption will have an indeterminate reduction to local property tax revenue due to variations in how many local governments implement the program, but the REC estimates the impact could be a reduction of local property tax revenues by \$ 225.1 million by Fiscal Year 2027-2028.*
- *The General Revenue service charge redirect will reduce General Revenue Fund receipts by \$150 million beginning in Fiscal Year 2023-2024 and will increase State Housing Trust Fund receipts by \$150 million beginning in Fiscal Year 2023-2024.*
- *The property tax exemption for newly constructed or substantially renovated multi-family rental units used to provide affordable housing will reduce local government revenues by \$183 million by Fiscal Year 2027-2028, with no impact in Fiscal Year 2023-2024 and increasing rates thereafter.*

Impacts in the private sector include a reduction in bureaucracy in multifamily housing and an increase in the amount of available property, for residential development relating to housing projects which qualify for the density, height, and zoning preemptions. Additionally, developers in the private sector will benefit from tax exemptions outlined in the SB 102 legislation while also receiving increased funding to the Florida Housing Finance Corporation (FHFC). Individuals could potentially benefit from an increase in income-limited units, overall housing production increases, and downpayment assistance eligibility as a result of the specified bill.

Impacts in the government sector include local governments possibly incurring expenditures and lost revenues in implementing the bill as it pertains to updating inventory lists of publicly owned land, publishing certain procedures and regulations electronically, and administering new ad valorem tax exemptions. Local governments could benefit from the expansion of the Community Contribution Tax Credit Program, the locally held land leasing provisions, and State Housing Initiatives Partnership (SHIP) funding.

Components of the bill, more specifically the General Revenue service charge redirection and the Live Local Program, have the neutral effect of reducing general revenue while increasing funding to the FHFC programs.

The Department of Revenue (DOR) and the FHFC will face costs related to administration of various provisions of the bill.



The bill makes the following appropriations to the FHFC:

- *\$100 million in non-recurring funds from the General Revenue Fund to implement the Florida Hometown Heroes Program.*
- *\$252 million in non-recurring funds from the Local Government Housing Trust Fund for the SHIP program.*
- *\$150 million in recurring funds from the State Housing Trust Fund for the purpose of implementing section 30 of the bill, related to the State Apartment Incentive Loan (SAIL) project funding derived from a redirected General Revenue service charge.*
- *\$109 million in non-recurring funds from the State Housing Trust Fund for the SAIL program; and*
- *\$100 million in non-recurring funds from the General Revenue Fund to implement a competitive loan program to alleviate inflation-related cost increases for FHFC-approved multifamily projects that have not yet commenced construction; if not used by December 1, 2023, these funds are allocated to the SAIL program.*

The legislation establishes tax exemptions for local governments in sectors such as housing, property, and sales tax. For individuals and private property owners, this legislation provides benefits, which include an increased amount of income-limited units, and eligibility for downpayment financial assistance.



### 3. Comprehensive Plan

The County’s Comprehensive Plan includes several goals, objectives, and policies to promote mobility through multiple modes of transportation. Key mobility goals, objectives, and policies in the transportation element of the Comprehensive Plan include:

#### **Objective 6-1.1: - Coordination of Future Land Use and Transportation Planning**

*“Guided by the Urban Growth Strategy of the Future Land Use Element and the subarea Conceptual Master Plan/Mixed Use District areas, the County shall coordinate existing and future transportation improvements, ensuring that they are able to serve existing and proposed population densities, housing, and employment patterns.”*

#### **Policy 6-1.1.2: - Implementation of Sustainability Plan.**

*“Consistent with the Future Land Use Element, the transportation system shall be planned and implemented to improve safety, increase connectivity, provide high-frequency transit and create a pedestrian environment to reduce reliance on automobile travel, as well as to recognize the build-out of the County to a new sustainable vision that encourages a balanced 1:1 jobs to housing ratio.”*

#### **Goal 6-3: - Establishment of a Multimodal System**

*“To establish safe and convenient multimodal systems, supporting livable communities and economic development, where access and travel choices are increased through new and enhanced public transit, bicycle, pedestrian, and roadway systems.”*

#### **Objective 6-3.1: - Integrated Transportation Network**

*“The County shall promote alternative modes of transportation to provide a safe, comfortable, attractive, efficient, and energy-efficient multimodal transportation network and shall encourage the use and expansion of alternative modes of transportation for commuting, as well as for recreational purposes. This coordinated web of streets and travel modes will address resident and visitor travel demands and ensure adequate movement of people and goods as a means to attract and sustain economic development.”*

The City has its own Comprehensive Plan which includes several goals, objectives, and policies to promote mobility and ensure that the City’s Comprehensive Plan is aligned with the County’s Comprehensive Plan. Key goals, objectives, and policies in the transportation element of the Comprehensive Plan include:

#### **Objective 1.2: - Adjacent Jurisdictions**

*“The City will strive to ensure that development surrounding the municipal boundary and adjacent land uses in unincorporated Osceola County develop in a manner that is compatible with the City’s land use pattern.”*



### **Objective 1.4: - Urban Sprawl**

*“The City shall discourage urban sprawl to ensure orderly compact development within the City and its Urban Service Area by promoting infill development, utilizing high density land uses in areas where adequate support infrastructure is available, expanding an urban collector transportation network, and adhering to efficient provisions of sewer and water services.”*

### **Goal 2:**

*“The City shall seek to enhance the livability and character of St. Cloud through the encouragement of innovative and development techniques and an attractive and functional mix of residential, commercial, educational, cultural and recreational land uses.”*

### **Objective 4.1: Mixed Use (MX)**

*“Provide the future land use category which is intended to promote a balanced mix of activities – residence, shops, schools, workplaces, parks, etc. it allows residential uses with densities ranging from 5 dwelling units per acre up to 25 dwelling units per acre. It also allows for non-residential uses with intensities ranging from 0.35 FAR to 2.5 FAR. These density and intensity standards may be modified for a Mixed-Use District through the adoption of a Conceptual Master Plan, or other approved development process, as long as the average density and intensity for the Mixed-Use District continues to meet or exceed the minimum standard as established herein. The development opportunities afforded by the mixed-use category’s wide range of densities and intensities are a part of an integrated development strategy and cannot be severed from the category’s design and diversity policies.”*

The 2040 Osceola County Comprehensive Plan established an Urban Growth Boundary (UGB) which identified the area targeted for urban development with the remainder of the County outside of that boundary to remain as a rural agricultural use.

The calculated Mobility Fees presented in this study meet the Dual Rational Nexus Test, which outlines two (2) requirements that give local governments the authority to impose regulatory fees, such as mobility fees. Local governments must demonstrate a reasonable connection, or rational nexus, between proposed new development and its projected impacts. The Mobility Fee is a combination of a consumption based and an improvement-based fee, where development is assessed and charged based off its future congestion (projected impact), thus proving there is a rational nexus between new development and the need for congestion mitigation. The second requirement that local governments must demonstrate is a rational nexus between the mobility fees collected and the expenditures they are tied to. In other words, the mobility fees collected must directly benefit proposed new development. Figure 1, located in Section 7, established three (3) mobility fee districts consistent with Ordinance No. 2020-63 and Ordinance No. 2022-15. It should be mentioned that a boundary adjustment between Districts 1 and Districts 3 occurred due to new traffic patterns expected within the East of Lake Toho and South of Lake Toho Planning Areas. These mobility fee districts help meet the second requirement of the Dual Rational Nexus Test, whereby expenditures will be limited to mobility fee districts that are directly proportionate to where the fees are collected.



## 4. Expansion Costs

Recent available Expansion Costs (EC) which include engineering, right-of-way (ROW), Construction Engineering and Inspection (CEI), and construction data from Osceola County and FDOT District 5 were utilized to establish the EC for Major Collector, Minor Collector, Minor Arterial, and Principal Arterial classifications on a per lane mile basis. Functional classification is the process when streets and highways are grouped into classes, or systems, according to the characteristics of service and connectivity they provide within a given roadway network. For this mobility fee update study, land development was analyzed in terms of functional classification within Osceola County and the City of St. Cloud.

### 4.1 Land Development Code

#### Major Collectors and Minor Collectors

FDOT defines a Collector as a divided or undivided roadway which serves to link arterials with local roads or major traffic generators. They serve as transition links between mobility needs and land use needs. Collectors may include minor state roads, major county roads, and major urban and suburban streets. Collectors can be classified as major or minor, which is determined by characteristics such as length, driveway density, speed limit, and traffic volume, as can be seen in Table 1.

#### Minor Arterials

FDOT defines Minor Arterials as road segments that typically provide service for trips of moderate length and at a lower level of through traffic movement than Principal Arterials. They connect with urban Principal Arterial roads and rural Collector routes. Some of the characteristics that define a Minor Arterial can be seen in Table 1.

#### Principal Arterial

FDOT defines Principal Arterials as systems that serve the major centers of activity of a metropolitan area, have the highest traffic volume corridors, and have the longest trips. Principal Arterials also carry a high portion of the total urban area travel on a minimum amount of mileage, carry most trips that enter and leave urban areas, and provide continuity for rural Principal Arterials that intercept urban boundaries. Typical characteristics for Principal Arterials can be seen in Table 1.



*Table 1: Functional Classification Variables and Typical Characteristics*

Variable	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Distance Served/Length of Route (mi)	Greater than 3	Greater than 3	Less than or equal to 3	Less than or equal to 3	Less than 1
Posted Speed Limit (MPH)	35-55	35-55	25-45	25-45	Less than 30
Usage - Annual Average Daily Traffic (AADT)	Greater than 7,000	3,000-14,000	Greater than 1,100	Less than 6,300	Less than 700
Number of Travel Lanes	Greater than or equal to 4	Greater than or equal to 4	Less than or equal to 4	Less than or equal to 4	Less than or equal to 2

#### 4.2 Construction Cost Information

This mobility fee study adheres to Florida Statute requirements whereby the most current and localized available data must be used. To get accurate local construction cost data and determine the total expansion cost per lane mile, seven (7) projects that are within the Osceola County boundary were found and used to compare along with available construction costs data from the FDOT District 5. All seven projects located within the Osceola County boundary have been indexed using the National Highway Construction Cost Index (NHCCI) as necessary for 2024. This was done to provide the most current and localized data moving forward.

A few adjustments were needed to make the construction cost data more accurate and reflect what would be seen within Osceola County. The FDOT District 5 Generic costs were provided using the department's typical section which includes both narrower vehicle (11') and bike (5') lanes than what is outlined in Osceola County's Land Development Code (12' and 7', respectively). The generic numbers for FDOT were updated accordingly to account for these wider features. To best estimate multi-modal improvements within the County, construction costs from Jack Brack Road were used, isolating the relevant items for these facilities. The updated construction cost data can be found in Appendix F.



*Table 2: Cost per Lane Mile*

FDOT Financial Project ID	Facility	Total Cost per Lane Mile		
		Major Collector and Minor Collector	Minor Arterial	Principal Arterial
FDOT Generic new urban 2 lane	2 Lane	\$8,240,874	\$8,539,043	\$9,148,631
FDOT Generic new urban 4 lane	4 Lane	\$6,784,174	\$6,933,258	\$7,238,053
FDOT Generic widen urban 2 to 4 lane	2 to 4 Lane	\$10,007,413	\$10,305,582	\$10,915,170
FDOT Generic widen urban 4 to 6 lane	4 to 6 Lane	\$8,507,303	\$8,805,471	\$9,415,060
*201150-4 Partin Settlement Road	2 to 4 Lane	\$12,540,779	\$12,838,947	\$13,448,535
415030-2/3/5/6 SR 434 Oviedo	2 to 4 Lane	\$18,198,944	\$18,497,112	\$19,106,701
*443548-1 Simpson Road 3 (South)	2 to 4 Lane	\$19,763,012	\$19,763,012	\$19,763,012
*443548-1 Simpson Road 2 & 4 (North)	2 to 4 Lane	\$13,318,543	\$13,357,984	\$13,438,617
*201150-3 Poinciana Blvd. Widening	2 to 4 Lane	\$9,101,672	\$9,399,840	\$10,009,429
240196-1 US 17/92 Longwood	4 to 6 Lane	\$16,098,302	\$16,125,569	\$16,181,316
*Neovation Way	4 lane	\$9,911,863	\$9,911,863	\$9,911,863
Generic 2-Lane Divided	2 lane Div	\$10,409,295	\$10,707,463	\$11,317,051
*Westside Blvd Ext	4 Lane	\$8,894,871	\$8,894,871	\$9,199,665
*Jack Brack	2 Lane Div	\$14,161,922	\$14,161,922	\$14,771,510
^Multi-modal Enhancement	Multi-modal	\$2,578,102		

**Notes:**

1. FPID stands for Financial Project Identification Number.
2. \* Projects within Osceola County.
3. ^Jack Brack was used to create the estimate for Multi-modal upgrades.

Estimating recorded a 23 to 29 percent increase in roadway construction costs for new construction urban two-lane, new construction urban four-lane, widening urban two-lane to four-lane, and widening urban four-lane to six-lane in 2023.



## 5. Mobility Fee

The County's and City's adopted Comprehensive Plan Transportation Element establishes policies that promote land use designs that support a multimodal transportation system. These plans identify multimodal transportation projects that are integral to providing mobility within the County. The County has updated these plans and the 2040 TRN Maps on several occasions to reflect the multimodal improvements needed to accommodate development proposals. The latest TRN Maps D through H (pages 57 through 62) serve as the basis for the County's framework for future capacity needs. The Mobility Cost is calculated as the capital expense required to satisfy the future multimodal demand on the transportation network imposed by new development in Osceola County.

This Joint Mobility Fee Renewal Study continues to be based on the projected travel demand within Osceola County between 2020 and 2045 and the framework roadway improvements in the adopted Transportation Element as depicted in the latest TRN Maps (Maps D through H).

The Joint Mobility Fee Renewal Study is based on the need for future multimodal transportation improvements in Osceola County and in the City to accommodate future growth as established by the Transportation Element. Mobility fees are one-time (up-front) charges assessed to new developments for their impacts to the transportation network.

Mobility fees allow for more flexibility in the use of collected funds than a traditional roadway impact fee and can promote compact, mixed-use, and energy-efficient development. Mobility fees are shared by all developments creating the need for transportation system investments. (Planning, 2016)

With the City of St. Cloud now being considered in the County's Mobility Fee plan, additional steps need to be taken to ensure that development within the City of St. Cloud's Joint Planning Area (JPA) will be paying the proper split of the Mobility Fee to the City and the County. To determine the split of the Mobility Fee that will go to the City and the County, a rate which considers the number of lane miles that each agency is responsible for within the JPA was found that uses the statutory definition of the County Road System and City Street System. The County Road System is defined in the 2023 Florida Statutes 334.03 (Appendix E) as "all collector roads in the unincorporated areas of a county and all extensions of such collector roads into and through any incorporated areas, all local roads in the unincorporated areas, and all urban minor arterial roads not in the State Highway System". City Street System is also defined in the 2023 Florida Statutes Chapter 334 as "all local roads within a municipality, and all collector roads inside that municipality, which are not in the county road system". Once this split rate, which used the County Road System and the City Street System, was determined, it was applied to the total Mobility Fee to determine how much of the total fee the City and the County would collect.

The following steps document the approach used to calculate the total Mobility Fee that the County and City will need to adequately meet their future transportation needs.

### 5.1 Existing Conditions Evaluation

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency. The capacity of the major road system has been evaluated on a system-wide basis to ensure there are not existing transportation deficiencies. The existing conditions evaluation (ECE) is achieved by dividing existing vehicle miles of travel (VMT) by existing vehicle miles of



capacity (VMC). A VMT/VMC ratio greater than 1.0, using up-to-date count data, indicates that there are system deficiencies. The 2024 Roadway Network Capacity Report evaluates major roads within the Mobility Study Area including City, County, and State. It should be noted that limited access facilities are included in the existing conditions evaluation to show a full picture of the network within the County but they are not the responsibility of the County. Based on the evaluation of existing conditions, the VMT/VMC ratio for 2024 is 0.75 (Table 3) and shows there is available capacity on the roadway network. With the removal of the limited access facilities the VMT/VMC ratio is 0.58. This metric shows future development activity is not being assessed for existing capacity deficiencies in the transportation system. The 2024 Osceola County Network Database Counts can be found in Appendix G. Due to the existing conditions evaluation being less than 1, no further adjustments for existing backlog are needed.

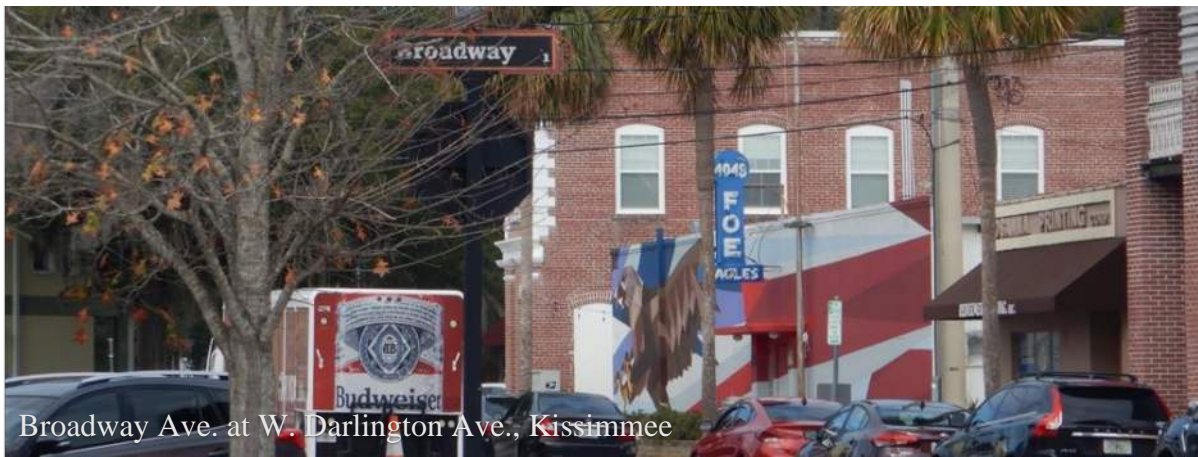
*Table 3: Existing Conditions Evaluation*

Functional Classification	Length (miles)	Lane Miles	2024 VMT	2024 VMC	ECE
Minor and Major Collector	213	459	1,443,956	3,427,744	0.42
Minor Arterial	80	240	1,931,229	2,752,653	0.70
Principal Arterial	195	647	5,032,077	8,355,291	0.60
Limited Access	104	482	8,739,307	8,211,806	1.06
Total with Limited Access	592	1,827	17,146,569	22,747,494	0.75
Total without Limited Access	488	1,345	8,407,262	14,535,688	0.58

\*Source- 2024 Osceola County Network Database County Program.

## 5.2 Travel Demand Model

The latest Central Florida Regional Planning Model (CFRPM) Version 7.0 developed as part of the Orlando MetroPlan 2045 Metropolitan Transportation Plan (MTP) was utilized to evaluate growth in vehicle miles of travel (VMT) within Osceola County. CFRPM was validated to a base year of 2015 with scenarios every 5-years up to the horizon year of 2045 consistent with the adopted MetroPlan Orlando MTP. 2020 was used as the base year for this study to perform calculations. The CFRPM is recognized by the Florida Department of Transportation (FDOT) District 5 and Osceola County as the adopted travel demand model for the region.



Broadway Ave. at W. Darlington Ave., Kissimmee

### 5.3 Validation Methodology

The CFRPM is validated to its base year of 2015. No further modifications or validation of the travel demand model was conducted as part of this study.

### 5.4 Model Setup

Citilabs Cube software was utilized to run the new CFRPM Version 7.0 for both the base year of 2020 and the horizon year of 2045 which uses the updated 2045 Southeast Area Transportation Study (SEATS) Network and Traffic Analysis Zones (TAZ). The purpose is to compare the impact on the roadway network caused by new development. These updates to the CFRPM are due to the addition of multiple developments within the South of Lake Tohopekaliga, East Lake Tohopekaliga and Alligator Chain of Lakes Master Plans that were not originally included within CFRPM v7. Map B and Map C display the updated roadway network and TAZs that were used in the revision. Appendix H outlines the TAZ adjustments that were made to accommodate the additional development.

### 5.5 Model Outputs

After the model runs were complete, the next step involved organizing the output data into a manageable format that facilitated the analysis process. The 2020 and 2045 model outputs were exported to Microsoft Excel. This software allowed for the comparison of the two models. Appendix I captures the model outputs variables. The following fields were used for the analysis “LINK\_ID”, “FAC\_TYPE”, “SIS”, “NHS”, “COUNTY”, “NUM\_LANES”, “DISTANCE, AM\_VCC”, “AM\_TOTVOL”, “PM\_TOTVOL” and “PM\_VCC”. Each individual link throughout the entire system was compared using the “LINK\_ID” field.

### 5.6 Comparison

The AM and PM peak volumes were compared separately for the 2020 project base year against the 2045 horizon year to determine a percentage difference. The difference between the 2020 and 2045 model runs, both in the AM and PM peak periods, for each segment were compared to arrive at a volume difference or delta value. In the CFRPM Version 7.0 model, roadway segments are defined as small sections of an entire roadway corridor.

In this analysis, additional lanes needed to provide capacity to accommodate future demand were determined by using the volume differences as follows:

- $(V_{\text{difference}} / 1950) > 1$ , then an additional 2-lanes would be required
- $1 > (V_{\text{difference}} / 1950) > 0$ , then an additional 1-lane would be required

Note: 1950 pchpl – Base saturation flow rate for Interrupted Flow Facilities per FDOT QLOS Handbook

Although whole lanes are the basis of this calculation, new developments will be assessed based on their corresponding percentages to the increase in congestion on the roadway network. It should be noted that the latest FDOT LOS Handbook estimates the capacity of an arterial roadway is approximately 1,100 passenger cars per hour per lane. This analysis used 1,950 passenger cars per hour per lane to ensure future capacity needs were not overestimated.

The final value that was calculated is the Mobility Cost for the various segments that make up the Osceola County network. Table 4 summarizes the formulas that were utilized in the calculation.

**Table 4: Formulas**

New Variable	Formula	Notes
Percentage Increase	$= \frac{(V)_{2045} - (V)_{2020}}{N_{AL} * 1950}$	This was calculated twice for the AM and PM peak periods. The maximum value was selected. $N_{AL}$ = Additional Lanes Needed $V$ = Volume
Additional Lanes	$= \frac{V_{2045} - V_{2020}}{1950} > 1, \text{ then } 2 \text{ lanes}$ $= 1 > \frac{V_{2045} - V_{2020}}{1950} > 0, \text{ then } 1 \text{ lanes}$	Additional lanes based on Volume difference
Mobility Cost (per segment)	$= S_L * N_{AL} * \% * EC$	$S_L$ = Segment Length $N_{AL}$ = Additional Lanes Needed $\%$ = Percent Increase in Volume $EC$ = expansion cost per lane mile

This calculation takes into account the percent increase in volume and develops additional capacity cost based on the precise network need ensuring the roadway network is not overbuilt with excess capacity. If the need for more lanes is shown through the additional lanes calculation, the mobility cost calculation uses the percentage of the volume increase rather than the demand of an entire lane. Appendix J includes a step-by-step example (Boggy Creek Road) of the calculated values using the formulas depicted in Table 4.

### 5.7 Total Mobility Cost

The total Mobility Cost that the City of St. Cloud and Osceola County will need to adequately meet their future transportation needs calculated by the aforementioned method will be \$ 6,318,532,517.08, with \$4,495,291,150 going towards the County Road System (Osceola County) and \$1,823,241,367 going towards the City Street System (City of St. Cloud). This equates to \$214.0M annually for Osceola County and \$86.8M annually for the City of St. Cloud for the next 21-years at present worth value. This Mobility Fee represents the maximum amount that the County and City may be entitled to collect for new development from the years 2024 to 2045 prior to taking into consideration HB 337. Please note that these fees exclude credits and discounts which are covered in Sections 6.7, 6.8, 6.9, 6.10, and 6.11 of this study.

### 5.8 Vehicle Miles Traveled (VMT)

As shown in Table 5, the results of the VMT analysis yields an increase of 6,391,342 between the Mobility base year and future year within Osceola County and the City of St. Cloud. The VMT from Interstate 4, the Florida’s Turnpike, and the toll roads were excluded in the analysis as these facilities primarily serve metropolitan and regional travel demand. The annual exponential rate of growth for Osceola County was 2.96 percent, indicating a fairly significant increase in future travel demand within the County.



*Table 5: Base Year and Future Year Model Derived Travel Demand (VMT)*

Vehicle and Person Miles of Travel	Arterial & Collector	Limited Access	City of Kissimmee	Total
2020 Model Base Year Model Vehicle Miles Travel (VMT)	6,720,724	2,922,020	202,858	9,845,602
2024 Mobility Base Year Model Vehicle Miles Travel (VMT)	7,553,260	3,505,029	210,759	11,269,049
2045 Future Year Model Vehicle Miles Travel (VMT)	13,944,602	9,109,326	257,571	23,311,500
Increase in VMT	6,391,342	5,604,297	46,812	12,042,451
Annual Rate of Growth in VMT	2.96%	4.65%	0.96%	3.51%

\*Source: The data was exported from the 2020 scenario from the Central Florida Regional Planning Model v7 and the 2045 SEATS scenario from the Central Florida Regional Planning Model v7.

An annual growth report for Arterial & Collector Network, Limited Access Network, and City of Kissimmee network for VMT can be found in Appendix K.

### 5.9 Demand and Future Growth

According to the medium projection from the University of Florida Bureau of Economic and Business Research (BEBR) (Appendix L), the Osceola County population is anticipated to grow by approximately 60% between the years of 2020 and 2045. Osceola County is primed to be Central Florida’s fastest-growing county in the next decade surpassing the projected growth for its neighboring counties of Orange and Seminole. In addition to the hotel and theme park industry continuing to drive growth, the centralized location of Osceola County and accessibility to major throughfares will also continue to grow industrial development.

The City of St. Cloud saw an increase in population of almost 24,000 between 2010 and 2020 (67.6% increase), ranking 9<sup>th</sup> in the state of Florida by population change. St. Cloud recorded a population of 61,997 in 2023, which is a 5.1% increase from 2020. In 2023, the City of St. Cloud ranked 46<sup>th</sup> in terms of highest population in the state of Florida while in 2020 it ranked 50<sup>th</sup> and in 2010 it ranked 73<sup>rd</sup>. While BEBR does not have projected growth and demand on a city-size basis, it is reasonable to assume that the City will continue to grow at a rate that is similar to the above observed data.

Future transportation improvements associated with the I-4 Beyond the Ultimate projects and expansion of the SunRail system will continue to attract new residents to the City and the County. Table 6 shows the projected growth for Osceola County over a 22-year span according to the University of Florida BEBR.



*Table 6: Population Forecast*

Osceola County	Population Estimate April 2023	2025	2030	2035	2040	2045	2050
<b>Low</b>	439,225	436,200	470,500	490,600	500,600	505,200	507,300
<b>Medium</b>		469,000	531,600	582,300	623,800	660,500	695,000
<b>High</b>		501,900	592,800	674,000	747,000	815,700	882,600

Source: University of Florida Bureau of Economic and Business Research (Volume 57, Bulletin 198, April 2023).

## 6. Methodology

Travel Demand or the amount of transportation system consumed by a unit of new land development is calculated using the following variables and is a measure of the person-miles of new travel a unit of development places on the existing roadway system:

*Figure 1: Mobility Fee Calculation*

### Adjusted Trip Length

$$TL_{Adjusted} = TL_{2022\ NHTS} * TL_{FR} * TL_{LAR}$$

Where:

$$TL_{2022\ NHTS} = 2022\ NHTS\ Trip\ Length$$

$$TL_{LAR} = Limited\ Access\ Facility\ Adjustment\ Factor$$

$$TL_{FR} = Future\ Land\ Use\ Trip\ Length\ Reduction\ Factor$$

### Person Miles of Travel (PMT) per Land Use

$$PMT_{per\ land\ use} = \frac{TG_{per\ land\ use} * NT_{\%} * TL_{Adjusted} * PMT_F}{2}$$

Where:

$$TG_{per\ land\ use} = ITE\ Trip\ General\ 11th\ Edition$$

$$NT_{\%} = Percent\ New\ Trips$$

$$PMT_F = Person\ Miles\ of\ Travel\ Factor$$

### Mobility Fee

$$MF = (PMC_r - PMC_c) * PMT_{per\ land\ use}$$

Where:

$$PMC_r = Person\ Mile\ of\ Capacity\ Rate$$

$$PMC_c = Person\ Mile\ of\ Capacity\ Credit$$

The trip characteristic variables were primarily obtained from the ITE Trip Generation Manual (11th Edition) and the US Department of Transportation, 2022 National Household Travel Survey (2022 NHTS).



## 6.1 Trip Length

### 6.1.1 Local Average Trip Length (TL<sub>2022</sub> NHTS)

The National Household Travel Survey is the source of the nation's information about travel by US residents in all 50 States. The 2022 NHTS provides data on individual and household travel behavior, the data is collected directly from a stratified random sample of U.S. households. Average Trip Length by Trip Purpose is an important variable in calculating the travel demand used in formulating the updated 2024 Study Fee Schedule. The 2022 NHTS results specifically for the South Atlantic Region without heavy rail in conjunction with the U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS) trip distributions were used for the Local Trip Length metric (Appendix M). Table 7 shows the 2022 NHTS trip lengths for the South Atlantic Region without heavy rail by trip purpose.

*Table 7: Trip Length by Trip Purpose*

Reason for Trip	Trip Length
Regular activities at home	5.93
Work from home (paid)	6.16
Work at a non-home location	6.73
Work activity to drop-off/pickup someone/something	5.65
Other work-related activities	7.40
Attend school as a student	7.53
Attend childcare or adult care	3.93
Volunteer activities (not paid)	6.32
Change type of transportation	5.73
Drop off/pick up someone (personal)	6.47
Health care visit	5.21
Buy meals	5.83
Shop/buy/pick-up or return goods	6.03
Other family/personal errands	5.57
Recreational activities	6.88
Exercise	4.87
Visit friends or relatives	6.43
Rest or relaxation/vacation	11.70
Religious or other community activities	6.38
Average	5.92

\*Source- The data for this table comes from the 2022 NHTS travel survey in combination with the U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS).

The land use categories found in the 2024 Study Fee Schedule typically had a corresponding Trip Destination Purpose found in the 2022 NHTS. Land use categories from the 2024 Study that did not explicitly have a corresponding Trip Destination Purpose found in the 2022 NHTS used an average of related trips to formulate corresponding Local Trip Lengths. (Appendix N)

#### 6.1.2 Limited Access Evaluation Trip Length Reduction (TL<sub>LAR</sub>)

The identification of the VMT associated with arterials, collector roads, and limited access facilities is determined to ensure mobility fees are only assessed for facilities that are the responsibility of the local agency. The travel along limited access facilities is excluded from the mobility fee calculations to ensure private developer funds are not utilized to maintain or expand these facilities. In Osceola County, these roads include Florida’s Turnpike, Interstate 4, State Road 429, Osceola Parkway, Poinciana Parkway, and State Road 417.

As limited access facilities can serve to shorten trip length by providing alternatives to the local road network, a factor is developed to account for this trip length reduction. The creation of the factor begins with the evaluation of the 2024 VMT from CFRPM 7.0. The VMT is subdivided to quantify Arterial and Collector Roads VMT (ACVMT) and Limited Access VMT (LAVMT). A simple approach to developing the Limited Access Facility Factor would be to merely divide the ACVMT by the VMT. However, Osceola County has four major limited-access facilities which carry a significant number of vehicles





without an origin or destination within the County (Florida’s Turnpike, Interstate 4, State Road 429, and State Road 417). The VMT associated with these through vehicles is referred to as Pass-Through VMT. Osceola Parkway and Poinciana Parkway have an origin/destination within the County and do not service Pass-Through trips.

Pass-Through VMT (PTVMT) are the miles traveled by vehicles that have neither an origin nor destination within the County. These vehicles begin and end their trips outside the County. An example of this would be a vehicle on Florida’s Turnpike traveling from St. Lucie County, through Osceola County, and ending its trip in Orange County. The VMT associated with this type of trip can be calculated by quantifying the number of vehicles multiplied by the miles traveled. In the example of the Turnpike trip, this can be calculated by taking the directional volume (AADT/2) where the traffic exits the County and subtracting the volume added by interchanges within the County. This volume is then multiplied by the miles traveled. Table 8 provides an example of the PTVMT calculation. Data used to develop PTVMT can be found in Appendices O, P and Q. This includes FDOT count data in tabular and graphical format along with the PTVMT calculations for each toll facility.

*Table 8: Turnpike Pass-Through VMT*

Facility	Southbound	Northbound
Exiting Osceola County	19,250	54,500
	South of County line	North of County Line
Osceola Pkwy	3,600	15,100
US 192	1,400	15,500
Kissimmee Park Rd	-	11,050
SR 60	-	-
Pass Through Trips	14,250	12,850
Miles Traveled	58.9 miles	
Pass-Through VMT	1,596,130	

Note- Limited Access Pass-Through VMT was calculated using the data found in Appendix O, P & Q.

Table 9 provides the VMT summary by facility type and the PTVMT for all limited access facilities in the County. As part of the calculation PTVMT is subtracted from the VMT. The  $TL_{LAR}$  is then calculated by dividing ACVMT by the reduced VMT. As with all calculations within this study, VMT for Kissimmee is excluded.

$$TL_{LAR} = \frac{ACVMT}{VMT - PTVMT}$$

**Table 9: Limited Access Facility Factor**

Facility	2024 VMT
Arterial & Collector Roads VMT	7,553,260
Limited Access VMT	3,505,029
Limited Access Pass-Through VMT	2,165,989
Total	8,892,301
Limited Access Evaluation Factor	0.85

Note-The City of Kissimmee VMTs were excluded in these calculations. Limited Access Pass-Through VMT was calculated using the data found in Appendix O, P, & Q.

### 6.1.3 Future Land Use Trip Length Reduction (TL<sub>FR</sub>)

A Future Land Use Trip Length Reduction factor was applied to Adjusted Local Trip Length based on the anticipated increase in certain land use categories up to the horizon year 2045. For example, current zoning in Osceola County for general commercial retail is at approximately 11,484 acres and future land use for general commercial retail is predicted to be 19,834 acres by 2045. This data was taken from Osceola County’s GIS Data Portal for Zoning & Future Land Use. Appendix R and Appendix S display current zoning land use and future land use within Osceola County, respectively. Based on the predicted increase in the general commercial retail land use category, a Future Trip Length Reduction factor was implemented. A similar Future Trip Length Reduction factor was calculated based on a current and future land use comparison by acreage and applied to the different land use categories in the 2024 Study Fee Schedule. Trip length is reduced due to the increased density of a certain land use, this will inherently reduce the overall length of the trip to reach said amenity. Table 10 shows the Future Land Use Trip Length Reduction factor that is applied to the Adjusted Local Trip Length based on land use category. An explicit formulation for the mobility fee schedule can be found in Section 6.9 *Fee Schedule*.

**Table 10: Future Land Use Trip Length Reduction by Land Use Category**

Category/Item	Future Land Use Trip Length Reduction
Living/Residential	100%
Recreation/Entertainment Office General Commercial Medical Retail Non-Residential	57.90%
Institutional	100%
Industrial	18.36%

#### 6.1.4 Adjusted Trip Length (TL<sub>Adjusted</sub>)

TL<sub>Adjusted</sub> is developed by applying each factor to the 2022 NHTS trip length as shown in Figure 1. With these adjustments the longest adjusted trip length is 5.07 miles and the shortest is 0.87 miles. No further adjustments are required.

### 6.2 Future Person Miles of Capacity

To determine the future Person Miles of Capacity (PMC) needed to accommodate the projected increase in Person Miles of Travel (PMT), the planned lane miles for each of the functional classifications as shown in the SEATS Network was calculated. One hundred fourteen (114) roads were identified to accommodate the future increase in PMT. Each individual road segment had a corresponding facility type and functional classification that was used in formulating the current future person miles of capacity. Analysis of CFRPM 7.0 indicates 30.28% of the planned improvements consist of Major Collectors, 15.84% consists of Minor Collectors, 37.73% consists of Minor Arterials, and 16.15% consists of Principal Arterials as captured in Table 12. In addition, Map D illustrates the County's Roadway Network including roadway reconstruction, planned limited access expressways, and planned roadway networks.

#### 6.2.1 Roadway Capacity

The 2023 Florida Department of Transportation's (FDOT) Generalized Service Volume Tables were used to establish daily capacities for roadways and intersections (Appendix T). A key difference between a road impact fee based on vehicle miles of travel (VMT) and a mobility fee based on person-miles of travel (PMT) is accounting for vehicle occupancy. To account for vehicle occupancy, road capacities are multiplied by a Vehicle Occupancy factor of 1.56, based on the 2022 National Household Travel Survey Occupancy Factor for the South Atlantic region without heavy rail (Appendix U). The Vehicle Occupancy factor is used in the multimodal capacity analysis for the identified road and intersection projects and converts vehicle capacity to person capacity.



Broadway Ave., Kissimmee



The types of future projects utilized to calculate capacities include 2, 4, and 6 lane roads. The only roadways that were proposed to be widened to 8 and 10 lanes were toll roads and Interstate 4; these are included in the 2045 MetroPlan Orlando MTP but excluded from this analysis.

### 6.2.2 Multimodal Capacity

To establish a multimodal capacity to account for pedestrian, bicycle, and transit travel, it is necessary to establish a capacity for each of these forms of transportation. The process for establishing capacities for bicycle and pedestrian facilities is based upon the methodologies used in several multimodal level of service (LOS) reports and the Transportation Research Board 2022 Highway Capacity Manual. The capacity for transit vehicles is based upon methodologies from the Quality Level of Service Manual, 3rd Edition, as well as the Transportation Research Board Transit Capacity. The capacity for bicycle and pedestrian facilities was based on a LOS standard of B. The methodology for calculating capacity for Local Transit is based upon the Transportation Research Board Transit Capacity and Quality Level of Service Manual, 3rd Edition. The capacity for Local Transit Vehicle was derived based upon the functional carrying capacity for one vehicle (60 passengers with 40 seated and 20 standing) projected to run at 20-minute headways during peak periods for a span of service of 8 hours and 30-minute headways during off-peak hours for a span of service of 8 hours. The cost to operate and maintain transit service would be funded by sources other than the Mobility Fee. Table 11 illustrates the calculated multimodal capacities.

*Table 11: Multimodal Daily Capacity per Lane Mile*

Facility Type	Unit of Measure	Daily Capacity per Lane Mile (persons)
Sidewalk	5' Wide	3,600
Transit	per Vehicle	2,400
Bicycle Lane	4'-5' wide	2,760
Multi-Use Path	8'-10' wide	3,840
Trail	10'-12' wide	7,920

**Source:** Capacities are based on Transportation Research Record 1636 Paper No. 98-0066 of Maximum Hourly Volumes. Assuming two peak hour movements a day.

Person Miles of Capacity is derived by multiplying Future Lane Miles by the Context Classification Capacity and dividing by the increase in Number of Lanes, as shown in Equation 1.



***Equation 1: Person Miles of Capacity (PMC)***

$$\text{Future PMC} = \frac{\text{Future Lane Miles} * \text{Context Classification}_{\text{capacity added}}}{\text{Increase in Number of Lanes}}$$

Future Per Lane Person Miles of Capacity is derived by dividing Context Classification Capacity Added by the number of lanes added. Context Classification Capacity is based on FDOT Multimodal Quality/Level of Service. The Multimodal Capacity elements per Facility Type are identified in Table 12 and applied to each functional classification where required. Collector and Arterial capacity is based on seven different functional classification lanes added: new 2 lanes, new 4 lanes, new 6 lanes, new 8 lanes, increase in capacity from 2 to 4 lanes, increase in capacity from 4 to 6 lanes, and increase in capacity from 6 to 8 lanes, plus the Multimodal Capacities covered in Table 11 for the aforementioned facility types and their corresponding functional classification.

Context Classification Capacity was estimated from *FDOT's Multimodal Quality/Level of Service Handbook*. Appendix V explains the methodology used to identify the appropriate functional classification. The per lane person miles of capacity using context classifications can be seen in Table 12 for each of the functional classifications and the respective lanes added.

*Table 12: Per Lane Person Miles of Capacity*

Functional Classification	Facility Lanes Added	Future Lane Miles	% of Future Lane Miles	Person Miles of Capacity	Facility Capacity Added	Future Person Miles of Capacity	Weighted Per Lane Person Miles of Capacity
Major Collector	New 2-Lane Divided	65	10.09%	15,895	31,791	1,033,199	15,895
Major Collector	New 4-Lane	68	10.56%	14,391	57,564	978,583	14,391
Major Collector	Multi-Modal Upgrade	49	7.61%	1,800	3,600	88,200	1,800
Major Collector	Widen 2 to 4-Lanes	13	2.02%	12,886	25,773	167,524	12,886
<b>Major Collector</b>		<b>195</b>	<b>30.28%</b>			<b>2,267,506</b>	<b>11,628</b>
Minor Collector	New 2-Lane	21	3.26%	15,895	31,791	333,803	15,895
Minor Collector	New 2-Lane Divided	64	9.94%	15,895	31,791	1,017,304	15,895
Minor Collector	Multi-Model Upgrade	17	2.64%	1,800	3,600	30,600	1,800
<b>Minor Collector</b>		<b>102</b>	<b>15.84%</b>			<b>1,381,707</b>	<b>13,546</b>
Principal Arterial	New 2-Lane	2	0.31%	22,303	44,607	44,607	22,303
Principal Arterial	New 4-Lane	92	14.29%	21,314	85,257	1,960,907	21,314
Principal Arterial	New 6-Lane	3	0.47%	19,971	119,827	59,913	19,971
Principal Arterial	New 8-Lane	2	0.31%	14,760	118,083	29,521	14,760
Principal Arterial	Widen 2 to 4-Lanes	5	0.78%	20,325	40,650	101,626	20,325
<b>Principal Arterial</b>		<b>104</b>	<b>16.15%</b>			<b>2,196,574</b>	<b>21,121</b>
Minor Arterial	New 2-Lane	1	0.16%	21,675	43,350	21,675	21,675
Minor Arterial	New 4-Lane	191	29.66%	16,789	67,155	3,206,664	16,789
Minor Arterial	Widen 2 to 4-Lanes	51	7.92%	11,903	23,805	607,034	11,903
<b>Minor Arterial</b>		<b>243</b>	<b>37.73%</b>			<b>3,835,373</b>	<b>15,783</b>
<b>Total</b>		<b>644</b>	<b>100.0%</b>			<b>9,681,159</b>	<b>15,033</b>

### 6.3 Cost per Person Mile of Capacity

To determine the total cost of the PMC needed to accommodate the increase in PMT, it was necessary to calculate the Cost per Lane Mile (Table 2) based on functional classifications. Construction costs are based on the per mile cost from FDOT District 5 and Osceola County. The construction cost per lane mile for



all functional classifications includes the cost for right turn lanes at \$530,077 and two acres of stormwater ponds at \$706,769. The construction cost per lane mile for Minor Arterials and Principal Arterials includes the cost for a traffic signal at \$397,558. Five of the nine Principal Arterials identified in this study were associated with the facility type of Premium Transit Corridor, so these Principal Arterials included the cost for wider pedestrian facilities on either side of the roadway at \$706,769, the cost of transit stops at \$106,015, and the cost for transit vehicles at \$1,766,923. The four remaining Principal Arterials only included the cost for right turns, stormwater ponds, and traffic signals as they are not planned Premium Transit Corridors and therefore will not need to consider Premium Transit Corridor features such as a transit stop or transit vehicles. Transit operation and maintenance are assumed to be funded by revenue sources other than Mobility Fees.



For FDOT Generic Projects the following cost assumptions were made:

1. Design/Engineering – 10% of construction cost
2. Right-of-Way – 30% of construction cost
3. Engineering and Inspection – 10% of construction cost

For roadway construction costs and capacities that were not already established, proportions of neighboring data points were used to provide an accurate estimation. These estimations were based on projected growth from FDOT’s historical data on average daily volume in urbanized areas (Appendix K). Construction costs for Major Collectors, Minor Collectors, and Minor Arterials correspond to the facility types that they are associated with, as mentioned in Section 4.1, and are taken from the most recent construction cost update (August 2024).

As shown in Table 13, the Cost per Person Mile of Capacity was calculated. This was derived by dividing the Total Cost per Lane Mile (Table 2) by the Per Lane Person Mile of Capacity (Table 12).

*Table 13: Cost per Person Mile of Capacity*

Functional Classification	Facility Lanes Added	Future Lane Miles	Person Miles of Capacity	Per Lane Mile Total Cost	Cost per Person Mile of Capacity	Weighted Cost per Person Mile of Capacity
Major Collector	New 4-Lane	68	14,391	\$9,403,366.89	\$653.42	\$69.00
Major Collector	New 2-Lane Divided	65	15,895	\$12,285,608.08	\$772.90	\$78.01
Major Collector	Multi-Modal Upgrade	49	1,800	\$2,578,102.32	\$1,432.28	\$108.98
Major Collector	Widen 2 to 4-Lanes	13	12,886	\$14,584,590.00	\$1,131.78	\$22.85
<b>Major Collector</b>		<b>195</b>				
Minor Collector	New 2-Lane	21	15,895	\$8,240,874.29	\$518.44	\$16.91
Minor Collector	New 2-Lane Divided	64	15,895	\$12,285,608.08	\$772.90	\$76.81
Minor Collector	Multi-Modal Upgrade	17	1,800	\$2,578,102.32	\$1,432.28	\$37.81
<b>Minor Collector</b>		<b>102</b>				
Principal Arterial	New 2-Lane	2	22,303	\$9,148,631.13	\$410.19	\$1.27
Principal Arterial	New 4-Lane	92	21,314	\$9,555,764.03	\$448.33	\$64.05
Principal Arterial	New 6-Lane	3	19,971	\$5,350,515.26	\$267.91	\$1.25
Principal Arterial	New 8-Lane	2	14,760	\$7,139,749.94	\$483.71	\$1.50
Principal Arterial	Widen 2 to 4-Lanes	5	20,325	\$15,153,258.83	\$745.54	\$5.79
<b>Principal Arterial</b>		<b>104</b>				
Minor Arterial	New 2-Lane	1	21,675	\$8,539,042.60	\$393.96	\$0.61
Minor Arterial	New 4-Lane	191	16,789	\$9,403,366.89	\$560.10	\$166.12
Minor Arterial	Widen 2 to 4-Lanes	51	11,903	\$14,771,379.03	\$1,241.02	\$98.28
<b>Minor Arterial</b>		<b>243</b>				
<b>Total</b>		<b>644</b>				<b>\$749.22</b>

Using the weighted average of the individual cost of PMC, a  $PMC_r$  can be derived.



## 6.4 Credits (PMCs)

There are six types of credit being applied to new development mobility fees that will decrease the total mobility fee the new development is required to pay. These credits will ensure that new development is not paying more than its impact, is not paying for existing deficiencies, is utilizing local, state, and federal funding that is available, and considers any outstanding transportation related debt that the County or City may have.

**Transportation revenue credits** will be allotted for dedicated revenues that will be generated by new development and used to pay for Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials within the County and City. The credits will equate to a reduction in the PMC rate to ensure that new development is not charged twice for capacity improvements, once through mobility fees, and again through general taxes. In the calculation of mobility fees in this renewal study, credit is given for the portion of Federal, State, and local fuel taxes that are being used to fund improvements to the transportation network throughout the County and City that help to expand or enhance capacity. This update also includes a credit for capacity related funding from the infrastructure sales tax and ad valorem revenues allocated for transportation capacity and scheduled principal repayment for long-term road related debt that added roadway capacity. The analysis conducted provides projections for the revenues and transportation revenue credits that will potentially fund the improvements within the County and City's Transportation and Capital Improvements Element.

The major sources of transportation funds are fuel taxes levied at federal, state and local levels. Federal funds are collected and distributed to federal highway, rail, and transit programs from which Florida



receives funding for eligible programs. State funds are collected from state tax levies and distributed to state funding programs, with the State Transportation Fund receiving the bulk of these funds. These programs fund statewide projects, as well as distribute funds to counties and municipalities. On the local level, funds are collected from local tax levies, as well as state tax levies. The federal government imposes taxes on gasoline, diesel fuel, special fuels, compressed natural gas, gasohol, tires, truck and trailer sales, and heavy vehicle use. These revenues are distributed to each state through a system of formula grants and discretionary allocations. State highway fuel sales taxes are shared between the State of Florida

Department of Transportation (FDOT) and Florida's county governments. Local Governments have the ability to raise revenues through levying local taxes. Osceola County has used a combination of sales taxes, gas taxes, and Mobility Fees, previously impact fees, to pay for transportation projects. The taxes most frequently utilized are the Local Option Gas Tax (LOGT), the Constitutional Gas Tax, and the Local Government Infrastructure Sales Surtax. The State collects and distributes the Constitutional Gas Tax, county and municipal gas taxes, and fuel use taxes on behalf of local governments. Osceola County has an Infrastructure Surtax that is used to fund capital improvements. Osceola County also has a Dedicated Ad Valorem Trust Fund allocation for funding within its Urban Growth Transportation System. The City of St. Cloud does not use a Dedicated Ad Valorem Trust Fund, so this was not considered in the City's transportation revenue credit. The County has also utilized bonding to pay for existing roadway

deficiencies for which new development will receive a transportation revenue credit. This section provides an analysis of available funds for the Osceola County and the City of St. Cloud Mobility Fee from current sources. These funds are projected to be available to fund Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials and will reduce the total Mobility Fee required to fund the entire transportation plan. Osceola County and the City of St. Cloud provided projections for future funding levels from their current funding sources, which have then been projected out to 2045.

The formula for calculating transportation revenue credit looks at the total funding available from a given revenue source, the total years the funding is available, and the present value of funding based on the current discount rate. The previous study used the Federal Reserve's monthly H.15-1 release to determine the appropriate discount rate (which is the average annual interest rate on state and local bonds from the Federal Reserve). Due to the aforementioned source being discontinued; this renewal study recommends the use of the average Bond Buyer Revenue Bond Index of 3.31% as of January 2024.

To derive a credit per Person Mile of Capacity added, the present value of the funding is divided by the total PMC as provided in Table 14 by multiplying the total Centerline Miles by the average Facility Capacity Added. The credit per PMC formula used is provided below. The credit formula for debt service payments varies from this formula and is described in further detail under the debt service payment section. FDOT developed revenue forecasts of state and federal transportation funds for MTP through the year 2045. These forecasts are based on a statewide estimate of revenues that fund the State Transportation Program (STP). This study provides a credit based directly on the average annual Federal and State tax funding for capacity expanding road projects per PMC.

**Fuel tax credits** are received by Osceola County and the City from the sixth-cent and ninth-cent local option fuel taxes, the Constitutional, County and Municipal Fuel Taxes. The County receives a portion of an existing local government infrastructure sales surtax that could be used for mobility capacity expansion as well. As the percentage of electric vehicles and hybrid vehicles significantly increases every year, gas taxes continue to decline not only statewide but nationally as well. Such impacts will need to be accounted for in the future so that adjustments can be made to mitigate for the reduction in revenue streams generated from fuel taxes which are essential to the County and City to support operations, maintenance, and expansion projects.



Broadway Plaza, Kissimmee

The **dedicated ad valorem credit** is only applied to County credits as the City does not have this type of credit. Osceola County initiated a funding program that allocates a portion of the ad valorem revenues for capacity expansion transportation projects within its Urban Growth Transportation System. This funding source is an annual policy adopted through the budget process. The projection of funding utilized in this analysis is based upon the assumption of the Board of County Commission past practices. The current

allocation is equal to the lesser of the Tax Increment or ten percent of the countywide ad valorem tax revenue, or an amount determined by the County Manager as determined through the budget process.

The **local government infrastructure sales surtax credit** was approved by Osceola County pursuant to Section 212.055(2), Florida Statutes, to fund some of the capital facility needs of the County. This funding mechanism expires in 2025 however, it was renewed by voter referendum in 2022 with a new expiration date of December 31, 2045. The City of St. Cloud uses a One Percent Surcharge Tax, which is the equivalent of the local government infrastructure sales surtax and is shown as such when calculating the City's local government infrastructure sales surtax credit.

The **debt services credit** consists of the sales tax revenue bond, the infrastructure sales surtax revenue bond, and the capital improvements revenue bond. The City of St. Cloud's debt credit will only include the capital improvement revenue bond, as the City does not use sales tax revenue bonds or infrastructure sales surtax revenue bonds.

The County's Capital Improvement Plan includes capacity-expanding projects funded through the issuance of long-term debt. The existing debts will be retired between 2025 and 2045. A credit for outstanding debt will reduce the PMC rate to account for future debt service payments from new development. These payments will go towards partly retiring outstanding debt on existing facilities. The debt service credit ensures that the County is accounting for new developments contribution towards remedying existing deficiencies. Given that new development will pay mobility fees to provide the existing level of service for itself, the fact that new development may also be paying for the facilities that provide that level of service for existing development could amount to paying for more than its proportionate share.



The Reserve at Twin Lakes, St. Cloud

A credit for outstanding debt reduces the mobility fee by accounting for future debt service payments that will be made with funds generated by new development. The debt service credit is based upon the percentage of the total outstanding principal bond proceeds that are used for Avenues, Boulevards, and Premium Transit Corridors. Consequently, the PMC rate used to calculate the mobility fees will be reduced to account for future payments that will retire outstanding debt on existing facilities. A simplified methodology was utilized that differs from the other credits, to ensure that new development is not required to pay for existing facilities,

through funds used for debt retirement. This places new development on the same level as existing development in terms of funding its share of capital costs funded through debt.

A **Northeast Improvement District Revenue Credit** is a type of tax credit that is granted to a developer or business that invests in public infrastructure or community development within the Northeast Infrastructure Improvement Plan area. The County anticipates that encouraging development in the



Northeast District will boost property values as advancements are implemented and maintained, thereby increasing property tax revenues.

The County has developed an alternative funding strategy for the future buildout of the Northeast District. The formal establishment of the Northeast Improvement District deals with funding for transportation needs that exceed the revenue collected by developer paid mobility fees through an annual increment in property valuations. This newly established revenue source allows for additional debt capacity to make funding readily available early in the development process to ensure infrastructure is in place prior to the growth in population. The fund specifically provides for the design, construction, and financing of infrastructure improvements within the Northeast Infrastructure Improvement Plan area.

#### 6.4.1 Osceola County Credits

Osceola County observes all of the aforementioned credits to determine their total credit per person mile of capacity. An increase in person miles of capacity was found to be 9,681,159 as shown in Table 12, of which 6,887,617 is the County's. Using this PMC value, the following credits were determined and applied to the entire county, including within City limits:

##### 6.4.1.1 Transportation Revenue Credit

The MetroPlan Orlando adopted Five-Year (FY 2020/2021 to 2024/2025) Transportation Improvement Program and the adopted 2045 MTP (FY 2019/2020 to FY 2044/2045) estimate \$389,171,000 in Federal and State Funding being available to fund Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials in Osceola County. Separate Federal and State funds are available for improvements to Interstate 4. Separate funding from tolls paid to and allocated by the various Expressway Authorities are available for improvements to toll roads such as the Florida Turnpike and are not included in the available funding. Over the 25-year Mobility Fee Plan Horizon, \$15.6 million dollars will be available annually. This equates to a present value of approximately \$261.9 million. Over the 25-year horizon, roughly 17.4 million PMC are projected to be added to the transportation system. To determine the projected credit of \$38.03, as illustrated in Table 14, the Present Value is divided by the future PMC.

In addition to Federal and State funding for capacity expansion on major roads in Osceola County, the County utilizes a variety of local funding sources to fund transportation improvements.

*Table 14: Federal and State Capacity Funding*

Federal & State Capacity Funding FY 2020-2045	\$ 389,171,000.00
Total Years in Mobility Fee	25
Average Annual Funding	\$ 15,566,840.00
Present Value of State & Federal Capacity Funding	\$261,937,722.12
Increase in Person Miles of Capacity	6,887,617
Federal & State Revenue Credit per PMC	\$38.03

##### 6.4.1.2 Fuel Tax Credit

Historically, Osceola County uses all of its gas tax revenue for operations and maintenance, with the exception of 15% of the Constitutional Gas Tax for capacity building transportation projects. As such, \$16 million, over the next 25 years of the total fuel tax revenue is available for Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials.



Table 15 shows that the total capital use portion of the Constitutional gas tax will generate a mobility fee credit of \$1.56 per PMC.

**Table 15: Constitutional Fuel Tax Credit**

Constitutional Fuel Tax Revenue FY 2020-2045	\$ 16,000,00.00
Total Years in Mobility Fee	25
Average Annual Funding	\$ 640,000.00
Present Value of Constitutional Fuel Tax Credit	\$10,769,054.10
Increase in Person Miles of Capacity	6,887,617
Fuel Tax Credit per PMC	\$1.56

6.4.1.3 Dedicated Ad Valorem Credit

Currently, the Dedicated Ad Valorem (DAT) is projected to total \$659.5 million by 2043. For Fiscal Years (FY) based on these calculations, new development could be expected to generate about \$80.56 in capacity-expanding road funding from DAT sources for every daily person-mile of capacity, as shown in Table 16.

**Table 16: Dedicated Ad Valorem (DAT) Credit**

Dedicated Ad Valorem (DAT) Credit FY 2023-2043	\$ 659,500,000.00
Total Years in Mobility Fee	20
Average Annual Funding	\$ 32,975,000.00
Present Value of Dedicated Ad Valorem (DAT) Credit	\$554,858,685.95
Increase in Person Miles of Capacity	6,887,617
Dedicated Ad Valorem Funding per PMC	\$80.56

6.4.1.4 Local Government Infrastructure Sales Surtax Credit

The County has historically allocated 20% of the Local Government Infrastructure Sales Surtax to fund capacity. Total funding available through December 2045 is projected to be \$1.7 billion. Approximately \$7.5 million is available annually to fund Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials. Based on these calculations, new development could be expected to generate about \$18.32 in capacity-expanding road funding from the local infrastructure sales tax for every daily person mile of capacity (Table 17).

**Table 17: Local Government Infrastructure Sales Surtax Credit**

Local Government Infrastructure Sales Surtax FY 2020-2045	\$ 1,700,000,000.00
Total Years in Mobility Fee	23
Average Annual Funding	\$7,500,000.00
Present Value of Local Government Infrastructure Sales Surtax Credit	\$126,199,852.76
Increase in Person Miles of Capacity	6,887,617
Fuel Tax Credit per PMC	\$18.32



6.4.1.5 Debt Service Credit

As shown in Table 18, the debt credit is \$11.40 per PMC.

*Table 18: Debt Service Credit*

Sales Tax Revenue Bonds, Series 2016	\$ 12,628,100.00
Infrastructure Sales Surtax Revenue Bonds, Series 2017	\$ 9,006,000.00
Capital Improvements Revenue Bond, Series 2019	\$56,851,390.00
Total Outstanding Road Debt on Major Road System	\$ 78,485,490.00
Increase in Person Miles of Capacity	6,887,617
Debt Service Credit per PMC	\$11.40

6.4.1.6 Northeast Improvement District Revenue Credit

District Revenue credits are designed to encourage development in areas that have existing or planned infrastructure, such as urban service areas or community redevelopment areas. The Northeast Improvement District is a special area designated by the municipality to fund projects using incremental property taxes generated by the area. The reported revenues and expenditures of the Tax Increment Finance (TIF) District is \$19.5M for the years 2020-2045 and the reported revenues and expenditures of the Bond proceeds is \$144,797,323. Over 25 years, this equates to an average \$6,572,607.84 yearly that will be available for funding. The projected Northeast Improvement District Revenue credit per PMC is \$16.06.

*Table 19: Northeast Improvement District Revenue Credit*

Northeast Improvement District TIF FY 2020-2045	\$19,517,873.00
Northeast Improvement District Bonds Proceeds FY 2020-2045	\$144,797,323.00
Total Northeast Improvement District Revenue Credit FY 2020-2045	\$164,315,196.00
Total Years in Mobility Fee	25
Average Annual Funding	\$6,572,607.84
Present Value of Northeast Improvement District Revenue Funding	\$110,594,952.22
Increase in Person Miles of Capacity	6,887,617
Northeast Improvement District Revenue Credit per PMC	\$16.06

6.4.1.7 Total County Credits

The total County credits related to Federal and State fuel taxes, the local option fuel taxes, the Constitutional fuel tax, the dedicated ad valorem revenue, infrastructure sales tax revenue, debt service, local government transportation surcharge funding, and the Northeast Improvement District Revenue Credit for Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials are summarized in Table 20.



**Table 20: Osceola Total Credits per Person Mile of Capacity**

Federal & State Revenue Credit	\$38.03
Fuel Tax Credit	\$1.56
Dedicated Ad Valorem (DAT) Credit	\$80.56
Local Government Infrastructure Sales Surtax Credit	\$18.32
Debt Service Credit	\$11.40
Northeast Improvement District Revenue Credit	\$16.06
Total PMC Credit	\$165.93

New development and the County could be expected to generate the current equivalent of \$165.93 in funding over the next 25 years per PMC.

#### 6.4.2 The City of St. Cloud Credits

The City of St. Cloud will observe all of the aforementioned credits except for the dedicated ad valorem credit, as the City does not use this type of credit. All credits calculated for the City will be applied within the JPA boundary, which is covered by portions of Mobility Districts 2 and 3. County credits will first be applied within the JPA boundary, and then the calculated City credits will be applied to further reduce the mobility fee within the JPA boundary. Using the calculated PMC of 2,793,543, a value calculated by taking the future PMC strictly associated to the City, the credits were calculated to be as follows:

##### 6.4.2.1 Transportation Revenue Credits

The City of St. Cloud previously utilized Fund 310 (Traffic Impact Fees) to help fund their transportation revenue credits. This fund was phased out in 2018 and replaced by Fund 350 (Mobility Impact Fees), which currently is and will continue to be the City’s main fund for transportation revenue credits. From 2018 to 2023, the total Fund 350 amount was able to be determined based on collected data, and from the years 2024 to 2045, the total available funds for each year were projected based on an assumed annual percent increase of 3%.

In total, the City will have \$173 million available in transportation revenue credits between the years 2024 and 2045, with an average of \$7.8 million available yearly. Dividing the calculated present value of the average annual funding by the calculated PMC, the transportation revenue credit per PMC was found to be \$43.55.

**Table 21: Federal and State Capacity Funding**

Federal & State Capacity Funding FY 2024-2045	\$ 173,209,543.00
Total Years in Mobility Fee	22
Average Annual Funding	\$ 7,873,161.05
Present Value of State & Federal Capacity Funding	\$121,664,382.91
Increase in Person Miles of Capacity	2,793,543
Federal & State Revenue Credit per PMC	\$43.55



6.4.2.2 Fuel Tax Credits

The City of St. Cloud is allocated a pro rate share of 12.5% of the total revenues collected by the sixth-cent gas tax within Osceola County. Using a 3% assumed annual percent increase from the years 2024 to 2045, an estimated \$44.5 million will be available to use for the fuel tax credit, with \$2 million being available annually to help fund Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials.

Table 22 shows that the total capital use portion of the gas tax will generate a mobility fee credit of \$11.20 per PMC.

*Table 22: Constitutional Fuel Tax Credit*

Constitutional Fuel Tax Revenue FY 2024-2045	\$ 44,530,543.00
Total Years in Mobility Fee	22
Average Annual Funding	\$ 2,024,115.59
Present Value of Constitutional Fuel Tax Credit	\$31,278,767.56
Increase in Person Miles of Capacity	2,793,543
Fuel Tax Credit per PMC	\$11.20

6.4.2.3 Local Government Infrastructure Sales Surtax Credit

The City receives 9.5% of the one percent sales tax collected by Osceola County. Total funding available through December 2045 is projected to be \$234.9 million. Approximately \$10.7 million is available annually to fund Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials. Based on these calculations, new development could be expected to generate about \$59.06 in capacity-expanding road funding from the local infrastructure sales tax per PMC.

*Table 23: Local Government Infrastructure Sales Surtax Credit*

Local Government Infrastructure Sales Surtax FY 2020-2045	\$ 234,902,683.00
Total Years in Mobility Fee	22
Average Annual Funding	\$10,677,394.68
Present Value of Local Government Infrastructure Sales Surtax Credit	\$164,998,356.77
Increase in Person Miles of Capacity	2,793,543
Fuel Tax Credit per PMC	\$59.06

6.4.2.4 Debit Service Credit

The City of St. Cloud does not use sales tax revenue bonds or infrastructure sales surtax revenue bonds to determine their debt service credit, so the only available debt service comes from the City’s capital improvements revenue bond. As of 2023, this bond totals \$31 million. Table 24 shows that the debt service credit per PMC is \$11.11.





*Table 24: Debt Service Credit*

Sales Tax Revenue Bonds, Series 2016	\$0.00
Infrastructure Sales Surtax Revenue Bonds, Series 2017	\$0.00
Capital Improvements Revenue Bond, Series 2019	\$31,030,000.00
Total Outstanding Road Debt on Major Road System	\$31,030,000.00
Increase in Person Miles of Capacity	2,793,543
Debt Service Credit per PMC	\$11.11

**6.4.2.5 Total City Credit**

The total credits related to Federal and State fuel taxes, the local option fuel taxes, the Constitutional fuel tax, infrastructure sales tax revenue, debt service, and the local government transportation surcharge funding for Major Collectors, Minor Collectors, Minor Arterials, and Principal Arterials are summarized in Table 25.

*Table 25: City of St. Cloud Total Credits per Person Mile of Capacity*

Federal & State Revenue Credit	\$43.55
Fuel Tax Credit	\$11.20
Local Government Infrastructure Sales Surtax Credit	\$59.06
Debt Service Credit	\$11.11
Total PMC Credit	\$124.92

New development and the City could be expected to generate the current equivalent of \$124.92 in funding over the next 25 years per PMC.

**6.5 Total Credits**

The total credits for the districts of Osceola County outside of the JPA is \$165.93 per PMC. This is based on an increase in person miles of capacity of 6,887,617 and only considers credits that are available throughout the County.

For the districts that are located within the JPA, the total credits available are \$290.85 per PMC. This total is found by first applying the available County credits of \$165.93 per PMC and then applying the available City credits of \$124.92 per PMC to further reduce the Mobility Fee. City credits are applied after County credits to ensure that County credits are being equally distributed between the City and the remainder of the County, and to ensure that City credits are only being applied within the JPA boundary.

Growth outside of the JPA could be expected to generate the current equivalent of \$165.93 in funding over the next 25 years per PMC while new development inside of the JPA could be expected to generate the current equivalent of \$290.85 in funding (\$165.93 from the County and \$124.92 from the City) over the next 25 years.



## 6.6 Trip Generation ( $TG_{\text{per land use}}$ )

Trip generation is the process of estimating the number of trips that different land uses will generate. Rates are based on information published in the ITE Trip Generation Manual 11<sup>th</sup> Edition (Appendix W). The ITE Manual provides the most recent, uniform and widely utilized source for trip generation rates, and is the accepted source for trip generation rates by the FDOT.

The ITE Trip Generation Manual currently does not include extensive amounts of data that incorporate compact dense land use forms, access to transit, and greater mixed uses in more urbanized contexts. It is known throughout the industry as well as in real life applications that these factors lead to fewer and shorter vehicle trips and that the trips will use alternative travel modes or remain internal (entirely within the development). As a result, these trips may not be added to the roadway network, and a trip reduction rate may be considered as part of an Independent Mobility Fee Study (IMFS). The ITE Manual lacks recent studies that show a higher trip reduction rate because of a higher percentage of internal trips within mixed use developments.

## 6.7 New (Primary) Trips ( $NT_{\%}$ )

For this renewal study, the percentage of new (primary) trips was kept the same as the adopted 2015 Mobility Fee Study as there are no industry indicators that suggest the need to implement new trip percentages.

## 6.8 Vehicle Miles Traveled (VMT) to People Miles Traveled (PMT) Factor ( $PMT_F$ )

The assessment of future person miles of travel (PMT) is the initial component in the development of a mobility fee. To account for person trips made by walking, biking, riding transit, and vehicle occupancy



in a multimodal travel environment, vehicle travel demand is converted into PMT based on data from the 2022 National Household Travel Survey (NHTS). PMT is calculated based on person trips and person trip length from the NHTS data. An evaluation of the personal travel data from the NHTS resulted in a PMT factor of 1.59 (Appendix X).

The multimodal projects necessary to serve person miles of travel demand include sidewalks, paths, trails, bike lanes, transit, low speed and complete streets, streetscape, intersections, and roadways. These multimodal projects are necessary to meet future person miles of travel demand and lay the foundation for use of new micro mobility devices (electric pedal assist bicycles, electric scooters) and micro transit vehicles (autonomous transit shuttles, golf carts, neighborhood electric vehicles).

As shown in Table 26, using the above PMT factor and the VMT analysis from Section 5.8 the results of the PMT analysis yields an increase of 10,152,271 between the Mobility base year and future year within Osceola County and the City of St. Cloud. The PMT from Interstate 4, the Florida’s Turnpike, and the toll roads were excluded in the analysis as these facilities primarily serve metropolitan and regional travel demand. The annual exponential rate of growth for Osceola County was 2.96 percent, indicating a fairly significant increase in future travel demand within the County.

*Table 26: Base Year and Future Year Model Derived Travel Demand (PMT)*

<b>Vehicle and Person Miles of Travel</b>	<b>Arterial &amp; Collector</b>	<b>Limited Access</b>	<b>City of Kissimmee</b>	<b>Total</b>
2020 Model Base Year Model Vehicle Miles Travel (VMT)	6,720,724	2,922,020	202,858	9,845,602
2020 Model Base Year Model Person Miles Travel (PMT)	10,675,475	4,641,457	322,229	15,639,161
2024 Mobility Base Year Model Vehicle Miles Travel (VMT)	7,553,260	3,505,029	210,759	11,269,049
2024 Mobility Base Year Model Person Miles Travel (PMT)	11,997,910	5,567,533	334,778	17,900,222
2045 Future Year Model Vehicle Miles Travel (VMT)	13,944,602	9,109,326	257,571	23,311,500
2045 Future Year Model Person Miles Travel (PMT)	22,150,182	14,469,629	409,137	37,028,948
Increase in VMT	6,391,342	5,604,297	46,812	12,042,451
Increase in PMT	10,152,271	8,902,096	74,359	19,128,726
Annual Rate of Growth in VMT & PMT	2.96%	4.65%	0.96%	3.51%

\*Source: The data was exported from the 2020 scenario from the Central Florida Regional Planning Model v7 and the 2045 SEATS scenario from the Central Florida Regional Planning Model v7.

## 6.9 Fee Schedule

The result of combining trip generation rates, percent of new trips, and localized trip length is a travel demand schedule that establishes the PMT per land use during the average weekday per unit of development for Osceola County and the City of St. Cloud. The percentage of new trips are the percent of the total trips that will be added to the roadway network from a given ITE Land Use Category that will be considered a new trip on the roadway network and would not exist if not for this new development. The ITE Land Use Code descriptions can be found in Appendix Y. The localized trip lengths are based upon the values provided in Table 7. The future trip length reductions are based upon the values provided in Tables 9 and 10. Figure 2 below illustrates the calculation for Mobility Fees.

*Figure 2: Example Calculation*

### Adjusted Trip Length

$$TL_{Adjusted} = TL_{2022\ NHTS} * TL_{LAR} * TL_{FR}$$

Where:

$$TL_{2022\ NHTS} = 2022\ NHTS\ Trip\ Length\text{-Table 7 (5.93)}$$

$$TL_{LAR} = Limited\ Access\ Facility\ Adjustment\ Factor\ \text{-Section 6.1.2 (0.85)}$$

$$TL_{FR} = Future\ Land\ Use\ Trip\ Length\ Reduction\ Factor\ \text{-Section 6.1.3 (100\%)}$$

$$TL_{Adjusted} = 5.93 * 0.85 * 1 = 5.04$$

### Person Miles of Travel (PMT) per Land Use

$$PMT_{per\ land\ use} = \frac{TG_{per\ land\ use} * NT_{\%} * TL_{Adjusted} * PMT_F}{2}$$

Where:

$$TG_{per\ land\ use} = ITE\ Trip\ General\ 11th\ Edition\ \text{-Section 6.6 (9.30)}$$

$$NT_{\%} = Percent\ New\ Trips\ \text{-Section 6.7 (1)}$$

$$PMT_F = Person\ Miles\ of\ Travel\ Factor\ \text{-Section 6.9 (1.59)}$$

$$PMT_{per\ land\ use} = \frac{9.30 * 1 * 5.04 * 1.59}{2} = 37.22$$

### Mobility Fee

$$MF = (PMC_r - PMC_c) * PMT_{per\ land\ us}$$

Where:

$$PMC_r = Person\ Mile\ of\ Capacity\ Rate\ \text{-Table 13 (\$749.22)}$$

$$PMC_c = Person\ Mile\ of\ Capacity\ Credit\ \text{-Table 21 (\$165.93)}$$

$$MF = (\$749.22 - \$165.93) * 37.22 = \$21,710.14$$

\*This is an example calculation. Due to rounding the actual mobility fee may differ slightly.



Mobility Fee is achieved by multiplying the PMT per land use by the PMC Rate minus the PMC Credits available. A general PMC rate was established for the County and was applied to development outside of the JPA. Inside of the JPA, the general PMC rate is split between the County and the City based on the percentage of lane miles within the JPA that each agency is responsible for based on the County Road System and the City Street System respectively. PMC credits were established for both the County and the City and were subtracted from the respective PMC rate. PMC credits for the County are subtracted from the general PMC rate if the development is outside of the JPA and are subtracted from the split County PMC rate if the development is inside of the JPA. PMC credit for the City is only subtracted from the split City PMC rate for development inside of the JPA. Example calculations are shown in Section 8 for an annexed development within the JPA and a development outside of the JPA.

Using the functional classification of roadways within the County and the JPA, as determined by CFRPM 7.0, two mobility fee calculation scenarios were proposed that consider a roadway's jurisdiction pre-annexation versus post-annexation within the JPA.

Pre-annexation is based on the overall County Arterial and County Collector Framework Network (Appendix Z) and will equate to a mobility fee that is the same regardless of where in the County a development is located. Mobility fees will be paid to the County based on their proposed land use's impact to the overall County Arterial and Collector Framework Network and will be used in the applicable mobility fee district where the permit is issued.

Post-annexation Mobility Fees will be paid to the City. These fees are based on the overall County Arterial Framework Network and JPA Collector Framework Network (Appendix AA) as once a road is annexed, the City is not responsible for maintaining arterial roads, while the County is. However, the City is responsible for maintaining collector roads in the JPA once annexed.

The mobility fee schedule for each land use is presented in Table 27.



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

**Table 27: Mobility Fee Schedule**

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	NT%	TL2022 NHIS	TLAR	TLFR	TLAdjusted	PMT <sub>r</sub>	PMT per land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County	City of St. Cloud	
			2024 Mobility Fee Study Trip Gen.	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)	
<b>Living/Residential</b>																
Single Family Detached	210	D.U.	9.30	1.00	5.93	0.85	1.000	5.04	1.59	37.22	\$749.22	\$165.93	\$124.92	\$21,710.14	\$17,060.21	
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1.00	5.93	0.85	1.000	5.04	1.59	29.68	\$749.22	\$165.93	\$124.92	\$17,312.11	\$13,604.16	
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1.00	5.93	0.85	1.000	5.04	1.59	24.07	\$749.22	\$165.93	\$124.92	\$14,039.84	\$11,032.76	
Mobile Home	240	D.U.	6.97	1.00	5.93	0.85	1.000	5.04	1.59	27.89	\$749.22	\$165.93	\$124.92	\$16,268.02	\$12,783.69	
Active Adult	251, 252	D.U.	3.47	1.00	4.93	0.85	1.000	4.19	1.59	11.53	\$749.22	\$165.93	\$124.92	\$6,725.36	\$5,284.90	
Assisted Living/Care/Nursing Home	254	Beds	2.73	1.00	4.93	0.85	1.000	4.19	1.59	9.06	\$749.22	\$165.93	\$124.92	\$5,284.62	\$4,152.75	
<b>Recreation/Entertainment</b>																
Marina	420	Berth	2.59	1.00	6.88	0.85	0.579	3.39	1.59	6.97	\$749.22	\$165.93	\$124.92	\$4,065.54	\$3,194.77	
Golf Course	430	Hole	27.24	0.50	6.88	0.85	0.579	3.39	1.59	36.63	\$749.22	\$165.93	\$124.92	\$21,366.00	\$16,789.78	
Amusement Park	480	Acres	53.41	0.75	6.88	0.85	0.579	3.39	1.59	107.74	\$749.22	\$165.93	\$124.92	\$62,843.92	\$49,383.87	
Movie Theater	445	Seat	1.84	0.75	6.88	0.85	0.579	3.39	1.59	3.71	\$749.22	\$165.93	\$124.92	\$2,164.01	\$1,700.51	
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0.50	5.87	0.85	0.579	2.89	1.59	33.30	\$749.22	\$165.93	\$124.92	\$19,423.63	\$15,263.43	
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0.50	5.87	0.85	0.579	2.89	1.59	22.65	\$749.22	\$165.93	\$124.92	\$13,211.57	\$10,381.88	
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0.50	6.88	0.85	0.579	3.39	1.59	32.04	\$749.22	\$165.93	\$124.92	\$18,688.68	\$14,685.90	
Campground/Recreational Vehicle Park	416	Space	2.67	0.50	9.29	0.85	0.579	4.57	1.59	4.84	\$749.22	\$165.93	\$124.92	\$2,823.13	\$2,218.46	
<b>Institutional</b>																
Place of Worship	560, 561, 562	1000 s.f.	2.24	0.90	6.38	0.85	0.579	3.14	1.59	5.02	\$749.22	\$165.93	\$124.92	\$2,928.12	\$2,300.97	
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0.40	7.00	0.85	0.579	3.44	1.59	1.73	\$749.22	\$165.93	\$124.92	\$1,009.09	\$792.96	
University/College/Community College	540, 550	Student	1.03	0.40	7.53	0.85	0.579	3.70	1.59	1.21	\$749.22	\$165.93	\$124.92	\$705.78	\$554.61	
Day Care Center	565	1000 s.f.	35.74	0.40	3.93	0.85	0.416	1.39	1.59	15.77	\$749.22	\$165.93	\$124.92	\$9,198.52	\$7,228.36	
<b>Office</b>																
Office Space	710, 714, 715, 770	1000 s.f.	9.07	0.75	6.49	0.85	0.579	3.19	1.59	17.24	\$749.22	\$165.93	\$124.92	\$10,055.96	\$7,902.14	
<b>Medical Building</b>																
Medical/Dental Offices	720	1000 s.f.	27.71	0.50	5.21	0.85	0.579	2.56	1.59	28.20	\$749.22	\$165.93	\$124.92	\$16,448.84	\$12,925.79	
Hospitals	610	1000 s.f.	9.76	0.75	5.21	0.85	0.579	2.56	1.59	14.90	\$749.22	\$165.93	\$124.92	\$8,691.05	\$6,829.58	

\* Day Care Center facilities can be developed within multiple land use categories—a weighted average of Future Land Use Trip Length Reduction values from Living/Residential and General Commercial land use was taken to calculate Day Care Center’s Future Land Use Trip Length Reduction



## Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Proposed Mobility Fee Categories															
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	NT%	TL2022 NHIS	TLAR	TLFR	TLAdjusted	PMTf	PMTper land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County	City of St. Cloud
			2024 Mobility Fee Study Trip Gen.	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Industrial</b>															
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0.90	6.59	0.85	0.184	1.03	1.59	1.94	\$749.22	\$165.93	\$124.92	\$1,131.58	\$889.22
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0.90	5.57	0.85	0.184	0.87	1.59	0.94	\$749.22	\$165.93	\$124.92	\$548.29	\$430.85
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0.90	5.57	0.85	0.184	0.87	1.59	2.00	\$749.22	\$165.93	\$124.92	\$1,166.58	\$916.71
Mini-Warehouse	151	1000 s.f.	1.50	0.90	5.57	0.85	0.184	0.87	1.59	0.93	\$749.22	\$165.93	\$124.92	\$542.46	\$426.26
<b>General Commercial Retail</b>															
Shopping Center/Grocery Store	820	1000 s.f.	35.80	0.50	6.03	0.85	0.579	2.97	1.59	42.18	\$749.22	\$165.93	\$124.92	\$24,603.27	\$19,333.69
Variety/Dollar Store	814, 815	1000 s.f.	58.77	0.40	6.03	0.85	0.579	2.97	1.59	55.39	\$749.22	\$165.93	\$124.92	\$32,308.56	\$25,388.64
Factory Outlet Store	823	1000 s.f.	26.59	0.80	6.03	0.85	0.579	2.97	1.59	50.12	\$749.22	\$165.93	\$124.92	\$29,234.61	\$22,973.07
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	0.40	5.62	0.85	0.579	2.77	1.59	79.13	\$749.22	\$165.93	\$124.92	\$46,155.92	\$36,270.14
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	0.40	5.62	0.85	0.579	2.77	1.59	88.15	\$749.22	\$165.93	\$124.92	\$51,417.22	\$40,404.57
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	0.25	5.83	0.85	0.579	2.87	1.59	63.19	\$749.22	\$165.93	\$124.92	\$36,858.24	\$28,963.86
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	0.25	5.83	0.85	0.579	2.87	1.59	285.36	\$749.22	\$165.93	\$124.92	\$166,448.31	\$130,798.06
Car Sales	840, 841	1000 s.f.	27.45	0.75	6.03	0.85	0.579	2.97	1.59	48.51	\$749.22	\$165.93	\$124.92	\$28,295.51	\$22,235.11
Auto Parts Store	843	1000 s.f.	54.57	0.60	6.03	0.85	0.579	2.97	1.59	77.15	\$749.22	\$165.93	\$124.92	\$45,001.00	\$35,362.58
Tire & Auto Repair	942, 943	1000 s.f.	16.94	0.60	6.03	0.85	0.579	2.97	1.59	23.95	\$749.22	\$165.93	\$124.92	\$13,969.85	\$10,977.75
<b>Non-Residential</b>															
Hotel per room	310	Room	7.71	0.75	9.29	0.85	0.579	4.57	1.59	20.99	\$749.22	\$165.93	\$124.92	\$12,243.30	\$9,621.00
Resort Hotel	330	Room	4.06	0.75	9.29	0.85	0.579	4.57	1.59	11.04	\$749.22	\$165.93	\$124.92	\$6,439.54	\$5,060.30
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	0.40	5.57	0.85	0.579	2.74	1.59	77.22	\$749.22	\$165.93	\$124.92	\$45,041.83	\$35,394.68
Convenience Market & Gas Fuel	944, 945	Vehicle Fueling Position	205.98	0.25	5.57	0.85	0.579	2.74	1.59	112.21	\$749.22	\$165.93	\$124.92	\$65,451.23	\$51,432.74
Quick Lube Vehicle Service	941	Service Bay	38.57	0.40	5.57	0.85	0.579	2.74	1.59	33.62	\$749.22	\$165.93	\$124.92	\$19,610.29	\$15,410.10
Car Wash	947	Wash Stall	112.13	0.25	5.57	0.85	0.579	2.74	1.59	61.08	\$749.22	\$165.93	\$124.92	\$35,627.49	\$27,996.71

Note-These are the maximum allowable fees that Osceola County and St. Cloud can charge and do not represent the values that will be charged to developers.



In addition to the general mobility fees calculated inside and outside the JPA, mobility fees for areas of the County defined in comprehensive master plans (CMP) go through an additional evaluation. These areas include developments found within the East of Lake Toho Conceptual Master Plan, South Lake Toho Conceptual Master Plan, and Alligator Chain of Lakes Conceptual Master Plan. These areas were designated as Mixed Use Districts in the County's Comprehensive Plan as early as 2007 as part of a new growth strategy. With a defined mixed use set forth in the County's Comprehensive Plan, internal capture was calculated for each CMP. This internal capture reduces the impact to the County's road network by adjusting the external trips leaving the sites. Procedures for this reduction are defined in NCHRP 684 and are used to adjust the trip generation for each CMP based on its development program as defined in County's Comprehensive Plan. This reduction in trip generation has a direct impact on the mobility fee for those eligible land uses. Supporting documentation and the adjusted mobility fees for the eligible land uses can be found in Appendix CC.



## 7. Mobility Fee Districts

Mobility Fee Districts are strategically created to ensure that mobility fees collected within each District are expended on multimodal corridor projects within the District to the benefit of development which pays the fee. The City of Kissimmee is currently excluded from the County's Mobility Fee. A Joint Planning Area (JPA) has been established, within the Northeast District and what is a newly defined Osceola County Southeast District, that is being considered as an area of coordination between the City of St. Cloud and the County's Mobility Fees. The City of St. Cloud will have one mobility fee district (which consists of the St. Cloud City Limits within the JPA) that will expand as properties are annexed within the JPA Boundary. The implementation of the Mobility Fee Benefit Districts ensures the second requirement of the dual rational nexus test is met by clearly defining where funds are collected and where they are expended. The Districts also ensure that the land uses within the Districts that pay the fee are provided the benefit of mobility from the multimodal corridor projects to be funded within the District.



Kissimmee Lakefront Park, Kissimmee

The 2020 supplemental mobility fee study confirmed the Florida's Turnpike as a clearly defined physical feature that impacts travel patterns within the County. Based on traffic projections and the increase of development activity in the northeast quadrant of the District Conceptual Master Plan boundaries as well



as the development within the City of St. Cloud, the following reconstruction of the mobility fee districts for unincorporated Osceola County was determined:

### **Western Mobility District**

- The “West” Mobility District (Area “1”) is the sector located west of the Florida’s Turnpike (SR 91). With the update of this report a restructure of the district boundary was done, the South of Lake Toho and East of Lake Toho Planning Areas were removed from the West Mobility District.

### **Northeastern Mobility District**

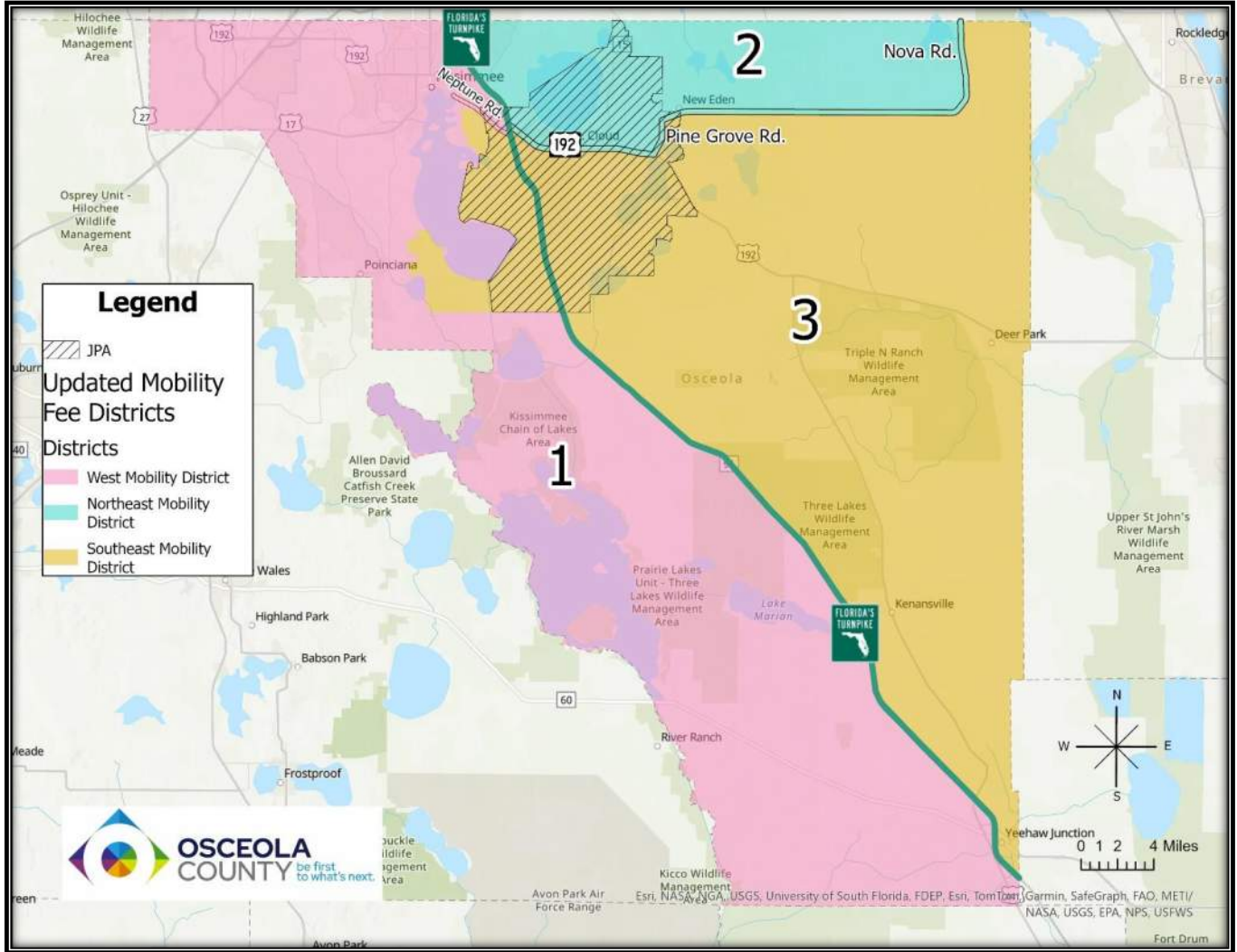
- The “Northeast” Mobility District (Area “2”) is the sector located east of the Florida’s Turnpike, north of the US 192 to Pine Grove to Nova Road, and includes Pine Grove and Nova Road right-of-way.
  - The portion of this district within the JPA Boundary will split the mobility fee between the City of St. Cloud and the County based on the percentage of lane miles that each entity is ultimately responsible for within the JPA using the County Road System and City Street System

### **Southeastern Mobility District**

- The “Southeast” Mobility District (Area “3”) is the sector located east of the Florida’s Turnpike, south of US 192 to Pine Grove Road to Nova Road. With the update of this report, a restructure of the district boundary was completed, and the South of Lake Toho (SLT) and East of Lake Toho (ELT) Planning Areas were added to the Southeast Mobility District. The characteristics of the transportation network in the SLT and the ELT are more similar to the Southeast Mobility District than the West Mobility District, and ongoing concerns with respect to tracking credits and mobility fees within the SLT Planning Area due to the fact that it crosses the Turnpike and falls under two different mobility districts caused this boundary restructure to be completed. SLT and ELT development patterns and traffic patterns will introduce additional crossings of the Turnpike, which already has crossings between mobility fee districts. The crossing of the Turnpike will only be applicable within the specific limit of the Southeast Mobility District. Further justification for crossing the Turnpike with this boundary reconstruction can be found in the re-districting memo (Appendix BB).
  - The portion of this district within the JPA Boundary will split the mobility fee between the City of St. Cloud and the County based on the percentage of lane miles that each entity is ultimately responsible for within the JPA using the County Road System and City Street System

Figure 3 shows these mobility districts graphically.

Figure 3: Mobility Fee Districts







## 8. Mobility Fee Example Calculation

An example fee calculation is provided in this section for the Single-Family Residential land use category (ITE 210) if it is annexed and located within the JPA Boundary, as well as an example if it is located outside of the JPA using information from the proposed Mobility Fee schedule.

### Residential (inside of JPA)

*A Single – Family dwelling unit (DU) residential development (ITE 210)*

$$\text{Mobility Fee (County)} = \text{PMT}_{\text{per land use}} * (\text{PMC}_{\text{rate, county}} - \text{PMC}_{\text{credit, county}})$$

$$\text{Mobility Fee (County)} = 37.22 * (\$234.83 - \$165.93) = \$2,564.54$$

$$\text{Mobility Fee (City)} = \text{PMT}_{\text{per land use}} * (\text{PMC}_{\text{rate, city}} - \text{PMC}_{\text{credit, city}})$$

$$\text{Mobility Fee (City)} = 37.22 * (\$514.38 - \$124.92) = \$14,495.67$$

$$\text{Mobility Fee (Total)} = \$17,060.21$$

Since this development was annexed and located within the JPA, the mobility fee will be collected by the City of St. Cloud and for calculation purposes is split between the County and City based on maintenance responsibility. The PMC rates for the County and the City are split based on the percentage of lane miles that each agency is ultimately responsible for maintaining within the JPA using the County Road System and City Street System. The PMC rates for the County and the City will not change within the JPA, while the PMT per land use will change based on the land use code.

### Residential (outside of JPA)

*A Single – Family dwelling unit (DU) residential development (ITE 210)*

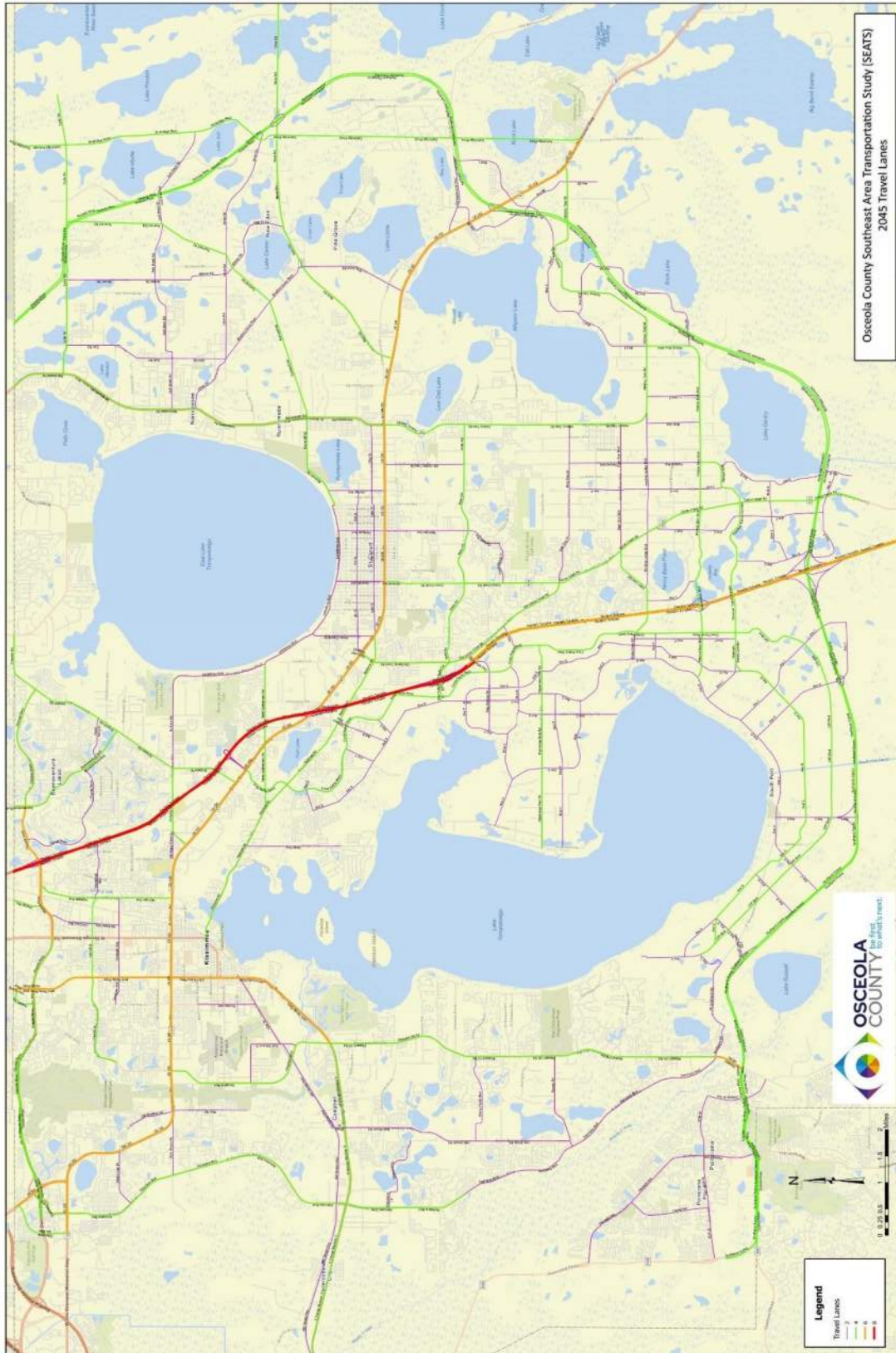
$$\text{Mobility Fee (Total)} = \text{PMT}_{\text{per land use}} * (\text{PMC}_{\text{rate, general}} - \text{PMC}_{\text{credit}})$$

$$\text{Mobility Fee (Total)} = 37.22 * (\$749.22 - \$165.93) = \$21,710.14$$

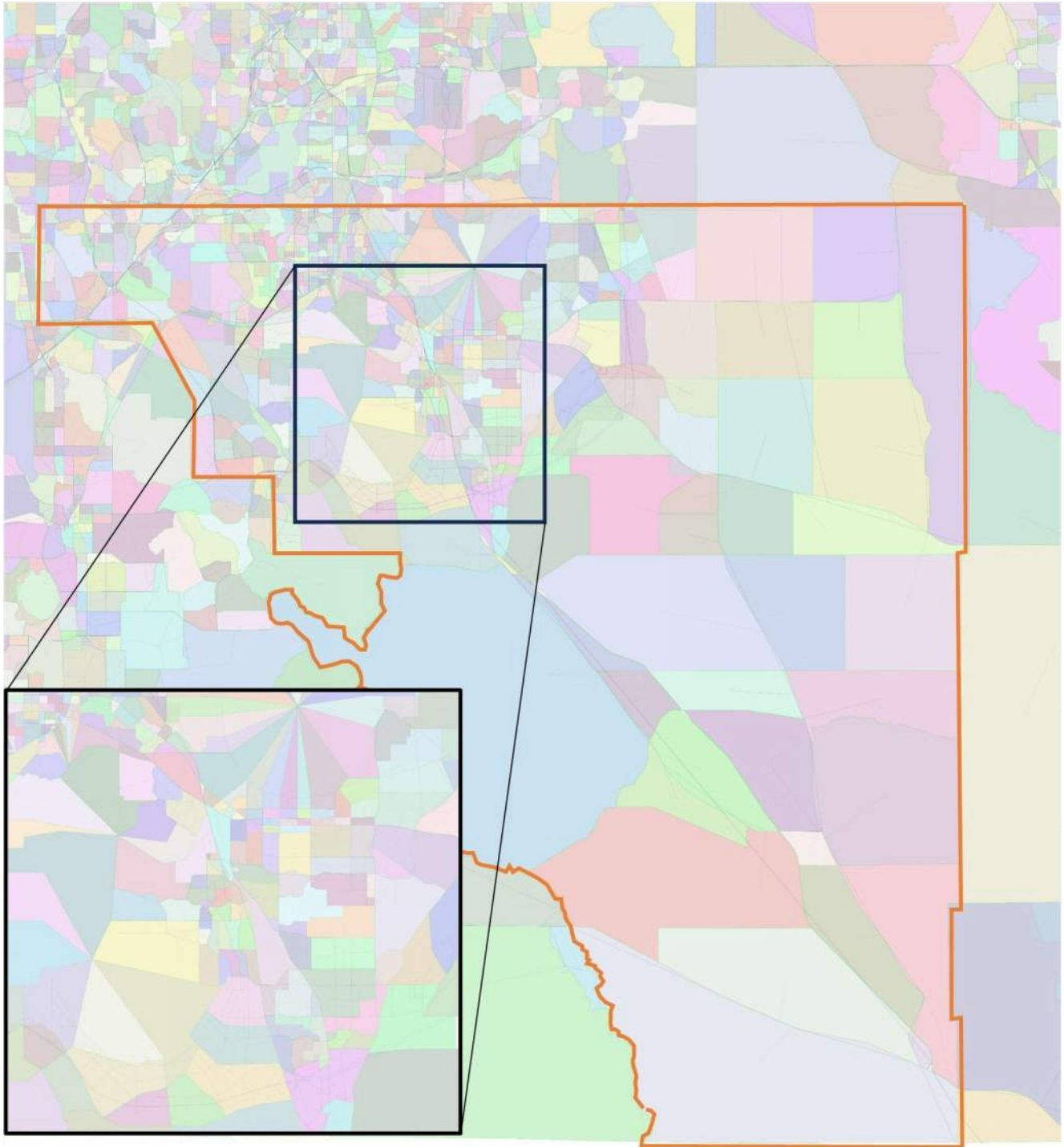
### Map A: 2024 Roadway Network Capacity Report Count Locations



### Map B: 2045 SEATS CFRPM v7 Roadway Network



### Map C: 2045 SEATS CFRPM v7 TAZ Structure



Legend



Osceola County Boundary

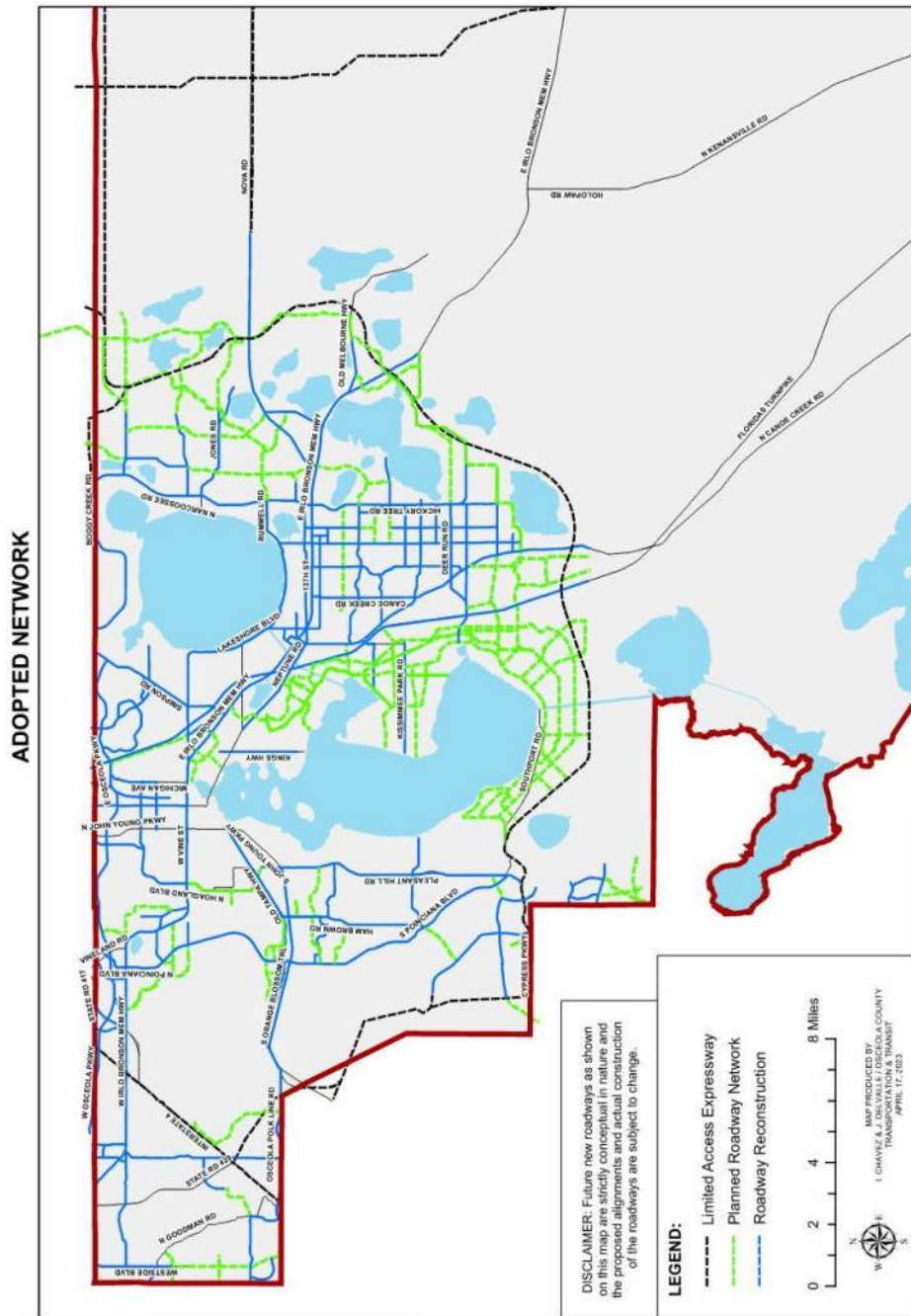
## SEATS 2045 TAZ Structure



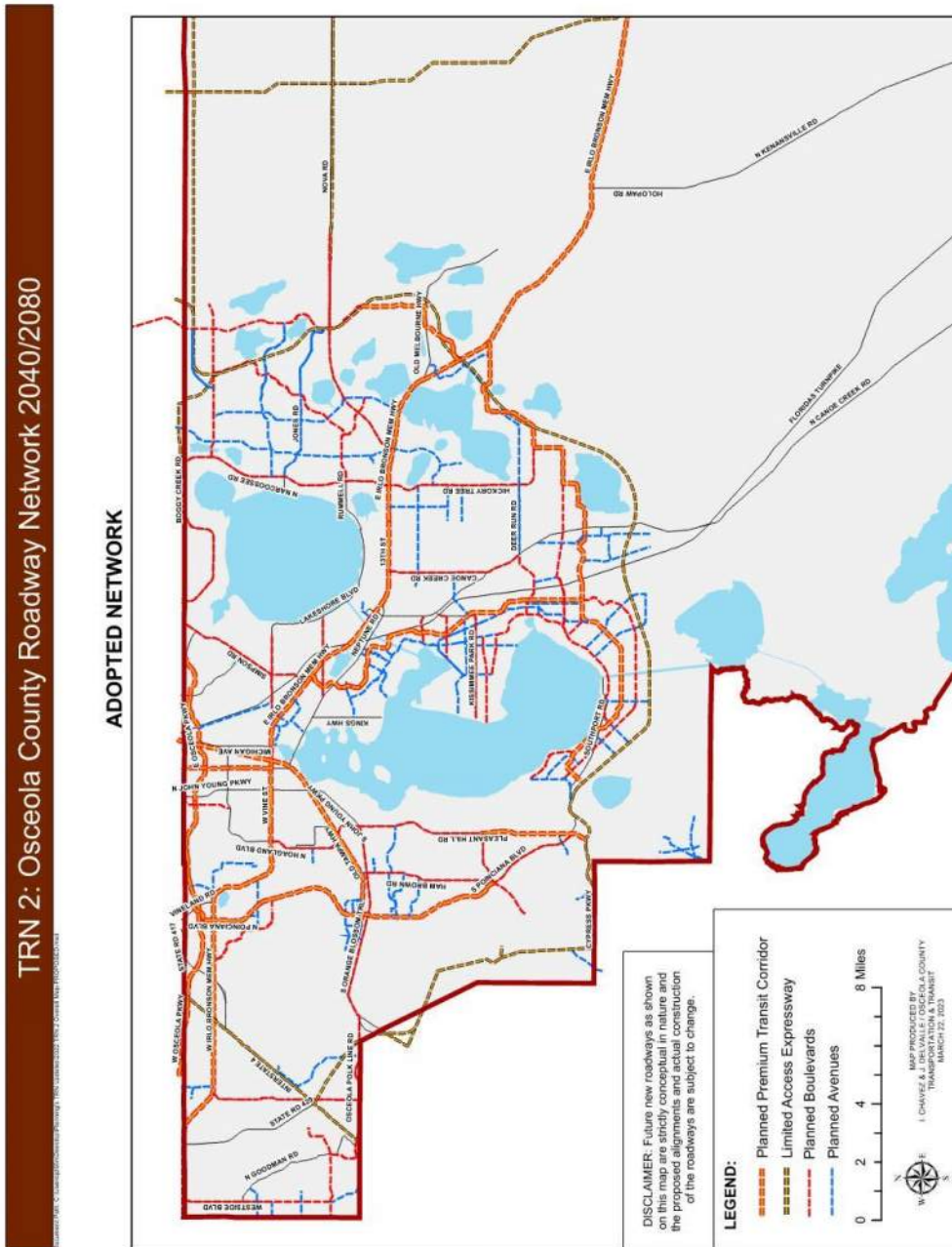


Map D: TRN 1

TRN 1: Osceola County Roadway Network 2040/2080

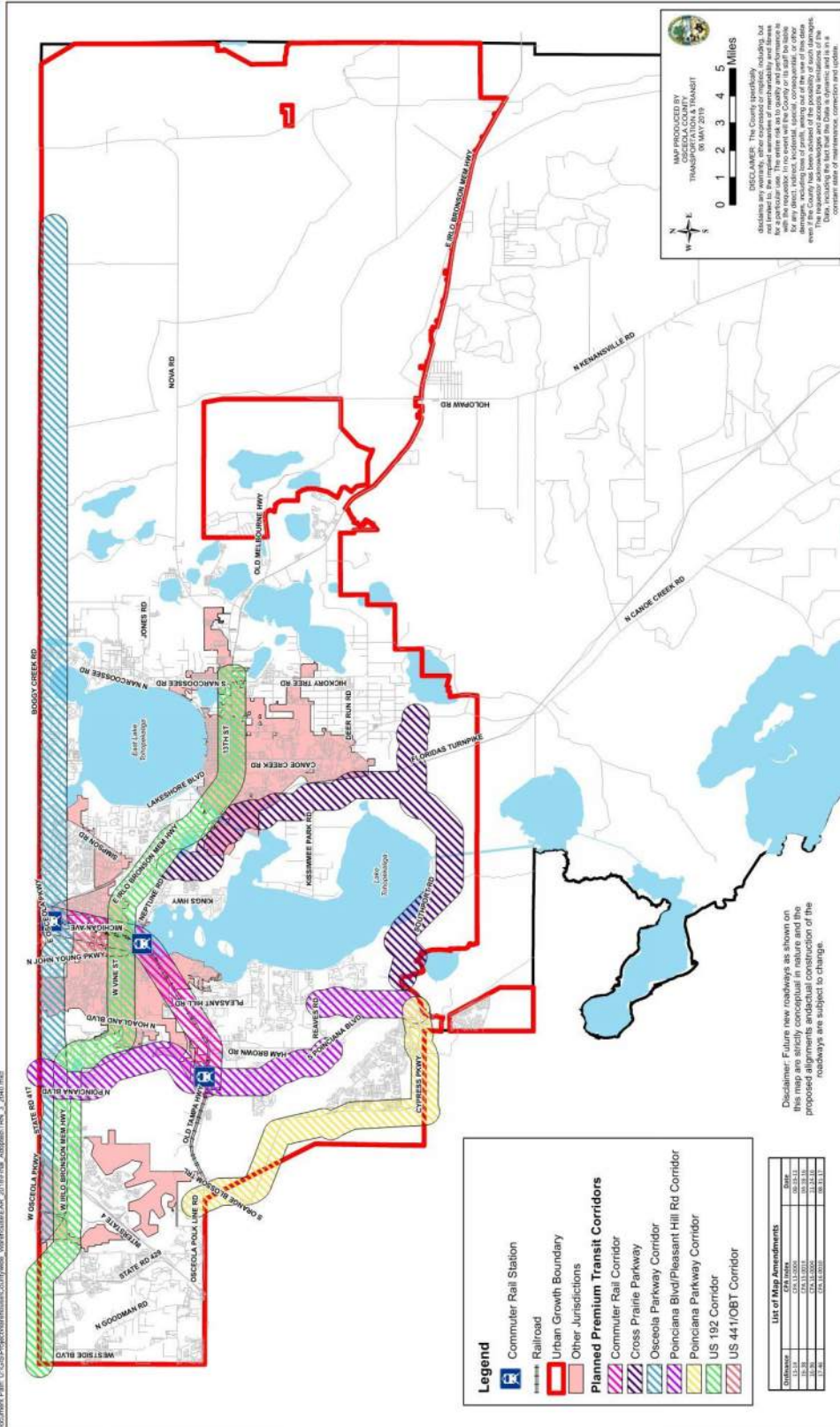


Map E: TRN 2



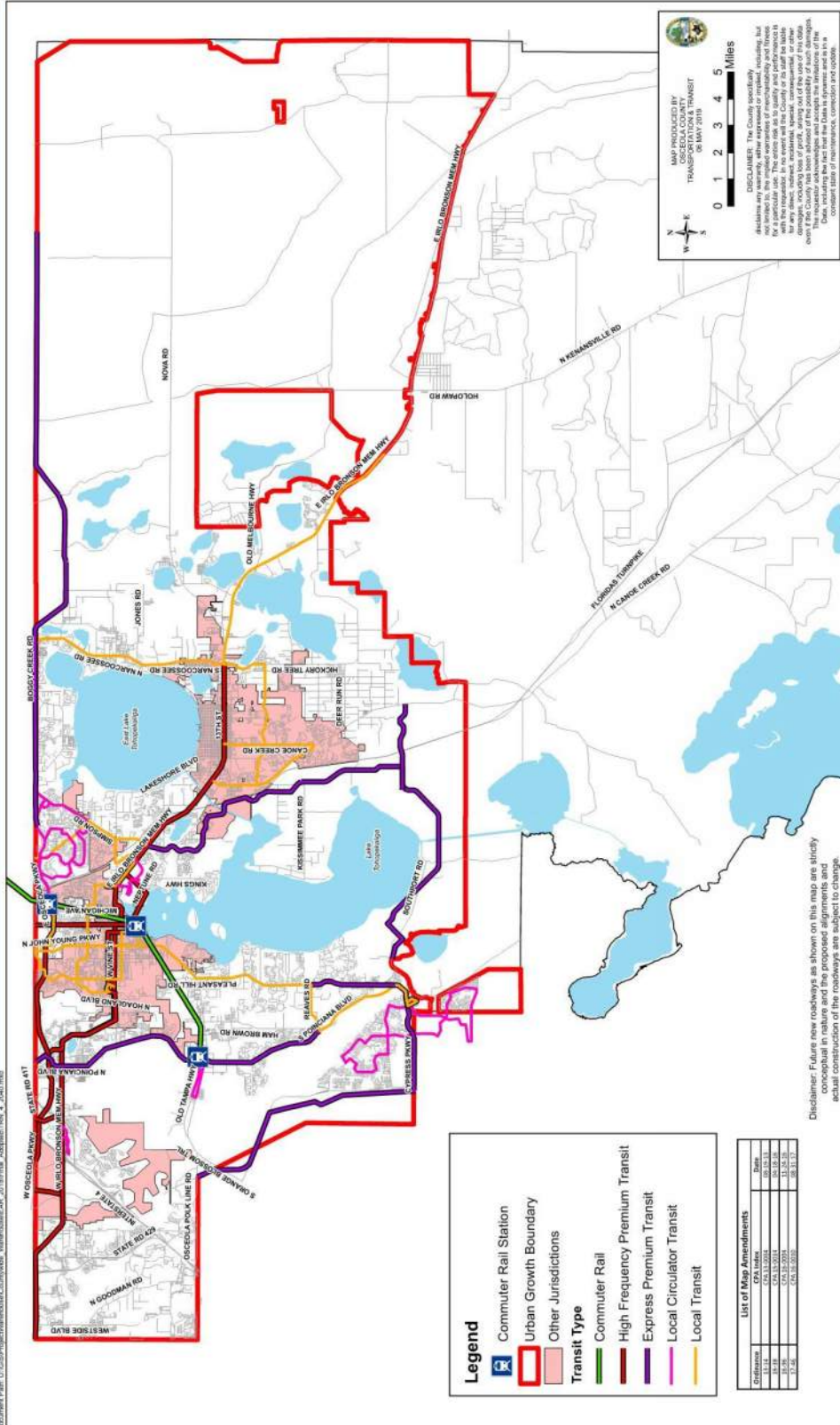
Map F: TRN 3

TRN 3: Premium Transit Corridors - 2040



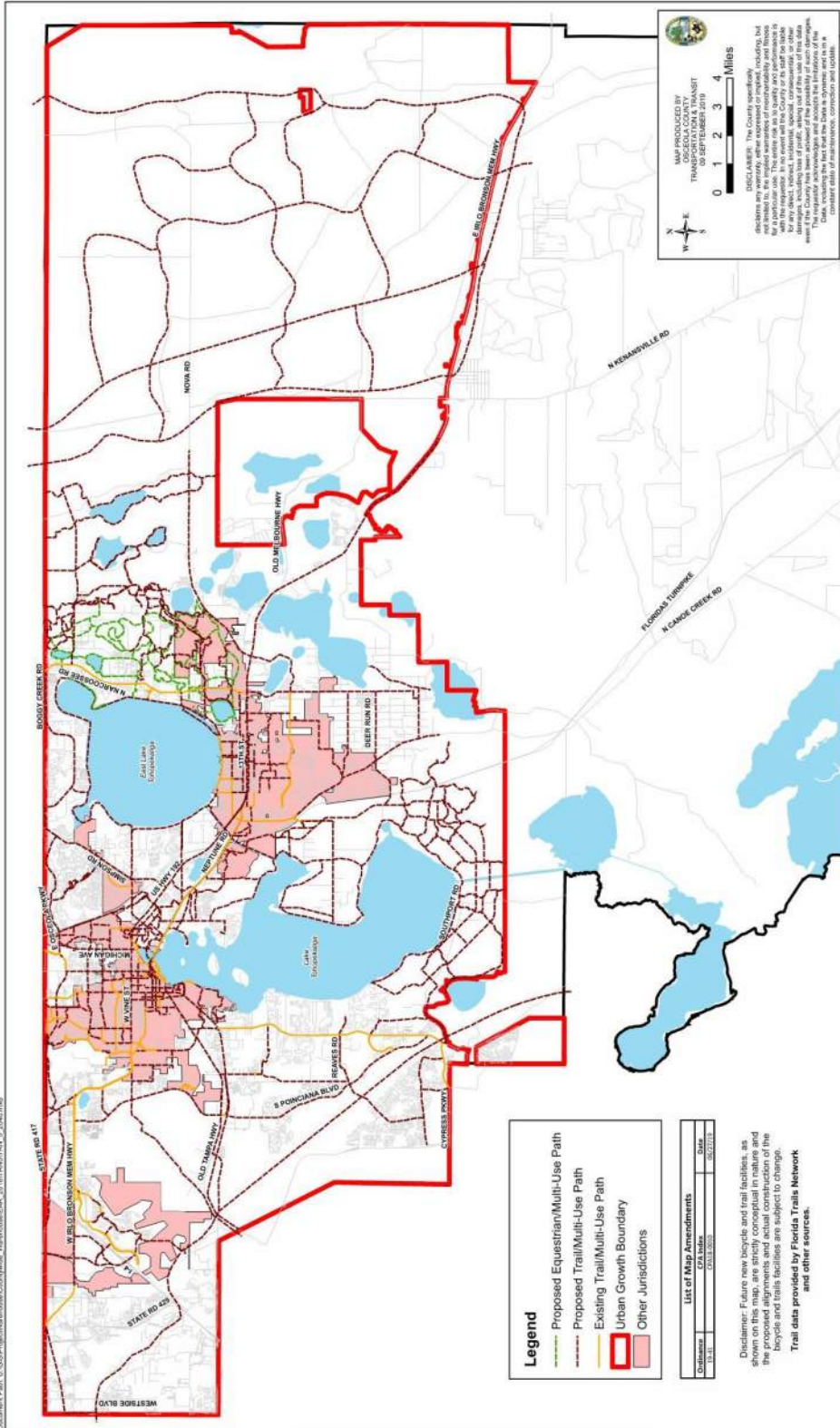
Map G: TRN 4

TRN 4: Transit System - 2040



Map H: TRN 5

TRN 5: Bicycle and Trail Facilities - 2040



Document Path: U:\GIS\Projects\Transportation\Countdown\MapDocs\MapH\TRN\_5\_2040.mxd

**Legend**

- Proposed Equestrian/Multi-Use Path
- Proposed Trail/Multi-Use Path
- Existing Trail/Multi-Use Path
- Urban Growth Boundary
- Other Jurisdictions

Outlook	List of Map Amendments	Date
10-11	Initial	05/27/23
12-13	2024 Update	02/27/24

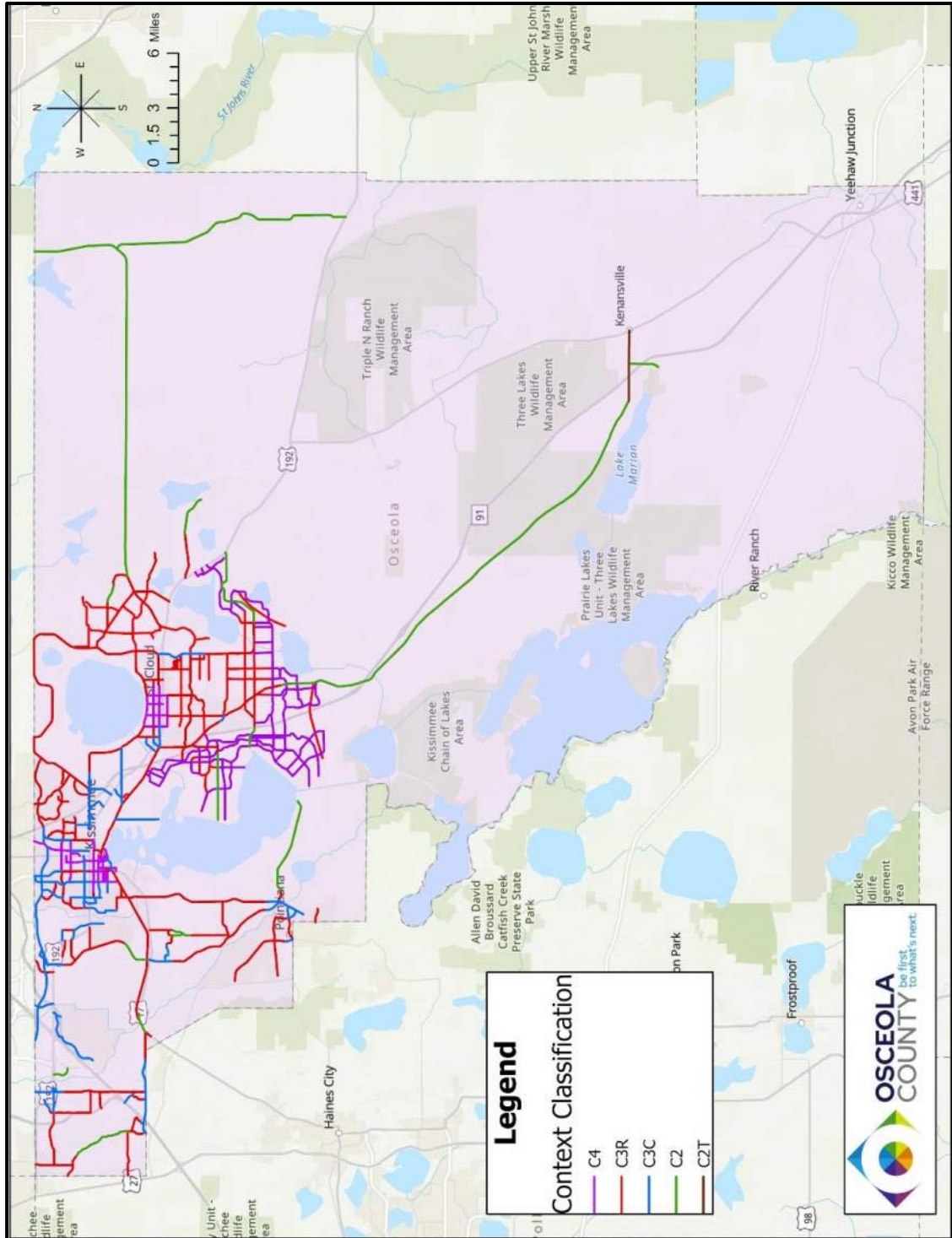
Disclaimer: Future new bicycle and trail facilities, as shown on this map, are strictly conceptual in nature and the proposed alignments and actual construction of the bicycle and trails facilities are subject to change.  
Trail data provided by Florida Trails Network and other sources.

OSCEOLA COUNTY  
TRANSPORTATION & TRANSIT

0 1 2 3 4 Miles

Disclaimer: This map is for informational purposes only. It does not constitute a contract or any other legal instrument. The County and the City of St. Cloud are not responsible for any errors or omissions in this map. The County and the City of St. Cloud are not liable for any damages, including loss of profit, arising out of the use of this map. The information on this map is based on the best available data. The County and the City of St. Cloud are not responsible for any errors or omissions in this map. The County and the City of St. Cloud are not liable for any damages, including loss of profit, arising out of the use of this map. The information on this map is based on the best available data.

### Map I: Osceola County Existing and Planned Context Classification





## Appendix A – Florida House of Representatives HB 337



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ENROLLED

CS/CS/CS/HB 337

2021 Legislature

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An act relating to impact fees; amending s. 163.31801, F.S.; defining the terms "infrastructure" and "public facilities"; requiring local governments and special districts to credit against the collection of impact fees any contribution related to public facilities or infrastructure; providing conditions under which credits may not be applied; providing limitations on impact fee increases; providing for retroactive operation; requiring specified entities to submit an affidavit attesting that impact fees were appropriately collected and expended; providing that impact fee credits are assignable and transferable regardless of when they the credits were established; requiring school districts to report specified information regarding impact fees; providing a directive to the Division of Law Revision; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 163.31801, Florida Statutes, is amended to read:  
163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.-





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2021 Legislature

26 (1) This section may be cited as the "Florida Impact Fee  
27 Act."

28 (2) The Legislature finds that impact fees are an  
29 important source of revenue for a local government to use in  
30 funding the infrastructure necessitated by new growth. The  
31 Legislature further finds that impact fees are an outgrowth of  
32 the home rule power of a local government to provide certain  
33 services within its jurisdiction. Due to the growth of impact  
34 fee collections and local governments' reliance on impact fees,  
35 it is the intent of the Legislature to ensure that, when a  
36 county or municipality adopts an impact fee by ordinance or a  
37 special district adopts an impact fee by resolution, the  
38 governing authority complies with this section.

39 (3) For purposes of this section, the term:

40 (a) "Infrastructure" means a fixed capital expenditure or  
41 fixed capital outlay, excluding the cost of repairs or  
42 maintenance, associated with the construction, reconstruction,  
43 or improvement of public facilities that have a life expectancy  
44 of at least 5 years; related land acquisition, land improvement,  
45 design, engineering, and permitting costs; and other related  
46 construction costs required to bring the public facility into  
47 service. The term also includes a fire department vehicle, an  
48 emergency medical service vehicle, a sheriff's office vehicle, a  
49 police department vehicle, a school bus as defined in s.  
50 1006.25, and the equipment necessary to outfit the vehicle or



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51 bus for its official use. For independent special fire control  
52 districts, the term includes new facilities as defined in s.  
53 191.009(4).

54 (b) "Public facilities" has the same meaning as in s.  
55 163.3164 and includes emergency medical, fire, and law  
56 enforcement facilities.

57 (4)(3) At a minimum, each local government that adopts and  
58 collects an impact fee by ordinance and each special district  
59 that adopts, collects, and administers an impact fee by  
60 resolution must ~~an impact fee adopted by ordinance of a county~~  
61 ~~or municipality or by resolution of a special district must~~  
62 ~~satisfy all of the following conditions:~~

63 (a) Ensure that the calculation of the impact fee ~~is~~ must  
64 ~~be~~ based on the most recent and localized data.

65 (b) ~~The local government must~~ Provide for accounting and  
66 reporting of impact fee collections and expenditures and. ~~If a~~  
67 ~~local governmental entity imposes an impact fee to address its~~  
68 ~~infrastructure needs, the entity must~~ account for the revenues  
69 and expenditures of such impact fee in a separate accounting  
70 fund.

71 (c) Limit administrative charges for the collection of  
72 impact fees ~~must be limited~~ to actual costs.

73 (d) ~~The local government must~~ Provide notice at least ~~not~~  
74 ~~less than~~ 90 days before the effective date of an ordinance or  
75 resolution imposing a new or increased impact fee. A local



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76 ~~government county or municipality~~ is not required to wait 90  
77 days to decrease, suspend, or eliminate an impact fee. Unless  
78 the result is to reduce the total mitigation costs or impact  
79 fees imposed on an applicant, new or increased impact fees may  
80 not apply to current or pending permit applications submitted  
81 before the effective date of ~~an ordinance or resolution imposing~~  
82 a new or increased impact fee.

83 (e) Ensure that collection of the impact fee may not be  
84 required to occur earlier than the date of issuance of the  
85 building permit for the property that is subject to the fee.

86 (f) Ensure that the impact fee ~~is must be~~ proportional and  
87 reasonably connected to, or has ~~have~~ a rational nexus with, the  
88 need for additional capital facilities and the increased impact  
89 generated by the new residential or commercial construction.

90 (g) Ensure that the impact fee ~~is must be~~ proportional and  
91 reasonably connected to, or has ~~have~~ a rational nexus with, the  
92 expenditures of the funds collected and the benefits accruing to  
93 the new residential or nonresidential construction.

94 (h) ~~The local government must~~ Specifically earmark funds  
95 collected under the impact fee for use in acquiring,  
96 constructing, or improving capital facilities to benefit new  
97 users.

98 (i) Ensure that revenues generated by the impact fee are  
99 ~~may not be~~ used, in whole or in part, to pay existing debt or  
100 for previously approved projects unless the expenditure is



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101 reasonably connected to, or has a rational nexus with, the  
102 increased impact generated by the new residential or  
103 nonresidential construction.

104 (5) (a) ~~(4)~~ Notwithstanding any charter provision,  
105 comprehensive plan policy, ordinance, development order,  
106 development permit, or resolution, the local government or  
107 special district must credit against the collection of the  
108 impact fee any contribution, whether identified in a  
109 proportionate share agreement or other form of exaction, related  
110 to public ~~education~~ facilities or infrastructure, including land  
111 dedication, site planning and design, or construction. Any  
112 contribution must be applied on a dollar-for-dollar basis at  
113 fair market value to reduce any ~~education based~~ impact fee  
114 collected for the general category or class of public facilities  
115 or infrastructure for which the contribution was made ~~fees on a~~  
116 ~~dollar for dollar basis at fair market value.~~

117 (b) If a local government or special district does not  
118 charge and collect an impact fee for the general category or  
119 class of public facilities or infrastructure contributed, a  
120 credit may not be applied under paragraph (a).

121 (6) ~~(5)~~ A local government, school district, or special  
122 district may increase an impact fee only as provided in this  
123 subsection.

124 (a) An impact fee may be increased only pursuant to a plan  
125 for the imposition, collection, and use of the increased impact



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126 fees which complies with this section.

127 (b) An increase to a current impact fee rate of not more

128 than 25 percent of the current rate must be implemented in two

129 equal annual increments beginning with the date on which the

130 increased fee is adopted.

131 (c) An increase to a current impact fee rate which exceeds

132 25 percent but is not more than 50 percent of the current rate

133 must be implemented in four equal installments beginning with

134 the date the increased fee is adopted.

135 (d) An impact fee increase may not exceed 50 percent of

136 the current impact fee rate.

137 (e) An impact fee may not be increased more than once

138 every 4 years.

139 (f) An impact fee may not be increased retroactively for a

140 previous or current fiscal or calendar year.

141 (g) A local government, school district, or special

142 district may increase an impact fee rate beyond the phase-in

143 limitations established under paragraph (b), paragraph (c),

144 paragraph (d), or paragraph (e) by establishing the need for

145 such increase in full compliance with the requirements of

146 subsection (4), provided the following criteria are met:

147 1. A demonstrated need study justifying any increase in

148 excess of those authorized in paragraph (b), paragraph (c),

149 paragraph (d), or paragraph (e) has been completed within the 12

150 months before the adoption of the impact fee increase and



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151 expressly demonstrates the extraordinary circumstances  
152 necessitating the need to exceed the phase-in limitations.

153 2. The local government jurisdiction has held not less  
154 than two publicly noticed workshops dedicated to the  
155 extraordinary circumstances necessitating the need to exceed the  
156 phase-in limitations set forth in paragraph (b), paragraph (c),  
157 paragraph (d), or paragraph (e).

158 3. The impact fee increase ordinance is approved by at  
159 least a two-thirds vote of the governing body.

160 (h) This subsection operates retroactively to January 1,  
161 2021.

162 (7) If an impact fee is increased a local government  
163 increases its impact fee rates, the holder of any impact fee  
164 credits, whether such credits are granted under s. 163.3180, s.  
165 380.06, or otherwise, which were in existence before the  
166 increase, is entitled to the full benefit of the intensity or  
167 density prepaid by the credit balance as of the date it was  
168 first established. This subsection shall operate prospectively  
169 and not retrospectively.

170 (8)(6) A local government, school district, or special  
171 district must submit with its annual financial report required  
172 under s. 218.32 or its financial audit report required under s.  
173 218.39 a separate affidavit signed by its chief financial  
174 officer or, if there is no chief financial officer, its  
175 executive officer attesting, to the best of his or her



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176 knowledge, that all impact fees were collected and expended by  
 177 the local government, school district, or special district, or  
 178 were collected and expended on its behalf, in full compliance  
 179 with the spending period provision in the local ordinance or  
 180 resolution, and that funds expended from each impact fee account  
 181 were used only to acquire, construct, or improve specific  
 182 infrastructure needs ~~Audits of financial statements of local~~  
 183 ~~governmental entities and district school boards which are~~  
 184 ~~performed by a certified public accountant pursuant to s. 218.39~~  
 185 ~~and submitted to the Auditor General must include an affidavit~~  
 186 ~~signed by the chief financial officer of the local governmental~~  
 187 ~~entity or district school board stating that the local~~  
 188 ~~governmental entity or district school board has complied with~~  
 189 ~~this section.~~

190 (9) ~~(7)~~ In any action challenging an impact fee or the  
 191 government's failure to provide required dollar-for-dollar  
 192 credits for the payment of impact fees as provided in s.  
 193 163.3180(6)(h)2.b., the government has the burden of proving by  
 194 a preponderance of the evidence that the imposition or amount of  
 195 the fee or credit meets the requirements of state legal  
 196 precedent and this section. The court may not use a deferential  
 197 standard for the benefit of the government.

198 (10) ~~(8)~~ Impact fee credits are assignable and transferable  
 199 at any time after establishment from one development or parcel  
 200 to any other that is within the same impact fee zone or impact



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201 fee district or that is within an adjoining impact fee zone or  
202 impact fee district within the same local government  
203 jurisdiction and which receives benefits from the improvement or  
204 contribution that generated the credits. This subsection applies  
205 to all impact fee credits regardless of whether the credits were  
206 established before or after the effective date of this act.

207 ~~(11)(9)~~ A county, municipality, or special district may  
208 provide an exception or waiver for an impact fee for the  
209 development or construction of housing that is affordable, as  
210 defined in s. 420.9071. If a county, municipality, or special  
211 district provides such an exception or waiver, it is not  
212 required to use any revenues to offset the impact.

213 ~~(12)(10)~~ This section does not apply to water and sewer  
214 connection fees.

215 ~~(13)(11)~~ In addition to the items that must be reported in  
216 the annual financial reports under s. 218.32, a local  
217 government, school district ~~county, municipality,~~ or special  
218 district must report all of the following information ~~data~~ on  
219 all impact fees charged:

220 (a) The specific purpose of the impact fee, including the  
221 specific infrastructure needs to be met, including, but not  
222 limited to, transportation, parks, water, sewer, and schools.

223 (b) The impact fee schedule policy describing the method  
224 of calculating impact fees, such as flat fees, tiered scales  
225 based on number of bedrooms, or tiered scales based on square





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226 | footage.

227 |       (c) The amount assessed for each purpose and for each type  
228 | of dwelling.

229 |       (d) The total amount of impact fees charged by type of  
230 | dwelling.

231 |       (e) Each exception and waiver provided for construction or  
232 | development of housing that is affordable.

233 |       Section 2. The Division of Law Revision is directed to  
234 | replace the phrase "the effective date of this act" wherever it  
235 | occurs in this act with the date the act becomes a law.

236 |       Section 3. This act shall take effect upon becoming a law.



## Appendix B – Florida Statute 163.31801



Select Year: 2023

## The 2023 Florida Statutes (including Special Session C)

<a href="#">Title XI</a>	<a href="#">Chapter 163</a>	<a href="#">View Entire Chapter</a>
COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS	INTERGOVERNMENTAL PROGRAMS	

### 163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on the most recent and localized data.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.



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(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district must credit against the collection of the impact fee any contribution, whether identified in a proportionate share agreement or other form of exaction, related to public facilities or infrastructure, including land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. [163.3180](#), s. [380.06](#), or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. [218.32](#) or its financial audit report required under s. [218.39](#) a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.



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(9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. ~~163.3180~~(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. ~~420.9071~~. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. ~~218.32~~, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63.

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## Appendix C – Senate Bill 102



D. State Tax or Fee Increases:

None.

E. Other Constitutional Issues:

None.

V. Fiscal Impact Statement:

A. Tax/Fee Issues:

The REC made the following estimates for the specified bill provisions:

- The sales tax refund for building materials will reduce General Revenue Fund receipts by \$31.9 beginning in Fiscal Year 2023-2024, and will reduce local government revenues by \$8.9 million beginning in Fiscal Year 2023-2024.
- Increasing the Community Contribution Tax Credit cap will reduce General Revenue Fund receipts by \$8.4 million beginning in Fiscal Year 2023-2024, and will reduce local government revenues by \$2.1 million beginning in Fiscal Year 2023-2024.
- The Live Local Program will reduce General Revenue receipts by \$50 million in Fiscal Year 2023-2024 and by \$100 million in future years.
- The property tax exemption for certain lands leased for affordable housing will reduce local property tax revenues by \$8.5 million beginning in Fiscal Year 2023-2024.
- The local option affordable housing property tax exemption will have an indeterminate reduction to local property tax revenue.
- The General Revenue service charge redirect will reduce General Revenue Fund receipts by \$150 million beginning in Fiscal Year 2023-2024 and will increase State Housing Trust Fund receipts by \$150 million beginning in Fiscal Year 2023-2024.

The REC has not yet estimated the impact of the property tax exemption for newly constructed or substantially renovated multi-family rental units used to provide affordable housing.

B. Private Sector Impact:

Developers of multifamily housing should see a reduction in bureaucracy, and an increase in the amount of property available, for residential development relating to housing projects which qualify for the density, height, and zoning preemptions. Developers will also benefit from tax exemption portions of the legislation, and increased funding to FHFC.

Individuals may benefit from a resulting increase in income-limited units, overall housing production increases, and downpayment assistance eligibility.



**C. Government Sector Impact:**

Local governments may incur expenditures and lost revenues in implementing the bill with regards to updating inventory lists of publicly owned land, publishing certain procedures and regulations electronically, and administering new ad valorem tax exemptions. Local governments may benefit from the expansion of the Community Contribution Tax Credit Program, the locally held land leasing provisions, and SHIP funding.

Certain components of the bill, specifically the General Revenue service charge redirection and Live Local program, have the neutral effect of reducing general revenue while increasing funding to FHFC programs.

The DOR and FHFC will face costs related to administration of various provisions of the bill.

The bill makes the following appropriations to the FHFC:

- \$100 million in non-recurring funds from the General Revenue Fund to implement the Florida Hometown Hero Program;
- \$252 million in non-recurring funds from the Local Government Housing Trust Fund for the SHIP program;
- \$150 million in recurring funds from the State Housing Trust Fund for the purpose of implementing section 30 of the bill, related to SAIL project funding derived from a redirected General Revenue service charge;
- \$109 million in non-recurring funds from the State Housing Trust Fund for the SAIL program; and
- \$100 million in non-recurring funds from the General Revenue Fund to implement a competitive loan program to alleviate inflation-related cost increases for FHFC-approved multifamily projects that have not yet commenced construction.<sup>170</sup>

**VI. Technical Deficiencies:**

None.

**VII. Related Issues:**

None.

**VIII. Statutes Affected:**

This bill substantially amends or creates the following sections of the Florida Statutes: 125.0103, 125.01055, 125.379, 166.04151, 166.043, 166.0451, 196.1978, 196.1979, 201.15, 212.08,

<sup>170</sup> FHFC currently maintains such an effort through a program called the Construction Housing Inflation Response Program (CHIRP), which sets aside funding for projects that were previously awarded SAIL funding but risk failure due to acutely rising construction costs. See FHFC, *Construction Housing Inflation Response Program (CHIRP)*, April 29, 2022, available at [https://www.floridahousing.org/docs/default-source/programs/competitive/2022/2022--chirp/4-29-22-board-presentation-re-chirp-\(1\).pdf?sfvrsn=c94cf57b\\_0](https://www.floridahousing.org/docs/default-source/programs/competitive/2022/2022--chirp/4-29-22-board-presentation-re-chirp-(1).pdf?sfvrsn=c94cf57b_0) (last visited January 19, 2023). This provision takes effect upon the bill becoming a law.





## Appendix D – Florida Statute 166.04151



Select Year: 2023

## The 2023 Florida Statutes (including Special Session C)

[Title XII](#)  
MUNICIPALITIES

[Chapter 166](#)  
MUNICIPALITIES

[View Entire Chapter](#)

### 166.04151 Affordable housing.—

(1) Notwithstanding any other provision of law, a municipality may adopt and maintain in effect any law, ordinance, rule, or other measure that is adopted for the purpose of increasing the supply of affordable housing using land use mechanisms such as inclusionary housing or linkage fee ordinances.

(2) An inclusionary housing ordinance may require a developer to provide a specified number or percentage of affordable housing units to be included in a development or allow a developer to contribute to a housing fund or other alternatives in lieu of building the affordable housing units.

(3) An affordable housing linkage fee ordinance may require the payment of a flat or percentage-based fee, whether calculated on the basis of the number of approved dwelling units, the amount of approved square footage, or otherwise.

(4) In exchange for a developer fulfilling the requirements of subsection (2) or, for residential or mixed-use residential development, the requirements of subsection (3), a municipality must provide incentives to fully offset all costs to the developer of its affordable housing contribution or linkage fee. Such incentives may include, but are not limited to:

(a) Allowing the developer density or intensity bonus incentives or more floor space than allowed under the current or proposed future land use designation or zoning;

(b) Reducing or waiving fees, such as impact fees or water and sewer charges; or

(c) Granting other incentives.

<sup>1</sup>(5) Subsection (4) does not apply in an area of critical state concern, as designated by s. [380.0552](#) or chapter 28-36, Florida Administrative Code.

<sup>1</sup>(6) Notwithstanding any other law or local ordinance or regulation to the contrary, the governing body of a municipality may approve the development of housing that is affordable, as defined in s. [420.0004](#), including, but not limited to, a mixed-use residential development, on any parcel zoned for commercial or industrial use, so long as at least 10 percent of the units included in the project are for housing that is affordable. The provisions of this subsection are self-executing and do not require the governing body to adopt an ordinance or a regulation before using the approval process in this subsection.

<sup>1</sup>(7)(a) A municipality must authorize multifamily and mixed-use residential as allowable uses in any area zoned for commercial, industrial, or mixed use if at least 40 percent of the residential units in a proposed multifamily rental development are, for a period of at least 30 years, affordable as defined in s. [420.0004](#). Notwithstanding any other law, local ordinance, or regulation to the contrary, a municipality may not require a proposed multifamily development to obtain a zoning or land use change, special exception, conditional use approval, variance, or comprehensive plan amendment for the building height, zoning, and densities authorized under this subsection. For mixed-use residential projects, at least 65 percent of the total square footage must be used for residential purposes.

(b) A municipality may not restrict the density of a proposed development authorized under this subsection below the highest allowed density on any land in the municipality where residential development is allowed.

(c) A municipality may not restrict the height of a proposed development authorized under this subsection below the highest currently allowed height for a commercial or residential development located in its jurisdiction



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within 1 mile of the proposed development or 3 stories, whichever is higher.

(d) A proposed development authorized under this subsection must be administratively approved and no further action by the governing body of the municipality is required if the development satisfies the municipality's land development regulations for multifamily developments in areas zoned for such use and is otherwise consistent with the comprehensive plan, with the exception of provisions establishing allowable densities, height, and land use. Such land development regulations include, but are not limited to, regulations relating to setbacks and parking requirements.

(e) A municipality must consider reducing parking requirements for a proposed development authorized under this subsection if the development is located within one-half mile of a major transit stop, as defined in the municipality's land development code, and the major transit stop is accessible from the development.

(f) A municipality that designates less than 20 percent of the land area within its jurisdiction for commercial or industrial use must authorize a proposed multifamily development as provided in this subsection in areas zoned for commercial or industrial use only if the proposed multifamily development is mixed-use residential.

(g) Except as otherwise provided in this subsection, a development authorized under this subsection must comply with all applicable state and local laws and regulations.

(h) This subsection does not apply to property defined as recreational and commercial working waterfront in s. [342.201\(2\)\(b\)](#) in any area zoned as industrial.

(i) This subsection expires October 1, 2033.

History.—s. 15, ch. 2001-252; s. 9, ch. 2019-165; s. 6, ch. 2020-27; s. 2, ch. 2022-176; s. 5, ch. 2023-17.

<sup>1</sup> Note.—Section 43, ch. 2023-17, provides:

“(1) The Department of Revenue is authorized, and all conditions are deemed met, to adopt emergency rules under s. 120.54(4), Florida Statutes, for the purpose of implementing provisions related to the Live Local Program created by this act. Notwithstanding any other law, emergency rules adopted under this section are effective for 6 months after adoption and may be renewed during the pendency of procedures to adopt permanent rules addressing the subject of the emergency rules.

“(2) This section expires July 1, 2026.”



## Appendix E – Florida Statute 334.03



Select Year: 2023

## The 2023 Florida Statutes (including Special Session C)

[Title XXVI](#)

[Chapter 334](#)

[View Entire Chapter](#)

PUBLIC TRANSPORTATION

TRANSPORTATION ADMINISTRATION

**334.03 Definitions.**—When used in the Florida Transportation Code, the term:

- (1) “Arterial road” means a route providing service which is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States numbered highway is an arterial road.
- (2) “Bridge” means a structure, including supports, erected over a depression or an obstruction, such as water or a highway or railway, and having a track or passageway for carrying traffic as defined in chapter 316 or other moving loads.
- (3) “City street system” means all local roads within a municipality, and all collector roads inside that municipality, which are not in the county road system.
- (4) “Collector road” means a route providing service which is of relatively moderate average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.
- (5) “Commissioners” means the governing body of a county.
- (6) “Consolidated metropolitan statistical area” means two or more metropolitan statistical areas that are socially and economically interrelated as defined by the United States Bureau of the Census.
- (7) “Controlled access facility” means a street or highway to which the right of access is highly regulated by the governmental entity having jurisdiction over the facility in order to maximize the operational efficiency and safety of the high-volume through traffic utilizing the facility. Owners or occupants of abutting lands and other persons have a right of access to or from such facility at such points only and in such manner as may be determined by the governmental entity.
- (8) “County road system” means all collector roads in the unincorporated areas of a county and all extensions of such collector roads into and through any incorporated areas, all local roads in the unincorporated areas, and all urban minor arterial roads not in the State Highway System.
- (9) “Department” means the Department of Transportation.
- (10) “Functional classification” means the assignment of roads into systems according to the character of service they provide in relation to the total road network using procedures developed by the Federal Highway Administration.
- (11) “Governmental entity” means a unit of government, or any officially designated public agency or authority of a unit of government, that has the responsibility for planning, construction, operation, or maintenance or jurisdiction over transportation facilities; the term includes the Federal Government, the state government, a county, an incorporated municipality, a metropolitan planning organization, an expressway or transportation authority, a road and bridge district, a special road and bridge district, and a regional governmental unit.
- (12) “Limited access facility” means a street or highway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no right or easement of access, light, air, or view by reason of the fact that their property abuts upon such limited access facility or for any other reason. Such highways or streets may be facilities from which trucks, buses, and other commercial vehicles are excluded; or they may be facilities open to use by all customary forms of street and highway traffic.



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(13) “Local governmental entity” means a unit of government with less than statewide jurisdiction, or any officially designated public agency or authority of such a unit of government, that has the responsibility for planning, construction, operation, or maintenance of, or jurisdiction over, a transportation facility; the term includes, but is not limited to, a county, an incorporated municipality, a metropolitan planning organization, an expressway or transportation authority, a road and bridge district, a special road and bridge district, and a regional governmental unit.

(14) “Local road” means a route providing service which is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property.

(15) “Metropolitan area” means a geographic region comprising as a minimum the existing urbanized area and the contiguous area projected to become urbanized within a 20-year forecast period. The boundaries of a metropolitan area may be designated so as to encompass a metropolitan statistical area or a consolidated metropolitan statistical area. If a metropolitan area, or any part thereof, is located within a nonattainment area, the boundaries of the metropolitan area must be designated so as to include the boundaries of the entire nonattainment area, unless otherwise provided by agreement between the applicable metropolitan planning organization and the Governor.

(16) “Metropolitan statistical area” means an area that includes a municipality of 50,000 persons or more, or an urbanized area of at least 50,000 persons as defined by the United States Bureau of the Census, provided that the component county or counties have a total population of at least 100,000.

(17) “Nonattainment area” means an area designated by the United States Environmental Protection Agency, pursuant to federal law, as exceeding national primary or secondary ambient air quality standards for the pollutants carbon monoxide or ozone.

(18) “Periodic maintenance” means activities that are large in scope and require a major work effort to restore deteriorated components of the transportation system to a safe and serviceable condition, including, but not limited to, the repair of large bridge structures, major repairs to bridges and bridge systems, and the mineral sealing of lengthy sections of roadway.

(19) “Person” means any person described in s. 1.01 or any unit of government in or outside the state.

(20) “Right of access” means the right of ingress to a highway from abutting land and egress from a highway to abutting land.

(21) “Right-of-way” means land in which the state, the department, a county, or a municipality owns the fee or has an easement devoted to or required for use as a transportation facility.

(22) “Road” means a way open to travel by the public, including, but not limited to, a street, highway, or alley. The term includes associated sidewalks, the roadbed, the right-of-way, and all culverts, drains, sluices, ditches, water storage areas, waterways, embankments, slopes, retaining walls, bridges, tunnels, and viaducts necessary for the maintenance of travel and all ferries used in connection therewith.

(23) “Routine maintenance” means minor repairs and associated tasks necessary to maintain a safe and efficient transportation system. The term includes: pavement patching; shoulder repair; cleaning and repair of drainage ditches, traffic signs, and structures; mowing; bridge inspection and maintenance; pavement striping; litter cleanup; and other similar activities.

(24) “State Highway System” means the interstate system and all other roads within the state which were under the jurisdiction of the state on June 10, 1995, and roads constructed by an agency of the state for the State Highway System, plus roads transferred to the state’s jurisdiction after that date by mutual consent with another governmental entity, but not including roads so transferred from the state’s jurisdiction. These facilities shall be facilities to which access is regulated.

(25) “State Park Road System” means roads embraced within the boundaries of state parks and state roads leading to state parks, other than roads of the State Highway System, the county road systems, or the city street systems.

(26) “State road” means a street, road, highway, or other way open to travel by the public generally and dedicated to the public use according to law or by prescription and designated by the department, as provided by law, as part of the State Highway System.



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(27) "Structure" means a bridge, viaduct, tunnel, causeway, approach, ferry slip, culvert, toll plaza, gate, or other similar facility used in connection with a transportation facility.

(28) "Sufficiency rating" means the objective rating of a road or section of a road for the purpose of determining its capability to serve properly the actual or anticipated volume of traffic using the road.

(29) "Transportation corridor" means any land area designated by the state, a county, or a municipality which is between two geographic points and which area is used or suitable for the movement of people and goods by one or more modes of transportation, including areas necessary for management of access and securing applicable approvals and permits. Transportation corridors shall contain, but are not limited to, the following:

(a) Existing publicly owned rights-of-way;

(b) All property or property interests necessary for future transportation facilities, including rights of access, air, view, and light, whether public or private, for the purpose of securing and utilizing future transportation rights-of-way, including, but not limited to, any lands reasonably necessary now or in the future for securing applicable approvals and permits, borrow pits, drainage ditches, water retention areas, rest areas, replacement access for landowners whose access could be impaired due to the construction of a future facility, and replacement rights-of-way for relocation of rail and utility facilities.

(30) "Transportation facility" means any means for the transportation of people or property from place to place which is constructed, operated, or maintained in whole or in part from public funds. The term includes the property or property rights, both real and personal, which have been or may be established by public bodies for the transportation of people or property from place to place.

(31) "Urban area" means a geographic region comprising as a minimum the area inside the United States Bureau of the Census boundary of an urban place with a population of 5,000 or more persons, expanded to include adjacent developed areas as provided for by Federal Highway Administration regulations.

(32) "Urban minor arterial road" means a route that generally interconnects with and augments an urban principal arterial road and provides service to trips of shorter length and a lower level of travel mobility. The term includes all arterials not classified as "principal" and contain facilities that place more emphasis on land access than the higher system.

(33) "Urban place" means a geographic region composed of one or more contiguous census tracts that have been found by the United States Bureau of the Census to contain a population density of at least 1,000 persons per square mile.

(34) "Urban principal arterial road" means a route that generally serves the major centers of activity of an urban area, the highest traffic volume corridors, and the longest trip purpose and carries a high proportion of the total urban area travel on a minimum of mileage. Such roads are integrated, both internally and between major rural connections.

(35) "Urbanized area" means a geographic region comprising as a minimum the area inside an urban place of 50,000 or more persons, as designated by the United States Bureau of the Census, expanded to include adjacent developed areas as provided for by Federal Highway Administration regulations. Urban areas with a population of fewer than 50,000 persons which are located within the expanded boundary of an urbanized area are not separately recognized.

(36) "511" or "511 services" means three-digit telecommunications dialing to access interactive voice response telephone traveler information services provided in the state as defined by the Federal Communications Commission in FCC Order No. 00-256, July 31, 2000.

(37) "Interactive voice response" means a software application that accepts a combination of voice telephone input and touch-tone keypad selection and provides appropriate responses in the form of voice, fax, callback, e-mail, and other media.

History.—s. 2, ch. 29965, 1955; ss. 1, 2, ch. 57-318; ss. 1, 2, ch. 63-27; s. 1, ch. 67-43; ss. 23, 35, ch. 69-106; s. 105, ch. 71-377; ss. 5, 17, ch. 77-165; s. 1, ch. 79-357; s. 136, ch. 79-400; s. 1, ch. 83-52; s. 9, ch. 84-309; s. 6, ch. 85-180; s. 9, ch. 88-168; s. 1, ch. 88-224; s. 3, ch. 90-136; s. 2, ch. 93-164; s. 52, ch. 94-237; s. 119, ch. 99-13; s. 6, ch. 99-256; s. 76, ch. 99-385; s. 38, ch. 2003-286; s. 22, ch. 2012-174.



## Appendix F – Updated Construction Costs





Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

FDOT Listback of constructible roadway facilities in Central Florida Region District 51 Final Construction Costs 2023 Report

Table with columns: Minor & Major Collector, Year of Construction, FDOT contract, County, Facility, Letting Dates, Miles, Base Rwy Cost, Cost per mile, Additional Per Mile Construction Costs (2022 NWCJ Approved), Signalization Upgrade, Intermodal Protection, Transit Steps, Transit Vehicle, PE, ROW & CEI, Roadway Construction Cost Per Mile, Total Cost Per Lane Mile, Standard Deviation.

Table with columns: Minor Arterial, Year of Construction, FDOT contract, County, Facility, Letting Dates, Miles, Base Rwy Cost, Cost per mile, Additional Per Mile Construction Costs (2022-2024 NWCJ Approved), Signalization Upgrade, Intermodal Protection, Transit Steps, Transit Vehicle, PE, ROW & CEI, Roadway Construction Cost Per Mile, Total Cost Per Lane Mile, Standard Deviation.

Table with columns: Principal Arterial, Year of Construction, FDOT contract, County, Facility, Letting Dates, Miles, Base Rwy Cost, Cost per mile, Additional Per Mile Construction Costs (2021-2024 NWCJ Approved), Signalization Upgrade, Intermodal Protection, Transit Steps, Transit Vehicle, PE, ROW & CEI, Roadway Construction Cost Per Mile, Total Cost Per Lane Mile, Standard Deviation.



## FDOT Generic New 2 Lane

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: NUU2LN-U-01-BB			Letting Date: 01/2099		
Description: New Construction 2 Lane Undivided Urban Arterial with 4' Bike Lanes					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 18 Project Grand Total					\$8,394,127.17
Description: December 2023 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	7.00		\$63533.09	\$444,731.60
101-1	MOBILIZATION	10.00		\$67980.40	\$679,804.01
104-10-3	SEDIMENT BARRIER	10,560.00	LF	\$2.50	\$26,400.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	\$16.00	\$4,000.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	\$9.90	\$2,475.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,800.00	\$3,800.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	\$190.00	\$10,070.00
107-1	LITTER REMOVAL	1.20	AC	\$45.00	\$54.00
107-2	MOWING	1.20	AC	\$64.00	\$76.80
110-1-1	CLEARING & GRUBBING	17.89	AC	\$33,000.00	\$590,216.00
120-1	REGULAR EXCAVATION	24,522.67	CY	\$9.50	\$232,965.33
120-6	EMBANKMENT	110,099.34	CY	\$14.00	\$1,541,390.73
160-4	TYPE B STABILIZATION	27,614.00	SY	\$8.40	\$231,957.64
285-709	OPTIONAL BASE, BASE GROUP 09	23,779.55	SY	\$28.00	\$665,827.44
327-70-8	MILLING EXIST ASPH PAVT, 2 1/2" AVG DEPTH	0.00	SY	\$3.80	\$0.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,615.76	TN	\$150.00	\$392,363.30
337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	1,902.37	TN	\$180.00	\$342,426.36
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	0.00	TN	\$170.00	\$0.00
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	\$8,400.00	\$302,400.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	\$16,000.00	\$160,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	\$7,300.00	\$36,500.00
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	\$8,500.00	\$8,500.00
425-2-41	MANHOLES, P-7,	5.00	EA	\$8,200.00	\$41,000.00
425-2-71	MANHOLES, J-7,	1.00	EA	\$14,000.00	\$14,000.00
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	2,328.00	LF	\$360.00	\$838,080.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	0.00	LF	\$160.00	\$0.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	208.00	LF	\$240.00	\$49,920.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	0.00	LF	\$270.00	\$0.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	\$330.00	\$18,480.00



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	0.00	LF	\$430.00	\$0.00
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	200.00	LF	\$550.00	\$110,000.00
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	2.00	EA	\$6,400.00	\$12,800.00
430-524-100	STRAIGHT CONC ENDW 24", SINGLE, 0 ROUND	0.00	EA	\$6,800.00	\$0.00
430-536-100	STRAIGHT CONC ENDW 36", SINGLE, 0 ROUND	0.00	EA	\$8,900.00	\$0.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	2.00	EA	\$9,100.00	\$18,200.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$11,000.00	\$22,000.00
430-548-100	STRAIGHT CONC ENDW 48", SINGLE, 0 ROUND	0.00	EA	\$19,000.00	\$0.00
430-554-100	STRAIGHT CONC ENDW 54",	2.00	EA	\$13,000.00	\$26,000.00
520-1-7	CONCRETE CURB & GUTTER, TYPE	0.00	LF	\$38.00	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	\$42.00	\$443,520.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	5,866.67	SY	\$70.00	\$410,666.90
550-10-220	FENCING, TYPE B, 5.1-6.0',	1,180.00	LF	\$30.00	\$35,400.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,900.00	\$4,900.00
570-1-1	PERFORMANCE TURF	23,467.00	SY	\$1.80	\$42,240.60
570-1-2	PERFORMANCE TURF, SOD	18,197.33	SY	\$4.30	\$78,248.52
630-2-11	CONDUIT, F&I, OPEN TRENCH	5,280.00	LF	\$16.00	\$84,480.00
630-2-12	CONDUIT, F&I, DIRECTIONAL	689.00	LF	\$34.00	\$23,426.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	21.00	EA	\$1,400.00	\$29,400.00
700-1-11	SINGLE POST SIGN, F&I GM,	20.00	AS	\$500.00	\$10,000.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20	2.00	AS	\$1,700.00	\$3,400.00
700-1-50	SINGLE POST SIGN, RELOCATE	0.00	AS	\$350.00	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE	0.00	AS	\$53.00	\$0.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50	2.00	AS	\$8,000.00	\$16,000.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	0.00	AS	\$9,700.00	\$0.00
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	0.00	AS	\$16,000.00	\$0.00
700-2-60	MULTI- POST SIGN, REMOVE	0.00	AS	\$1,000.00	\$0.00
706-1-3	RAISED PAVMT MARK, TYPE B	135.00	EA	\$4.40	\$594.00
710-11-101	PAINTED PAVT	4.00	GM	\$1,300.00	\$5,200.00
710-11-131	PAINTED PAVT	2.00	GM	\$620.00	\$1,240.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	\$6,100.00	\$12,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	\$2,100.00	\$2,100.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	17,907.00	LF	\$3.50	\$62,674.50
715-61-342	LIGHT POLE CMLPT, STD, F&I, 40'MH, 12' ARM L	21.00	EA	\$10,000.00	\$210,000.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	21.00	EA	\$820.00	\$17,220.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$74,778.44	\$74,778.44



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

Project		0.00	%	\$0.00
Unknowns				
Design/Build		0.00	%	\$0.00
Version 18				\$8,394,127.17
Project Grand Total				



## FDOT Generic New 4 Lane

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: NDU4L-U-05-BB			Letting Date: 01/2099		
Description: New Construction, 4 12' Lanes Urban Arterial with 7' Bike Lanes and 22' Divided Median.					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 19 Project Grand Total					
					<b>\$14,508,995.25</b>
Description: December 2023 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	7.00		\$114646.35	\$802,524.43
101-1	MOBILIZATION	10.00		\$122671.59	\$1,226,715.91
104-10-3	SEDIMENT BARRIER	10,560.00	LF	\$2.50	\$26,400.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	\$16.00	\$4,000.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	\$9.90	\$2,475.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,800.00	\$3,800.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	\$190.00	\$10,070.00
107-1	LITTER REMOVAL	1.90	AC	\$45.00	\$85.50
107-2	MOWING	1.90	AC	\$64.00	\$121.60
110-1-1	CLEARING & GRUBBING	28.24	AC	\$33,000.00	\$931,920.00
120-1	REGULAR EXCAVATION	46,166.15	CY	\$9.50	\$438,578.46
120-6	EMBANKMENT	144,989.71	CY	\$14.00	\$2,029,855.89
160-4	TYPE B STABILIZATION	46,389.99	SY	\$8.40	\$389,675.88
285-709	OPTIONAL BASE,BASE GROUP 09	39,171.28	SY	\$28.00	\$1,096,795.79
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	0.00	SY	\$3.80	\$0.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	6,463.26	TN	\$150.00	\$969,489.23
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	0.00	TN	\$180.00	\$0.00
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	3,133.71	TN	\$170.00	\$532,730.11
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	\$8,400.00	\$302,400.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	\$16,000.00	\$160,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	\$7,300.00	\$36,500.00
425-1-541	INLETS, DT BOT, TYPE D,	2.00	EA	\$8,500.00	\$17,000.00
425-2-41	MANHOLES, P-7,	5.00	EA	\$8,200.00	\$41,000.00
425-2-71	MANHOLES, J-7,	2.00	EA	\$14,000.00	\$28,000.00
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	0.00	LF	\$360.00	\$0.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,648.00	LF	\$160.00	\$423,680.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	0.00	LF	\$240.00	\$0.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	240.00	LF	\$270.00	\$64,800.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	\$330.00	\$36,960.00



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	5,000.00	LF	\$430.00	\$2,150,000.00
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	400.00	LF	\$550.00	\$220,000.00
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	0.00	EA	\$6,400.00	\$0.00
430-524-100	STRAIGHT CONC ENDW 24", SINGLE, 0 ROUND	2.00	EA	\$6,800.00	\$13,600.00
430-536-100	STRAIGHT CONC ENDW 36", SINGLE, 0 ROUND	2.00	EA	\$8,900.00	\$17,800.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	0.00	EA	\$9,100.00	\$0.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$11,000.00	\$22,000.00
430-548-100	STRAIGHT CONC ENDW 48", SINGLE, 0 ROUND	2.00	EA	\$19,000.00	\$38,000.00
430-554-100	STRAIGHT CONC ENDW 54",	2.00	EA	\$13,000.00	\$26,000.00
520-1-7	CONCRETE CURB & GUTTER, TYPE	10,560.00	LF	\$38.00	\$401,280.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	\$42.00	\$443,520.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	5,866.67	SY	\$70.00	\$410,666.90
550-10-220	FENCING, TYPE B, 5.1-6.0',	2,360.00	LF	\$30.00	\$70,800.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	2.00	EA	\$4,900.00	\$9,800.00
570-1-1	PERFORMANCE TURF	55,451.00	SY	\$1.80	\$99,811.80
570-1-2	PERFORMANCE TURF, SOD	37,840.00	SY	\$4.30	\$162,712.00
630-2-11	CONDUIT, F&I, OPEN TRENCH	5,280.00	LF	\$16.00	\$84,480.00
630-2-12	CONDUIT, F&I, DIRECTIONAL	1,048.00	LF	\$34.00	\$35,632.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	35.00	EA	\$1,400.00	\$49,000.00
700-1-11	SINGLE POST SIGN, F&I GM,	24.00	AS	\$500.00	\$12,000.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20	2.00	AS	\$1,700.00	\$3,400.00
700-1-50	SINGLE POST SIGN, RELOCATE	0.00	AS	\$350.00	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE	0.00	AS	\$53.00	\$0.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50	0.00	AS	\$8,000.00	\$0.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	2.00	AS	\$9,700.00	\$19,400.00
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	2.00	AS	\$16,000.00	\$32,000.00
700-2-60	MULTI- POST SIGN, REMOVE	0.00	AS	\$1,000.00	\$0.00
706-1-3	RAISED PAVMT MARK, TYPE B	405.00	EA	\$4.40	\$1,782.00
710-11-101	PAINTED PAVT	0.00	GM	\$1,300.00	\$0.00
710-11-131	PAINTED PAVT	0.00	GM	\$620.00	\$0.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	\$6,100.00	\$24,400.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	\$2,100.00	\$4,200.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,284.00	LF	\$3.50	\$67,494.00
715-61-342	LIGHT POLE CMLPT, STD, F&I, 40'MH, 12' ARM L	35.00	EA	\$10,000.00	\$350,000.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	35.00	EA	\$820.00	\$28,700.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$134,938.75	\$134,938.75



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

Project		0.00	%	\$0.00
Unknowns				
Design/Build		0.00	%	\$0.00
Version 19				\$14,508,995.25
Project Grand Total				



## FDOT Generic 2 to 2 Lane Divided

Osceola Estimate per FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project:			Letting Date: 01/2099		
Description: Widen 2 Lane Rural Arterial to 2 Lane Divided Urban Arterial with 22' Median, 7' Bike Lanes, 12' lanes and Closed Drainage System					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
<b>Version 1 Project Grand Total</b>					<b>\$12,779,096.99</b>
Description: December 2023 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00		\$80,330.81	\$803,308.11
101-1	MOBILIZATION	10.00		\$88,363.89	\$883,638.92
104-10-3	SEDIMENT BARRIER	10,560.00	LF	\$2.50	\$26,400.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	\$16.00	\$4,000.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	\$9.90	\$2,475.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,800.00	\$3,800.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	\$190.00	\$10,070.00
107-1	LITTER REMOVAL	1.20	AC	\$45.00	\$54.00
107-2	MOWING	1.20	AC	\$64.00	\$76.80
110-1-1	CLEARING & GRUBBING	28.24	AC	\$33,000.00	\$931,920.00
120-1	REGULAR EXCAVATION	46,166.15	CY	\$9.50	\$438,578.46
120-6	EMBANKMENT	144,989.71	CY	\$14.00	\$2,029,855.89
160-4	TYPE B STABILIZATION	27,614.00	SY	\$8.40	\$231,957.64
285-709	OPTIONAL BASE,BASE GROUP 09	23,779.55	SY	\$28.00	\$665,827.44
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	18,773.33	SY	\$3.80	\$71,338.65
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,615.76	TN	\$150.00	\$392,363.30
337-7-80	ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22	1,902.37	TN	\$180.00	\$342,426.36
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	0.00	TN	\$170.00	\$0.00
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	\$8,400.00	\$302,400.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	\$16,000.00	\$160,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	\$7,300.00	\$36,500.00
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	\$8,500.00	\$8,500.00
425-2-41	MANHOLES, P-7,	5.00	EA	\$8,200.00	\$41,000.00
425-2-71	MANHOLES, J-7,	2.00	EA	\$14,000.00	\$28,000.00
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	2,648.00	LF	\$360.00	\$953,280.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	0.00	LF	\$160.00	\$0.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	240.00	LF	\$240.00	\$57,600.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	112.00	LF	\$270.00	\$30,240.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	5,000.00	LF	\$330.00	\$1,650,000.00





Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	400.00	LF	\$430.00	\$172,000.00
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	0.00	LF	\$550.00	\$0.00
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	2.00	EA	\$6,400.00	\$12,800.00
430-524-100	STRAIGHT CONC ENDW 24", SINGLE, 0 ROUND	2.00	EA	\$6,800.00	\$13,600.00
430-536-100	STRAIGHT CONC ENDW 36", SINGLE, 0 ROUND	0.00	EA	\$8,900.00	\$0.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	2.00	EA	\$9,100.00	\$18,200.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$11,000.00	\$22,000.00
430-548-100	STRAIGHT CONC ENDW 48", SINGLE, 0 ROUND	2.00	EA	\$19,000.00	\$38,000.00
430-554-100	STRAIGHT CONC ENDW 54",	0.00	EA	\$13,000.00	\$0.00
520-1-7	CONCRETE CURB & GUTTER, TYPE	10,560.00	LF	\$38.00	\$401,280.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	\$42.00	\$443,520.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	5,866.67	SY	\$70.00	\$410,666.90
550-10-220	FENCING, TYPE B, 5.1-6.0',	1,180.00	LF	\$30.00	\$35,400.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,900.00	\$4,900.00
570-1-1	PERFORMANCE TURF	55,451.00	SY	\$1.80	\$99,811.80
570-1-2	PERFORMANCE TURF, SOD	37,840.00	SY	\$4.30	\$162,712.00
630-2-11	CONDUIT, F&I, OPEN TRENCH	5,280.00	LF	\$16.00	\$84,480.00
630-2-12	CONDUIT, F&I, DIRECTIONAL	1048.00	LF	\$34.00	\$35,632.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	35.00	EA	\$1,400.00	\$49,000.00
700-1-11	SINGLE POST SIGN, F&I GM,	30.00	AS	\$500.00	\$15,000.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20	16.00	AS	\$1,700.00	\$27,200.00
700-1-50	SINGLE POST SIGN, RELOCATE	0.00	AS	\$350.00	\$0.00
700-1-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$53.00	\$636.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50	4.00	AS	\$8,000.00	\$32,000.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	0.00	AS	\$9,700.00	\$0.00
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	0.00	AS	\$16,000.00	\$0.00
700-2-60	MULTI- POST SIGN, REMOVE	0.00	AS	\$1,000.00	\$0.00
706-1-3	RAISED PAVMT MARK, TYPE B	270.00	EA	\$4.40	\$1,188.00
710-11-101	PAINTED PAVT	4.00	GM	\$1,300.00	\$5,200.00
710-11-131	PAINTED PAVT	2.00	GM	\$620.00	\$1,240.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	\$6,100.00	\$12,200.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	1.00	GM	\$2,100.00	\$2,100.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,284.00	LF	\$3.50	\$67,494.00
715-61-342	LIGHT POLE CMLPT, STD, F&I, 40'MH, 12' ARM L	35.00	EA	\$10,000.00	\$350,000.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	35.00	EA	\$820.00	\$28,700.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$126,525.71	\$126,525.71



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

Project		0.00	%	\$0.00
Unknowns				
Design/Build		0.00	%	\$0.00
Version 1				\$12,779,096.99
Project Grand Total				



## FDOT Generic 2 to 4 Lane Widening

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: WDU24-U-20-BB			Letting Date: 01/2099		
Description: Widen 2 Lane Rural Arterial to 4 Lane (12' lanes) Divided Urban Arterial with 22' Median, 7' Bike Lanes and Closed Drainage System					
District: 09	County: 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 18 Project Grand Total			<b>\$10,421,758.44</b>		
Description: December 2023 Update					
Pay Items	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00		\$80330.81	\$803,308.11
101-1	MOBILIZATION	10.00		\$88363.89	\$883,638.92
104-10-3	SEDIMENT BARRIER	10,560.00	LF	\$2.50	\$26,400.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	\$16.00	\$4,000.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	\$9.90	\$2,475.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	\$3,800.00	\$3,800.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	\$190.00	\$10,070.00
107-1	LITTER REMOVAL	1.20	AC	\$45.00	\$54.00
107-2	MOWING	1.20	AC	\$64.00	\$76.80
110-1-1	CLEARING & GRUBBING	8.42	AC	\$33,000.00	\$277,783.85
120-1	REGULAR EXCAVATION	11,541.54	CY	\$9.50	\$109,644.62
120-6	EMBANKMENT	96,624.83	CY	\$14.00	\$1,352,747.62
160-4	TYPE B STABILIZATION	25,992.94	SY	\$8.40	\$218,340.69
285-709	OPTIONAL BASE, BASE GROUP 09	22,383.59	SY	\$28.00	\$626,740.40
327-70-8	MILLING EXIST ASPH PAVT, 2 1/2" AVG DEPTH	18,773.33	SY	\$3.80	\$71,338.65
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	3,693.29	TN	\$150.00	\$553,993.85
337-7-80	ASPH CONC FC, TRAFFIC B, FC-9.5, PG 76-22	0.00	TN	\$180.00	\$0.00
337-7-83	ASPH CONC FC, TRAFFIC C, FC-12.5, PG 76-22	3,581.38	TN	\$170.00	\$608,834.99
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	\$8,400.00	\$302,400.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	\$16,000.00	\$160,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	\$7,300.00	\$36,500.00
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	\$8,500.00	\$8,500.00
425-2-41	MANHOLES, P-7,	5.00	EA	\$8,200.00	\$41,000.00
425-2-71	MANHOLES, J-7,	1.00	EA	\$14,000.00	\$14,000.00
430-175-112	PIPE CULV, OPT MATL, ROUND, 12"S/CD	2,328.00	LF	\$360.00	\$838,080.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	0.00	LF	\$160.00	\$0.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	208.00	LF	\$240.00	\$49,920.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	0.00	LF	\$270.00	\$0.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	5,056.00	LF	\$330.00	\$1,668,480.00



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	0.00	LF	\$430.00	\$0.00
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	200.00	LF	\$550.00	\$110,000.00
430-515-100	STRAIGHT CONC ENDW 15", SINGLE, 0 ROUND	1.00	EA	\$6,400.00	\$6,400.00
430-524-100	STRAIGHT CONC ENDW 24", SINGLE, 0 ROUND	0.00	EA	\$6,800.00	\$0.00
430-536-100	STRAIGHT CONC ENDW 36", SINGLE, 0 ROUND	0.00	EA	\$8,900.00	\$0.00
430-530-100	STRAIGHT CONC ENDW 30", SINGLE, 0 ROUND	1.00	EA	\$9,100.00	\$9,100.00
430-542-100	STRAIGHT CONC ENDW 42", SINGLE, 0 ROUND	2.00	EA	\$11,000.00	\$22,000.00
430-548-100	STRAIGHT CONC ENDW 48", SINGLE, 0 ROUND	0.00	EA	\$19,000.00	\$0.00
430-554-100	STRAIGHT CONC ENDW 54",	2.00	EA	\$13,000.00	\$26,000.00
520-1-7	CONCRETE CURB & GUTTER, TYPE	0.00	LF	\$38.00	\$0.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	\$42.00	\$443,520.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	2,933.33	SY	\$70.00	\$205,333.10
550-10-220	FENCING, TYPE B, 5.1-6.0',	840.00	LF	\$30.00	\$25,200.00
550-60-234	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20' OPEN	1.00	EA	\$4,900.00	\$4,900.00
570-1-1	PERFORMANCE TURF	0.00	SY	\$1.80	\$0.00
570-1-2	PERFORMANCE TURF, SOD	16,490.13	SY	\$4.30	\$70,907.56
630-2-11	CONDUIT, F&I, OPEN TRENCH	5,280.00	LF	\$16.00	\$84,480.00
630-2-12	CONDUIT, F&I, DIRECTIONAL	1,048.00	LF	\$34.00	\$35,632.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	35.00	EA	\$1,400.00	\$49,000.00
700-1-11	SINGLE POST SIGN, F&I GM,	30.00	AS	\$500.00	\$15,000.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20	16.00	AS	\$1,700.00	\$27,200.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	\$350.00	\$700.00
700-1-60	SINGLE POST SIGN, REMOVE	12.00	AS	\$53.00	\$636.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50	4.00	AS	\$8,000.00	\$32,000.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	0.00	AS	\$9,700.00	\$0.00
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	0.00	AS	\$16,000.00	\$0.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	\$1,000.00	\$2,000.00
706-1-3	RAISED PAVMT MARK, TYPE B	270.00	EA	\$4.40	\$1,188.00
710-11-101	PAINTED PAVT	4.00	GM	\$1,300.00	\$5,200.00
710-11-131	PAINTED PAVT	2.00	GM	\$620.00	\$1,240.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	\$6,100.00	\$24,400.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	\$2,100.00	\$4,200.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,284.00	LF	\$3.50	\$67,494.00
715-61-342	LIGHT POLE CMLPT, STD, F&I, 40'MH, 12' ARM L	35.00	EA	\$10,000.00	\$350,000.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	35.00	EA	\$820.00	\$28,700.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	\$97,200.28	\$97,200.28



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

Project		0.00	%	\$0.00
Unknowns				
Design/Build		0.00	%	\$0.00
Version 18				\$10,421,758.44
Project Grand Total				



Neovation Way Estimate-Construction

**NEOVATION WAY DESIGN BUILD RFP {PS-23-13318-RJ}**



Jr. Davis Construction Company, Inc.

**JR. DAVIS CONSTRUCTION**

210 Hangar Road  
 Kissimmee, FL, 34741

Contact: Tyson Snyder  
 Phone: 407-870-0066  
 Email: tyson.snyder@jr-davis.com

Quote To: Rebecca Jones  
 Company: Osceola County BOCC  
 Phone:  
 Email: rebecca.jones@osceola.org

Proposal Date: 11/22/2022  
 Date of Plans: 9/12/2022  
 Revision Date: N/A  
 Addendums: <4>  
 HCSS#: 22-10-10

ITEM	DESCRIPTION	QUANTITY	UNIT		
<b>***GENERAL CONDITIONS***</b>					
105	Project Engineering Fees	1.00	LS		
110	Mobilization	1.00	LS		
120	Construction Survey / Layout	1.00	LS		
130	Certified Asbuilts	1.00	LS		
160	Bonds	1.00	LS		
170	Permits (NOI Only)	1.00	LS		
<b>GENERAL CONDITIONS TOTAL</b>					<b>796,350.00</b>
<b>***SITE PREPARATION***</b>					
1010	Construction Entrance	2.00	EA		
1020	Type III Silt Fence	10,500.00	LF		
1050	Floating Turbidity Barrier	200.00	LF		
1060	Inlet Protection	120.00	EA		
1065	Clear & Grub	11.25	AC		
1070	Demo	1.00	LS		
<b>SITE PREPARATION TOTAL</b>					<b>127,440.00</b>
<b>***EARTHWORK***</b>					
1210	Subsoil Excavation & Disposal	1,388.00	CY		
1220	Excavation	3,084.00	CY		
1230	Import	15,000.00	CY		
1240	Embankment	18,084.00	CY		
<b>Grading</b>					
1320	Grade Right-of-Way	15,790.00	SY		
1330	Grade Median	3,455.00	SY		
<b>Grassing</b>					
1420	Bahia Sod Right-of-Way	17,450.00	SY		
1430	Bahia Sod Median	3,455.00	SY		



ITEM	DESCRIPTION	QUANTITY	UNIT		
1440	Seed & Mulch Disturbed Areas	10,300.00	SY		
1450	24" Root Barrier in Median	5,144.00	LF		
	<b>EARTHWORK TOTAL</b>				<b>608,744.55</b>
	<b>***SANITARY FORCE MAIN***</b>				
	<b>2" DR-11 HDPE Force Main</b>				
2302	2" DR-11 HDPE FM Pipe	875.00	LF		
2304	2" FM Gate Valve	1.00	EA		
2306	2" Cap w/ Test Port	1.00	EA		
2308	16" x 2" Service Saddle w/ Corp Stop Connection	1.00	EA		
	<b>12" DR-18/C900 PVC Force Main</b>				
2312	12" DR-18/C900 FM Pipe	550.00	LF		
2314	12" FM DI MJ Fittings & Restraints	1.00	LS		
2316	12" FM Gate Valve	12.00	EA		
	<b>16" DR-18/C900 PVC Force Main</b>				
2322	16" DR-18/C900 FM Pipe	45.00	LF		
2324	16" FM DI MJ Fittings	1.00	LS		
2326	16" FM Gate Valve	4.00	EA		
2335	Pump Truck	1.00	LS		
2390	16" Demo Existing Pipe (4 Loc)	45.00	LF		
	<b>SANITARY FORCE MAIN TOTAL</b>				<b>347,973.00</b>
	<b>***STORM DRAINAGE SYSTEM***</b>				
4020	18" Class III RCP	3,821.00	LF		
4030	24" Class III RCP	662.00	LF		
4040	30" Class III RCP	898.00	LF		
4050	36" Class III RCP	248.00	LF		
4060	42" Class III RCP	921.00	LF		
4070	48" Class III RCP	21.00	LF		
4080	54" Class III RCP	273.00	LF		
4400	Type P-5 Curb Inlet	25.00	EA		
4410	Type J-5 Curb Inlet	4.00	EA		
4420	Type V Gutter Inlet Inlet	28.00	EA		
4430	Type V-J Gutter Inlet	5.00	EA		
4440	Type J8 Manhole	2.00	EA		
4450	Type J8 Manhole (Double Pipe, 42"/54")	4.00	EA		
4500	Type E Inlet	2.00	EA		
4510	Type E-J Inlet	1.00	EA		
4520	Type G-J Inlet	2.00	EA		
4540	Plug MES's & Pump out Structures for Connections	2.00	EA		
4550	Rain Garden Basins	33.00	EA		
	<b>STORM DRAINAGE SYSTEM TOTAL</b>				<b>2,693,309.00</b>
	<b>***POTABLE WATER SYSTEM***</b>				
5010	2" DR-11 HDPE WM Pipe	890.00	LF		



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

ITEM	DESCRIPTION	QUANTITY	UNIT		
5020	2" WM Gate Valve	1.00	EA		
5030	2" Cap w/ Test Port	1.00	EA		
5040	16" x 2" Service Saddle w/ Corp Stop Connection	1.00	EA		
<b>POTABLE WATER SYSTEM TOTAL</b>					<b>26,170.00</b>
<b>***RAW WATER SYSTEM***</b>					
5105	30" DR-11 HDPE - Trench cut	4,474.00	LF		
5110	30" DR-11 HDPE - Cased	180.00	LF		
5115	30" DR-11 HDPE - Directional Drill	300.00	LF		
5120	42" Steel Casing - Jack & Bore	160.00	LF		
5125	30" DIP MJ Fittings & Restraints	1.00	LS		
5130	30" DIP Cap w/ Test Port	2.00	EA		
5135	30" Gate Valve	3.00	EA		
5140	30" x 6" Offset ARV Assy	6.00	EA		
5145	Restore KUA Gravel Driveway @ Substation	1.00	LS		
5150	Temp Jumper For Flushing/Pigging	1.00	EA		
<b>RAW WATER SYSTEM TOTAL</b>					<b>2,642,574.00</b>
<b>***REUSE WATER SYSTEM***</b>					
<b>2" DR-11 HDPE Reuse Main</b>					
6002	2" DR-11 HDPE RU Pipe	815.00	LF		
6004	2" RU Gate Valve	1.00	EA		
6006	2" Cap w/ Test Port	1.00	EA		
6008	16" x 2" Service Saddle w/ Corp Stop Connection	1.00	EA		
<b>16" DR-18/C900 PVC Reuse Main</b>					
6012	16" DR-18/C900 RU Pipe	40.00	LF		
6014	16" RU DI MJ Fittings	1.00	LS		
6016	16" RU Gate Valve	1.00	EA		
6018	16" x 16" Tapping Sleeve & Valve	1.00	EA		
<b>20" DR-18/C900 PVC Reuse Main</b>					
6022	20" DR-18/C900 RU Pipe	1,040.00	LF		
6024	24" DR-11 HDPE Directional Bore (Upsized for DIPS)	300.00	LF		
6026	20" DIP MJ Fittings & Restraints	1.00	LS		
6028	20" RU Gate Valve	3.00	EA		
6030	20" x 4" Offset ARV Assy	2.00	EA		
<b>Demo &amp; Restoration of Neo City Way ROW</b>					
6052	Demo Exist 10' Sidewalk for 20" RU Install	368.00	LF		
6054	10' x 4" Concrete Sidewalk	368.00	LF		
6055	Grade & Bahia Sod ROW	490.00	SY		
<b>REUSE WATER SYSTEM TOTAL</b>					<b>851,247.15</b>
<b>***PAVING &amp; FLATWORK***</b>					
<b>Neovation Way Paving &amp; Flatwork</b>					





ITEM	DESCRIPTION	QUANTITY	UNIT		
7002	Mainline 12" Stabilized Subgrade	23,256.00	SY		
7004	Mainline 8" Limerock Base	17,816.00	SY		
7006	Mainline 2.5" SP-12.5 B Asphalt Pavement	16,720.00	SY		
7010	Multiuse Trail 12" Stabilized Subgrade	3,882.00	SY		
7012	Multiuse Trail 6" Limerock Base	2,950.00	SY		
7014	Multiuse Trail 1.5" SP-9.5 B Asphalt Pavement	2,950.00	SY		
7030	Brick Paver Parallel Parking Stalls	765.00	SY		
7040	Brick Paver Crosswalks	346.00	SY		
7050	Thermal Print Crosswalks	274.00	SY		
	<b>Curbs</b>				
7210	A Curb (Median)	5,144.00	LF		
7215	D Curb	3,061.00	LF		
7225	F Curb	2,025.00	LF		
7230	Miami Curb	4,140.00	LF		
7235	8"x8" Ribbon Curb	2,656.00	LF		
7240	12" x 18" Concrete Banding @ Pavers w/ Dowels	775.00	LF		
	<b>Sidewalks</b>				
7305	9'-4"x 4" Sidewalk (Broom Finish)	36.00	LF		
7310	10' x 4" Sidewalk (Broom Finish)	2,506.00	LF		
7315	10' x 4" Sidewalk w/ Integral Curb (Broom Finish)	2,538.00	LF		
7320	6" Concrete Driveway	251.00	SY		
7330	6" Concrete ADA Landing w/ Architectural Finish	1,305.00	SY		
7400	12" ADA Precast Dome Paver	740.00	LF		
7500	Pavement Markings & Signs	1.00	LS		
7532	F&I 12" PVC Irrigation Conduit	1,000.00	LF		
7534	F&I 14" PVC Irrigation Conduit	1,000.00	LF		
7536	F&I 6" PVC Irrigation Conduit	1,000.00	LF		
	<b>Neovation Way Paving &amp; Flatwork Total</b>				<b>3,139,599.16</b>
	<b>Neptune Road Intersection Modifications</b>				
7603	Neptune MOT	1.00	LS		
7605	Demo	1.00	LS		
7620	Excavate Median for Widening/Turn Lane	683.00	SY		
7625	Median 12" Stabilized Subgrade	683.00	SY		
7630	Median 8" Limerock Base	559.00	SY		
7635	Median 3.0" SP-12.5 B Asphalt Pavement Base Course	559.00	SY		
7640	1.50" Mill Thru Lanes	1,750.00	SY		
7642	1.50" FC-12.5 Overlay & Top Course on New	2,305.00	SY		
7645	F Curb	372.00	LF		
7650	6" Concrete ADA Landing (Broom Finish)	17.00	SY		
7655	12" ADA Precast Dome Paver	15.00	LF		
7660	Grade & Sod Median	190.00	SY		
7670	Pavement Markings & Signs	1.00	LS		
	<b>Neptune Road Intersection Mods Total</b>				<b>194,866.39</b>



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

ITEM	DESCRIPTION	QUANTITY	UNIT		
	<b>Neocity Way Intersection Modifications</b>				
7703	Neocity MOT	1.00	LS		
7705	Demo	1.00	LS		
7720	Excavate Median for Widening/Turn Lane	346.00	SY		
7725	Median 12" Stabilized Subgrade	346.00	SY		
7730	Median 8" Limerock Base	346.00	SY		
7735	Median 2.5" SP-12.5 B Asphalt Pavement	282.00	SY		
7740	A Curb (Median)	62.00	LF		
7745	3' Traffic Separator	192.00	LF		
7760	Grade & Sod Median	40.00	SY		
7770	Pavement Markings & Signs	1.00	LS		
	<b>Neocity Way Intersection Mods Total</b>				<b>58,835.82</b>
	<b>PAVING &amp; FLATWORK TOTAL</b>				<b>3,393,301.37</b>
	<b>***SIGNALIZATION***</b>				
8001	Signalization Lump Sum	1.00	LS		
	<b>SIGNALIZATION TOTAL</b>				<b>1,854,000.00</b>
<b>GRAND TOTAL</b>					<b>\$13,341,109.07</b>



## NEOVATION WAY D&B - RFCO03 DELETE ROOT



Jr. Davis Construction Company, Inc.

### VAULT @ RAIN GARDENS JR. DAVIS CONSTRUCTION

210 Hangar Road  
 Kissimmee, FL, 34741

Contact: Gustavo Menezes  
 Phone: 407 460 8404  
 Email: gustavo.menezes@jr-davis.com

Quote To: Allan  
 Company: Wander  
 Phone:  
 Email: awander@saiengr.com

Proposal Date:  
 Date of Plans:  
 Revision Date:  
 Addendums:  
 HCSS#:

ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT
4500	<b>DELETE ORIGINAL COMPONENTS</b>				
4550	Original Rain Garden Basins w/ Root Vault	-33.00	EA	22,218.00	-733,194.00
	<b>DELETED ITEMS TOTAL</b>				<b>-733,194.00</b>
4600	<b>ADD NEW CONFIGURATION ITEMS</b>				
4610	Updated Rain Garden Basins, Original Design w/o RV	33.00	EA	12,675.00	418,275.00
	<b>ADD ITEMS TOTAL</b>				<b>418,275.00</b>

**GRAND TOTAL** **\$-314,919.00**

**NOTES:**

Credit for 33 Ea Root Vault Systems by Rain Gardens 30-40'x4'x2'(4,440SqFt)



Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

REQUEST FOR CHANGE ORDER: 3R1

DESCRIPTION OF WORK / DELAY: Installation of 56ea 10x20x2' (11,200sqft) 6" Pea Gravel Typical and 43ea 20x15x2' (12,900sqft) Root Vault systems, 2-2" Irrigation Sleeves between the 56ea 6" Pea Gravel Typical, 1-8" Irrigation sleeves through 43ea 20x15' root vault system will be installed.

DATE: 10/6/2023
OWNER REV # / RFP #: PE-25-1331R-RJ
DC PROJECT # / Name: 2160 - Neovation Way
Osceola County - Purchase Order

Main project cost breakdown table with columns for Labor, Material, and Equipment. Includes sub-totals for Labor, Material, Equipment, and a grand total of \$930,956.82.

Subcontractor cost breakdown table with columns for Description, Qty, Unit, Price, and Amount. Includes sub-totals for Labor, Materials, Equipment, and a grand total of \$1,331,409.95.

Notes section containing a disclaimer: 'Quote represents a LS amount to be added to contract.'



## Westside Blvd Estimate-Construction

### EXHIBIT B

Exhibit B		
Task	Vendor	Current Proposal
Site Construction	SDC	\$ 9,316,962.00
Payment and Performance LOC	SDC	\$ 139,754.43
Maintenance LOC	SDC	\$ 46,584.81
Wetland Mitigation	Biotech	\$ 54,300.00
Construction Administration (CA)	Lennar	\$ 500,000.00
Construction Administration EOR (CA)	Madden	\$ 106,180.00
Construction Engineering Inspection (CEI)	Madden	\$ 200,000.00
Street Lights	Duke	TBD
Permitting/Inspection Fees	Mult. Agencies	\$ 50,000.00
Landscape/Irrigation/Sod	Floralawn	\$ 166,995.90
Contingency 10%		\$ 1,058,077.71
<b>Total Project estimate:</b>		<b>\$ 11,638,854.85</b>
Cash Reimbursement		\$ 9,000,000.00
Impact Fee Credits		\$ 2,638,854.85



## Westside Blvd Estimate-Sand Skink Mitigation

### SAND SKINK MITIGATION AGREEMENT (the "Agreement")

WHEREAS, Osceola County, Florida, a political subdivision of the State of Florida ("Credit Purchaser"), has submitted an environmental permit application to the United States Fish and Wildlife Service (the "FWS") with respect to the development of certain property within Osceola County, Florida, commonly known as the *Westside Boulevard Extension Project* (the "Project").

WHEREAS, FWS has determined that the Project requires mitigation (the "Mitigation") in the form of 18.41 Sand Skink Credits (the "Credits").

WHEREAS, subject to the terms and conditions provided herein, Moon Glow at Sun Lake, LLC, a Florida limited liability company ("Mitigation Provider"), hereby undertakes to provide the Mitigation at its *Moon Glow Conservation Bank* (the "Mitigation Bank") on behalf of Credit Purchaser pursuant to the environmental permit issued by the FWS with respect to the Project (the "Permit").

#### 1. RESPONSIBILITIES OF MITIGATION PROVIDER.

A. On behalf of the Credit Purchaser, the responsibilities of Mitigation Provider herein with respect to the Mitigation shall be limited to the provision of the Credits at the Mitigation Bank in a timely manner for the issuance of the Permit.

#### 2. OFFSITE MITIGATION COST.

A. In consideration of the performance by Mitigation Provider of its responsibilities under this Agreement, Credit Purchaser agrees to pay to Mitigation Provider **Twenty-Three Thousand and No/100 Dollars (\$23,000.00)** per Credit and any portion thereof for a total payment of **FOUR HUNDRED TWENTY-THREE THOUSAND FOUR HUNDRED THIRTY AND NO/100 DOLLARS (\$423,430.00)** (the "Purchase Price"). The Purchase Price is payable in a single payment within thirty (30) days after the approval of this Agreement by the Board of County Commissions of Osceola County. The Mitigation Provider has designated Bio-Tech Consulting Services, Inc., as its agent and representative, for the purpose of receiving and processing the Purchase Price, and the registration of the Credits at the Mitigation Bank in favor of Credit Purchaser.



# Westside Blvd Estimate-Gopher Tortoise Mitigation

Barry Bichard; Lennar - Orlando  
Westside Boulevard Extension - Gopher Tortoise Permitting (BTC Proposal # 24-951)

**PROPOSAL FOR ENVIRONMENTAL SERVICES  
WESTSIDE BOULEVARD EXTENSION - GOPHER TORTOISE  
PERMITTING  
BTC PROPOSAL No. 24-951**

- 1. GOPHER TORTOISE - UPDATED SURVEY (11-7)**  
Pursuant to the Florida Fish and Wildlife Conservation Commission's (FFWCC) Gopher Tortoise Permitting Guidelines (revised April 2023), formal gopher tortoise surveys are only valid for 90 days. As such, if the relocation does not occur within 90 days of this survey FFWCC requires another survey to be submitted prior to excavation and relocation activities. In addition, this task may be used to conduct a follow-up survey post relocation to ensure tortoises have been completely removed or have not migrated onto the project site.  
**TOTAL PRICE: \$1,200.00**
- 2. FFWCC - GT MITIGATION FEE (11-10)**  
Pursuant to the Gopher Tortoise Permitting Guidelines (revised April 2023), the Florida Fish and Wildlife Conservation Commission (FFWCC) has implemented a per tortoise mitigation fee for all tortoises that will be impacted as a result of development activities. This fee must be paid to FFWCC prior to permit issuance.  
**NOTES:** This task based on an estimated 4 gopher tortoises  
**TOTAL PRICE: \$1,340.00**
- 3. FFWCC - GT PERMIT APPLICATION (11-11)**  
Submit an application to the Florida Fish and Wildlife Conservation Commission (FFWCC) and obtain a Gopher Tortoise "10 or Fewer" or a "Conservation" Permit. Once issued, the "10 or Fewer" or "Conservation" Permit will be valid for 12 months.  
**TOTAL PRICE: \$1,200.00**
- 4. FFWCC - GT COORDINATION (11-16)**  
Coordination with the Florida Fish and Wildlife Conservation Commission (FFWCC) regarding the relocation of tortoises from the project site. This task may include replying to requests for additional information FFWCC may send out or conducting a site visit to verify current population.  
**TOTAL PRICE: \$800.00**
- 5. FFWCC - GT AFTER ACTION REPORTING (11-17)**  
Submit an "After-action Report" to the Florida Fish and Wildlife Conservation Commission within 45 days of the excavation efforts. This report will detail weight, size and sex of the gopher tortoise as well as the overall success of the relocation efforts.  
**TOTAL PRICE: \$400.00**
- 6. GT RELOCATION - BACKHOE & OPERATOR (11-21)**  
Upon issuance of either the "10 or Fewer" or "Conservation" permit, gopher tortoise burrows will be excavated via a backhoe with an Authorized Agent.  
**TOTAL PRICE: \$3,000.00**

INITIAL:  (BTC) \_\_\_\_\_ (Client)





Barry Bichard; Lennar - Orlando  
Westside Boulevard Extension - Gopher Tortoise Permitting (BTC Proposal # 24-951)

**7. GT RELOCATION - BIOLOGIST & TRANSPORTATION (11-22)**

Upon issuance of either the "10 or Fewer" or "Conservation" relocation permit, the on-site gopher tortoise burrows will be excavated by a Florida Fish and Wildlife Conservation Commission-approved Authorized Agent and will be transported to a recipient site within 24-72 hours.

**TOTAL PRICE: \$3,200.00**

**8. GT RELOCATION - RECIPIENT SITE FEE (11-23)**

Upon issuance of either the "10 or Fewer" or "Conservation" relocation permit, the on-site gopher tortoise burrows will be relocated by a Florida Fish and Wildlife Conservation Commission-approved Authorized Agent.

**Total Number of GTs: 4**

**Per GT Price: \$6,000.00**

**TOTAL PRICE: \$24,000.00**

INITIAL: JB (BTC) \_\_\_\_\_ (Client)







# Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

<b>ESTIMATED PROJECT CONSTRUCTION COST FOR MULTI-MODAL PROJECTS</b>					
<b>JACK BRACK ROAD WIDENING</b>					
FROM MARCOOSSEE ROAD TO ABSHER ROAD OSCEOLA COUNTY PROJECT NO. P5-22-13174-DG					
60% Submittal, April 2024					
Please be advised that this was prepared for informational purposes only.					
The quantities and costs shown below are approximate only and subject to change.					
Unit costs are based on FDOT state wide moving averages (1 year)					
Pay Item	Description	Units	Quantity	Unit Cost	Total
<b>Roadway</b>					
102-2-200	Special Detour Temporary Pavement (\$149.77 Per TN, 10661.25 TN)	LS	0	\$ 1,587,749.21	\$ -
102-3	Commercial Material for Driveway Maintenance	CY	1	\$ 89.81	\$ 129.81
102-4-1	Pedestrian or Bicycle Special Detour (\$73.12 per SY, 630 SY)	LS	1	\$ 16,971.54	\$ 16,971.54
0104-10-3	Sediment Barrier	LF	27,019	\$ 2.42	\$ 65,385.98
0104-12	Staked Turbidity Barrier- Nylos Reinforced PVC	LF	100	\$ 9.92	\$ 992.00
104-18	Inlet Protection System	EA	2	\$ 193.73	\$ 387.46
110-1-1	Cleaning and Grubbing (\$56k per AC, 42.17AC)	LS	0	\$ 968,828.72	\$ 397,468.19
110-4-10	Removal of Existing Concrete	SY	0	\$ 39.41	\$ -
110-7-1	Mailboxes	EA	54	\$ 336.30	\$ 18,160.20
120-1	Excavation	CY	35,330	\$ 13.37	\$ 472,362.79
120-4	Subsoil	CY	2,878	\$ 14.57	\$ 41,925.74
120-6	Embankment	CY	50,768	\$ 23.33	\$ 1,184,407.87
160-4	Type B Stabilization, 12"	SY	28,697	\$ 7.31	\$ 209,773.45
285-708	Optional Base Group 8	SY	21,871	\$ 46.23	\$ 1,011,093.90
285-709	Optional Base Group 9 (Type B 12.5)	TN	613	\$ 149.77	\$ 91,816.89
327-70-6	Milling existing pavement (1.5")	SY	0	\$ 3.94	\$ -
334-1-13	Superpave Asphaltic Concrete, Traffic C	TN	2,109.76	\$ 149.77	\$ 315,978.12
337-7-83	Asphalt Concrete Friction Course, Traffic C, FC-12.5, PG-76-22	TN	2,408.035	\$ 180.19	\$ 361,827.78
400-0-11	Concrete Class NS, Gravity Wall Index 400-011	CY	34,489	\$ 844.15	\$ 29,113.91
425-1-311	Inlets, Curb, Type P-1, <10'	EA	0	\$ 10,666.64	\$ -
425-1-312	Inlets, Curb, Type P-1, >10'	EA	0	\$ 12,247.40	\$ -
425-1-321	Inlets, Curb, Type P-2, <10'	EA	0	\$ 11,294.33	\$ -
425-1-331	Inlets, Curb, Type P-3, <10'	EA	0	\$ 11,119.29	\$ -
425-1-351	Inlets, Curb, Type P-5, <10'	EA	0	\$ 8,712.08	\$ -
425-1-355	Inlets, Curb, Type P-5, Partial	EA	0	\$ 8,418.22	\$ -
425-1-361	Inlets, Curb, Type P-6, <10'	EA	0	\$ 9,099.85	\$ -
425-1-411	Inlets, Curb Type J-1, <10'	EA	0	\$ 14,550.95	\$ -
425-1-412	Inlets, Curb Type J-1, >10'	EA	0	\$ 15,489.85	\$ -
425-1-421	Inlets, Curb, Type J-2, <10'	EA	0	\$ 14,610.03	\$ -
425-1-421	Inlets, Curb, Type J-2, >10'	EA	0	\$ 20,995.45	\$ -
425-1-471	Inlets, Curb, Type 7, <10'	EA	0	\$ 4,239.25	\$ -
425-1-521	Inlets, Di Bot, Type C, <10'	EA	0	\$ 6,783.24	\$ -
425-1-531	Inlets, Ditch Bottom, Type C Modified- Back Of Sidewalk, <10'	EA	0	\$ 9,308.71	\$ -
425-1-541	Inlets, Di Bot, Type D, <10'	EA	0	\$ 8,351.52	\$ -
425-2-61	Manholes, P-8, <10'	EA	0	\$ 8,476.32	\$ -
425-2-63	Manholes, P-8, Partial	EA	0	\$ 6,748.74	\$ -
425-2-91	Manholes, P-8, <10'	EA	0	\$ 14,895.07	\$ -
430-175-115	Pipe Culvert, Optional Material, Round, 15"/S/Cd	LF	0	\$ 243.91	\$ -
430-175-118	Pipe Culvert, Optional Material, Round, 18"/S/Cd	LF	0	\$ 142.83	\$ -
430-175-124	Pipe Culvert, Optional Material, Round, 24"/S/Cd	LF	0	\$ 164.24	\$ -
430-175-130	Pipe Culvert, Opt Material, Round, 30"/S/Cd	LF	0	\$ 238.65	\$ -
430-175-136	Pipe Culvert, Opt Material, Round, 36"/S/Cd	LF	0	\$ 299.77	\$ -
430-175-142	Pipe Culvert, Opt Material, Round, 42"/S/Cd	LF	0	\$ 391.90	\$ -
430-175-148	Pipe Culvert, Opt Material, Round, 48"/S/Cd	LF	0	\$ 457.17	\$ -
430-175-224	Pipe Culvert, Optional Material, Other Shape-Elip/Arch, 24"/S/Cd	LF	0	\$ 235.54	\$ -
430-175-230	Pipe Culvert, Opt Material, Other Shape - Elm/Arch, 30"/S/Cd	LF	0	\$ 275.29	\$ -
430-518-100	Straight Concrete Endwalls, 18", Single, 0 Degrees, Round	EA	0	\$ 4,799.90	\$ -
430-548-100	Straight Concrete Endwalls, 48", Single, 0 Degrees, Round	EA	0	\$ 20,783.93	\$ -
430-982-125	Mitered End Section, Optional Round, 18" Cd	EA	0	\$ 3,019.13	\$ -
430-982-129	Mitered End Section, Optional Round, 24" Cd	EA	0	\$ 2,817.57	\$ -
430-982-140	Mitered End Section, Optional Round, 42" Cd	EA	0	\$ 10,681.54	\$ -
430-982-141	Mitered End Section, Optional Round, 48" Cd	EA	0	\$ 8,026.80	\$ -
430-982-6259	Mitered End Section, Optional - Elliptical / Arch, 24" Cd	EA	0	\$ 3,835.57	\$ -
515-2-2	Pipe Handrail - Guiderail, Aluminum	LF	0	\$ 75.77	\$ -
520-1-7	Concrete Curb & Gutter, Type E	LF	0	\$ 40.59	\$ -
520-1-10	Concrete Curb & Gutter, Type F	LF	0	\$ 46.48	\$ -
520-2-1	Concrete Curb, Type A	LF	0	\$ 51.68	\$ -
520-2-2	Concrete Curb, Type B	LF	0	\$ 28.14	\$ -
520-3	Valley Gutter - Concrete	LF	0	\$ 67.98	\$ -
520-5-11	Traffic Separator Concrete-Type J, 4' wide	LF	0	\$ 80.26	\$ -
520-70	Traffic Separator Concrete-Special- Variable Width	LF	0	\$ 170.99	\$ -
522-1	Concrete Sidewalk and Driveways, 4" Thick	SY	21,399	\$ 73.12	\$ 1,564,694.88
522-2	Concrete Sidewalk and Driveways, 6" Thick	SY	5,881	\$ 97.37	\$ 572,632.97
527-2	Detectable Warnings	SF	836	\$ 42.64	\$ 35,647.04
530-3-4	Riprap, Rubble, T&I, Ditch Lining	TN	0	\$ 189.15	\$ -
530-74	Bedding Stone	TN	0	\$ 174.33	\$ -
550-10-210	Fence Type B	LF	0	\$ 34.14	\$ -
570-1-2	Performance Turf, Sod	SY	35,784	\$ 4.35	\$ 155,662.23
591-1-200	Irrigation Sleeves (2")	LF	274	\$ 19.46	\$ 5,325.89
591-1-400	Irrigation Sleeves (4")	LF	1,684	\$ 66.17	\$ 111,444.21
591-1-600	Irrigation sleeves (6")	LF	274	\$ 90.72	\$ 24,828.63
				<b>Roadway Subtotal =</b>	<b>\$ 6,688,033.48</b>



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

ESTIMATED PROJECT CONSTRUCTION COST FOR MULTI-MODAL PROJECTS					
JACK BRACK ROAD WIDENING					
FROM NARCOOSSEE ROAD TO ABSHER ROAD OSCEOLA COUNTY PROJECT NO. PS-22-13174-DG					
60% Submittal, April 2024					
Please be advised that this was prepared for informational purposes only.					
The quantities and costs shown below are approximate only and subject to change.					
Unit costs are based on FDOT state wide moving averages (1 year)					
Pay Item	Description	Units	Quantity	Unit Cost	Total
<b>Signing &amp; Pavement Markings</b>					
700-1-111	Single Column Ground Sign Assembly, F&I Ground Mount, Less Than 12 SF	EA	15	\$ 532.65	\$ 7,989.75
700-1-112	Single Column Ground Sign Assembly, F&I Ground Mount, 12.0-20.0 SF	EA	3	\$ 1,080.00	\$ 3,240.00
700-1-113	Single Column Ground Sign Assembly, F&I Ground Mount, 20.1-30.0 SF	EA	16	\$ 3,510.00	\$ 56,160.00
700-1-600	Single Column Ground Sign Assembly, Remove	EA	35	\$ 52.54	\$ 1,838.90
700-2-60	Multi-Column Ground Sign Assembly, Remove	EA	1	\$ 1,098.01	\$ 1,098.01
700-3-501	Sign Panel, Relocate, Up To 12 SF	EA	60	\$ 147.39	\$ 8,843.40
704-1-2	Tabular Marker, 36" Yellow Post	EA	16	\$ 196.61	\$ 3,145.76
705-10-1	Object Marker, Type 1	EA	4	\$ 241.94	\$ 967.76
705-10-4	Object Marker, Type 4	EA	15	\$ 196.00	\$ 2,940.00
706-1-3	Raised Pavement Marker, Type B (White/Red)	EA	246	\$ 4.79	\$ 1,178.34
	Raised Pavement Marker, Type B (Mono Yellow)	EA		\$ 4.79	\$ -
	Raised Pavement Marker, Type B (Yellow/Yellow)	EA		\$ 4.79	\$ -
710-11-290	Painted Pavement Markings, Standard, Yellow, Island Nose	SF		\$ 3.61	\$ -
710-90	Painted Pavement Markings - Final Surface	LS	0	\$ -	\$ -
	Painted Pavement Markings, Standard, White, Solid, 6"	GM	0	\$ 1,278.82	\$ -
	Painted Pavement Markings, Standard, White, Solid For Interchange And Urban Island, 8"	GM	0	\$ 1,929.66	\$ -
	Painted Pavement Markings, Standard, White, Solid For Cross Walk And Roundabout, 12"	LF	0	\$ 1.45	\$ -
	Painted Pavement Markings, Standard, White, Solid For Diagonal Or Chevron, 18"	LF	0	\$ 1.75	\$ -
	Painted Pavement Markings, Standard, White, Solid For Stop Line Or Crosswalk, 24"	LF	0	\$ 1.98	\$ -
	Painted Pavement Markings, Standard, White, 2-4 Dotted Guideline/6-10 Dotted Exc, 6"	GM	0	\$ 779.35	\$ -
	Painted Pavement Markings, Standard, White, Message Or Symbol (Only)	EA	0	\$ 67.12	\$ -
	Painted Pavement Markings, Standard, White, Message Or Symbol (Bike/Arrow)	EA	0	\$ 39.76	\$ -
	Painted Pavement Markings, Standard, White, Arrow (Right)	EA	0	\$ 39.76	\$ -
	Painted Pavement Markings, Standard, White, Arrow (Left)	EA	0	\$ 39.76	\$ -
	Painted Pavement Markings, Standard, White, Arrow (Through-Left)	EA	0	\$ 39.76	\$ -
	Painted Pavement Markings, Standard, Yellow, Solid, 6"	GM	0	\$ 1,278.82	\$ -
	Painted Pavement Markings, Standard, Yellow, 2-4 Dotted Guide Line/6-10 Dotted Extension Line, 6"	GM	0	\$ 827.45	\$ -
	Painted Pavement Markings, Standard, Yellow, Solid For Diagonal Or Chevron, 18"	LF	0	\$ 1.68	\$ -
711-11-123	Thermoplastic, Standard, White, 12" For Crosswalks And Roundabout	LF	0	\$ 3.80	\$ -
711-11-124	Thermoplastic, Standard, White, Solid, 18" For Diagonal Or Chevron	LF	0	\$ 5.27	\$ -
711-11-125	Thermoplastic, Standard, White, Solid, 24" For Stop Line	LF	0	\$ 6.86	\$ -
711-11-141	Thermoplastic, Standard, White, 2-4 Dotted Guideline/6-10 Gap Extension, 6"	GM	0	\$ 2,882.34	\$ -
711-11-160	Thermoplastic, Standard, White, Message Or Symbol (Only)	EA	0	\$ 216.11	\$ -
711-11-170	Thermoplastic, Standard, White, Arrow (Right)	EA	0	\$ 91.08	\$ -
	Thermoplastic, Standard, White, Arrow (Left)	EA	0	\$ 91.08	\$ -
	Thermoplastic, Standard, White, Arrow (Through-Left)	EA	0	\$ 91.08	\$ -
711-11-224	Thermoplastic, Standard, Yellow, Solid, 18" For Diagonal Or Chevron	LF	0	\$ 5.59	\$ -
711-11-241	Thermoplastic, Standard, Yellow, 2-4 Dotted Guide Line/6-10 Dotted Extension Line, 6"	GM	0	\$ 3,249.85	\$ -
711-14-125	Thermoplastic, Preformed, White, Solid, 24" For Crosswalk	LF	0	\$ 17.31	\$ -
711-14-170	Thermoplastic, Preformed, White, Message (Bike/Arrow)	EA	0	\$ 183.35	\$ -
711-16-101	Thermoplastic, Standard-Other Surfaces, White, Solid, 6"	GM	0	\$ 5,701.93	\$ -
711-16-102	Thermoplastic, Standard-Other Surfaces, White, Solid, 8"	GM	0	\$ 7,316.19	\$ -
711-16-201	Thermoplastic, Standard-Other Surfaces, Yellow, Solid, 6"	GM	0	\$ 5,738.01	\$ -
711-17-1	Thermoplastic, Remove Existing Thermoplastic Pavement Markings- Surface To Remain	SF	0	\$ 1.97	\$ -
<b>Signing and Pavement Marking Subtotal =</b>					<b>\$ 89,561.92</b>
<b>Signals</b>					
630-2-11	Conduit, Furnish & Install, Open Trench	LF	106	\$ 17.31	\$ 1,826.21
630-2-12	Conduit, Furnish & Install, Directional Bore	LF	130	\$ 37.92	\$ 4,929.60
632-7-1	Signal Cable- New Or Reconstructed Intersection, Furnish & Install	PI	1	\$ 5,187.39	\$ 5,187.39
635-2-11	Pull & Splice Box, F&I, 13" X 24" Cover Size	EA	8	\$ 1,591.53	\$ 12,732.24
639-1-122	Electrical Power Service, F&I, Underground, Meter Purchased By The Contractor	AS	0	\$ 5,216.64	\$ -
639-2-1	Electrical Service Wire, Furnish & Install	LF	0	\$ 15.45	\$ -
639-3-11	Electrical Service Disconnect, F&I, Pole Mount	EA	0	\$ 2,182.25	\$ -
641-2-12	Prestressed Concrete Pole, F&I, Type P-H Service Pole	EA	0	\$ 2,414.16	\$ -
646-1-11	Aluminum Signals Pole, Pedestal	EA	8	\$ 2,782.18	\$ 22,257.44
649-21-6	Steel Mast Arm Assembly, Furnish And Install, Single Arm 50'	EA	0	\$ 81,538.98	\$ -
650-1-14	Vehicular Traffic Signal, Furnish And Install Aluminum, 3 Section, 1 Way	AS	0	\$ 1,787.44	\$ -
650-1-16	Vehicular Traffic Signal, Furnish And Install Aluminum, 4 Section, 1 Way	AS	0	\$ 2,155.21	\$ -
653-1-11	Pedestrian Signal, Furnish & Install Led Countdown, 1 Way	AS	8	\$ 1,095.24	\$ 8,761.92
660-4-11	Vehicle Detection System- Video, Furnish & Install Cabinet Equipment	EA	0	\$ 15,946.71	\$ -
660-4-12	Vehicle Detection System- Video, Furnish & Install Above Ground Equipment	EA	0	\$ 7,078.46	\$ -
663-1-121	Signal Priority and Preemption System, Furnish And Install, GPS, Replace Cabinet Electronics	EA	0	\$ 9,992.17	\$ -
663-1-122	Signal Priority and Preemption System, Furnish And Install, GPS, Detector	EA	0	\$ 7,770.07	\$ -
663-1-11	Pedestrian Detector, Furnish & Install, Standard	EA	8	\$ 468.00	\$ 3,744.00
670-5-112	Traffic Controller Assembly, F&I, Nema, 2 Preemptive	AS	0	\$ 48,376.99	\$ -
682-1-133	In-Ceiv Camera, F&I, Dome Enclosure - Non-Pressurized, In, High Definition	EA	0	\$ 7,200.82	\$ -
685-1-13	Uninterruptible Power Supply, Furnish And Install, Line Interactive With Cabinet	EA	0	\$ 11,565.39	\$ -
700-3-201	Sign Panel, Furnish & Install Overhead Mount, Up To 12 SF	EA	0	\$ 1,013.21	\$ -
700-3-22	Internally Illuminated Sign, Furnish & Install, Overhead Mount, 12-18 SF	EA	0	\$ 5,499.96	\$ -
999-1	Absher Signal	LS	0	\$ 475,000.00	\$ -
999-2	Narcoossee Signal Modifications	LS	0	\$ 250,000.00	\$ -
<b>Signals Subtotal =</b>					<b>\$ 59,438.80</b>



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

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Pay Item	Description	Units	Quantity	Unit Cost	Total
<b>ITS</b>					
611-2-1	Isfm Location Documentation- Intersection	EA	0	\$ 2,124.85	\$ -
630-2-11	Conduit, Furnish & Install, Open Trench	LF	0	\$ 17.31	\$ -
630-2-12	Conduit, Furnish & Install, Directional Bore	LF	0	\$ 37.92	\$ -
633-11-21	Fiber Optic Cable, F&I, Underground, 2-12 Fibers	LF	0	\$ 4.32	\$ -
633-11-23	Fiber Optic Cable, F&I, Underground, 49-96 Fibers	LF	0	\$ 4.53	\$ -
633-2-31	Fiber Optic Connection, Install, Splice	EA	0	\$ 54.65	\$ -
633-2-32	Fiber Optic Connection, Install, Termination	EA	0	\$ 94.03	\$ -
633-3-11	Fiber Optic Connection Hardware, F&I, Splice Enclosure	EA	0	\$ 1,437.15	\$ -
633-3-12	Fiber Optic Connection Hardware, F&I, Splice Tray	EA	0	\$ 73.35	\$ -
633-3-14	Fiber Optic Connection Hardware, F&I, Buffer Tube Fan Out Kit	EA	0	\$ 142.97	\$ -
633-3-16	Fiber Optic Connection Hardware, F&I, Patch Panel - Field Terminated	EA	0	\$ 1,851.27	\$ -
634-2-12	Pull & Splice Box, F&I, 24" X 36" Cover Size	EA	0	\$ 2,798.53	\$ -
634-2-13	Pull & Splice Box, F&I, 30" X 60" Rectangular Or 36" Round Cover Size	EA	0	\$ 5,507.79	\$ -
684-1-1	Managed Field Ethernet Switch, Furnish & Install	EA	0	\$ 5,456.11	\$ -
				<b>ITS Subtotal -</b>	<b>\$ -</b>
<b>Lighting</b>					
630-2-11	Conduit, F&I, Open Trench	LF	23153	\$ 17.31	\$ 400,778.43
630-2-12	Conduit, F&I, Directional Bore	LF	2418	\$ 37.92	\$ 91,576.80
633-2-11	Pull & Splice Box, F&I, 12" X 24" Cover Size	EA	112	\$ 1,591.53	\$ 178,251.36
715-1-12	Lighting Conductors, F&I, Insulated, No.8 To No.6	LF	85418	\$ 2.74	\$ 234,045.32
715-7-11	Load Center, F&I, Secondary Voltage	EA	3	\$ 20,737.15	\$ 62,211.45
715-61-321	Light Pole Complete, F&I Standard Pole Foundation, 40' Mounting Height, 10' Arm Length	EA	91	\$ 9,824.91	\$ 894,066.81
715-62-321	Light Pole Complete, F&I Standard Pole Special Foundation, 40' Mounting Height, 10' Arm Length	EA	1	\$ 13,993.34	\$ 13,993.34
715-500-01	Pole Cable Distribution System, F&I, Conventional	EA	92	\$ 956.14	\$ 87,964.88
				<b>Lighting Subtotal -</b>	<b>\$ 1,962,886.39</b>
<b>Subtotal</b>					<b>\$8,799,922.59</b>
101-1A	Mobilization/Demobilization (10%)	LS	1		\$879,992.26
102-1A	Maintenance of Traffic (10%)	LS	1		\$967,991.48
	Contingency (15%)	LS	1		\$1,597,185.95
<b>TOTAL PROJECT ESTIMATED COST</b>					<b>\$8,799,922.59</b>

Unit Costs based on state wide averages 12-month moving averages based on availability.



## Appendix G – 2024 Osceola County Count Data







## Appendix H – SEATS TAZ Model Updates



# Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

2045 SEATS TAZ Updates											
Development	TAZ Number	Dwelling Units (SF)	Dwelling Units (MF)	Dwelling Units (Total)	Population (School)	Population (Hotel)	Population (Total)	Employment (Commercial)	Employment (Industrial)	Employment (Services)	Employment (Total)
Amavi	5590	0	90	90	0	0	252	0	0	0	0
Amavi	5591	0	24	24	0	0	67	0	0	0	0
Amavi	5592	0	56	56	0	0	157	0	0	0	0
Amavi	5595	0	34	34	0	0	95	0	0	0	0
Amavi	5596	0	34	34	0	0	95	0	0	0	0
Hickory	5598	119	0	119	0	0	333	0	0	0	0
Hickory	5599	80	0	80	0	0	224	0	0	0	0
Hickory	5605	47	0	47	0	0	132	0	0	0	0
Hickory	5606	117	0	117	0	0	328	0	0	0	0
Hickory	5607	107	0	107	0	0	300	0	0	0	0
Hickory	5608	84	0	84	0	0	235	0	0	0	0
Monterey	5609	40	0	40	0	0	112	0	0	0	0
Monterey	5610	38	0	38	0	0	106	0	0	0	0
Monterey	5611	133	0	133	0	0	372	0	0	0	0
Shores	5612	38	0	38	0	0	106	0	0	0	0
Shores	5613	16	0	16	0	0	45	0	0	0	0
Shores	5614	39	0	39	0	0	109	0	0	0	0
Shores	5615	23	0	23	0	0	64	0	0	0	0
Whaley	5583	1825	993	2818	0	0	7890	0	0	0	0
Lake Gentry Landing	5579	66	163	229	0	0	642	0	0	0	0
Lake Gentry Landing	5577	123	0	123	0	0	345	0	0	0	0
Lake Gentry Landing	5582	40	0	40	0	0	112	0	0	0	0
Green Island CCN	5559	54	23	77	0	0	214	0	0	0	0
Green Island CCN	5564	924	62	986	0	0	2760	0	0	0	0
Green Island CCN	5572	737	190	927	0	0	2596	0	0	0	0
Green Island CCN	5573	166	0	166	0	0	465	0	0	0	0
Green Island CCN	5575	268	0	268	0	0	751	0	0	0	0
Green Island CCN	5574	268	0	268	0	0	751	0	0	0	0
Green Island CCN	5576	267	0	267	0	0	748	0	0	0	0
Fontana	5557	290	248	538	0	0	2114	9	0	1	10
Fontana	5526	385	715	1100	0	0	2114	53	0	74	127
Fontana	5555	400	179	579	1000	0	2114	140	0	191	331
Fontana	5554	745	58	803	0	0	2114	16	0	74	90
Edgewater West	5105	1276	484	1760	0	0	4928	86	0	0	0
Edgewater West	5552	682	265	947	0	0	2652	0	0	0	0
Edgewater West	5553	572	207	779	0	0	2182	33	0	0	0
Edgewater East	5060	172	175	347	0	0	972	101	0	211	312
Edgewater East	5083	171	175	346	0	0	969	101	0	211	312
Edgewater East	5527	171	175	346	0	0	969	101	0	212	313
Edgewater East	5529	171	175	346	0	0	969	101	0	212	313
Edgewater East	5533	171	173	344	0	0	963	101	0	211	312
Edgewater East	5543	172	173	345	0	768	1734	101	0	211	312
Edgewater East	5545	172	173	345	0	0	966	101	0	211	312
Edgewater East	5546	172	173	345	0	0	966	101	0	211	312
Edgewater East	5547	172	173	345	0	0	966	101	0	211	312
Edgewater East	5548	172	173	345	0	0	966	101	0	211	312
Edgewater East	5550	172	173	345	0	0	966	101	0	211	312
Edgewater East	5551	172	173	345	0	0	966	101	0	211	312
Edgewater East	5556	172	173	345	0	0	966	101	0	211	312
Edgewater East	5561	172	173	345	0	0	966	101	0	211	312
Edgewater East	5562	172	173	345	0	0	966	101	0	211	312
Edgewater East	5567	172	173	345	0	0	966	101	0	211	312
Edgewater East	5568	172	173	345	0	0	966	101	0	211	312
Edgewater East	5569	172	173	345	2100	0	966	101	0	211	312
Bellatara	5525	587	253	840	0	0	2352	0	0	0	0
Bellatara	5530	150	300	450	0	0	1261	0	0	0	0
Bellatara	5534	194	117	311	0	0	872	0	0	0	0
Bellatara	5537	234	178	412	0	0	1152	0	0	0	0
Canoe Creek	5129	209	332	541	0	0	1515	0	0	0	0
Canoe Creek	5535	229	0	229	0	0	641	90	0	0	0
Green Island E	5538	90	51	140	0	0	396	13	38	9	132
Green Island E	5539	179	102	281	0	0	791	26	77	19	265
Green Island E	5540	179	102	281	0	0	791	26	77	19	265
Green Island E	5541	179	102	281	0	0	791	26	77	19	265
Green Island E	5542	90	51	140	0	0	396	13	38	9	132
Green Island E	5549	282	187	469	0	0	1343	189	559	28	776
Green Island E	5558	481	240	721	0	0	2020	90	0	6	96
Green Island E	5563	282	187	469	0	0	1343	189	559	28	776
Green Island E	5565	179	102	281	0	0	791	26	77	19	265
Green Island E	5585	481	240	721	0	0	2020	90	0	6	96
Green Island E	5594	282	187	469	0	0	1343	189	559	28	776
Green Island E	5600	522	224	746	0	0	2064	167	0	11	177
Green Island E	5601	481	240	721	0	0	2020	90	0	6	96
Green Island E	5536	522	224	746	0	0	2064	167	0	11	177
Green Island E	5597	1302	495	1797	0	0	4924	0	0	0	0
Green Island E	5560	90	51	140	0	0	396	13	38	9	132





Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Study (2024)

2045 SEATS TAZ Updates											
Development	TAZ Number	Dwelling Units (SF)	Dwelling Units (MF)	Dwelling Units (Total)	Population (School)	Population (Hotel)	Population (Total)	Employment (Commercial)	Employment (Industrial)	Employment (Services)	Employment (Total)
Green Island E	5580	90	51	140	0	0	396	13	38	9	132
Green Island E	5581	90	51	140	0	0	396	13	38	9	132
Green Island E	5029	1376	775	2151	0	0	6022	0	0	0	0
Green Island F	5603	700	323	1023	0	0	2847	270	0	18	288
Green Island	5600	522	224	746	0	0	2064	167	0	11	177
Green Island	5536	522	224	746	0	0	2064	167	0	11	177
Green Island	5558	481	240	721	0	0	2020	90	0	6	96
Green Island	5549	282	187	469	0	0	1343	189	559	28	776
Green Island	5563	282	187	469	0	0	1343	189	559	28	776
Green Island	5594	282	187	469	0	0	1343	189	559	28	776
Green Island	5585	481	240	721	0	0	2020	90	0	6	96
Green Island	5601	481	240	721	0	0	2020	90	0	6	96
Green Island	5539	179	102	281	0	0	791	26	77	19	265
Green Island	5538	90	51	140	0	0	396	13	38	9	132
Green Island	5565	179	102	281	0	0	791	26	77	19	265
Green Island	5542	90	51	140	0	0	396	13	38	9	132
Green Island	5541	179	102	281	0	0	791	26	77	19	265
Green Island	5540	179	102	281	0	0	791	26	77	19	265
Green Island	5602	90	51	140	0	0	396	13	38	9	132
Green Island	5560	90	51	140	0	0	396	13	38	9	132
Green Island	5580	90	51	140	0	0	396	13	38	9	132
Green Island	5581	90	51	140	0	0	396	13	38	9	132
Green Island	5029	1376	775	2151	0	0	6022	0	0	0	0
Green Island	5056	341	373	714	0	357	1655	346	172	1067	1585
Green Island	5604	0	0	0	0	0	0	39	753	16	807
Green Island	5570	0	0	0	0	0	0	39	753	16	807
Green Island	5044	0	0	0	0	0	0	39	753	16	807
Green Island	5532	0	0	0	0	0	0	39	753	16	807

\*Source- All data that was updated for SEATS was using the most up-to-date development data at the time of the analysis provided by the developers.



## Appendix I – CFRPM 7.0 Cube Model Outputs

#	Field Name	Format	Description
1	A	Integer	Begin node of roadway link
2	B	Integer	End node of roadway link
3	LINK_ID	String	Unique roadway link identifier; concatenation of A and B nodes
4	ROAD_NAME	String	Roadway name
5	TWOWAY	Integer	Indicates if roadway link is one-way or two-way
6	DIR	String	Direction of roadway link
7	NUM_LANES	Integer	Number of lanes on roadway link
8	POST_SPEED	Integer	Posted speed limit of roadway link
9	AREA_TYPE	Integer	Area type of roadway link
10	FAC_TYPE	Integer	Facility type of roadway link
11	UA_TYPE	Integer	Indicates if roadway link is in an urban, rural, or transitioning area
12	UA_NAME	Integer	Urban area name of roadway link
13	FUNCLASS	Integer	Functional classification of roadway link
14	SIS	Integer	Indicates if roadway link is part of the FDOT Strategic Intermodal System (SIS)
15	NHS	Integer	Indicates if roadway link is part of the National Highway System (NHS)
16	PAVED	Integer	Indicates if roadway link is paved or unpaved
17	TRFC_CALM	Integer	Indicates if traffic calming is implemented on roadway link
18	COUNTY	Integer	County where roadway link is located
19	MPO	Integer	Metropolitan Planning Organization (MPO) area where roadway link is located
20	MPO	Integer	FDOT managing district where roadway link is located
21	TOLL	Integer	Indicates if roadway link has toll plaza or gantry
22	RAMP	Integer	Indicates if roadway link is a ramp
23	JURIS	String	Jurisdiction of roadway link
24	CENTROID	Integer	Indicates if roadway link is a centroid connector
25	DISTANCE	Double	Length of roadway link in miles
26	FFTIME	Double	Observed free-flow time to travel roadway link
27	AM_SPD	Double	AM peak-period travel speed
28	MD_SPD	Double	Mid-day period travel speed
29	PM_SPD	Double	PM peak-period travel speed
30	NT_SPD	Double	Night period travel speed
31	FF_SPD	Double	Observed free-flow speed on roadway link
32	COUNT_2015	Integer	Daily raw count from 2015
33	COUNT_SITE	String	Count site ID number



34	COUNT_LOC	String	Description of count site location
35	COUNT_DATE	Date	Date of count
36	COUNT_SOURCE S	String	Source of count
37	COUNT_AM	Integer	AM peak-period raw count
38	COUNT_MD	Integer	Mid-day period raw count
39	COUNT_PM	Integer	PM peak-period raw count
40	COUNT_NT	Integer	Night period raw count
41	COUNT_DAILY	Integer	Daily raw count
42	COUNT_DAILY_ADJ	Integer	Seasonally adjusted daily count
43	COUNT_AMBAL_ADJ	Integer	Seasonally adjusted and balanced AM peak-period count
44	COUNT_MDBAL_ADJ	Integer	Seasonally adjusted and balanced mid-day peak-period count
45	COUNT_PMBAL_ADJ	Integer	Seasonally adjusted and balanced PM peak-period count
46	COUNT_NTBAL_ADJ	Integer	Seasonally adjusted and balanced night period count
47	COUNT_DAILYBAL_ADJ	Integer	Seasonally adjusted and balanced daily count
48	COUNT_TRK	Integer	Number of trucks
49	PCT_TRK	Double	Percentage of trucks
50	FAC_CATEGORY	String	FDOT factor category for traffic count
51	SEASON_FAC	Double	FDOT seasonal factor for traffic count
52	MOCF	Double	FDOT model output conversion factor
53	CTOLL	Double	Toll coefficient for passenger vehicles
54	CTOLL_TRK	Double	Toll coefficient for trucks
55	CARTOLL	Double	Passenger vehicle toll amount
56	TRUCKTOLL	Double	Truck toll amount (maximum based on number of axles)
57	CAPACITY	Integer	Capacity of roadway
58	SR_NUM1	String	State Road (SR) number
59	SR_NUM2	String	State Road (SR) number
60	SR_NUM3	String	State Road (SR) number
61	US_NUM1	String	US route number
62	US_NUM2	String	US route number
63	US_NUM3	String	US route number
64	INT_NUM	String	Interstate route number
65	PROJECT_ID	String	Description of roadway project
66	SCREENLINE	Integer	Screenline associated with roadway link
67	CORRIDOR	Integer	Defined corridor to test and evaluate validation metrics
68	LABEL	Integer	Field for users to define labeling styles
69	SYMBOL	Integer	Field for users to define symbol styles



70	OFFSET	Integer	Field for users to define directional offset symbology
71	FLAG	Integer	Field for users to populate if certain roadway links need to be flagged during editing
72	X_BEG	Double	X-coordinate of roadway link begin point
73	Y_BEG	Double	Y-coordinate of roadway link begin point
74	XY_BEG	Double	Sum of begin point X + Y coordinates
75	X_END	Double	X-coordinate of roadway link end point
76	Y_END	Double	Y-coordinate of roadway link end point
77	XY_END	Double	Sum of end point X + Y coordinates
78	Y15	Integer	Indicates if roadway link is in 2015 network
79	Y20	Integer	Indicates if roadway link is in 2020 network
80	Y25	Integer	Indicates if roadway link is in 2025 network
81	Y30	Integer	Indicates if roadway link is in 2030 network
82	Y35	Integer	Indicates if roadway link is in 2035 network
83	Y40	Integer	Indicates if roadway link is in 2040 network
84	Y45	Integer	Indicates if roadway link is in 2045 network
85	created_user	String	Automatically populated by ESRI when user edits feature class
86	created_date	Date	Automatically populated by ESRI when user edits feature class
87	last_edited_user	String	Automatically populated by ESRI when user edits feature class
88	last_edited_date	Date	Automatically populated by ESRI when user edits feature class
89	Shape_Length	Double	Length of link polyline, in feet (US)
90	OBJECTID	Integer	Automatically generated by ESRI
91	Shape	Geometry	Geometry type of feature class



## Appendix J– Mobility Fee Calculation Example

LINK_ID	ROAD_NAME	FAC_TYPE	SIS	NHS	COUNTY	NUM_LANES	DISTANCE	AM		PM	
								2020 Vol.	2045 Vol.	2020 Vol.	2045 Vol.
60772_74558	Boggy Creek Rd	41	0	0	7	2	0.966	824	2444	1417	2718

### Additional Lanes

$$AM\ Volume = \frac{V_{2045} - V_{2020}}{1950} = \frac{2444 - 824}{1950} = 0.831$$

$$1 > \frac{V_{2045} - V_{2020}}{1950} > 0 \therefore 1\ lane$$

$$PM\ Volume = \frac{V_{2045} - V_{2020}}{1950} = \frac{2718 - 1417}{1950} = 0.667$$

$$1 > \frac{V_{2045} - V_{2020}}{1950} > 0 \therefore 1\ lane$$

### Note

Due to the percentage difference calculation, the AM value represents the worst congestion and will be used throughout the rest of this example.

### Percentage Difference

AM Peak

$$\% = \frac{(V)_{2045} - (V)_{2020}}{N_{AL} * 1950} = \frac{2444 - 824}{1 * 1950} = 0.831 = 83.1\%$$

### FDOT Historical Project Costs

This segment was coded as “Facility Type 41” which represents a Major Local Divided Roadway. Using the Osceola County Land Development Code this cross section falls under the Minor Arterial classification which had a cost of \$12,680,459 per lane mile. FDOT Historical Project Cost values were selected for each segment based on facility type (Avenue, Boulevard, and Premium Transit Corridor).

$$MF_{segment} = S_L * N_{AL} * EC * \% = 0.966 * 1 * \$15,140,127.27 * 83.1\% = \$12,153,676.61$$



## Appendix K – Projected Growth in Vehicle Miles Traveled

Projected Growth in Vehicle Miles of Travel (VMT)							
Arterial & Collector		Limited Access		City of Kissimmee		Total	
Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)	Year	Vehicle Miles of Travel (VMT)
2020	6,720,724	2,020	2,922,020	2020	202,858	2020	9,845,602
2021	6,919,834	2021	3,057,985	2021	204,805	2021	10,182,624
2022	7,124,842	2022	3,200,276	2022	206,771	2022	10,531,889
2023	7,335,925	2023	3,349,188	2023	208,755	2023	10,893,868
2024	7,553,260	2024	3,505,029	2024	210,759	2024	11,269,049
2025	7,777,035	2025	3,668,122	2025	212,782	2025	11,657,939
2026	8,007,440	2026	3,838,804	2026	214,824	2026	12,061,067
2027	8,244,670	2027	4,017,427	2027	216,885	2027	12,478,983
2028	8,488,929	2028	4,204,363	2028	218,967	2028	12,912,258
2029	8,740,424	2029	4,399,996	2029	221,068	2029	13,361,488
2030	8,999,369	2030	4,604,732	2030	223,190	2030	13,827,292
2031	9,265,987	2031	4,818,996	2031	225,332	2031	14,310,315
2032	9,540,503	2032	5,043,228	2032	227,495	2032	14,811,227
2033	9,823,153	2033	5,277,895	2033	229,678	2033	15,330,726
2034	10,114,176	2034	5,523,481	2034	231,882	2034	15,869,539
2035	10,413,821	2035	5,780,495	2035	234,108	2035	16,428,423
2036	10,722,343	2036	6,049,467	2036	236,355	2036	17,008,165
2037	11,040,006	2037	6,330,955	2037	238,623	2037	17,609,584
2038	11,367,080	2038	6,625,542	2038	240,913	2038	18,233,534
2039	11,703,844	2039	6,933,835	2039	243,225	2039	18,880,904
2040	12,050,585	2040	7,256,474	2040	245,559	2040	19,552,618
2041	12,407,598	2041	7,594,125	2041	247,916	2041	20,249,640
2042	12,775,189	2042	7,947,488	2042	250,295	2042	20,972,972
2043	13,153,670	2043	8,317,293	2043	252,698	2043	21,723,660
2044	13,543,363	2044	8,704,305	2044	255,123	2044	22,502,792
2045	13,944,602	2045	9,109,326	2045	257,571	2045	23,311,500

\*Source: Central Florida Regional Planning Model v7 Osceola County annual exponential growth rates: Arterial & Collectors-2.96%, Limited Access-4.65%, City of Kissimmee-0.96%, Total-3.51%



Appendix L - University of Florida BEBR (Volume 57, Bulletin 198, April  
2023)



*College of Liberal Arts and Sciences*  
*Bureau of Economic and Business Research*

**Florida Population Studies**



# Projections of Florida Population by County, 2025–2050, with Estimates for 2023

Stefan Rayer, Population Program Director  
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2024 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections – low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

### State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. We adjusted the survival rates for 2020–2028 to make them consistent with recent mortality trends, and to align

the projected deaths with those from the State of Florida’s Demographic Estimating Conference (DEC) held November 28, 2023. After 2028, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2011–2019 American Community Survey (ACS) 1-year estimates and 2015–2019 ACS 5-year estimates. We calculated an average of those two sets of migration estimates; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida’s population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.





The distribution of foreign immigrants by age and sex was also based on averages of the patterns observed over the same time periods using the same ACS data sets as for domestic migration. Again, we smoothed the estimates to account for irregularities in the age/sex distribution of immigrants.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population. These birth rates were based on Florida birth data for 2012–2018 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.75 births per woman. These rates were reduced in the short-term projections to make them consistent with recent fertility trends, and to align the projected births with those from the November 28, 2023 DEC. The long-term projections imply about 1.83 births per woman.

The medium projections of total population for 2024–2028 were adjusted to be consistent with the state population forecasts for those years produced by the November 28, 2023 DEC. None of the projections after 2028 had any further controls.

In the addition to the medium series, we also created a low and a high series for Florida. These should not be considered low and high growth scenarios; rather, they represent an indication of the uncertainty surrounding the medium projections. The low and high series were based on analyses of past population forecast errors for Florida. In this publication, we provide projections for 2025, 2030, 2035, 2040, 2045, and 2050. State projections for other years are available by request.

**County Projections**

The cohort-component model is the most widely used technique to make population projections for larger areas such as states, but it is not necessarily the best way

to make projections at the county level. Many counties in Florida have small populations, which make it difficult to produce reliable cohort-component projections by age and sex. Furthermore, county growth patterns can be volatile, and projections based on a single technique using data from a single time period may provide suboptimal results. We believe more useful projections of total population can be made by applying different techniques that incorporate data from different time periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2023. We made projections for each county using six different techniques in five-year increments. The six techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.
2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.
3. Share-of-growth – each county’s share of state population growth in the future will be the same as its share during the base period.
4. Shift-share – each county’s share of the state population will change by the same annual amount in the future as the average annual change during the base period.
5. Constant-share – each county’s share of the state population will remain constant at its 2023 level.
6. Constant – each county’s population will remain equal to its 2023 estimate.

For the linear technique, we used base periods of ten and twenty years (2013–2023, and 2003–2023) yielding two sets of projections; for the exponential technique, we used a fifteen-year base period (2008–2023) yielding one projection; for the share-of-growth technique, we used base periods of two, ten, and twenty years (2021–2023, 2013–2023, and 2003–2023) yielding three sets of projections; and for the shift-share technique, we used base periods of five and fifteen

years (2018–2023 and 2008–2023) yielding two sets of projections; and. The constant-share and constant techniques were based on data from a single year (2023).

This methodology produced ten different projections for each county for each projection year (2025, 2030, 2035, 2040, 2045, and 2050). From these, we calculated four averages: one using all ten projections (AVE-10), one that excluded the highest and lowest projections (AVE-8), one that excluded the two highest and two lowest projections (AVE-6), and one that excluded the three highest and three lowest projections (AVE-4). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-4) as the default technique for each county. For counties in which AVE-4 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state.

For 62 counties we selected projections made with AVE-4, the default technique. In the remaining five counties, we selected projections made with an individual technique or calculated a custom average (e.g., an average of two individual techniques). These include Gadsden, Hardee, Lee, Monroe, and Sumter counties.

In counties with large institutional populations – including university students and state and federal prison inmates – we projected the non-institutional population separately from the institutional population. In the present set of projections, such adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties. In all other counties the projections were made for total population.

### Range of County Projections

The methodology described above was used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed a low and a high series, which provide an indication of the uncertainty surrounding the medium county projections. The low and high series were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies based on three factors: a county's population size in 2023 (less than 30,000; 30,000–199,999; and 200,000 or more), rate of population growth between 2013 and 2023 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon. Our studies have found that the distribution of absolute percent errors tends to remain relatively stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). However, for the low and the high series, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state.

### Acknowledgement

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Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

**Projections of Florida Population by County, 2025–2050, with Estimates for 2023**

County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
ALACHUA	293,040						
Low		282,700	285,300	284,000	280,000	274,800	269,300
Medium		300,800	317,000	329,300	338,400	345,600	352,000
High		318,800	348,700	374,600	396,800	416,500	434,700
BAKER	28,339						
Low		26,900	26,700	26,400	25,800	25,200	24,500
Medium		28,900	30,200	31,300	32,200	32,900	33,600
High		31,000	33,700	36,200	38,500	40,700	42,700
BAY	187,545						
Low		179,600	178,800	176,900	174,100	171,000	167,800
Medium		191,000	198,600	205,100	210,400	215,100	219,400
High		202,500	218,500	233,300	246,700	259,200	270,900
BRADFORD	27,389						
Low		26,000	25,400	24,700	23,900	23,200	22,600
Medium		27,700	28,200	28,600	28,900	29,200	29,500
High		29,300	31,100	32,500	33,900	35,200	36,400
BREVARD	640,773						
Low		618,800	625,100	625,000	619,200	610,400	600,100
Medium		658,300	694,600	724,600	748,300	767,700	784,500
High		697,700	764,100	824,300	877,400	925,100	968,800
BROWARD	1,973,579						
Low		1,906,400	1,899,700	1,876,000	1,842,400	1,806,200	1,771,100
Medium		2,006,700	2,076,200	2,125,800	2,161,100	2,189,300	2,213,800
High		2,107,000	2,252,700	2,375,600	2,479,900	2,572,400	2,656,600
CALHOUN	13,816						
Low		13,000	12,500	12,000	11,500	11,100	10,700
Medium		13,800	13,900	13,900	13,900	13,900	14,000
High		14,700	15,300	15,800	16,300	16,800	17,200
CHARLOTTE	204,126						
Low		198,700	204,200	207,000	207,900	208,000	206,900
Medium		211,300	226,900	240,000	251,300	261,600	270,500
High		224,000	249,600	273,000	294,600	315,300	334,000
CITRUS	162,240						
Low		156,400	157,800	157,300	155,400	152,900	150,400
Medium		166,400	175,400	182,400	187,800	192,300	196,500
High		176,400	192,900	207,500	220,200	231,800	242,700
CLAY	231,042						
Low		224,200	229,100	231,000	229,200	225,900	222,300
Medium		238,500	254,500	267,900	276,900	284,200	290,600
High		252,800	280,000	304,700	324,700	342,400	358,900
COLLIER	399,480						
Low		388,500	398,700	402,000	400,600	396,900	392,200
Medium		413,300	443,000	466,000	484,100	499,300	512,700
High		438,100	487,300	530,100	567,600	601,700	633,200
COLUMBIA	72,191						
Low		69,600	69,000	68,100	67,000	65,800	64,700
Medium		73,300	75,400	77,100	78,600	79,800	80,900
High		76,900	81,800	86,200	90,200	93,700	97,000
DESOTO	34,974						
Low		33,400	32,500	31,600	30,700	29,700	28,900
Medium		35,200	35,500	35,800	36,000	36,100	36,200
High		36,900	38,500	40,000	41,300	42,400	43,400
DIXIE	17,271						
Low		16,500	16,200	15,900	15,500	15,000	14,700
Medium		17,500	18,000	18,400	18,700	18,900	19,200
High		18,600	19,800	20,900	21,900	22,800	23,700



Osceola County & City of St. Cloud  
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**Projections of Florida Population by County, 2025–2050, with Estimates for 2023**

County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
<b>DUVAL</b>	<b>1,051,278</b>						
Low		1,018,200	1,034,800	1,033,400	1,022,700	1,006,000	987,900
Medium		1,083,200	1,149,800	1,198,100	1,235,900	1,265,400	1,291,400
High		1,148,200	1,264,700	1,362,900	1,449,000	1,524,800	1,594,900
<b>ESCAMBIA</b>	<b>333,452</b>						
Low		322,100	319,900	315,500	310,800	306,100	301,300
Medium		339,100	349,700	357,500	364,600	371,000	376,700
High		356,000	379,400	399,500	418,400	435,900	452,000
<b>FLAGLER</b>	<b>130,756</b>						
Low		126,400	133,000	137,100	138,500	138,100	136,600
Medium		137,400	152,900	166,700	178,100	187,900	196,600
High		148,400	172,700	196,300	217,800	237,700	256,500
<b>FRANKLIN</b>	<b>12,971</b>						
Low		12,300	12,300	12,100	11,800	11,400	11,000
Medium		13,300	14,100	14,700	15,200	15,500	15,900
High		14,400	16,000	17,400	18,600	19,700	20,700
<b>GADSDEN</b>	<b>44,421</b>						
Low		42,300	40,800	39,400	38,100	37,000	35,900
Medium		44,500	44,600	44,700	44,700	44,800	44,800
High		46,700	48,400	49,900	51,300	52,600	53,800
<b>GILCHRIST</b>	<b>19,123</b>						
Low		18,200	18,200	18,100	17,700	17,400	17,000
Medium		19,600	20,600	21,400	22,100	22,700	23,300
High		21,000	23,000	24,800	26,500	28,100	29,600
<b>GLADES</b>	<b>12,591</b>						
Low		11,900	11,600	11,300	10,900	10,500	10,100
Medium		12,700	12,900	13,000	13,100	13,200	13,200
High		13,500	14,200	14,800	15,400	15,900	16,400
<b>GULF</b>	<b>16,323</b>						
Low		15,400	15,200	14,900	14,500	14,000	13,500
Medium		16,700	17,500	18,100	18,600	19,100	19,500
High		18,000	19,800	21,300	22,800	24,100	25,400
<b>HAMILTON</b>	<b>13,671</b>						
Low		13,000	12,600	12,100	11,700	11,400	11,000
Medium		13,800	14,000	14,100	14,200	14,300	14,400
High		14,600	15,400	16,000	16,600	17,200	17,800
<b>HARDEE</b>	<b>25,645</b>						
Low		24,100	23,200	22,200	21,400	20,600	19,800
Medium		25,700	25,700	25,800	25,800	25,900	25,900
High		27,200	28,300	29,300	30,300	31,200	32,000
<b>HENDRY</b>	<b>40,895</b>						
Low		39,000	38,300	37,500	36,400	35,400	34,400
Medium		41,500	42,600	43,400	44,000	44,500	45,000
High		43,900	46,900	49,400	51,600	53,600	55,500
<b>HERNANDO</b>	<b>204,265</b>						
Low		197,700	200,700	201,300	199,700	196,500	193,000
Medium		210,300	223,000	233,400	241,300	247,100	252,200
High		222,900	245,300	265,500	282,900	297,800	311,500
<b>HIGHLANDS</b>	<b>104,385</b>						
Low		100,400	99,100	97,300	95,500	93,600	91,900
Medium		105,700	108,300	110,300	112,000	113,500	114,900
High		111,000	117,500	123,300	128,500	133,300	137,900
<b>HILLSBOROUGH</b>	<b>1,541,531</b>						
Low		1,498,300	1,536,100	1,548,400	1,540,000	1,522,300	1,502,000
Medium		1,593,900	1,706,800	1,795,300	1,861,000	1,914,900	1,963,400
High		1,689,600	1,877,400	2,042,200	2,182,100	2,307,400	2,424,800



Osceola County & City of St. Cloud  
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County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
HOLMES	19,910						
Low		18,800	18,100	17,400	16,700	16,100	15,600
Medium		20,000	20,100	20,200	20,200	20,300	20,300
High		21,200	22,100	22,900	23,700	24,400	25,100
INDIAN RIVER	167,781						
Low		161,000	163,200	162,700	159,800	156,100	152,200
Medium		173,100	184,400	193,100	199,200	204,100	208,400
High		185,200	205,600	223,500	238,500	252,000	264,700
JACKSON	48,982						
Low		46,800	45,600	44,300	43,100	42,000	41,000
Medium		49,300	49,800	50,300	50,600	50,900	51,200
High		51,700	54,100	56,200	58,100	59,800	61,400
JEFFERSON	15,402						
Low		14,700	14,400	14,100	13,700	13,300	13,000
Medium		15,600	16,000	16,300	16,600	16,800	17,000
High		16,500	17,600	18,500	19,400	20,200	21,000
LAFAYETTE	8,074						
Low		7,700	7,600	7,400	7,200	7,000	6,800
Medium		8,200	8,400	8,600	8,700	8,800	8,900
High		8,700	9,300	9,800	10,200	10,600	11,000
LAKE	414,749						
Low		404,400	423,500	432,700	434,700	433,200	430,100
Medium		434,900	478,500	513,600	541,700	566,300	589,200
High		465,300	533,500	594,500	648,700	699,300	748,300
LEE	800,989						
Low		785,700	817,600	831,800	833,100	828,700	822,400
Medium		835,900	908,500	964,400	1,006,700	1,042,400	1,075,100
High		886,000	999,300	1,097,000	1,180,400	1,256,200	1,327,700
LEON	301,724						
Low		291,300	290,200	287,800	283,700	279,100	274,600
Medium		306,600	317,200	326,100	332,700	338,300	343,300
High		322,000	344,100	364,400	381,800	397,400	412,000
LEVY	45,283						
Low		43,500	43,500	43,200	42,500	41,800	41,000
Medium		46,200	48,300	50,000	51,400	52,500	53,600
High		49,000	53,200	56,900	60,200	63,300	66,100
LIBERTY	7,977						
Low		7,500	7,300	7,000	6,800	6,600	6,300
Medium		8,000	8,100	8,200	8,200	8,300	8,300
High		8,500	8,900	9,300	9,600	9,900	10,200
MADISON	18,698						
Low		17,600	16,900	16,300	15,600	15,100	14,500
Medium		18,700	18,800	18,900	18,900	18,900	19,000
High		19,900	20,700	21,500	22,200	22,800	23,400
MANATEE	439,566						
Low		427,300	445,200	455,000	455,900	453,000	448,600
Medium		459,500	503,100	540,100	568,100	592,200	614,600
High		491,600	561,000	625,100	680,300	731,300	780,500
MARION	403,966						
Low		392,100	401,800	406,300	406,800	405,600	402,800
Medium		417,100	446,400	471,100	491,700	510,200	526,500
High		442,100	491,000	535,900	576,500	614,800	650,300
MARTIN	162,847						
Low		155,800	154,900	153,000	150,000	146,800	143,700
Medium		165,700	172,100	177,400	181,300	184,700	187,800
High		175,700	189,300	201,700	212,600	222,500	232,000



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County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
MIAMI-DADE	2,768,954						
Low		2,673,300	2,663,100	2,630,800	2,587,800	2,543,600	2,501,800
Medium		2,814,000	2,910,500	2,981,000	3,035,500	3,083,200	3,127,200
High		2,954,700	3,157,900	3,331,300	3,483,200	3,622,700	3,752,700
MONROE	84,511						
Low		80,300	78,400	76,000	73,300	70,700	68,100
Medium		85,400	87,100	88,100	88,600	88,900	89,000
High		90,600	95,800	100,200	103,900	107,100	110,000
NASSAU	100,763						
Low		97,300	101,400	103,400	103,800	102,800	101,300
Medium		105,700	116,600	125,700	133,500	139,900	145,800
High		114,200	131,700	148,000	163,200	177,000	190,200
OKALOOSA	219,260						
Low		211,400	212,900	211,500	208,500	204,700	200,600
Medium		224,900	236,500	245,200	251,900	257,500	262,200
High		238,400	260,200	278,900	295,400	310,300	323,800
OKEECHOBEE	39,591						
Low		37,800	36,600	35,500	34,500	33,500	32,600
Medium		39,800	40,000	40,300	40,500	40,600	40,800
High		41,800	43,400	45,000	46,400	47,700	48,900
ORANGE	1,492,951						
Low		1,454,400	1,497,700	1,513,900	1,510,700	1,496,500	1,479,200
Medium		1,547,200	1,664,100	1,755,300	1,825,600	1,882,400	1,933,600
High		1,640,000	1,830,500	1,996,600	2,140,500	2,268,300	2,388,000
OSCEOLA	439,225						
Low		436,200	470,500	490,600	500,600	505,200	507,300
Medium		469,000	531,600	582,300	623,800	660,500	695,000
High		501,900	592,800	674,000	747,000	815,700	882,600
PALM BEACH	1,532,718						
Low		1,489,100	1,503,700	1,500,300	1,485,500	1,463,900	1,440,800
Medium		1,567,500	1,643,400	1,700,000	1,742,500	1,774,400	1,801,100
High		1,645,800	1,783,100	1,899,800	1,999,500	2,084,900	2,161,300
PASCO	610,743						
Low		598,400	624,100	640,000	644,400	644,100	642,200
Medium		636,600	693,400	742,100	778,700	810,200	839,500
High		674,800	762,800	844,100	913,000	976,300	1,036,700
PINELLAS	974,689						
Low		943,000	926,100	909,600	893,000	877,200	862,600
Medium		982,200	995,900	1,007,800	1,017,600	1,025,900	1,033,000
High		1,021,500	1,065,600	1,106,100	1,142,300	1,174,700	1,203,500
POLK	797,616						
Low		782,400	817,400	838,800	845,700	846,100	844,100
Medium		832,400	908,200	972,600	1,022,000	1,064,300	1,103,400
High		882,300	999,000	1,106,300	1,198,400	1,282,500	1,362,700
PUTNAM	75,906						
Low		72,600	71,000	69,000	66,900	65,100	63,500
Medium		76,400	77,600	78,100	78,500	79,000	79,400
High		80,300	84,200	87,300	90,100	92,800	95,300
ST. JOHNS	315,317						
Low		313,800	341,200	359,500	368,300	372,800	375,100
Medium		337,400	385,500	426,700	459,000	487,300	513,900
High		361,000	429,800	493,900	549,600	601,800	652,600
ST. LUCIE	368,628						
Low		362,300	381,600	394,000	400,600	404,500	406,000
Medium		385,400	423,900	456,800	484,200	508,800	530,700
High		408,600	466,300	519,600	567,700	613,100	655,400



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County and State	Estimates April 1, 2023	Projections, April 1					
		2025	2030	2035	2040	2045	2050
SANTA ROSA	202,772						
Low		198,900	207,800	212,100	213,400	213,300	212,700
Medium		211,600	230,900	245,900	257,900	268,300	278,000
High		224,300	254,000	279,700	302,400	323,400	343,400
SARASOTA	464,223						
Low		450,200	459,100	462,400	462,000	457,700	452,300
Medium		479,000	510,100	536,100	558,300	575,700	591,200
High		507,700	561,100	609,900	654,600	693,700	730,200
SEMINOLE	486,839						
Low		472,500	475,900	474,000	468,600	462,100	455,200
Medium		497,400	520,200	537,200	549,700	560,100	569,000
High		522,300	564,400	600,300	630,800	658,200	682,800
SUMTER	155,318						
Low		153,200	165,900	173,400	176,800	178,000	178,000
Medium		166,500	190,700	210,900	227,400	242,200	256,100
High		179,800	215,500	248,300	278,000	306,300	334,100
SUWANNEE	45,448						
Low		43,900	43,600	43,000	42,200	41,500	40,800
Medium		46,200	47,600	48,700	49,500	50,300	51,000
High		48,500	51,700	54,400	56,800	59,000	61,200
TAYLOR	21,686						
Low		20,600	20,000	19,500	18,900	18,300	17,800
Medium		21,900	22,300	22,600	22,800	23,100	23,300
High		23,200	24,500	25,700	26,800	27,800	28,700
UNION	16,137						
Low		15,300	15,000	14,700	14,300	13,800	13,400
Medium		16,400	17,000	17,400	17,800	18,100	18,400
High		17,600	18,900	20,200	21,300	22,300	23,300
VOLUSIA	583,505						
Low		563,000	567,800	566,800	561,500	553,100	543,100
Medium		598,900	630,900	657,200	678,600	695,700	709,900
High		634,900	694,000	747,600	795,600	838,300	876,700
WAKULLA	36,168						
Low		34,800	35,300	35,500	35,200	34,800	34,200
Medium		37,400	39,900	42,100	43,900	45,500	46,900
High		40,000	44,500	48,700	52,500	56,200	59,500
WALTON	83,342						
Low		81,200	85,700	87,800	88,200	87,700	86,700
Medium		88,300	98,500	106,700	113,400	119,300	124,800
High		95,300	111,300	125,600	138,600	150,900	162,900
WASHINGTON	25,497						
Low		24,300	23,900	23,400	22,800	22,200	21,600
Medium		25,900	26,500	27,100	27,600	27,900	28,300
High		27,400	29,200	30,800	32,300	33,700	34,900
FLORIDA	22,634,867						
Low		22,826,400	23,710,600	24,266,100	24,547,500	24,668,400	24,697,200
Medium		23,292,200	24,698,500	25,815,000	26,682,000	27,409,400	28,065,000
High		23,758,000	25,686,500	27,363,900	28,816,600	30,150,300	31,432,800



Bureau of Economic and Business Research  
College of Liberal Arts and Sciences  
720 SW 2<sup>nd</sup> Avenue, Suite 150, P.O. Box 117148  
Gainesville, Florida 32611-7148  
(352) 392-0171 | [www.behr.ufl.edu](http://www.behr.ufl.edu)



## Appendix M – 2022 Average Trip Lengths





# Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Date	Population Staying at Home	Population Not Staying at Home	Number of Trips	Number of Trips <1	Number of Trips 1-3	Number of Trips 3-5	Number of Trips 5-10	Number of Trips 10-25	Number of Trips 25-50	Number of Trips 50-100	Number of Trips 100-250	Number of Trips 250-500	Number of Trips >=500	Number of Trips Less Than 5 Miles	Number of Trips Less Than 10 Miles	Number of Trips Greater Than 10 Miles	Number of Trips Greater Than 25 Miles
2024	63,119	312,632	130,722,423	30,008,148	28,312,357	16,986,421	21,693,392	23,486,831	6,719,782	2,019,822	928,795	253,551	313,324	75,306,926	97,000,318	33,722,105	10,235,274
2023	67,013	308,738	524,413,391	116,870,642	113,658,770	70,037,532	88,015,973	94,081,398	26,795,145	8,358,599	4,214,683	1,188,873	1,191,776	300,566,944	388,582,917	135,830,474	41,749,076
2022	65,798	309,953	468,203,708	104,387,195	102,026,735	64,380,680	82,774,370	79,265,535	22,817,734	7,408,837	3,377,251	731,699	1,033,682	270,794,610	353,568,980	114,634,728	35,369,193
2021	66,942	308,809	444,348,766	102,572,590	103,587,457	60,348,439	74,128,161	70,958,804	21,243,981	6,795,865	3,288,715	724,860	729,894	266,508,486	340,636,647	103,712,119	32,753,315
2020	76,758	298,993	388,066,338	77,602,966	91,718,505	52,339,132	62,839,565	68,366,857	23,131,994	7,572,570	3,192,262	780,121	522,386	221,660,603	284,500,168	103,566,190	35,199,333
2019	52,978	322,773	499,247,043	100,711,231	119,328,457	65,417,414	79,412,369	97,800,685	24,794,690	6,886,094	3,375,961	897,726	622,416	285,457,102	364,869,471	134,377,572	36,576,887
Total			2,455,001,689	532,152,772	558,632,281	329,509,618	408,863,830	433,960,110	125,503,326	39,041,777	18,447,667	4,576,530	4,413,478	1,420,294,671	1,829,158,501	623,843,188	191,883,078
Distribution			100.00%	21.68%	22.75%	13.42%	16.65%	17.68%	5.11%	1.59%	0.75%	0.19%	0.18%	57.85%	74.51%	25.49%	7.82%
Average			464,855,853	100,428,925	106,963,985	62,504,639	77,434,088	82,094,656	23,756,709	7,404,391	3,483,774	864,656	820,031	268,997,549	346,431,637	118,424,217	36,329,561
Percentage			100.00%	21.60%	22.82%	13.45%	16.66%	17.66%	5.11%	1.59%	0.75%	0.19%	0.18%	57.85%	74.52%	25.48%	7.82%

Note: The data for 2019 thru 2023 are total household trips for the entire year. 2024 data is through April 6, 2024 and was not used to calculate averages. Population Staying at Home and Population Not Staying at Home are averages of the available period data. All other data categories are the sum of the available period data.

Source: U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS), Trips by Distance - Osceola County, FL (Federal Information Processing Standard (FIPS) Code 12057). This Trips by Distance data and number of people staying home and not staying home are estimated by the Bureau of Transportation Statistics for the Maryland Transportation Institute and Center for Advanced Transportation Technology Laboratory at the University of Maryland. The travel statistics are produced from an anonymized national panel of mobile device data from multiple carriers. All data sources used in the creation of the metrics contain no personal information. Data analysis is conducted at the aggregate national, state, and county levels. Trips are defined as movements that include a stay of longer than 10 minutes or an automated location away from home. Home locations are imputed data weekly based on movement with multiple stays of longer than 10 minutes before returning home, counted as multiple trips. Trip counts listed by all modes of transportation, including driving, rail, transit, and air. Website: <https://dot.itd.gov/factsheets/2024-stay-at-home-not-staying-at-home>



# Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

	TRPMILES Less than 1 mile	TRPMILES 1 mile	TRPMILES 2 miles	TRPMILES 3 miles	TRPMILES 4 miles	TRPMILES 5 miles	TRPMILES 6 - 10 mile	TRPMILES 11 - 15 mi	TRPMILES 16 - 20 mi	TRPMILES 21 - 30 mi	TRPMILES 31 miles or more	TRPMILES TOTAL
<b>WHYTO</b>												
<b>Regular activities at home</b>	0.085399	0.941461	2.069844	3.002711	4.026007	5.067017	7.72439	12.68609	17.71092	24.77583	63.91213	11.81716
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		93.21%
Weighted Trip Length	0.00993	0.109474	0.25266	0.366532	0.289878	0.364832	1.38021	1.202957	1.679435	0.271779	0	5.927887
<b>Work from home (paid)</b>	0	0.618622	1.734584	2.532573	3.867787	5.039776	6.728931	12.91278	18.09456		31.94717	6.675019
BTS Summary Percentage		10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%			81.35%
Weighted Trip Length		0.082422	0.242607	0.354218	0.31909	0.415779	1.377646	1.402983	1.965987		0	6.160731
<b>Work at a non-home location</b>	0	0.869484	2.093137	3.212261	3.858618	5.103803	8.219902	12.68821	17.10976	23.62421	34.50904	14.34043
BTS Summary Percentage		10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		82.37%
Weighted Trip Length		0.114408	0.289123	0.443706	0.314382	0.415834	1.662009	1.361471	1.835912	0.293245	0	6.739009
<b>Work activity to drop-off/pickup someone/something</b>	0	0.602237	1.911125		0.421449		0.8238658	12.89248				2.76674
BTS Summary Percentage		10.84%	11.38%		6.71%		16.65%	8.84%				54.22%
Weighted Trip Length		0.119942	0.39956		0.519723		2.521341	2.093884				5.65445
<b>Other work-related activities</b>	0	1.018024		0.3046613		0.5238036	7.28527	11.33872	18.71653		94.0926	11.59113
BTS Summary Percentage		10.84%		11.38%		6.71%	16.65%	8.84%	8.84%			63.26%
Weighted Trip Length		0.174422		0.547961		0.555704	1.918054	1.584238	2.615061		0	7.39544
<b>Attend school as a student</b>	0				0	0	5.457427	8.35883				7.036957
BTS Summary Percentage							6.71%	16.65%				23.37%
Weighted Trip Length							1.567483	5.958719				7.526202
<b>Attend childcare or adult care</b>	0				0.3928527							0.3928527
BTS Summary Percentage					6.71%							6.71%
Weighted Trip Length					3.928527							3.928527
<b>Volunteer activities (not paid)</b>	0	1.078931	2.309895		0.3614046	4.896278		10.73524	16.64574			0.241809
BTS Summary Percentage		10.84%	11.38%		6.71%	6.71%		8.84%	8.84%			53.31%
Weighted Trip Length		0.219334	0.49294		0.454923	0.616326		1.779662	2.759491			6.322677
<b>Change type of transportation</b>	0						0	5.733996				5.733996
BTS Summary Percentage								16.65%				16.65%
Weighted Trip Length								5.733996				5.733996
<b>Drop off/pick up someone (personal)</b>	0	1.128363	2.011184	2.723431	4.012142	5.076408	6.965657	11.47378	18.51418	24.51151	443.0845	16.60823
BTS Summary Percentage		10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		82.37%
Weighted Trip Length		0.148472	0.277802	0.376184	0.326891	0.413602	1.40841	1.23116	1.986605	0.304259	0	6.473388
<b>Health care visit</b>	0.471972	1.357986	1.625233		0.433863	5.052191	7.574334	14.4711		24.26605	40.17464	9.360307
BTS Summary Percentage	10.84%	10.84%	11.38%		6.71%	6.71%	16.65%	8.84%		1.02%		72.99%
Weighted Trip Length	0.070081	0.201643	0.253333		0.398468	0.464514	1.728239	1.752274		0.339911	0	5.208463
<b>Buy meals</b>	0.179601	0.803379	2.142908	2.777449	3.978659	5.004051	7.689487	12.77907	16.94605	25.52837	219.4997	11.74401
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		93.21%
Weighted Trip Length	0.020884	0.093418	0.261578	0.339035	0.286469	0.360298	1.373974	1.211774	1.606913	0.280034	0	5.834375
<b>Shop/buy/pick-up or return goods</b>	0.351468	0.988897	1.951463	3.146303	4.154037	4.989375	7.449924	12.52946	18.77296	26.68772	36.09172	4.825211
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		93.21%
Weighted Trip Length	0.040869	0.11499	0.238209	0.38406	0.299096	0.359242	1.331168	1.188104	1.780144	0.292751	0	6.028633
<b>Other family/personal errands</b>	0.172889	0.967647	2.077983	2.508704	3.766366	4.578435	7.151008	12.28699	18.74558			5.290915
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%			92.18%
Weighted Trip Length	0.020327	0.113767	0.256466	0.309628	0.274191	0.33331	1.291929	1.178035	1.797284			5.574935
<b>Recreational activities</b>	0	0.83462	2.302051	3.333126	3.787389	4.841107	7.125889	14.73686	18.32951	24.27222	33.69816	12.1919
BTS Summary Percentage		10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		82.37%
Weighted Trip Length		0.10982	0.31798	0.460401	0.308579	0.394431	1.440807	1.581295	1.966794	0.301285	0	6.881396
<b>Exercise</b>	0	1.00808	2.033023	2.665819	4.261388	5.142325	6.346148	13.53396				4.505304
BTS Summary Percentage		10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%				72.51%
Weighted Trip Length		0.150684	0.319009	0.418303	0.394416	0.475951	1.457852	1.649718				4.865732
<b>Visit friends or relatives</b>	0.448726	0.942497	1.974147	3.086088	3.898673	4.954008	9.377255	13.33232	18.64331	27.78208	46.28074	12.52251
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		93.21%
Weighted Trip Length	0.052178	0.109594	0.240978	0.37671	0.28071	0.356695	1.675548	1.264235	1.767845	0.304756	0	6.429253
<b>Rest or relaxation/vacation</b>	0							11.69608			180.6762	115.3805
BTS Summary Percentage								8.84%				8.84%
Weighted Trip Length								11.69608				11.69608
<b>Religious or other community activities</b>	0.448104	1.119372	2.099331	2.892209			9.785295	12.69119	17.352			7.736276
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%			16.65%	8.84%	8.84%			78.76%
Weighted Trip Length	0.061662	0.154032	0.303255	0.417789			2.069112	1.424143	1.947156			6.377149
<b>TOTAL</b>	0.300615	0.929271	2.038682	2.981677	4.002614	5.04726	7.666837	12.68492	17.6304	24.53155	63.77629	10.49135
BTS Summary Percentage	10.84%	10.84%	11.38%	11.38%	6.71%	6.71%	16.65%	8.84%	8.84%	1.02%		93.21%
Weighted Trip Length	0.034956	0.108056	0.248856	0.363965	0.288193	0.363409	1.369927	1.202845	1.6718	0.269099	0	5.921107

\*Source- 2022 NHTS Trip Lengths by Trip Miles and Category along with the U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS).  
\*Note- A weighted average of the 2022 NHTS trip Lengths was taken based on the percentage of trips by length completed by the U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS).



## Appendix N – Trip Length Corresponding Categories

Category/Item	Categories	Trip Lengths Used				Local Trip
Single Family Detached	Regular Activities at home	5.93				5.93
Townhouse (Single-Family Attached Housing)	Regular Activities at home	5.93				5.93
Condo/Multi-Family (Apartments)	Regular Activities at home	5.93				5.93
Affordable Housing	Regular Activities at home	5.93				5.93
Mobile Home	Regular Activities at home	5.93				5.93
Active Adult	Regular Activities at home, Attend Childcare or adult care	5.93	3.93			4.93
Assisted Living/Care/Nursing Home	Regular Activities at home, Attend Childcare or adult care	5.93	3.93			4.93
Marina	Recreational activities	6.88				6.88
Golf Course	Recreational activities	6.88				6.88
Amusement Park	Recreational activities	6.88				6.88
Movie Theater	Recreational activities	6.88				6.88
Racquet/Tennis Club	Recreational activities, Exercise	6.88	4.87			5.87
Health/Fitness/Athletic Club	Recreational activities, Exercise	6.88	4.87			5.87
Recreational Community Center/Multipurpose Recreational Facility	Recreational activities	6.88				6.88
Campground/Recreational Vehicle Park	Recreational activities, Rest or relaxation/vacation	6.88	11.7			9.29
Place of Worship	Religious or other community activities	6.38				6.38
Public/Private School (K-8) (K-12)	Attend school as a student, drop off/pick up someone (personal)	7.53	6.47			7.00
University/College/Community College	Attend school as a student	7.53				7.53
Day Care Center	Attend childcare or adult care	3.93				3.93
Office Space	Work from home (paid), Work at a non-home location, work activity to drop-off/pickup someone/something, Other work-related activities	6.16	6.73	5.65	7.4	6.49
Medical/Dental Offices	Health care visit	5.21				5.21
Hospitals	Health care visit	5.21				5.21
Warehousing/Manufacturing/Industrial	Other family/personal errands	5.57				5.57
High-Cube Transload and Short-Term Storage Warehouse	Other family/personal errands	5.57				5.57
High-Cube Fulfillment Center Warehouse	Other family/personal errands	5.57				5.57
Mini-Warehouse	Other family/personal errands	5.57				5.57
Shopping Center/Grocery Store	Shop/buy/pick-up or return goods	6.03				6.03
Variety/Dollar Store	Shop/buy/pick-up or return goods	6.03				6.03
Factory Outlet Store	Shop/buy/pick-up or return goods	6.03				6.03
Pharmacy/Drugstore Without Drive Thru	Shop/buy/pick-up or return goods, health care visit	6.03	5.21			5.62
Pharmacy/Drugstore with Drive Thru	Shop/buy/pick-up or return goods, health care visit	6.03	5.21			5.62
Food & Drink Service without Drive Thru	Buy meals	5.83				5.83
Food & Drink Service with Drive Thru	Buy meals	5.83				5.83
Car Sales	Shop/buy/pick-up or return goods	6.03				6.03
Auto Parts Store	Shop/buy/pick-up or return goods	6.03				6.03
Tire & Auto Repair	Shop/buy/pick-up or return goods	6.03				6.03
Hotel per room	Recreational activities, Rest or relaxation/vacation	6.88	11.7			9.29
Resort Hotel	Recreational activities, Rest or relaxation/vacation	6.88	11.7			9.29
Cemetery	Other family/personal errands	5.57				5.57
Bank/Savings w/ Drive-thru per Drive-thru Lane	Other family/personal errands	5.57				5.57
Convenience Market & Gas Fuel	Other family/personal errands	5.57				5.57
Quick Lube Vehicle Service	Other family/personal errands	5.57				5.57
Car Wash	Other family/personal errands	5.57				5.57



## Appendix O – FDOT Traffic Counts



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0111 - SR 400/I-4, NORTHEAST OF SR 25/US 27

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	128000 C	E 61500	W 66500	10.50	51.00	13.90
2022	128500 C	E 63500	W 65000	10.50	51.10	16.20
2021	138500 C	E 69000	W 69500	10.50	55.90	16.20
2020	115000 C	E 58000	W 57000	10.50	52.40	16.20
2019	134000 C	E 67500	W 66500	10.50	52.10	13.30
2018	131000 C	E 66500	W 64500	9.00	51.80	13.40
2017	131000 C	E 66500	W 64500	9.00	51.40	13.70
2016	126000 C	E 64000	W 62000	9.00	51.10	12.20
2015	110500 C	E 56000	W 54500	9.00	52.00	13.90
2014	110500 C	E 56000	W 54500	9.00	52.70	12.70
2013	105500 C	E 53500	W 52000	9.00	52.80	12.60
2012	103000 C	E 52000	W 51000	9.00	51.90	11.90
2011	95500 C	E 48000	W 47500	9.00	53.00	12.90
2010	99000 C	E 50000	W 49000	8.65	52.38	13.50
2009	95500 C	E 48000	W 47500	8.68	51.90	13.80
2008	100500 C	E 51000	W 49500	8.81	52.63	14.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 7081 - SR 400/I-4 EB, OFF-RAMP TO CR 532 X58

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	4300 C	E 4300	0	9.00	99.90	17.30
2022	5100 R	0	0	9.00	99.90	16.70
2021	5000 T	0	0	9.00	99.90	18.90
2020	5200 S	0	0	9.00	99.90	18.20
2019	5400 F	0	0	9.00	99.90	13.50
2018	5400 C	E 5400	0	9.00	99.90	13.10
2017	5300 T	0	0	9.00	99.90	14.90
2016	5100 S	0	0	9.00	99.90	12.60
2015	4800 F	0	0	9.00	99.90	14.30
2014	4600 C	E 4600	0	9.00	99.90	14.40
2013	4700 S	0	0	9.00	99.90	14.40
2012	4600 F	0	0	9.00	99.90	13.10
2011	4600 C	E 4600	0	9.00	99.90	15.00
2010	4900 S	0	0	8.65	99.99	10.90
2009	4800 F	0	0	8.68	99.99	10.90
2008	4700 C	E 4700	0	8.81	99.99	10.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 7082 - SR 400/I-4 WB, ON-RAMP FROM CR 532 X58

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5800 C	W 5800	0	9.00	99.90	17.30
2022	6000 R	0	0	9.00	99.90	16.70
2021	5900 T	0	0	9.00	99.90	18.90
2020	6200 S	0	0	9.00	99.90	18.20
2019	6500 F	0	0	9.00	99.90	13.50
2018	6400 C	W 6400	0	9.00	99.90	13.10
2017	6000 T	0	0	9.00	99.90	14.90
2016	5700 S	0	0	9.00	99.90	12.60
2015	5400 F	0	0	9.00	99.90	14.30
2014	5100 C	W 5100	0	9.00	99.90	14.40
2013	5200 S	0	0	9.00	99.90	14.40
2012	5100 F	0	0	9.00	99.90	13.10
2011	5100 C	W 5100	0	9.00	99.90	15.00
2010	5300 S	0	0	8.65	99.99	11.30
2009	5200 F	0	0	8.68	99.99	11.30
2008	5100 C	W 5100	0	8.81	99.99	11.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 75 - ORANGE

SITE: 0668 - ON I-4, 1.022 MI. S OF SR-536 (UVL)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	123000 C	E 54000	W 69000	9.00	54.20	10.00
2022	139500 F	E 67000	W 72500	9.00	54.10	10.50
2021	138000 C	E 66500	W 71500	9.00	53.10	10.50
2020	125500 F	E 55500	W 70000	9.00	52.90	8.90
2019	133500 C	E 59000	W 74500	9.00	54.60	8.90
2018	127500 C	E 58500	W 69000	9.00	54.60	9.30
2017	128000 C	E 58000	W 70000	9.00	52.60	9.40
2016	118000 F	E 56000	W 62000	8.50	52.10	10.30
2015	117000 C	E 55500	W 61500	8.50	51.20	10.30
2014	106000 C	E 42500	W 63500	8.50	51.40	4.70
2013	102500 C	E 43500	W 59000	8.50	51.30	5.80
2012	102500 C	E 46000	W 56500	8.50	51.20	4.60
2011	102500 C	E 49000	W 53500	8.50	51.30	4.60
2010	113500 C	E 54500	W 59000	7.45	52.11	4.90
2009	125500 C	E 60500	W 65000	9.89	55.14	4.90
2008	117000 C	E 55000	W 62000	7.69	51.21	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





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COUNTY: 75 - ORANGE

SITE: 2419 - I-4 EB ON RAMP FROM POLK LINE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	11500 F	0	0	9.00	99.90	5.30
2022	11000 C	N 11000	0	9.00	99.90	5.50
2021	6100 S	0	0	9.00	99.90	6.20
2020	6200 F	0	0	9.00	99.90	5.50
2019	6500 C	N 6500	0	9.00	99.90	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2002 - I-4, RAMP FROM WB I-4 TO CR-532

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	19000 S	0	0	9.00	99.90	23.70
2022	18000 F	0	0	9.00	99.90	23.70
2021	18000 C	W 18000	0	9.00	99.90	11.80
2020	14500 F	0	0	9.00	99.90	12.70
2019	15500 C	W 15500	0	9.00	99.90	23.80
2018	12000 S	0	0	9.00	99.90	22.30
2017	11500 F	0	0	9.00	99.90	34.20
2016	11000 C	W 11000	0	9.00	99.90	27.80
2015	10500 C	W 10500	0	9.00	99.90	25.90
2014	10500 C	W 10500	0	9.00	99.90	28.50
2013	9800 C	W 9800	0	9.00	99.90	25.70
2012	9800 C	W 9800	0	9.00	99.90	24.50
2011	9700 C	W 9700	0	9.00	99.90	20.90
2010	9200 C	W 9200	0	7.45	99.99	25.30
2009	9400 C	W 9400	0	9.89	99.99	23.50
2008	10000 C	W 10000	0	7.69	99.99	20.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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 2023 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 2004 - I-4, RAMP FROM I-4 EB TO WORLD DR. SB (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2700 S	0	0	9.00	99.90	5.00
2022	2500 F	0	0	9.00	99.90	4.70
2021	2500 C	E 2500	0	9.00	99.90	3.80
2020	2600 F	0	0	9.00	99.90	5.90
2019	2800 C	E 2800	0	9.00	99.90	5.50
2018	2900 S	0	0	9.00	99.90	5.50
2017	2800 F	0	0	9.00	99.90	4.10
2016	2700 C	E 2700	0	9.00	99.90	5.80
2015	3000 C	E 3000	0	9.00	99.90	4.40
2014	2600 C	E 2600	0	9.00	99.90	5.00
2013	2100 C	E 2100	0	9.00	99.90	5.30
2012	2100 C	E 2100	0	9.00	99.90	5.80
2011	1600 C	E 1600	0	9.00	99.90	5.40
2010	2000 C	E 2000	0	7.45	99.99	4.50
2009	1800 C	E 1800	0	9.89	99.99	5.60
2008	12500 C	E 12500	0	7.69	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2005 - I-4, RAMP FROM WORLD DR. NB TO I-4 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1900 S	0	0	8.00	99.90	5.00
2022	1800 F	0	0	8.00	99.90	4.70
2021	1800 C	E 1800	0	8.00	99.90	3.80
2020	2400 F	0	0	8.00	99.90	5.90
2019	2600 C	E 2600	0	8.00	99.90	5.50
2018	2200 S	0	0	9.00	99.90	5.50
2017	2200 F	0	0	9.00	99.90	4.10
2016	2100 C	E 2100	0	9.00	99.90	5.80
2015	2200 C	E 2200	0	9.00	99.90	4.40
2014	1700 C	E 1700	0	9.00	99.90	5.00
2013	1500 C	E 1500	0	9.00	99.90	5.30
2012	1500 C	E 1500	0	9.00	99.90	5.80
2011	1100 C	E 1100	0	9.00	99.90	5.40
2010	1500 C	E 1500	0	7.45	99.99	4.50
2009	2100 C	E 2100	0	9.89	99.99	5.60
2008	1100 C	E 1100	0	7.69	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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COUNTY: 92 - OSCEOLA

SITE: 2007 - I-4, RAMP I-4 WB TO WORLD DR. NB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1700 S	0	0	9.00	99.90	5.00
2022	1600 F	0	0	9.00	99.90	4.70
2021	1600 C	W 1600	0	9.00	99.90	3.80
2020	1000 F	0	0	9.00	99.90	5.90
2019	1100 C	W 1100	0	9.00	99.90	5.50
2018	650 S	0	0	9.00	99.90	5.50
2017	650 F	0	0	9.00	99.90	4.10
2016	600 C	W 600	0	9.00	99.90	5.80
2015	750 C	W 750	0	9.00	99.90	4.40
2014	500 C	W 500	0	9.00	99.90	5.00
2013	650 C	W 650	0	9.00	99.90	5.30
2012	550 C	W 550	0	9.00	99.90	5.80
2011	600 C	W 600	0	9.00	99.90	5.40
2010	750 C	W 750	0	7.45	99.99	4.50
2009	1000 C	W 1000	0	9.89	99.99	5.60
2008	1100 C	W 1100	0	7.69	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2008 - I-4, RAMP FROM I-4 WB TO WORLD DR. SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1500 S	0	0	9.00	99.90	5.00
2022	1400 F	0	0	9.00	99.90	4.70
2021	1400 C	W 1400	0	9.00	99.90	3.80
2020	1700 F	0	0	9.00	99.90	5.90
2019	1800 C	W 1800	0	9.00	99.90	5.50
2018	2000 S	0	0	9.00	99.90	5.50
2017	2000 F	0	0	9.00	99.90	4.10
2016	1900 C	W 1900	0	9.00	99.90	5.80
2015	1800 C	W 1800	0	9.00	99.90	4.40
2014	1600 C	W 1600	0	9.00	99.90	5.00
2013	1600 C	W 1600	0	9.00	99.90	5.30
2012	1400 C	W 1400	0	9.00	99.90	5.80
2011	1800 C	W 1800	0	9.00	99.90	5.40
2010	1600 C	W 1600	0	7.45	99.99	4.50
2009	1500 C	W 1500	0	9.89	99.99	5.60
2008	1500 C	W 1500	0	7.69	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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COUNTY: 92 - OSCEOLA

SITE: 2013 - US-192 WB TO I-4 EB AKA 922028

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5200 S	0	0	8.00	99.90	6.40
2022	4900 F	0	0	8.00	99.90	11.80
2021	4900 C	E 4900	0	8.00	99.90	11.80
2020	5800 F	0	0	8.00	99.90	7.60
2019	6200 C	E 6200	0	8.00	99.90	8.80
2018	6400 S	0	0	9.00	99.90	9.40
2017	6300 F	0	0	9.00	99.90	10.10
2016	6000 C	E 6000	0	9.00	99.90	9.40
2015	6900 C	0	0	9.00	99.90	7.80
2014	6600 C	W 6600	0	9.00	99.90	9.00
2013	7500 C	W 7500	0	9.00	99.90	7.90
2012	6400 C	W 6400	0	9.00	99.90	12.50
2011	8600 C	W 8600	0	9.00	99.90	10.40
2010	6800 C	E 6800	0	7.45	99.99	9.90
2009	8500 C	E 8500	0	9.89	99.99	7.80
2008	8600 C	E 8600	0	7.69	99.99	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 92 - OSCEOLA

SITE: 2014 - I-4 EB TO US-192 WB AKA 922029

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	300 S	0	0	8.00	99.90	6.40
2022	300 F	0	0	8.00	99.90	11.80
2021	300 C	E 300	0	8.00	99.90	11.80
2020	500 F	0	0	8.00	99.90	7.60
2019	550 C	E 550	0	8.00	99.90	8.80
2018	700 S	0	0	9.00	99.90	9.40
2017	700 F	0	0	9.00	99.90	10.10
2016	650 C	E 650	0	9.00	99.90	9.40
2015	900 C	0	0	9.00	99.90	7.80
2014	850 C	E 850	0	9.00	99.90	9.00
2013	900 C	E 900	0	9.00	99.90	7.90
2012	790 C	E 790	0	9.00	99.90	12.50
2011	650 C	E 650	0	9.00	99.90	10.40
2010	800 C	E 800	0	7.45	99.99	9.90
2009	950 C	E 950	0	9.89	99.99	7.80
2008	1300 C	E 1300	0	7.69	99.99	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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COUNTY: 92 - OSCEOLA

SITE: 2015 - I-4 WB TO US-192 WB AKA 922031

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18000 S	0	0	9.00	99.90	6.40
2022	17000 F	0	0	9.00	99.90	11.80
2021	17000 C	W 17000	0	9.00	99.90	11.80
2020	16500 F	0	0	9.00	99.90	7.60
2019	17500 C	W 17500	0	9.00	99.90	8.80
2018	13500 S	0	0	9.00	99.90	9.40
2017	13000 F	0	0	9.00	99.90	10.10
2016	12500 C	W 12500	0	9.00	99.90	9.40
2015	10500 C	W 10500	0	9.00	99.90	7.80
2014	9200 C	W 9200	0	9.00	99.90	9.00
2013	13000 C	W 13000	0	9.00	99.90	7.90
2012	10000 C	W 10000	0	9.00	99.90	12.50
2011	10500 C	W 10500	0	9.00	99.90	10.40
2010	11500 C	W 11500	0	7.45	99.99	9.90
2009	6800 C	W 6800	0	9.89	99.99	7.80
2008	14000 C	W 14000	0	7.69	99.99	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 92 - OSCEOLA

SITE: 2016 - US-192 EB TO I-4 WB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	350 S	0	0	9.00	99.90	6.40
2022	350 F	0	0	9.00	99.90	11.80
2021	350 C	W 350	0	9.00	99.90	11.80
2020	350 F	0	0	9.00	99.90	7.60
2019	400 C	W 400	0	9.00	99.90	8.80
2018	550 S	0	0	9.00	99.90	9.40
2017	550 F	0	0	9.00	99.90	10.10
2016	500 C	W 500	0	9.00	99.90	9.40
2015	3100 C	W 3100	0	9.00	99.90	7.80
2014	2900 C	W 2900	0	9.00	99.90	9.00
2013	3200 C	W 3200	0	9.00	99.90	7.90
2012	2500 C	W 2500	0	9.00	99.90	12.50
2011	3400 S	0	0	9.00	99.90	10.40
2010	3400 F	0	0	7.45	99.99	9.90
2009	3400 C	W 3400	0	9.89	99.99	7.80
2008	4100 C	W 4100	0	7.69	99.99	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2018 - I-4 EB TO US-192 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3700 S	0	0	8.00	99.90	6.40
2022	3500 F	0	0	8.00	99.90	11.80
2021	3500 C	E 3500	0	8.00	99.90	11.80
2020	3400 F	0	0	8.00	99.90	7.60
2019	3700 C	E 3700	0	8.00	99.90	8.80
2018	3400 S	0	0	9.00	99.90	9.40
2017	3300 F	0	0	9.00	99.90	10.10
2016	3100 C	E 3100	0	9.00	99.90	9.40
2015	6400 C	E 6400	0	9.00	99.90	7.80
2014	6200 C	E 6200	0	9.00	99.90	9.00
2013	7000 C	E 7000	0	9.00	99.90	7.90
2012	6400 C	E 6400	0	9.00	99.90	12.50
2011	11500 S	0	0	9.00	99.90	10.40
2010	11500 F	0	0	7.45	99.99	9.90
2009	11500 C	E 11500	0	9.89	99.99	7.80
2008	7100 C	W 7100	0	7.69	99.99	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2019 - I-4, RAMP FROM I-4 EB TO OSCEOLA PKY WB (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1700 S	0	0	8.00	99.90	5.00
2022	1600 F	0	0	8.00	99.90	4.70
2021	1600 C	E 1600	0	8.00	99.90	3.80
2020	1800 F	0	0	8.00	99.90	5.90
2019	1900 C	E 1900	0	8.00	99.90	5.50
2018	450 S	0	0	9.00	99.90	5.50
2017	450 F	0	0	9.00	99.90	4.10
2016	450 C	E 450	0	9.00	99.90	5.80
2015	450 C	E 450	0	9.00	99.90	4.40
2014	500 C	E 500	0	9.00	99.90	5.00
2013	2200 C	E 2200	0	9.00	99.90	5.30
2012	1800 C	E 1800	0	9.00	99.90	5.80
2011	1600 C	E 1600	0	9.00	99.90	5.40
2010	2000 C	E 2000	0	9.12	99.99	4.50
2009	2100 C	E 2100	0	9.10	99.99	5.60
2008	2500 C	E 2500	0	8.66	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2020 - I-4, RAMP FROM OSCEOLA PKWY EB TO I-4 WB (UV) AKA 922032

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2000 S	0	0	9.00	99.90	5.00
2022	1900 F	0	0	9.00	99.90	4.70
2021	1900 C	W 1900	0	9.00	99.90	3.80
2020	1400 F	0	0	9.00	99.90	5.90
2019	1500 C	W 1500	0	9.00	99.90	5.50
2018	1000 S	0	0	9.00	99.90	5.50
2017	1000 F	0	0	9.00	99.90	4.10
2016	950 C	W 950	0	9.00	99.90	5.80
2015	900 C	W 900	0	9.00	99.90	4.40
2014	750 C	W 750	0	9.00	99.90	5.00
2013	800 C	W 800	0	9.00	99.90	5.30
2012	750 C	W 750	0	9.00	99.90	5.80
2011	750 C	W 750	0	9.00	99.90	5.40
2010	1000 C	W 1000	0	9.12	99.99	4.50
2009	800 C	W 800	0	9.10	99.99	5.60
2008	1200 C	W 1200	0	8.66	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2021 - I-4, RAMP FROM I-4 WB TO OSCEOLA PKY WB (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8300 S	0	0	8.00	99.90	5.00
2022	7900 F	0	0	8.00	99.90	4.70
2021	8000 C	W 8000	0	8.00	99.90	3.80
2020	8800 F	0	0	8.00	99.90	5.90
2019	9200 C	W 9200	0	8.00	99.90	5.50
2018	7400 S	0	0	9.00	99.90	5.50
2017	7100 F	0	0	9.00	99.90	4.10
2016	6800 C	W 6800	0	9.00	99.90	5.80
2015	6100 C	W 6100	0	9.00	99.90	4.40
2014	5600 C	W 5600	0	9.00	99.90	5.00
2013	4900 C	W 4900	0	9.00	99.90	5.30
2012	3800 C	W 3800	0	9.00	99.90	5.80
2011	5200 C	W 5200	0	9.00	99.90	5.40
2010	4900 C	W 4900	0	9.12	99.99	4.50
2009	6800 C	W 6800	0	9.10	99.99	5.60
2008	5400 C	W 5400	0	8.66	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
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COUNTY: 92 - OSCEOLA

SITE: 2024 - I-4, RAMP FROM OSCEOLA PKY WB TO I-4 WB (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1500 S	0	0	8.00	99.90	5.00
2022	1400 F	0	0	8.00	99.90	4.70
2021	1400 C	W 1400	0	8.00	99.90	3.80
2020	2300 F	0	0	8.00	99.90	5.90
2019	2400 C	W 2400	0	8.00	99.90	5.50
2018	1700 S	0	0	9.00	99.90	5.50
2017	1600 F	0	0	9.00	99.90	4.10
2016	1500 C	W 1500	0	9.00	99.90	5.80
2015	1300 C	W 1300	0	9.00	99.90	4.40
2014	1100 C	W 1100	0	9.00	99.90	5.00
2013	950 C	W 950	0	9.00	99.90	5.30
2012	950 C	W 950	0	9.00	99.90	5.80
2011	1100 C	W 1100	0	9.00	99.90	5.40
2010	1000 C	W 1000	0	9.12	99.99	4.50
2009	1000 C	W 1000	0	9.10	99.99	5.60
2008	1100 C	W 1100	0	8.66	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
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COUNTY: 92 - OSCEOLA

SITE: 2025 - I-4, RAMP I-4 WB TO OSCEOLA PKY EB (UV)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6100 S	0	0	8.00	99.90	5.00
2022	5800 F	0	0	8.00	99.90	4.70
2021	5800 C	W 5800	0	8.00	99.90	3.80
2020	5300 F	0	0	8.00	99.90	5.90
2019	5500 C	W 5500	0	8.00	99.90	5.50
2018	3300 S	0	0	9.00	99.90	5.50
2017	3200 F	0	0	9.00	99.90	4.10
2016	3100 C	W 3100	0	9.00	99.90	5.80
2015	2900 C	W 2900	0	9.00	99.90	4.40
2014	2300 C	W 2300	0	9.00	99.90	5.00
2013	2200 C	W 2200	0	9.00	99.90	5.30
2012	2100 C	W 2100	0	9.00	99.90	5.80
2011	2400 C	W 2400	0	9.00	99.90	5.40
2010	2700 C	W 2700	0	9.12	99.99	4.50
2009	2200 C	W 2200	0	9.10	99.99	5.60
2008	8000 C	W 8000	0	8.66	99.99	5.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





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COUNTY: 92 - OSCEOLA

SITE: 2026 - US 192 WB TO I-4 WB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	4500 S	0	0	8.00	99.90	23.70
2022	4300 F	0	0	8.00	99.90	23.70
2021	4300 C	W 4300	0	8.00	99.90	11.80
2020	3100 F	0	0	8.00	99.90	12.70
2019	3200 C	W 3200	0	8.00	99.90	23.80
2018	4200 S	0	0	9.00	99.90	3.80
2017	4000 F	0	0	9.00	99.90	3.80
2016	3800 C	W 3800	0	9.00	99.90	3.80
2015	3600 C	W 3600	0	9.00	99.90	4.00
2014	2700 C	W 2700	0	9.00	99.90	28.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 2027 - I-4 WB TO US 192 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6100 S	0	0	8.00	99.90	3.60
2022	5800 F	0	0	8.00	99.90	3.60
2021	5800 C	E 5800	0	8.00	99.90	3.60
2020	6600 F	0	0	8.00	99.90	1.40
2019	6900 C	E 6900	0	8.00	99.90	1.40
2018	7000 S	0	0	9.00	99.90	1.30
2017	6700 F	0	0	9.00	99.90	1.30
2016	6400 C	E 6400	0	9.00	99.90	1.30
2015	6500 C	E 6500	0	9.00	99.90	2.20
2014	2900 C	W 2900	0	9.00	99.90	28.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 92 - OSCEOLA

SITE: 2030 - RAMP FROM WORLD DRIVE SB TO I-4 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	400 S	0	0	9.00	99.90	23.70
2022	400 F	0	0	9.00	99.90	23.70
2021	400 C	E 400	0	9.00	99.90	11.80
2020	600 F	0	0	9.00	99.90	12.70
2019	650 C	E 650	0	9.00	99.90	23.80
2018	400 S	0	0	9.00	99.90	22.30
2017	400 F	0	0	9.00	99.90	34.20
2016	400 C	E 400	0	9.00	99.90	27.80
2015	450 C	E 450	0	9.00	99.90	25.90
2014	450 C	E 450	0	9.00	99.90	28.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 92 - OSCEOLA

SITE: 4002 - US-192 EB TO I-4 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17500 F	0	0	9.00	99.90	5.00
2022	16500 C	E 16500	0	9.00	99.90	6.20
2021	17000 S	0	0	9.00	99.90	3.80
2020	17000 F	0	0	9.00	99.90	2.70
2019	17500 C	E 17500	0	9.00	99.90	4.90
2018	13500 S	0	0	9.00	99.90	6.00
2017	13000 F	0	0	9.00	99.90	4.20
2016	12500 C	E 12500	0	9.00	99.90	4.70
2015	13500 C	E 13500	0	9.00	99.90	4.70
2014	12000 C	E 12000	0	9.00	99.90	3.90
2013	15000 C	E 15000	0	9.00	99.90	7.20
2012	14000 C	E 14000	0	9.00	99.90	4.20
2011	14000 C	E 14000	0	9.00	99.90	3.80
2010	12500 C	E 12500	0	9.12	99.99	3.00
2009	12000 C	E 12000	0	9.10	99.99	9.60
2008	15500 C	E 15500	0	8.66	99.99	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 97 - FL. TURNPIKE

SITE: 1931 - MAINLINE NB OFF RAMP TO SR-60/YEEHAW JUNCTION, M193A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2950 C	N 2950	0	9.50		15.50
2022	2350 C	0	0	9.50		10.40
2021	2350 C	N 2350	0	9.50	99.90	10.10
2020	2200 C	N 2200	0	9.50	99.90	11.00
2019	2500 C	N 2500	0	9.50		
2018	2500 C	N 2500	0	9.50	99.90	14.70
2017	2450 C	N 2450	0	9.50	99.90	14.80
2016	2400 C	N 2400	0	9.50	99.90	14.70
2015	2200 C	N 2200	0	9.00	55.60	11.50
2014	2050 C	N 2050	0	9.00		
2013	1900 C	N 1900	0	9.00		12.80
2012	1800 E	N 1800	0	9.00		12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 1932 - MAINLINE NB ON RAMP FROM SR-60/YEEHAW JUNCTION, M193B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2200 C	N 2200	0	9.50		15.50
2022	1900 C	N 1900	0	9.50		10.40
2021	1900 C	N 1900	0	9.50	99.90	10.10
2020	1750 C	N 1750	0	9.50	99.90	11.00
2019	1800 C	N 1800	0	9.50		
2018	1850 C	N 1850	0	9.50	99.90	14.70
2017	1750 C	N 1750	0	9.50	99.90	14.80
2016	1600 C	N 1600	0	9.50	99.90	14.70
2015	1450 C	N 1450	0	9.00	55.60	11.50
2014	1350 C	N 1350	0	9.00		
2013	1300 C	N 1300	0	9.00		12.80
2012	1300 E	N 1300	0	9.00		12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 1933 - MAINLINE SB OFF RAMP TO SR-60/YEEHAW JUNCTION, M193C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1900 C	S 1900	0	9.50	99.90	15.50
2022	2100 C	S 2100	0	9.50	99.90	10.40
2021	1900 C	S 1900	0	9.50	99.90	10.10
2020	1500 C	S 1500	0	9.50	99.90	11.00
2019	1800 C	S 1800	0	9.50	99.90	14.70
2018	1700 C	S 1700	0	9.50	99.90	14.80
2017	1600 C	S 1600	0	9.50	99.90	14.70
2016	1500 C	S 1500	0	9.50	99.90	11.50
2015	1400 C	S 1400	0	9.00	99.90	12.20
2014	1300 C	S 1300	0	9.00	99.90	12.80
2013	1200 C	S 1200	0	9.00	99.90	12.80
2012	1300 E	S 1300	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 1939 - MAINLINE SB ON RAMP FROM SR-60/YEEHAW JUNCTION, M193D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2600 C	S 2600	0	9.50	99.90	15.50
2022	2700 C	S 2700	0	9.50	99.90	10.40
2021	2300 C	S 2300	0	9.50	99.90	10.10
2020	1900 C	S 1900	0	9.50	99.90	11.00
2019	2300 C	S 0	0	9.50	99.90	14.70
2018	2200 C	S 2200	0	9.50	99.90	14.80
2017	2200 C	S 2200	0	9.50	99.90	14.70
2016	2200 C	S 2200	0	9.50	99.90	11.50
2015	2200 C	S 2200	0	9.00	99.90	12.20
2014	2000 C	S 2000	0	9.00	99.90	12.80
2013	1800 C	S 1800	0	9.00	99.90	12.80
2012	1800 E	S 1800	0	9.00		12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





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COUNTY: 97 - FL. TURNPIKE

SITE: 1968 - SR-91 M/L, N OF SR-70/OKEECHOBEE ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	38500 C	N 19250	S 19250	10.50	54.40	15.50
2022	36700 C	N 18350	S 18350	10.50	55.50	10.40
2021	30200 C	N 15100	S 15100	10.50	59.60	10.10
2020	28700 C	N 14350	S 14350	10.50	53.80	11.00
2019	37600 C	N 18800	S 18800	10.50	53.80	12.80
2018	34400 C	N 17200	S 17200	9.50	57.70	14.70
2017	33900 C	N 16950	S 16950	9.50	57.70	14.80
2016	32500 C	N 16250	S 16250	10.50	57.20	14.70
2015	29000 C	N 14500	S 14500	10.50	54.90	11.50
2014	27000 C	N 13500	S 13500	10.50	55.40	12.20
2013	24000 C	N 12000	S 12000	10.50	54.90	12.80
2012	26000 E	N 13000	S 13000	10.50	56.60	12.80
2011	26000 E	N 13000	S 13000	10.50	58.50	12.40
2010	26400 C	N 13200	S 13200	12.98	59.54	11.60
2009	26200 C	N 13100	S 13100	13.07	56.17	11.60
2008	27200 C	N 13600	S 13600	13.02	58.19	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2001 - SR-91 M/L, N OF MM 249, S OF OSCEOLA/ORANGE CO LINE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	109000 C	N 54500	S 54500	9.00	56.50	15.50
2022	99600 C	N 49800	S 49800	9.00	56.30	10.40
2021	80400 C	N 40200	S 40200	9.00	59.60	10.10
2020	74500 C	N 37250	S 37250	9.00	55.60	11.00
2019	86200 C	N 43100	S 43100	9.00	54.60	10.30
2018	83200 C	N 41600	S 41600	9.00	54.40	14.70
2017	79900 C	N 39950	S 39950	9.00	54.80	14.80
2016	71600 C	N 35800	S 35800	10.50	55.50	14.70
2015	64000 C	N 32000	S 32000	10.50	59.60	11.50
2014	56000 C	N 28000	S 28000	10.50	59.40	12.20
2013	53000 C	N 26500	S 26500	10.50	58.10	12.80
2012	56000 E	N 28000	S 28000	10.50	58.50	12.80
2011	56000 E	N 28000	S 28000	10.50	58.50	12.40
2010	55000 C	N 27500	S 27500	12.98	59.54	11.60
2009	54100 C	N 27050	S 27050	13.07	56.17	11.60
2008	57100 C	N 28550	S 28550	13.02	58.19	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2401 - MAINLINE NB ON RAMP FROM KISSIMMEE PARK RD, M240A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	11050 C	N 11050	0	9.00	15.50	10.40
2022	8600 C	N 8600	0	9.00	99.90	10.10
2021	8600 C	N 8600	0	9.00	99.00	11.00
2020	8250 C	N 8250	0	9.00	99.90	14.70
2019	8700 C	N 8700	0	9.00	55.50	14.80
2018	7900 C	N 7900	0	9.00	55.60	11.50
2017	7150 C	N 7150	0	9.00	12.20	12.80
2016	6050 C	N 6050	0	9.00	12.80	12.80
2015	5100 C	N 5100	0	9.00	12.80	12.80
2014	4600 C	N 4600	0	9.00	12.80	12.80
2013	4150 C	N 4150	0	9.00	12.80	12.80
2012	3800 E	N 3800	0	9.00	12.80	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2402 - MAINLINE SB OFF TO KISSIMMEE PARK RD, M240B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	11050 C	S	11050	9.00	15.50	10.40
2022	8600 C	S	8600	9.00	99.90	10.10
2021	8600 C	S	8600	9.00	99.90	11.00
2020	8250 C	S	8250	9.00	99.90	14.70
2019	8700 C	S	8700	9.00	55.50	14.80
2018	7900 C	S	7900	9.00	55.60	11.50
2017	7150 C	S	7150	9.00	12.20	12.80
2016	6050 C	S	6050	9.00	12.80	12.80
2015	5100 C	S	5100	9.00	12.80	12.80
2014	4600 C	S	4600	9.00	12.80	12.80
2013	4150 C	S	4150	9.00	12.80	12.80
2012	3800 E	S	3800	9.00	12.80	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2421 - MAINLINE NB OFF RAMP TO US-192/441, M242A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1400 C	N 1400	0	9.00	99.90	15.50
2022	1400 C	N 1400	0	9.00	99.90	10.40
2021	1300 C	N 1300	0	9.00	99.90	10.10
2020	1000 C	N 1000	0	9.00	99.90	11.00
2019	1400 E	N 0	0	9.00		
2018	1300 C	N 1300	0	9.00	99.90	14.70
2017	1300 C	N 1300	0	9.00	99.90	14.80
2016	1300 C	N 1300	0	9.00	99.90	14.70
2015	1300 C	N 1300	0	9.00	99.90	11.50
2014	1200 C	N 1200	0	9.00	99.90	12.20
2013	1100 C	S 1100	0	9.00	99.90	12.80
2012	1100 F	0	0	9.00	99.90	12.80
2011	1100 C	S 1100	0	9.00	99.90	12.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2441 - MAINLINE NB ON RAMP FROM US-192/441, M244A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15550 C	N 15550	0	9.00		15.50
2022	10950 C	0	0	9.00	99.90	10.40
2021	10950 C	N 10950	0	9.00	99.90	10.10
2020	9650 C	N 9650	0	9.00	99.90	11.00
2019	10150 C	N 10150	0	9.00	99.90	14.70
2018	10500 C	N 10500	0	9.00	99.90	14.80
2017	10700 C	N 10700	0	9.00	99.90	14.70
2016	10100 C	N 10100	0	9.00	55.60	11.50
2015	9300 C	N 9300	0	9.00		12.20
2014	8850 C	N 8850	0	9.00		12.80
2013	8650 C	N 8650	0	9.00		12.80
2012	8800 E	N 8800	0	9.00		12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2442 - MAINLINE SB OFF RAMP TO US-192/441, M244B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15550 C	S 15550	0	9.00	15.50	15.50
2022	10950 C	S 10950	0	9.00	10.40	10.40
2021	10950 C	S 10950	0	9.00	99.90	10.10
2020	9650 C	S 9650	0	9.00	99.90	11.00
2019	10150 C	S 10150	0	9.00	99.90	14.70
2018	10500 C	S 10500	0	9.00	99.90	14.80
2017	10700 C	S 10700	0	9.00	99.90	14.70
2016	10100 C	S 10100	0	9.00	55.60	11.50
2015	9300 C	S 9300	0	9.00	12.20	12.80
2014	8850 C	S 8850	0	9.00	12.80	12.80
2013	8650 C	S 8650	0	9.00		
2012	8800 E	S 8800	0	9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2443 - MAINLINE SB ON RAMP FROM US-192/441, M244C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1400 C	S 1400	0	9.00	99.90	15.50
2022	1400 C	S 1400	0	9.00	99.90	10.40
2021	1300 C	S 1300	0	9.00	99.90	10.10
2020	1000 C	S 1000	0	9.00	99.90	11.00
2019	1400 E	S 0	0	9.00	99.90	14.70
2018	1300 C	S 1300	0	9.00	99.90	14.80
2017	1300 C	S 1300	0	9.00	99.90	14.70
2016	1300 C	S 1300	0	9.00	99.90	11.50
2015	1300 C	S 1300	0	9.00	99.90	12.20
2014	1200 C	S 1200	0	9.00	99.90	12.80
2013	1100 C	S 1100	0	9.00	99.90	12.80
2012	950 F	0	0	9.00	99.90	12.80
2011	950 C	S 950	0	9.00	99.90	12.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





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COUNTY: 97 - FL. TURNPIKE

SITE: 2491 - MAINLINE NB OFF RAMP TO OSCEOLA PKWY, M249A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3600 C	N 3600	0	9.00	99.90	15.50
2022	4200 C	N 4200	0	9.00	99.90	10.40
2021	3700 C	N 3700	0	9.00	99.90	10.10
2020	3300 C	N 3300	0	9.00	99.90	11.00
2019	4000 E	N 0	0	9.00		
2018	3800 C	N 3800	0	9.00	99.90	14.70
2017	4100 C	N 4100	0	9.00	99.90	14.80
2016	5700 C	N 5700	0	9.00	99.90	14.70
2015	5500 C	N 5500	0	9.00	99.90	11.50
2014	5400 C	N 5400	0	9.00	99.90	12.20
2013	5000 C	N 5000	0	9.00	99.90	12.80
2012	5300 C	N 5300	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 97 - FL. TURNPIKE

SITE: 2492 - MAINLINE NB ON RAMP FROM OSCEOLA PKWY, M249B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15100 C	N 15100	0	9.00	15.50	10.40
2022	11100 C	N 11100	0	9.00	99.90	10.10
2021	11100 C	N 11100	0	9.00	99.90	11.00
2020	10550 C	N 10550	0	9.00	99.90	14.70
2019	12050 C	N 12050	0	9.00	99.90	14.80
2018	12300 C	N 12300	0	9.00	99.90	11.50
2017	11800 C	N 11800	0	9.00	12.20	12.80
2016	11700 C	N 11700	0	9.00	12.80	12.80
2015	10200 C	N 10200	0	9.00	12.80	12.80
2014	9450 C	N 9450	0	9.00		
2013	8950 C	N 8950	0	9.00		
2012	8500 E	N 8500	0	9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 97 - FL. TURNPIKE

SITE: 2493 - MAINLINE SB OFF RAMP TO OSCEOLA PKWY, M249C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	15100 C	S 15100	0	9.00	15.50	10.40
2022	11100 C	S 11100	0	9.00	99.90	10.10
2021	11100 C	S 11100	0	9.00	99.90	11.00
2020	10550 C	S 10550	0	9.00	99.90	14.70
2019	12050 C	S 12050	0	9.00	99.90	14.80
2018	12300 C	S 12300	0	9.00	99.90	11.50
2017	11800 C	S 11800	0	9.00	12.20	12.80
2016	11700 C	S 11700	0	9.00	12.80	12.80
2015	10200 C	S 10200	0	9.00	12.80	12.80
2014	9450 C	S 9450	0	9.00		
2013	8950 C	S 8950	0	9.00		
2012	8500 E	S 8500	0	9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 97 - FL. TURNPIKE

SITE: 2494 - MAINLINE SB ON RAMP FROM OSCEOLA PKWY, M249D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3600 C	S 3600	0	9.00	99.90	15.50
2022	4200 C	S 4200	0	9.00	99.90	10.40
2021	3700 C	S 3700	0	9.00	99.90	10.10
2020	3300 C	S 3300	0	9.00	99.90	11.00
2019	4000 E	S 0	0	9.00		
2018	3800 C	S 3800	0	9.00	99.90	14.70
2017	4100 C	S 4100	0	9.00	99.90	14.80
2016	5700 C	S 5700	0	9.00	99.90	14.70
2015	5500 C	S 5500	0	9.00	99.90	11.50
2014	5400 C	S 5400	0	9.00	99.90	12.20
2013	5000 C	S 5000	0	9.00	99.90	12.80
2012	5200 C	S 5200	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2630 - SO CONNECTOR EXT/SR-417 M/L, S. OF S. APOPKA-VINELAND RD/SR-535 BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	50800 C	N 25400	S 25400	9.00	56.50	15.50
2022	46600 C	N 23300	S 23300	9.00	56.30	10.40
2021	35500 C	N 17750	S 17750	9.00	59.60	10.10
2020	38900 C	N 19450	S 19450	9.00	55.60	11.00
2019	46900 C	N 23450	S 23450	9.00	54.60	10.30
2018	44600 C	N 22300	S 22300	9.00	54.40	14.70
2017	39700 C	N 19850	S 19850	9.00	54.80	14.80
2016	33600 C	N 16800	S 16800	10.00	55.50	14.70
2015	26000 C	N 13000	S 13000	10.00	59.60	11.50
2014	22000 C	N 11000	S 11000	10.00	59.40	12.20
2013	19600 C	N 9800	S 9800	10.00	58.10	12.80
2012	20000 E	N 10000	S 10000	10.00	58.50	12.80
2011	20000 E	N 10000	S 10000	10.00	58.50	12.40
2010	19700 C	N 9850	S 9850	12.98	59.54	11.60
2009	21300 C	N 10650	S 10650	13.07	56.17	11.60
2008	23200 C	N 11600	S 11600	13.02	58.19	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
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COUNTY: 97 - FL. TURNPIKE

SITE: 2800 - WESTERN BELTWAY/SR-429 M/L, BTWN I-4 & SINCLAIR RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	31400 C	N 15700	S 15700	10.50	56.50	15.50
2022	30200 C	N 15100	S 15100	10.50	56.30	10.40
2021	24300 C	N 12150	S 12150	10.50	59.60	10.10
2020	24700 C	N 12350	S 12350	10.50	55.60	11.00
2019	28100 C	N 14050	S 14050	10.50	54.60	10.30
2018	26500 C	N 13250	S 13250	9.00	54.40	14.70
2017	23200 C	N 11600	S 11600	9.00	54.80	14.80
2016	19400 C	N 9700	S 9700	9.00	55.50	14.70
2015	17000 C	N 8500	S 8500	9.00	55.60	11.50
2014	13400 C	N 6700	S 6700	9.00	59.40	12.20
2013	11200 C	N 5600	S 5600	9.00	58.10	12.80
2012	11800 E	N 5900	S 5900	9.00	58.50	12.80
2011	10600 E	N 5300	S 5300	9.00	58.50	12.40
2010	9700 C	N 4850	S 4850	12.98	59.54	11.60
2009	9000 C	N 4500	S 4500	13.07	56.17	11.60
2008	8700 C	N 4350	S 4350	13.02	58.19	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 2820 - WESTERN BELTWAY/SR-429 M/L, SOUTH OF BOGGY CREEK BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	39200 C	N 19600	S 19600	9.00	56.50	15.50
2022	37400 C	N 18700	S 18700	9.00	56.30	10.40
2021	28800 C	N 14400	S 14400	9.00	59.60	10.10
2020	28500 C	N 14250	S 14250	9.00	55.60	11.00
2019	31400 C	N 15700	S 15700	9.00	54.60	10.30
2018	28200 C	N 14100	S 14100	9.00	54.40	14.70
2017	24000 C	N 12000	S 12000	9.00	54.80	14.80
2016	20200 C	N 10100	S 10100	9.00	55.50	14.70
2015	16000 C	N 8000	S 8000	9.00	59.60	11.50
2014	12800 C	N 6400	S 6400	9.00	59.40	12.20
2013	11000 C	N 5500	S 5500	9.00	58.10	12.80
2012	11000 E	N 5500	S 5500	9.00	58.50	12.80
2011	10400 E	N 5200	S 5200	9.00	58.50	12.40
2010	9800 C	N 4900	S 4900	12.98	59.54	11.60
2009	9800 C	N 4900	S 4900	13.07	56.17	11.60
2008	10100 C	N 5050	S 5050	13.02	58.19	13.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 7001 - WESTERN BELTWAY NB ON RAMP FROM US-192/SR-530, WB6B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5800 C	N 5800	0	8.00	99.90	15.50
2022	6000 C	N 6000	0	8.00	99.90	10.40
2021	4500 C	N 4500	0	8.00	99.90	10.10
2020	3700 C	N 3700	0	8.00	99.90	11.00
2019	3800 E	N 0	0	8.00		
2018	3700 C	N 3700	0	9.00	99.90	14.70
2017	2900 C	N 2900	0	9.00	99.90	14.80
2016	2900 C	N 2900	0	9.00	99.90	14.70
2015	2300 C	N 2300	0	9.00	99.90	11.50
2014	1900 C	N 1900	0	9.00	99.90	12.20
2013	1800 C	N 1800	0	9.00	99.90	12.80
2012	1500 S	0	0	9.00	99.90	12.80
2011	1500 F	0	0	9.00	99.90	12.40
2010	1500 C	N 1500	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
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 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 7002 - WESTERN BELTWAY SB OFF RAMP TO US-192/SR-530, WB6C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5800 C	S 5800	0	8.00	99.90	15.50
2022	6000 C	S 6000	0	8.00	99.90	10.40
2021	4500 C	S 4500	0	8.00	99.90	10.10
2020	3700 C	S 3700	0	8.00	99.90	11.00
2019	3800 E	S 0	0	8.00		
2018	3700 C	S 3700	0	9.00	99.90	14.70
2017	2900 C	S 2900	0	9.00	99.90	14.80
2016	2900 C	S 2900	0	9.00	99.90	14.70
2015	2300 C	S 2300	0	9.00	99.90	11.50
2014	1900 C	S 1900	0	9.00	99.90	12.20
2013	1800 C	S 1800	0	9.00	99.90	12.80
2012	1500 S	0	0	9.00	99.90	12.80
2011	1500 F	0	0	9.00	99.90	12.40
2010	1500 C	S 1500	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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FLORIDA DEPARTMENT OF TRANSPORTATION  
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 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9001 - WESTERN BW NB ON RAMP FROM I-4 EB, WB0A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10500 C	N 10500	0	9.00	99.90	15.50
2022	11500 C	N 11500	0	9.00	99.90	10.40
2021	9400 C	N 9400	0	9.00	99.90	10.10
2020	8100 C	N 8100	0	9.00	99.90	11.00
2019	9000 E	N 0	0	9.00		
2018	9200 C	N 9200	0	9.00	99.90	14.70
2017	4300 C	N 4300	0	9.00	99.90	14.80
2016	4400 C	N 4400	0	9.00	99.90	14.70
2015	4700 C	N 4700	0	9.00	99.90	11.50
2014	4500 C	N 4500	0	9.00	99.90	12.20
2013	4500 C	N 4500	0	9.00	99.90	12.80
2012	4600 C	N 4600	0	9.00	99.90	12.80
2011	4400 C	N 4400	0	9.00	99.90	12.40
2010	3700 C	N 3700	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9002 - WESTERN BW SB OFF RAMP TO I-4 EB, WB0C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3100 C	S 3100	0	9.00	99.90	15.50
2022	3200 C	S 3200	0	9.00	99.90	10.40
2021	2700 C	S 2700	0	9.00	99.90	10.10
2020	2300 C	S 2300	0	9.00	99.90	11.00
2019	3000 E	S 0	0	9.00	99.90	14.70
2018	2600 C	S 2600	0	9.00	99.90	14.80
2017	1100 C	S 1100	0	9.00	99.90	14.70
2016	1100 C	S 1100	0	9.00	99.90	11.50
2015	1200 C	S 1200	0	9.00	99.90	12.20
2014	1100 C	S 1100	0	9.00	99.90	12.80
2013	1100 C	S 1100	0	9.00	99.90	12.80
2012	1300 C	S 1300	0	9.00	99.90	12.40
2011	1100 C	S 1100	0	9.00	99.90	12.40
2010	1000 C	S 1000	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9003 - WESTERN BW NB ON RAMP FROM I-4 WB, WB0B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3100 C	N 3100	0	9.00	99.90	15.50
2022	3200 C	N 3200	0	9.00	99.90	10.40
2021	2700 C	N 2700	0	9.00	99.90	10.10
2020	2300 C	N 2300	0	9.00	99.90	11.00
2019	3000 E	N 0	0	9.00	99.90	14.70
2018	2600 C	N 2600	0	9.00	99.90	14.80
2017	1200 C	N 1200	0	9.00	99.90	14.70
2016	1300 C	N 1300	0	9.00	99.90	11.50
2015	1400 C	N 1400	0	9.00	99.90	12.20
2014	1300 C	N 1300	0	9.00	99.90	12.80
2013	1300 C	N 1300	0	9.00	99.90	12.80
2012	1600 C	N 1600	0	9.00	99.90	12.40
2011	1300 C	N 1300	0	9.00	99.90	12.40
2010	1100 C	N 1100	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9004 - WESTERN BW SB OFF RAMP TO I-4 WB, WB0D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10500 C	S 10500	0	9.00	99.90	15.50
2022	11500 C	S 11500	0	9.00	99.90	10.40
2021	9400 C	S 9400	0	9.00	99.90	10.10
2020	8100 C	S 8100	0	9.00	99.90	11.00
2019	9000 E	S 0	0	9.00	99.90	14.70
2018	9200 C	S 9200	0	9.00	99.90	14.80
2017	4100 C	S 4100	0	9.00	99.90	14.70
2016	4200 C	S 4200	0	9.00	99.90	11.50
2015	4500 C	S 4500	0	9.00	99.90	12.20
2014	4300 C	S 4300	0	9.00	99.90	12.80
2013	4300 C	S 4300	0	9.00	99.90	12.80
2012	4400 C	S 4400	0	9.00	99.90	12.40
2011	4100 C	S 4100	0	9.00	99.90	12.40
2010	3200 C	S 3200	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9005 - WESTERN BW NB OFF RAMP TO SINCLAIR RD, WB1A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3350 C	N 3350	0	9.00	15.50	10.40
2022	2400 C	N 2400	0	9.00	99.90	10.10
2021	2400 C	N 2400	0	9.00	99.90	11.00
2020	2200 C	N 2200	0	9.00	99.90	14.70
2019	2600 C	N 2600	0	9.00	99.90	14.80
2018	2300 C	N 2300	0	9.00	99.90	11.50
2017	1950 C	N 1950	0	9.00	12.20	12.80
2016	1850 C	N 1850	0	9.00	12.80	12.80
2015	1550 C	N 1550	0	9.00	12.80	12.80
2014	1350 C	N 1350	0	9.00	12.80	12.80
2013	1200 C	N 1200	0	9.00	12.80	12.80
2012	850 E	N 850	0	9.00	12.80	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9006 - WESTERN BW SB ON RAMP FROM SINCLAIR RD, WB1D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3350 C	S	3350	9.00	15.50	10.40
2022	2400 C	S	2400	9.00	99.90	10.10
2021	2400 C	S	2200	9.00	99.90	11.00
2020	2200 C	S	2600	9.00	99.90	14.70
2019	2600 C	S	2300	9.00	99.90	14.80
2018	2300 C	S	1950	9.00	99.90	11.50
2017	1950 C	S	1850	9.00	12.20	12.80
2016	1850 C	S	1550	9.00	12.80	12.80
2015	1550 C	S	1350	9.00	12.80	12.80
2014	1350 C	S	1200	9.00		
2013	1200 C	S	850	9.00		
2012	850 E	S		9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9007 - WESTERN BW NB ON RAMP FROM SINCLAIR ROAD, WB1B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3000 C	N 3000	0	9.00	99.90	15.50
2022	3000 C	N 3000	0	9.00	99.90	10.40
2021	2200 C	N 2200	0	9.00	99.90	10.10
2020	1700 C	N 1700	0	9.00	99.90	11.00
2019	14000 E	N 0	0	9.00	99.90	14.70
2018	1300 C	N 1300	0	9.00	99.90	14.80
2017	1100 C	N 1100	0	9.00	99.90	14.70
2016	1100 C	N 1100	0	9.00	99.90	11.50
2015	500 C	N 500	0	9.00	99.90	12.20
2014	400 C	N 400	0	9.00	99.90	12.80
2013	400 C	N 400	0	9.00	99.90	12.80
2012	300 S	0	0	9.00	99.90	12.40
2011	300 F	0	0	9.00	99.90	12.40
2010	300 C	N 300	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





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COUNTY: 97 - FL. TURNPIKE

SITE: 9008 - WESTERN BW SB OFF RAMP TO SINCLAIR ROAD, WB1C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3000 C	S 3000	0	9.00	99.90	15.50
2022	3000 C	S 3000	0	9.00	99.90	10.40
2021	2200 C	S 2200	0	9.00	99.90	10.10
2020	1700 C	S 1700	0	9.00	99.90	11.00
2019	14000 E	S 0	0	9.00	99.90	14.70
2018	1300 C	S 1300	0	9.00	99.90	14.80
2017	1100 C	S 1100	0	9.00	99.90	14.70
2016	1100 C	S 1100	0	9.00	99.90	11.50
2015	500 C	S 500	0	9.00	99.90	12.20
2014	400 C	S 400	0	9.00	99.90	12.80
2013	400 C	S 400	0	9.00	99.90	12.80
2012	300 S	0	0	9.00	99.90	12.40
2011	300 F	0	0	9.00	99.90	12.40
2010	300 C	S 300	0	12.98	99.99	11.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9009 - WESTERN BW NB OFF RAMP TO US-192/SR-530, WB6A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2800 C	N 2800	0	9.00		15.50
2022	2100 C	0	0	9.00		10.40
2021	2100 C	N 2100	0	9.00	99.90	10.10
2020	2200 C	N 2200	0	9.00	99.90	11.00
2019	2700 C	N 2700	0	9.00		
2018	2450 C	N 2450	0	9.00	99.90	14.70
2017	2150 C	N 2150	0	9.00	99.90	14.80
2016	2000 C	N 2000	0	9.00	99.90	14.70
2015	1600 C	N 1600	0	9.00	99.90	
2014	1400 C	N 1400	0	9.00		
2013	1200 C	N 1200	0	9.00		
2012	700 E	N 700	0	9.00		
						12.20
						12.80
						12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9010 - WESTERN BW SB ON RAMP FROM US-192/SR-530, WB6D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2800 C	S 2800	0	9.00	15.50	10.40
2022	2100 C	S 2100	0	9.00	99.90	10.10
2021	2100 C	S 2100	0	9.00	99.90	11.00
2020	2200 C	S 2200	0	9.00	99.90	14.70
2019	2700 C	S 2700	0	9.00	99.90	14.80
2018	2450 C	S 2450	0	9.00	99.90	11.50
2017	2150 C	S 2150	0	9.00	12.20	12.80
2016	2000 C	S 2000	0	9.00	12.80	12.80
2015	1600 C	S 1600	0	9.00	12.80	12.80
2014	1400 C	S 1400	0	9.00	12.80	12.80
2013	1200 C	S 1200	0	9.00	12.80	12.80
2012	700 E	S 700	0	9.00	12.80	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9201 - SR 417 NB ON RAMP FROM EB I-4/SR 400, SC1A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	13500 C	E 13500	0	9.00	99.90	15.50
2022	14000 C	E 14000	0	9.00	99.90	10.40
2021	12500 C	E 12500	0	9.00	99.90	10.10
2020	11000 C	E 11000	0	9.00	99.90	11.00
2019	14000 E	0	0	9.00	99.90	11.00
2018	13000 C	E 13000	0	9.00	99.90	14.70
2017	11500 C	E 11500	0	9.00	99.90	14.80
2016	5700 C	E 5700	0	9.00	99.90	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9202 - SR 417 SB OFF RAMP TO WB I-4/SR 400, SCIB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	13500 C	W 13500	0	9.00	99.90	15.50
2022	14000 C	W 14000	0	9.00	99.90	10.40
2021	12500 C	W 12500	0	9.00	99.90	10.10
2020	11000 C	W 11000	0	9.00	99.90	11.00
2019	14000 E	W 0	0	9.00	99.90	11.00
2018	13000 C	W 13000	0	9.00	99.90	14.70
2017	11500 C	W 11500	0	9.00	99.90	14.80
2016	3800 C	W 3800	0	9.00	99.90	14.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



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COUNTY: 97 - FL. TURNPIKE

SITE: 9203 - SO CONNECTOR EXT SB ON RAMP FROM CELEBRATION AVE, SC2D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	300 C	S 300	0	8.00	99.90	15.50
2022	350 C	S 350	0	8.00	99.90	10.40
2021	250 C	S 250	0	8.00	99.90	10.10
2020	250 C	S 250	0	8.00	99.90	11.00
2019	400 E	S 0	0	8.00	99.90	11.00
2018	300 C	S 300	0	9.00	99.90	14.70
2017	300 C	S 300	0	9.00	99.90	14.80
2016	350 C	S 350	0	9.00	99.90	14.70
2015	300 C	S 300	0	9.00	99.90	11.50
2014	350 C	S 350	0	9.00	99.90	12.20
2013	300 C	S 300	0	9.00	99.90	12.80
2012	250 C	S 250	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9204 - SO. CONNECTOR EXT NB OFF RAMP TO CELEBRATION AVE, SC2A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	300 C	N 300	0	8.00	99.90	15.50
2022	350 C	N 350	0	8.00	99.90	10.40
2021	250 C	N 250	0	8.00	99.90	10.10
2020	250 C	N 250	0	8.00	99.90	11.00
2019	400 E	N 0	0	8.00	99.90	11.00
2018	300 C	N 300	0	9.00	99.90	14.70
2017	300 C	N 300	0	9.00	99.90	14.80
2016	350 C	N 350	0	9.00	99.90	14.70
2015	300 C	N 300	0	9.00	99.90	11.50
2014	350 C	N 350	0	9.00	99.90	12.20
2013	300 C	N 300	0	9.00	99.90	12.80
2012	250 C	N 250	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9205 - SO CONNECTOR EXT SB OFF RAMP TO CELEBRATION AVE, SC2C

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5200 C	S 5200	0	9.00		15.50
2022	3500 C	S 3500	0	8.00	99.90	10.40
2021	3900 C	S 3900	0	8.00	99.90	10.10
2020	5000 C	S 5000	0	9.00		11.00
2019	5000 C	S 5000	0	9.00		
2018	4900 C	S 4900	0	9.00	99.90	14.70
2017	4550 C	S 4550	0	9.00	99.90	14.80
2016	4050 C	S 4050	0	9.00	99.90	14.70
2015	3400 C	S 3400	0	9.00	99.90	11.50
2014	3100 C	S 3100	0	9.00		12.20
2013	2900 C	S 2900	0	9.00		12.80
2012	2800 E	S 2800	0	9.00		12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES





Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9206 - SO CONNECTOR EXT NB ON RAMP FROM CELEBRATION AVE, SC2B

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	5200 C	N 5200	0	9.00		15.50
2022	3500 C	0	0	9.00		10.40
2021	3500 C	N 3500	0	9.00	99.90	10.10
2020	3900 C	N 3900	0	9.00	99.90	11.00
2019	5000 C	N 5000	0	9.00		
2018	4900 C	N 4900	0	9.00	99.90	14.70
2017	4550 C	N 4550	0	9.00	99.90	14.80
2016	4050 C	N 4050	0	9.00	99.90	14.70
2015	3400 C	N 3400	0	9.00	99.90	11.50
2014	3100 C	N 3100	0	9.00		
2013	2900 C	N 2900	0	9.00		
2012	2800 E	N 2800	0	9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9207 - SO CONNECTOR EXT NB OFF RAMP TO OSCEOLA PKWY, SC3A

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1600 C	N 1600	0	9.00	99.90	15.50
2022	1700 C	N 1700	0	9.00	99.90	10.40
2021	1300 C	N 1300	0	9.00	99.90	10.10
2020	1400 C	N 1400	0	9.00	99.90	11.00
2019	2000 E	N 0	0	9.00		
2018	1700 C	N 1700	0	9.00	99.90	14.70
2017	1300 C	N 1300	0	9.00	99.90	14.80
2016	1300 C	N 1300	0	9.00	99.90	14.70
2015	1300 C	N 1300	0	9.00	99.90	11.50
2014	1300 C	N 1300	0	9.00	99.90	12.20
2013	1200 C	N 1200	0	9.00	99.90	12.80
2012	1100 C	N 1100	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
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FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9208 - SO. CONNECTOR EXT SB ON RAMP FROM EB OSCEOLA PKWY, SC3E

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1600 C	S 1600	0	9.00	99.90	15.50
2022	1700 C	S 1700	0	9.00	99.90	10.40
2021	1300 C	S 1300	0	9.00	99.90	10.10
2020	1400 C	S 1400	0	9.00	99.90	11.00
2019	2000 E	0	0	9.00	99.90	14.70
2018	1700 C	S 1700	0	9.00	99.90	14.80
2017	1300 C	S 1300	0	9.00	99.90	14.70
2016	1300 C	S 1300	0	9.00	99.90	11.50
2015	1300 C	S 1300	0	9.00	99.90	12.20
2014	1300 C	S 1300	0	9.00	99.90	12.80
2013	1200 C	S 1200	0	9.00	99.90	12.80
2012	1100 C	S 1100	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9209 - SO CONNECTOR EXT SB OFF RAMP TO WB OSCEOLA PKWY, SC3D

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6950 C	S 6950	0	9.00		15.50
2022	3350 C	S 3350	0	9.00	99.90	10.40
2021	3350 C	S 3350	0	9.00	99.90	10.10
2020	4500 C	S 4500	0	9.00	99.90	11.00
2019	5450 C	S 5450	0	9.00	99.90	14.70
2018	5150 C	S 5150	0	9.00	99.90	14.80
2017	4200 C	S 4200	0	9.00	99.90	14.70
2016	3250 C	S 3250	0	9.00	99.90	11.50
2015	2500 C	S 2500	0	9.00	99.90	12.20
2014	2100 C	S 2100	0	9.00	99.90	12.80
2013	2000 C	S 2000	0	9.00	99.90	12.80
2012	2000 E	S 2000	0	9.00	99.90	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2023 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 9210 - SO CONNECTOR EXT NB ON RAMP FROM EB OSCEOLA PKWY, SC3B

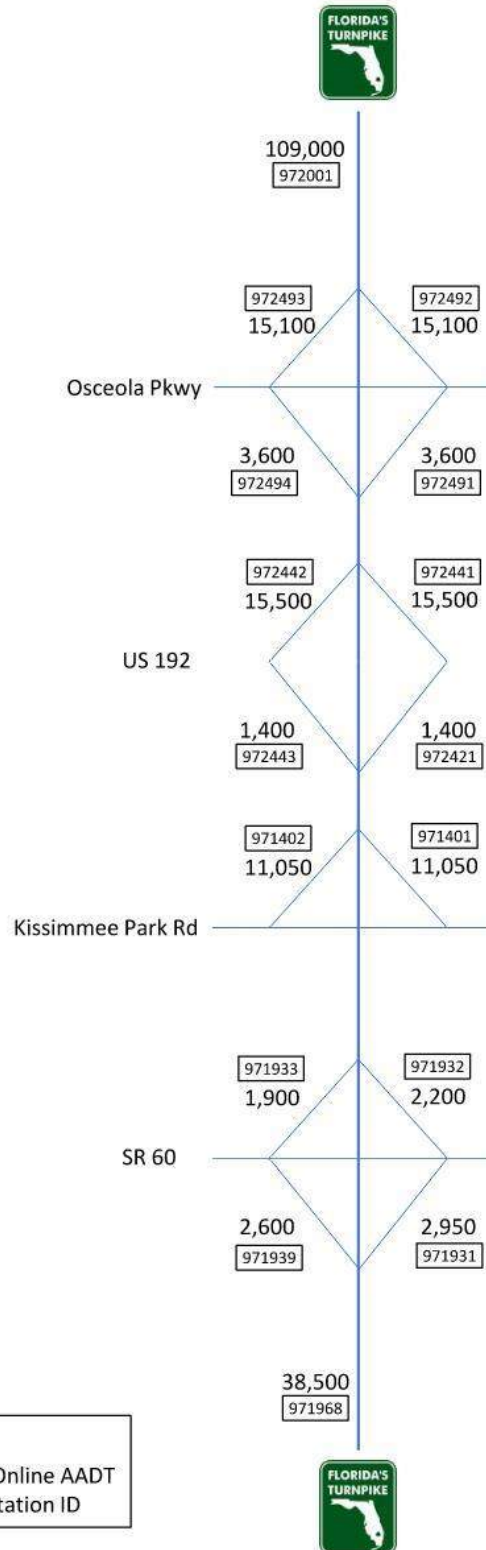
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	3480 C	N 3480	0	9.00		15.50
2022	1680 C	0	0	9.00		10.40
2021	1680 C	N 1680	0	9.00	99.90	10.10
2020	2250 C	N 2250	0	9.00	99.90	11.00
2019	2730 C	N 2730	0	9.00		
2018	2580 C	N 2580	0	9.00	99.90	14.70
2017	2100 C	N 2100	0	9.00	99.90	14.80
2016	1630 C	N 1630	0	9.00	99.90	14.70
2015	1250 C	N 1250	0	9.00	99.90	11.50
2014	1050 C	N 1050	0	9.00		
2013	1000 C	N 1000	0	9.00		
2012	1000 E	N 1000	0	9.00		

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN  
 \*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



## Appendix P – Trip Distribution Maps for Pass-Through Trips

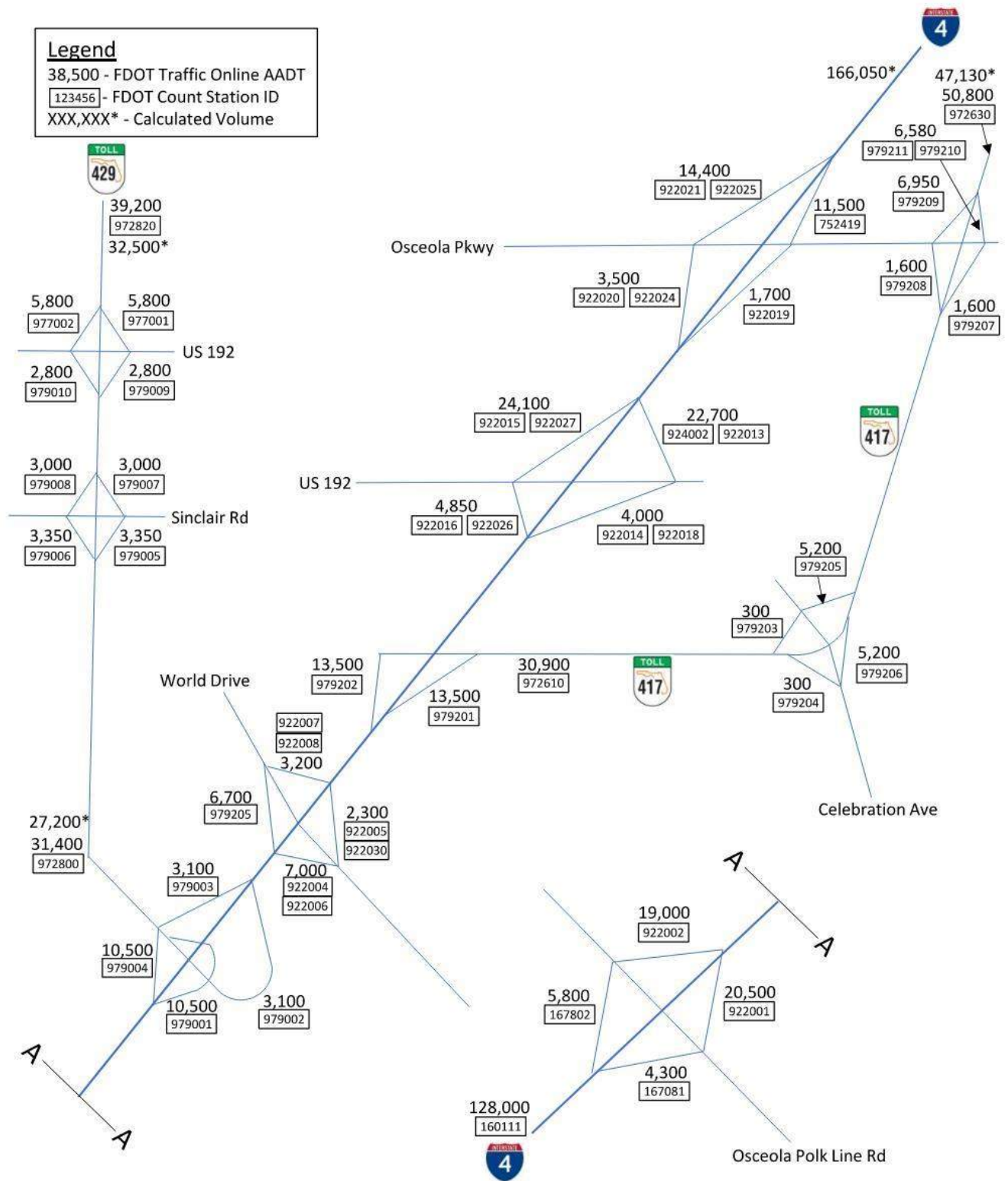
### 2023 FDOT AADT DATA



**Legend**  
 38,500 - FDOT Traffic Online AADT  
 123456 - FDOT Count Station ID



### 2023 FDOT AADT DATA







## Appendix Q – Pass-Through Trips



## Pass Through Trips

Florida's Turnpike

	SB	NB
Exiting Osceola County	19,250	54,500
	S of CL	N of CL
Osceola Pkwy	3,600	15,100
US 192	1,400	15,500
Kissimmee Park Rd	-	11,050
SR 60		
Pass Through Trips	14,250	12,850
Turnpike volumes used as collected from FDOT		

Interstate 4

	WB	EB*
Exiting Osceola County	64,000	83,025
Location	W. of OPL Rd	E. of Osc Pkwy
Osceola Pkwy	1,500	
US 192	4,850	22,700
SR 417	13,500	11,050
World Drive	6,700	2,300
SR 429 ( LA to LA)	10,500	3,100
Osceola Polk Line Rd	3,674	12,985
Pass Through Trips	23,276	30,890
* - I-4 (east of Osceola Pkwy) volume calculated from west to east starting at count station 160111		

SR 417

	SB	NB*
Exiting Osceola County	13,500	23,565
Location	@ I-4	N. of Osc Pkwy
Osceola Pkwy	1,600	6,580
Celebration Ave	300	5,200
Pass Through Trips	11,600	11,785
* - SR 417 NB (north of Osceola Pkwy) volume calculated from south to north starting at count station 979202/979201		

SR 429

	SB*	NB*
Exiting Osceola County	13,600	16,250
Location	@ I-4	N. of US 192
US 192	2,800	5,800
Sinclair Rd	3,350	3,000
Pass Through Trips	7,450	7,450
* - SR 429 mainline volumes calculated from south to north starting at the I-4 interchange		

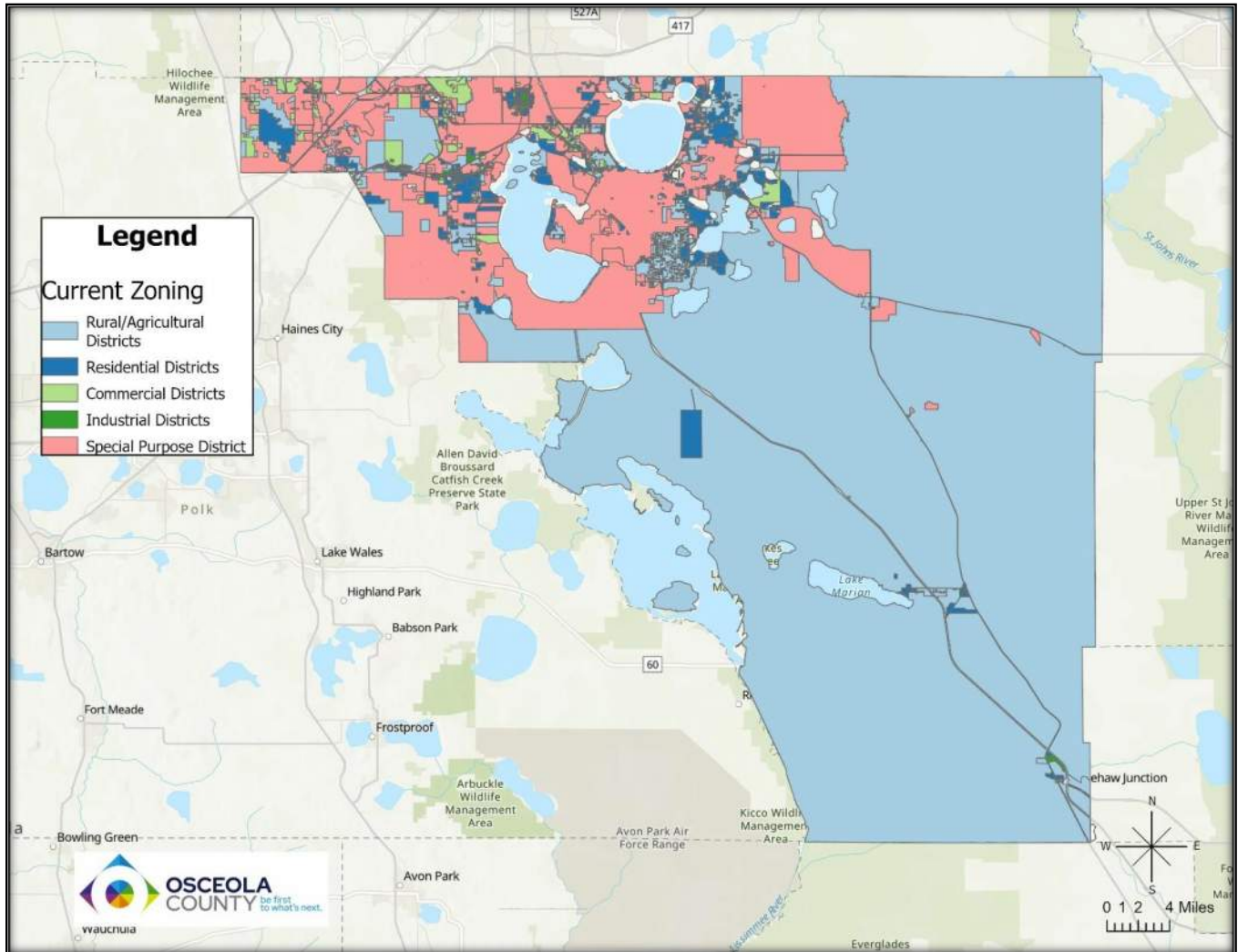
Source: FDOT Traffic Online - 2023 AADT. Website - <https://tdaappsprod.dot.state.fl.us/fto/>

Notes: Pass through trips were calculated by subtracting the entering trips from each interchange along a corridor from the trips exiting the study area for each limited access roadway. This calculation is necessary to accurately account for trips that have neither an origin or destination within the study area.



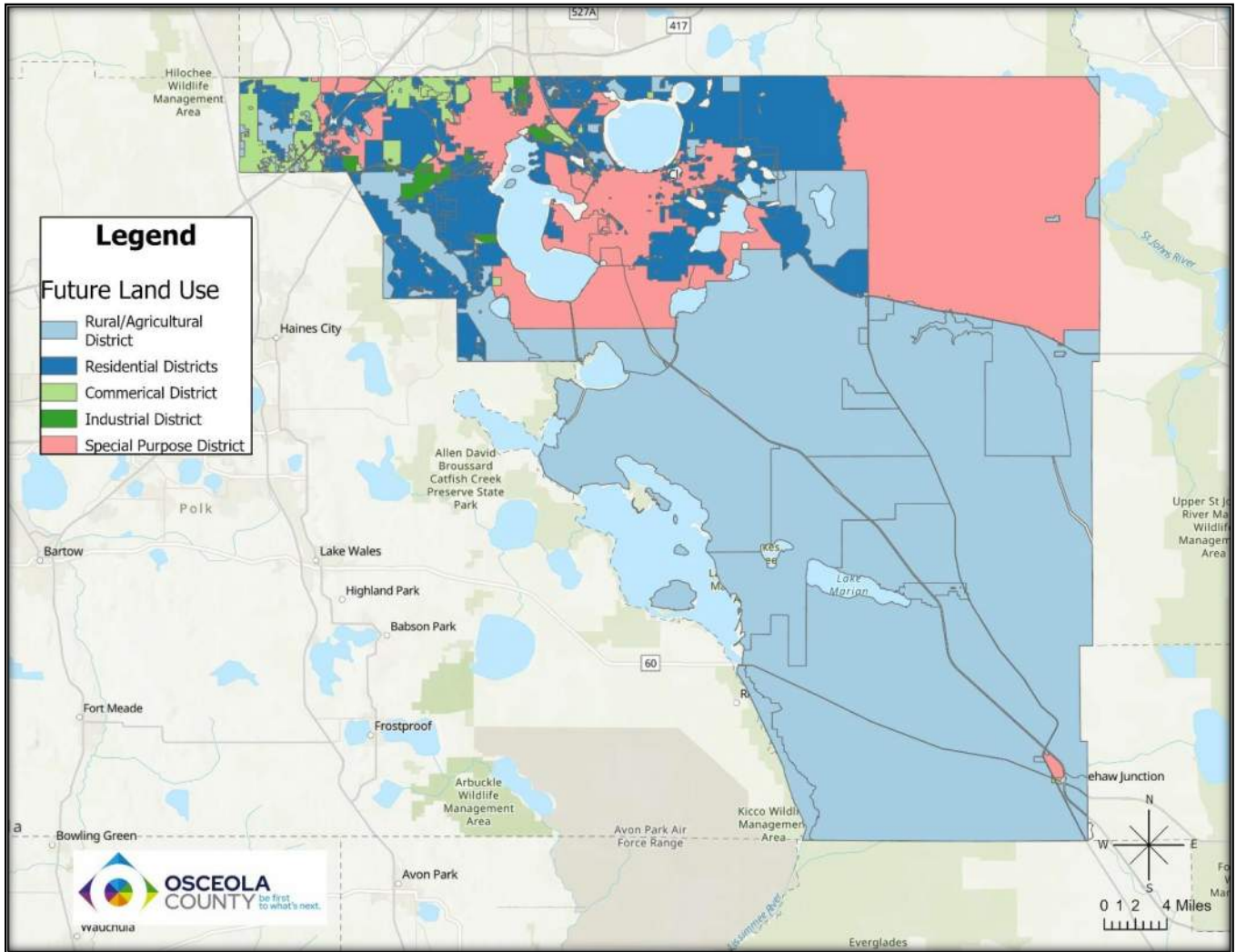
Florida's Turnpike	SB	NB
Exiting Osceola Count	19,250	54,500
	S of CL	N of CL
Osceola Pkwy	3,600	15,100
US 192	1,400	15,500
Kissimmee Park Rd	-	11,050
SR 60		
Pass Through Trips	14,250	12,850

## Appendix R – Current Zoning Land Use (Osceola County)



*\*Data was gathered from Osceola County's GIS Data Portal for Zoning & Future Land Use*

## Appendix S – Future Land Use (Osceola County)



*\*Data was gathered from Osceola County's GIS Data Portal for Zoning & Future Land Use*



## Appendix T – 2023 QLOS Generalized AADT for Florida’s Urbanized Areas

## C1 & C2

### Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

#### Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

#### Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

#### AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

#### Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05  
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95  
 Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

## C1 & C2

### Motor Vehicle Highway Generalized Service Volume Tables

#### Input Parameters

##### Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

##### Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

## C3C & C3R

### Motor Vehicle Arterial Generalized Service Volume Tables

#### Peak Hour Directional

#### Peak Hour Two-Way

#### AADT



	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

#### Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities  
 The AADT service volumes should be adjusted by multiplying 0.6 for one-way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05  
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80  
 Exclusive right turn lane(s): Multiply by 1.05  
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95  
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75  
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.  
 \* Cannot be achieved using table input value defaults.  
 \*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

## C3C & C3R

### Motor Vehicle Arterial Generalized Service Volume Tables

#### Input Parameters

##### Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

##### Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

##### Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5



## C2T, C4, C5, & C6 Motor Vehicle Arterial Generalized Service Volume Tables

Facility Type	Peak Hour Directional					Peak Hour Two-Way					AADT				
	Lane	B	C	D	E	Lane	B	C	D	E	Lane	B	C	D	E
(C2-Rural Town)	1 Lane	*	720	940	**	2 Lane	*	1,310	1,710	**	2 Lane	*	13,800	18,000	**
	2 Lane	*	1,140	1,640	**	4 Lane	*	2,070	2,980	**	4 Lane	*	21,800	31,400	**
	3 Lane	*	2,120	2,510	**	6 Lane	*	3,850	4,560	**	6 Lane	*	40,500	48,000	**
(C4-Urban General)	1 Lane	*	*	870	1,190	2 Lane	*	*	1,580	2,160	2 Lane	*	*	17,600	24,000
	2 Lane	*	1,210	1,790	2,020	4 Lane	*	2,200	3,250	3,670	4 Lane	*	24,400	36,100	40,800
	3 Lane	*	2,210	2,810	2,990	6 Lane	*	4,020	5,110	5,440	6 Lane	*	44,700	56,800	60,400
	4 Lane	*	2,590	3,310	3,510	8 Lane	*	4,710	6,020	6,380	8 Lane	*	52,300	66,900	70,900
(C5-Urban Center)	1 Lane	*	*	690	1,080	2 Lane	*	*	1,250	1,960	2 Lane	*	*	13,900	21,800
	2 Lane	*	1,290	1,900	2,130	4 Lane	*	2,350	3,450	3,870	4 Lane	*	26,100	38,300	43,000
	3 Lane	*	1,410	2,670	3,110	6 Lane	*	2,560	4,850	5,650	6 Lane	*	28,400	53,900	62,800
	4 Lane	*	2,910	3,560	3,640	8 Lane	*	5,290	6,470	6,620	8 Lane	*	58,800	71,900	73,600
(C6-Urban Core)	1 Lane	*	***	790	1,030	2 Lane	*	***	1,440	1,870	2 Lane	*	***	16,000	20,800
	2 Lane	*	***	1,490	1,920	4 Lane	*	***	2,710	3,490	4 Lane	*	***	30,100	38,800
	3 Lane	*	***	2,730	2,940	6 Lane	*	***	4,960	5,350	6 Lane	*	***	55,100	59,400
	4 Lane	*	***	3,250	3,490	8 Lane	*	***	5,910	6,350	8 Lane	*	***	65,700	70,600

**Adjustment Factors**

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities  
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s); Multiply by 1.05  
 2 Lane Undivided Roadway with No Exclusive Left Turn Lane(s); Multiply by 0.80  
 Exclusive right turn lane(s); Multiply by 1.05  
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s); Multiply by 0.95  
 Multilane Roadway with No Exclusive Left Turn Lane(s); Multiply by 0.75  
 Non-State Signalized Roadway; Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.  
 \*Cannot be achieved using table input value defaults. \*\*Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.  
 \*\*\*LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

## C2T, C4, C5, & C6 Motor Vehicle Arterial Generalized Service Volume Tables

### Input Parameters Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

### Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

### Signal Characteristics

	C2T	C4	C5	C6
Cycle Length	90	170	150	120
Major Street Through g/c	0.47	0.52 (1,2,3 lanes) 0.47 (4 lanes)	0.55 (1,2,3 lanes) 0.48 (4 lanes)	0.52 (1,2,3 lanes) 0.46 (4 lanes)
Yellow Change Interval	4.4	4.8	4	3.7
Red Change Interval	2	2	2	2





<b>Trip Purpose</b>	<b>Vehicle Occupancy factor</b>
Buy Goods	1.527171939
Buy Meals	1.663379957
Buy Services	1.447092925
Family Care	2
Entertainment (Social)	2.030155056
Errands (Library, Post Office, Services)	1.367013911
Exercise	1.289848308
Home	1.486138088
Medical	1.552341623
Religious	2.103194866
School	1.032738314
Work	1.20746117
Total	1.558878013



## Appendix V – Functional Classification Identification Methodology



225 East Robinson Street, Suite 355  
Orlando, FL 32801  
P 407.540.0555

## Technical Memorandum

September 11, 2023

Project# 27763.001

To: Joshua Devries, AICP  
Osceola County Transportation and Transit Department  
1 Courthouse Square, Suite 3100  
Kissimmee, Florida 34741

From: Adam Burghdoff, PE

CC: Steven Kane, PE

RE: SEATS Roadway Functional Classification Methodology

### FUNCTIONAL CLASSIFICATION METHODOLOGY

Functional classification defines the role that any particular road or street plays in serving the flow of trips through an entire network. This memo serves to provide a literature review of existing guidance from the Florida Department of Transportation (FDOT), the Federal Highway Administration (FHWA), and existing Comprehensive Plans to develop a functional class methodology for roadway within the Osceola County Southeast Transportation Study area and the City of Saint Cloud joint planning area (JPA).

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#### Literature Review

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#### FHWA FUNCTIONAL CLASSIFICATION GUIDANCE

The Federal Functional Classification process groups streets and highways into classes based on the characters of their services or the roles they play in the roadway system. For this methodology, rural roadway classifications will not be included. Roadways are classified as arterials, collectors, and local roads:

- **Arterial Road:** "Major Arterial roads serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes."
- **Collector Road:** "Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories"
- **Local Road:** "Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the

year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.”

Every public road is classified as one of those categories. In addition to identifying the particular role each road plays in serving travel needs, the classification is used in roadway design, determining eligibility for Federal-aid program funding, and monitoring roadway performance by transportation planning agencies.

**FDOT FUNCTIONAL CLASSIFICATION GUIDANCE**

According to the FDOT Urban Boundary and Functional Classification Handbook (February 2013), defines roads as the following:

- **Principal Arterial Road:** “The principal arterial system serves the major centers of activity of a metropolitan area, has the highest traffic volume corridors, and the longest trip desires; and should carry a high portion of the total urban area travel on a minimum of mileage. It carries most trips entering and leaving urban areas, and it provides continuity for rural principal arterials that intercept urban boundaries.”
- **Minor Arterial Road:** “The minor arterial system typically provides service for trips of moderate length and at a lower level of through traffic movement than principal arterials.”
- **Major Collector Road:** “Major collectors provide direct property access and traffic circulation in higher density residential neighborhoods and commercial and industrial areas. Unlike arterials, major collector roads may penetrate residential neighborhoods for significant distances and also channel traffic from local streets onto the arterial system.”
- **Minor Collector Road:** “Minor collectors provide traffic access and traffic circulation in lower density residential and commercial/industrial areas. They may penetrate residential neighborhoods for only a short distance and also channel traffic from local streets to/from the arterial system.”
- **Local Road:** “Local roads represent the largest percentage of all roadways in terms of mileage. For rural and urban areas, all public road mileage below the collector system is considered local. Local roads provide basic access between residential and commercial properties, connecting with higher order highways. A route meeting this purpose would connect a home, work, or entertainment trip by connecting the final destination to the roads serving longer trips. Examples of roads meeting the purpose described in this paragraph include those located within a residential subdivision or a cluster of commercial buildings.”

The FDOT Urban Boundary and Functional Classification Handbook describes the relationship between functional classification and travel characteristics as seen in **Table 1**.

**Table 1. Relationship Between Functional Classification and Travel Characteristics**

Functional Classification	Distance Served (and Length of Route)	Access Points	Speed Limit	Distance Between Routes	Usage (AADT)	Significance	Number of Travel Lanes
Arterial	Longest	Fewest	Highest	Longest	Highest	Statewide	More
Collector	↓	↓	↓	↓	↓	↓	↓
Local	Shortest	Many	Lowest	Shortest	Lowest	Local	Fewer

FDOT Urban Boundary and Functional Classification Handbook (February 2013)

The Handbook also recommends using trip purpose as a qualitative approach to the determination of functional classification. When evaluating the function of a road, it is recommended to consider the character of service these

roads are intended to provide. A road may serve more than one significant trip purpose. There are twelve trip purposes (also known as traffic generators) that are used to determine functional classification, including:

- **Trip Purpose 1:** Travel to and through urbanized areas
- **Trip Purpose 2:** Travel to and through small urban areas
- **Trip Purpose 3:** National defense
- **Trip Purpose 4:** Interstate and regional commerce
- **Trip Purpose 5:** Access to airports, seaports, and major rail terminals or intermodal transfer facilities
- **Trip Purpose 6:** Access to major public facilities
- **Trip Purpose 7:** Access to minor public facilities
- **Trip Purpose 8:** Interconnection of major thoroughfares
- **Trip Purpose 9:** Interconnection of minor thoroughfares
- **Trip Purpose 10:** Access to concentrated property use areas
- **Trip Purpose 11:** Access to rural diffused property use areas and lower density urban residential and commercial/industrial areas
- **Trip Purpose 12:** Local Access and Circulation

Each classification can be determined if the roadway meets the following criteria:

- **Principal Arterial:** 2 or more of trip purposes 1-7
- **Minor Arterial:** only 1 of trip purposes 1-7
- **Major Collector:** 1 or more of trip purposes 8-10
- **Minor Collector:** trip purpose 11
- **Local Road:** trip purpose 12

#### OSCEOLA COUNTY COMPREHENSIVE PLAN

Within the Comprehensive Plan for Osceola County, roadway classifications are defined by specific design standards for Framework Streets, including alleys, local streets, avenues and boulevards, premium transit corridors, and transit only corridors. Reference to FDOT guidance is also used to determine these classifications. Design standards for the Osceola County Roadway Classification System are as follows:

- **Alleys:** Allow access to residential and commercial lots. Lanes can be ten feet for residential and 18 feet for commercial access. Typically used within a mixed-use district and urban infill centers.
- **Local Streets:** Travel lanes are 11 feet and either one-way or one lane in each direction.
- **Avenues and Boulevards:** Generally have two lanes in each direction with lane widths between 10 and 12 feet. Avenues and Boulevards may be two-lane divided facilities with multi-modal accommodations.
- **Premium Transit Corridor:** Consist of vehicle travel lanes, dedicated transit lanes, and bike lanes. Dedicated transit lanes are 14 feet wide.
- **Transit Only Corridor:** Exclusively for transit vehicles on two-way roadways with 12-foot dedicated transit lanes.



**CITY OF SAINT CLOUD COMPREHENSIVE PLAN**

The functional classification of public roads in this element is based on FDOT criteria, which considers quantitative and qualitative factors such as jurisdiction, land access, route length, and trip lengths. A road hierarchy is used to identify relative importance of roads within the system, provide guidance for level of service and design standards, aid in establishing improvement priorities, identify maintenance responsibility, and assist in determining funding and financing policies. The hierarchy used in this element includes:

- **Arterials:** “Provide regional mobility via both uninterrupted flow and interrupted flow segments. Arterials provide mobility around and through urban and community cores and accommodate relatively long trip lengths as opposed to providing access to adjacent properties.”
- **Collectors:** “Provide for movement between local streets and the arterial network. Collectors serve residential, commercial, and industrial areas.”
- **Local Roads:** “Provide direct access to abutting properties. Local roads accommodate traffic originating in or traveling to properties within a neighborhood, commercial or industrial development. Local roads are not considered part of the major thoroughfare system. However, the major local roads have been identified in the maps and tables of this element.”

**Summary**

After reviewing the literature on existing functional classification methodologies, a matrix was created to compare the variables each agency or municipality used to determine the roadway classification (Table 2). The City of Tampa and the City of Palm Bay were included in this comparison to provide local insights to inform Osceola County’s methodology. Both the City of Tampa and the City of Palm Bay referenced FHWA and FDOT definitions of functional classifications.

**Table 2. Functional Classification Variables**

Variable	FHWA	FDOT	City of Saint Cloud
Distance Served (and Length of Route)	X	X	X
Lane Width	X		X
Shoulder Width	X		
Divided/Undivided	X		
Access	X		
Access Points	X	X	X
Speed Limit	X	X	X
Distance Between Routes	X	X	
Usage (AADT)	X	X	X
Significance		X	
Number of Travel Lanes		X	
Trip Purpose/Traffic Generators		X	X
Projected Peak Hour Directional Volumes			



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## Methodology

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The Osceola County Functional Classification methodology will consist of both a qualitative and quantitative evaluation for the SEATS Network within the JPA. The first evaluation sets to define arterial, collector, and local roads. The definitions are as follows and will guide evaluation of the results from both the qualitative and quantitative analysis:

- **Principal Arterials:** Provide regional mobility via both uninterrupted flow and interrupted flow segments around and through metropolitan areas. Distances served can be moderate to high.
- **Minor Arterials:** Provide service for trips of moderate length and at a lower level of through traffic movement than principal arterials.
- **Major Collectors:** Provide for movement to funnel traffic from local streets to the arterial network. Collectors serve residential, commercial, and industrial areas. Distances served can be low to moderate.
- **Minor Collectors:** Provide traffic access and traffic circulation in lower density residential and commercial/ industrial areas.
- **Local Roads:** Provide direct access to properties within a neighborhood, commercial or industrial development. Distances served are the lowest. All roads not classified by arterials or collectors may be considered local roads.

After reviewing the federal, state, and local guidance for functional classification, the following variables are recommended to determine Osceola County's functional classification based on readily available data and commonly used measures. These will be translated into thresholds to create a draft output layer of the five functional classifications:

- Trip Purpose – used by FDOT and City of Saint Cloud
- Distance served (and length of route) – used by FHWA, FDOT, and City of Saint Cloud. Augments the qualitative description of low, moderate, and high distances served. This is the total length of the roadway from start to end within the SEATS Network.
- Posted Speed Limit – used by FHWA, FDOT, and City of Saint Cloud. This data is readily available for existing roads and can be combined with planned roads.
- Usage (AADT) – used by FHWA, FDOT, and City of Saint Cloud. Can be used as a proxy for Significance and Projected Peak Hour Directional Volumes as those data sets are not readily available. Higher volumes mean the Significance is higher based on FHWA thresholds for average AADT ranges.
- Number of Travel Lanes – used by FDOT. This data is readily available for existing roads and can be combined with planned roads within the SEATS network.

In accordance with FDOT guidance, trip purpose will be used as the qualitative portion of the functional classification analysis and act as the primary designation for functional classification. Following the trip purpose review, the functional classification will be compared to typical characteristics of each functional classification. Table 3 shows the typical characteristics for each variable based on FHWA and FDOT. The number of travel lanes, as well as other roadway attributes, will also be based on what is planned in the future according to the SEATS Network within the JPA. Usage (AADT) will be based on SEATS model outputs, as many of the roadways within the JPA are planned to be constructed in the future. Ranges for usage are derived from the 2011 Highway Performance Monitoring System as used by FHWA. Each roadway segment does not need to meet all the typical characteristics to fall into one of the functional classifications. This secondary quantitative review complements the qualitative analysis of this methodology when there are discrepancies for functional classifications.



**Table 3. Functional Classification Variables and Typical Characteristics**

Variable	Principal Arterial	Minor Arterial	Major Collector	Minor Collector	Local
Distance Served/Length of Route (mi)	Greater than 3	Greater than 3	Less than or equal to 3	Less than or equal to 3	Less than 1
Posted Speed Limit (MPH)	35 - 55	35 - 55	25 - 45	25 - 45	Less than 30
Usage (AADT)	Greater than 7,000	3,000 - 14,000	Greater than 1,100	Less than 6,300	Less than 700
Number of Travel Lanes	Greater than or equal to 4	Greater than or equal to 4	Less than or equal to 4	Less than or equal to 4	Less than or equal to 2

Once the draft layer is available, quality assurance and control will be performed through engineering judgement and reference to the functional classification definitions determined above. Based on Osceola County and City of Saint Cloud’s designation of Framework Streets according to the latest County TRN Maps and within the SEATS Network, roadways within the JPA that already have an avenue, boulevard, corridor, or roadway reconstruction designation will be included as an additional attribute of the roadway. These designations do not impact the functional classification of the roadway.



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Appendix W – ITE Trip Generation Rates

ITE Trip Generation Formulas						
Category/Item	ITE Code (11th Ed.)	Unit	2023 Mobility Fee Study Trip Gen (Altered)	2024 Mobility Fee Study Trip Gen (Altered)	Notes	
<b>Living/Residential</b>						
Single Family	210	D.U.	=9.43*5/7+9.48*1/7+8.48*1/7	9.30142857142857		
Townhouse(Single-Family Attached Housing)	215	D.U.	=7.2*5/7+8.76*1/7+7.17*1/7	7.41857142857143		
Condo/Multi-Family (Apartments)	220	D.U.	=6.74*5/7+4.55*1/7+3.86*1/7	6.01571428571429		
Affordable Housing (Limited Income)	223	D.U.	=4.81*5/7+12*1/7+9.44*1/7	6.49857142857143		
Mobile Home	240	D.U.	=7.12*5/7+7.05*1/7+6.14*1/7	6.97		
Active Adult	251, 252	D.U.	=AVERAGE(4.31,3.24)*5/7+AVERAGE(2.84,2.74)*1/7+AVERAGE(2.49,2.7)*1/7	3.46571428571429		
Assisted Living/Care/Nursing Home/Continuing Care Retirement Community	254	Beds	=2.6*5/7+2.93*1/7+3.15*1/7	2.72571428571429		
<b>Recreation/Entertainment</b>						
Marina	420	Berth	=(5/7)*2.41 + (1/7)*2.61+(1/7)*3.49	2.59285714285714		
Golf Course	430	Hole	=(5/7)*30.38+(1/7)*19.89+(1/7)*18.89	27.24		
Amusement Park	480	Acres	=53.41	53.41	It was determined that weekend rates were excessive and weekday rates would be used only.	
Movie Theater	445	Seat	=(5/7)*1.76+(1/7)*2.24+(1/7)*1.85	1.84142857142857		
Racquet/Tennis Club	490, 491	Tennis Court	=AVERAGE(30.32,27.71)	29.015	Weekend Rates are not available.	
Health/Fitness/Athletic Club	492, 493	1000 s.f.	=AVERAGE(AVERAGE(1.31,3.45),0.18)(AVERAGE(3.16,6.29),0.18))	19.7361111111111	Hourly rates were only available so a conversion from hourly to daily was needed. A K-value of 0.18 was used as trips tend to be distributed around the day more than a normal facility.	
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	=(5/7)*28.82+(1/7)*9.1+(1/7)*13.6	23.8285714285714		
Campground/Recreational Vehicle park	416	Space	=AVERAGE(0.21,0.27),0.09)	2.66666666666667	Hourly rates were only available so a conversion from hourly to daily was needed. A standard K-value of 0.09 was used.	
<b>Institutional</b>						
Place of Worship	560, 561, 562	1000 s.f.	=(7.6+3.87+4.22)/3 *(3/7)	2.24142857142857	Being that weekend rates are excessive in some cases and places of worship only operate in capacity on certain days the weekday rates for each of the categories were used and it was taken for only 3 of the 7 days of the week.	
Public/Private School (K-8)(K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	=AVERAGE(2.27,2.1,1.94,4.11,2.48,2.17,1.85,0.83)*5/7	1.58482142857143		
University/College/Community College	540, 550	Student	=(5/7)*AVERAGE(1.56,1.15) +(1/7)*0.42+(1/7)*0.04	1.03357142857143		
Child Day Care Center	565	1000 s.f.	=(5/7)*47.62 + (1/7)*6.22+(1/7)*5.84	35.7371428571429		
<b>Office</b>						
Office Space	710, 714, 715, 770	1000 s.f.	=AVERAGE(10.84,13.07,12.44)*5/7+AVERAGE(2.21,1.77,2.56)*1/7+AVERAGE(0.7,0.41,1.08)*1/7	9.07047619047619	714 was not used in the calculation as it did not have weekend rates.	
<b>Medical Building</b>						
Medical/Dental Offices	720	1000 s.f.	=(5/7)*56+(1/7)*13.78+(1/7)*1.14*(1/7)	27.706122489796		
Hospitals	610	1000 s.f.	=(5/7)*10.77+(1/7)*7.72+(1/7)*6.77	9.76285714285714		
Clinic	630	1000 s.f.	=37.6*5/7	26.9142857142857	The only option for the clinic category is weekdays and as they tend to only be open on the weekdays it was only taken for 5 out of the 7 days of the week.	
<b>Industrial</b>						
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	=AVERAGE(3.37,4.75,1.71)*5/7+AVERAGE(2.54,1.49,0.15)*1/7+AVERAGE(1.24,0.99,0.06)*1/7	2.64857142857143		
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	=AVERAGE(1.41,2.12)*5/7+0.94*1/7+0.87*1/7	1.51928571428571	157 only offers rates for the weekday so it was averaged before taking the weighted average for the category	
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	=AVERAGE(1.81,4.63)	3.22	Weekday rates were used as weekend rates were not available.	
Mini-Warehouse	151	1000 s.f.	=(5/7)*1.45+(1/7)*1.77+(1/7)*1.5	1.50285714285714		
<b>General Commercial Retail</b>						
Shopping Center	820	1000 s.f.	=(5/7)* 37.01 +(1/7)*46.6+(1/7)*18.97	35.8028571428571		
Variety/Dollar Store/Discount Store	814, 815	1000 s.f.	=AVERAGE(63.66,53.87)	58.765	Weekend rates were not used as they were excessive.	
Factory Outlet Store	823	1000 s.f.	=26.59	26.59	Weekend rates were not used as they were excessive.	
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	90.08	Weekend rates were not available.	
Pharmacy/Drugstore With Drive Thru	881	1000 s.f.	=(5/7)*108.4+(1/7)*114.87+(1/7)*45.57	100.348571428571		
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	=AVERAGE(97.14,107.2)*5/7+1/7*122.4+1/7*142.64	110.841428571429	930 did not have weekend rates so it was averaged with 932 for the weekday portion and then weighted accordingly.	
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	=AVERAGE(467.48,533.57)	500.525	Weekend rates were excessive so they were removed.	
Car Sales	840, 841	1000 s.f.	=AVERAGE(27.84,27.06)	27.45	On average weekend rates were higher and would have caused the rate to go up. These numbers were thought to be excessive and were removed.	
Auto Parts Store	843	1000 s.f.	=54.57	54.57	Weekend rates were note available.	
Tire & Auto Repair/ Auto Parts and Service Center	942, 943	1000 s.f.	=(5/7)*16.6+(1/7)*23.72+(1/7)*11.88	16.9428571428571	The weekday rates are from 943 and the weekend rates are from 942.	
<b>Non-Residential</b>						
Hotel per room	310	Room	=(5/7)*7.99 + (1/7)*8.07+(1/7)*5.94	7.70857142857143		
Resort Hotel per Room	330	Room	=AVERAGE(0.32,0.41),0.09	4.05555555555556	Hourly rates were only available so a conversion from hourly to daily was needed. A standard K-value of 0.09 was used.	
Cemetery	566	Acres	=(5/7)*6.02 + (1/7)*8.99+(1/7)*13.94	7.57571428571429		
Bank/Savings w/ Drive-thru per Drive-thru line	912	1000 s.f.	=(5/7)*100.35 + (1/7)* 86.48 + (1/7)*31.96	88.5985714285714		
Convenience Market & Gas Fuel per Fuel Position	944, 945	Vehicle Fuelline	=(AVERAGE(172.01,265.12))*5/7+182.17*1/7+166.88*1/7	205.982142857143	Weekend rates are not available for 945.	
Quick Lube Vehicle Service per Bay	941	Service Bay	=5/7*40+1/7*42+1/7*28	38.5714285714286		
Car Wash	947	Wash Stall	=(5/6)*108+(1/6)*132.8	112.133333333333	A car wash tends to not be open on Sunday therefore it was only weighted for 6 days a week.	

\*Source: All rates are from the ITE Trip Generation Manual 11th Ed.



## Appendix X – PMT Factor

WHYTO	TRPMILES less than 0.5 mi	TRPMILES 0.5 to 1 mile	TRPMILES 1 to 2 miles	TRPMILES 2 to 3 miles	TRPMILES 3 to 4 miles	TRPMILES 4 to 5 miles	TRPMILES 5 to 6 miles	TRPMILES 6 to 10 miles	TRPMILES 11 to 15 miles	TRPMILES 16 to 20 miles	TRPMILES 21 to 30 miles	TRPMILES 31 miles or more	TOTAL
Regular activities at home	1931657.055	150601992.4	688910914.6	644064710.5	532892740	820960072.4	4827671396	3737143233	4720787242	4289489938	9507187272	29930641172	
Work from home (paid)		1921387.58	40808123.75	51019438.61	229789286.5	44936702.44	179437139.7	77084221.65	2868391249		441789828.5	1370921278	
Work at a non-home location		1841030.501	107748387.3	137979994.9	122252652.8	203825525.7	1638971894	1588204186	2331812194.2	3406799953	2645236922	1218418178	
Work activity to drop-off/pick-up someone/something		8639940.638	18216405.06	30610336.78			21121636.02	17826463.86				97414792.35	
Other work-related activities		26326133.63	27406574.63				38610661.08	39694772	61391426.85	465674591.7		267155523.2	88628040.1
Attend school as a student							7745869.02	341670385.1					219127254.1
Attend childcare or adult care							125281806.8						125281806.8
Volunteer activities (not paid)		5366815.367	8662245.632				3020238.937			61532033.88			233983905
Change type of transportation							87807159.2						15567472.18
Drop off/pick up someone (personal)		18232693.93	50099617.56	9955781.118	121840974.3	157222032.9	275625699.5	500566012	236315117.7	1704327295	1491792238	4565977468	
Health care visit		9751904.826	2249351.994	2850463.553	36891353.44	123113639.7	246967150.4	4484446.26		341076986.4	409519433.6	101690450	
Buy meals		3243652.061	21154033.94	230364116.1	123606256	274266074.8	108893805	738467758	166368658.2	1111533886	220375483.1	2667599806	5665676512
Shop/buy/pick-up or return goods		38803797.88	132587516.2	411689713.1	314448280.2	307266767.1	414297698.5	1677921813	866637522.8	123929249.7	458598086.3	298563516.9	5040338463
Other family/personal errands		38533040.557	11493676.27	35353750.09	48400942.51	46670487.16	48895561.86	485881630.4	77848013.34	180521022.6		9388919024.8	
Recreational activities			1857552.03	7143667.627	21543904.67	29811940.41	12791375.99	138654008.8	418827530.6	686226458.1	61802468.74	326798307.8	1672635205
Exercise			7464485.453	12868822.7	60012189.67	50443144.67	72696272.87	357815097.7	169624446.5				846143859.6
Visit friends or relatives		1341414.074	6458642.68	21870106.71	17812114.05	32791028.5	169046856.2	184284805.2	23808974.7	397357357.7		357970747.5	1511379680
Rest or relaxation/vacation								18982196.98					465627244.1
Religious or other community activities		920828.7507	10867891.22	82793759.31	18951965.35			179821533.3	484453762.3	392355771.6			970185511.3
TOTAL	59847195.2	441097153.3	1833899493	1521747803	1928488818	2234308805	11135796196	8481421524	10594626307	10679827569	18875240649	67776156512	

\*Source- 2022 NHTS VMT Report  
\*Note- An average of the data below 15 miles was used for this study.



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Table Type: WTRDPM - sum	TRPMILES Less than 0.5 m	TRPMILES 1 mile	TRPMILES 2 miles	TRPMILES 3 miles	TRPMILES 4 miles	TRPMILES 5 miles	TRPMILES 6- 10 miles	TRPMILES 11 - 15 miles	TRPMILES 16- 20 miles	TRPMILES 21 - 30 miles	TRPMILES 31 miles or more	TRPMILES TOTAL
CDVMSNR: South Atlantic MSA/CVMSA of 1 million+ w/o heavy rail												
WHYTO												
Regular activities at home	5639785.385	354536896.1	963911714.9	924586962.2	1282313112	1187936178	7353020880	6128119186	5778622942	5884879277	14641569482	44504941977
Work from home (paid)	796713.9424	2252273.445	40808123.75	51019438.63	229789286.5	44936702.44	184254468.4	119409536.6	286839149	91730219.92	441789828.5	1513965697
Work at a non-home location	2017873.47	3865273.906	123594044.8	137979994.9	266154543.6	203825525.7	1638971890	1723421034	233182194.2	3960531626	2645236922	13037420671
Work activity to drop-off/pickup someone/something		8630950.638	18216405.06		30610336.78		22121636.05	17824643.86		131318724		228733516.2
Other work-related activities		26326133.63		27406574.63		28619065.08	29694729	61391426.85	445674591.7		267155532.2	886268040.1
Attend school as a student		81970427.72		43865924.71		398514977.3	1189658729	419436005.3	95658897	985461169.5		364096799
Attend childcare or adult care						304228650.3						304228650.3
Volunteer activities (not paid)		13215507.64		10419853.3		92144365.11		67595415.97	61532033.88			247927614.8
Change type of transportation							99894002.11					99894002.11
Drop off/pick up someone (personal)	4771576.045	36816059.24	53813578.92	9955781.118	134692154.3	157222032.5	383778315.8	588742486.2	236315117.7	181303091.1	1491192238	4910930451
Health care visit	19253762.66	2249351.994	2850463.553	22254252.02	80741848.42	123113639.7	366545307.8	44484446.26		368715527.7	837593639.9	1867802243
Buy meals	40083333.77	4632422.17	339267381.7	168993755.9	339206724.6	213039756.4	93506337.7	267338160.7	1754222365	444596376	14767699465	19315883587
Shop/buy/pick-up or return goods	53131082.6	210784680.4	531991864.4	555909476.9	354633432.8	62785158.9	2763940793	154606022	171262967.4	1037078360	482579708.3	81351306753
Other family/personal errands	6459388.954	15201468.07	108206034	76728430.77	71633806.87	48895565.86	1045605179	77848013.34	415437679.3			1866021562
Recreational activities	2614286.278	25401890.74	29041806.46	43136283.88	42308763.76	28589949.03	223964900.9	1026200483	636626458.1	61802468.74	326798307.8	2442487599
Exercise		1398306527	195357884.4	127254295.2	72718673.27	95581190.2	553975205.8	16964446.5		68436743.93		1429271809
Visit friends or relatives	1341434.074	9306413.151	29733805.51	94603347.98	17812114.05	32791028.5	231371477.1	285030636.7	325350794.6	752834441.7	778055678	2538430151
Rest or relaxation/vacation		4418766.669	7607054.518				47230293.43	18982296.98			465627244.1	543874655.6
Religious or other community activities	2333005.538	26183357.03	185975930.3	22906790.28			334109575.6	3015370128	357798058.8	175166694.9		2319843538
TOTAL	145133255.4	1027671316	268466287C	2105431988	327706350	3278667327	17403224729	13576940886	13097162597	15775582560	37482415438	1.10E+11

\*Source: 2022 NHTS PMT Report.  
\*Note: An average was taken for the PMT up to 15 miles for this study.



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Trip Purpose	Person Miles of Travel (PMT)	Vehicle Miles of Travel (VMT)	Person Miles of Travel factor (PMTf)
Buy Goods	6,444,315,711	4,163,647,609	1.548
Buy Meals	2,349,365,381	1,666,166,349	1.410
Buy Services	7,894,893,594	4,922,045,611	1.604
Family Care	304,228,650	125,281,807	2.428
Entertainment (Social)	1,417,260,364	758,398,002	1.869
Errands (Library, Post Office, Services)	1,450,577,883	758,398,002	1.913
Exercise	1,360,835,055	846,143,860	1.608
Home	18,199,870,675	11,404,176,720	1.596
Medical	661,493,072	466,308,310	1.419
Religious	1,586,878,785	777,829,740	2.040
School	2,223,325,332	219,127,254	10.146
Work	5,064,289,398	4,713,468,079	1.074
Total	48,957,333,900	30,820,991,343	1.588

## Appendix Y – 2023 ITE Trip Generation Manual, 3<sup>rd</sup> Edition (Land Use Code Descriptions)

ITE Code	Description
130	An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.
140	A manufacturing facility is an area where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research, and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.
150	A warehouse is primarily devoted to the storage of materials, but it may also include office and maintenance areas. High-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related uses.
151	A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.
154	A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. The HCWs included in this land use include transload and short-term facilities. Transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. They typically have little storage duration, high throughput, and are high-efficiency facilities. Short-term HCWs are high-efficiency distribution facilities often with custom/special features built into structure for movement of large volumes of freight with only short-term storage of products. Warehousing (Land Use 150), high-cube fulfillment center warehouse (Land Use 155), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related land uses.
155	A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. High-cube fulfillment center warehouses include warehouses characterized by a significant storage function and direct distribution of ecommerce product to end users. These facilities typically handle smaller packages and quantities than other types of HCWs and often contain multiple mezzanine levels. Warehousing (Land Use 150),



ITE Code	Description
	high-cube transload and short-term storage warehouse (Land Use 154), high-cube parcel hub warehouse (Land Use 156), and high-cube cold storage warehouse (Land Use 157) are related land uses.
156	A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. High-cube parcel hub warehouses typically serve as regional and local freight forwarder facilities for time sensitive shipments via airfreight and ground carriers. These sites also often include truck maintenance, wash, or fueling facilities. Warehousing (Land Use 150), high-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), and high-cube cold storage warehouse (Land Use 157) are related land uses.
157	A high-cube warehouse (HCW) is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly efficient processing of goods through the HCW. High-cube cold storage warehouses are facilities typified by temperature-controlled environments for frozen food or other perishable products. Warehousing (Land Use 150), high-cube transload and short-term storage warehouse (Land Use 154), high-cube fulfillment center warehouse (Land Use 155), and high-cube parcel hub warehouse (Land Use 156) are related land uses.
210	Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.
215	Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.
220	Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.
223	Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.
240	A mobile home park generally consists of manufactured homes that are sited and installed on permanent foundations. It typically includes community facilities such as recreation rooms, swimming pools, and laundry facilities. Many mobile home parks restrict occupancy to adults.





ITE Code	Description
251	Senior adult housing consists of detached independent living developments, including retirement communities, age-restricted housing, and active adult communities. These developments may include amenities such as golf courses, swimming pools, 24-hour security, transportation, and common recreational facilities. However, they generally lack centralized dining and on-site health facilities. Detached senior adult housing communities may or may not be gated. Residents in these communities are typically active (requiring little to no medical supervision). The percentage of retired residents varies by development. Senior adult housing—attached (Land Use 252), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related land uses.
252	Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. These developments may include limited social or recreational services. However, they generally lack centralized dining and onsite medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Senior adult housing— detached (Land Use 251), congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.
254	An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to mentally or physically limited persons. It commonly has separate living quarters for residents. Its services typically include dining, housekeeping, social and physical activities, medication administration, and transportation. Alzheimer’s and ALS care are commonly offered by these facilities, though the living quarters for these patients may be located separately from the other residents. Assisted care commonly bridges the gap between independent living and nursing homes. In some areas of the country, assisted living residences may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.
310	A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.
330	A resort hotel is similar to a hotel (Land Use 310) in that it provides sleeping accommodations, restaurants, cocktail lounges, retail shops, and guest services. The primary difference is that a resort hotel caters to the tourist and vacation industry, often providing a wide variety of recreational facilities/programs (golf courses, tennis courts, beach access, or other amenities) rather than convention and meeting business. Hotel (Land Use 310), all suites hotel (Land Use 311), business hotel (Land Use 312), and motel (Land Use 320) are related uses.
416	A campground and recreational vehicle park is a recreational site that accommodates campers, trailers, tents, and recreational vehicles on a transient basis. They are found in a variety of locations and provide a variety of facilities, often including restrooms with showers and recreational facilities, such as a swimming pool, convenience store, and laundromat.
420	A marina is a public or private facility that provides docks and berths for boats and may include limited retail and restaurant space.



ITE Code	Description
430	Golf courses include 9-, 18-, 27- and 36-hole municipal courses. Some sites may also have driving ranges and clubhouses with a pro shop, restaurant, lounge, and banquet facilities. Miniature golf course (Land Use 431), golf driving range (Land Use 432), and multipurpose recreational facility (Land Use 435) are related uses.
445	A movie theater is a place where movies are screened for public entertainment. A theater includes a lobby, refreshment area, and audience seating for each movie screen. Amenities such as reclining seats, tiered stadium seating, and assigned seating are sometimes offered. A theater can be stand-alone or part of a larger retail complex.
480	An amusement park contains rides, entertainment, refreshment stands, and picnic areas.
490	Tennis courts are indoor or outdoor facilities specifically designed for playing tennis. Tennis courts can either be public or private facilities and do not typically include any ancillary facilities other than limited spectator seating. Racquet/tennis club (Land Use 491) is a related use.
491	A racquet/tennis club is a privately-owned facility that primarily caters to racquet sports (tennis, racquetball, or squash—indoor or outdoor). This land use may also provide ancillary facilities, such as swimming pools, whirlpools, saunas, weight rooms, snack bars, and retail stores. These facilities are membership clubs that may allow access to the general public for a fee. Tennis courts (Land Use 490), health/fitness club (Land Use 492), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.
492	A health/fitness club is a privately-owned facility that primarily focuses on individual fitness or training. It typically provides exercise classes; weightlifting, fitness and gymnastics equipment; spas; locker rooms; and small restaurants or snack bars. This land use may also include ancillary facilities, such as swimming pools, whirlpools, saunas, tennis, racquetball and handball courts, and limited retail. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), athletic club (Land Use 493), and recreational community center (Land Use 495) are related uses.
493	An athletic club is a privately-owned facility that offers comprehensive athletic facilities. An athletic club typically has one or more of the following: tennis, racquetball, squash, handball, basketball and volleyball courts; swimming pools; whirlpools; saunas; spas; and exercise and weight rooms. They often offer diverse, competitive team sport activities and social facilities. These facilities are membership clubs that may allow access to the general public for a fee. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and recreational community center (Land Use 495) are related uses.
495	A recreational community center is a stand-alone public facility similar to and including YMCAs. These facilities often include classes and clubs for adults and children; a day care or nursery school; meeting rooms; swimming pools and whirlpools; saunas; tennis, racquetball, handball, basketball and volleyball courts; outdoor athletic fields/courts; exercise classes; weightlifting and gymnastics equipment; locker rooms; and a restaurant or snack bar. Public access is typically allowed but a fee may be charged. Racquet/tennis club (Land Use 491), health/fitness club (Land Use 492), and athletic club (Land Use 493) are related land uses.
522	An elementary school is a public school that typically serves students attending kindergarten through the fifth or sixth grade. An elementary school is usually centrally located in a residential community to facilitate student access. Bus service is commonly provided to students living beyond a specified distance from the school. Middle school/junior high school (Land Use 522), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses



ITE Code	Description
522	A middle or junior high school is a public school that serves students who have completed elementary school and have not yet entered high school. Elementary school (Land Use 520), high school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses
525	A high school is a public school that serves students who have completed middle or junior high school. Middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use 534), and charter school (K-12) (Land Use 538) are related uses.
530	A private school (K-8) serves students attending kindergarten through the eighth grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), private school (K-12) (Land Use 532), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (Land Use 538) are related uses.
532	A private school (K-12) serves students attending kindergarten through the 12th grade. The school may also offer pre-kindergarten classes and extended care and day care. Students may travel a long distance from their residence to the private school. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private high school (Land Use 534), charter elementary school (Land Use 536), and charter school (K-12) (Land Use 538) are related uses.
534	A private high school serves students who have completed middle school, junior high school, or an elementary school that takes students through 8th grade. High school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), charter school (K-12) (Land Use 538) are related uses
536	A charter elementary school is an elementary school that is publicly funded and privately managed. The school serves students attending kindergarten through the fifth, sixth, or eighth grade. The school may also offer extended care and day care. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), and charter school (K-12) (Land Use 538) are related uses.
538	A charter school (K-12) is a school that is publicly funded and privately managed. The school serves students attending kindergarten through the 12th grade. The school may also offer extended care and day care. Elementary school (Land Use 520), middle school/junior high school (Land Use 522), high school (Land Use 525), private school (K-8) (Land Use 530), private school (K-12) (Land Use 532), private high school (Land Use 534), and charter elementary school (Land Use 536) are related uses.
540	This land use includes 2-year junior, community, and technical colleges. A junior/community college may have a sizeable evening program. University/college (Land Use 550) is a related use.
550	This land use includes 4-year universities or colleges that may or may not offer graduate programs. Junior/community college (Land Use 540) and off-campus student apartment (Land Uses 225, 226, 227) are related land uses.
560	A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms, and, occasionally, dining, catering, or party facilities. Synagogue (Land Use 561) and mosque (Land Use 562) are related uses.



ITE Code	Description
561	A synagogue is a building in which public worship services are held. A synagogue may also house a sanctuary, meeting rooms, classrooms and, occasionally, dining, catering, or event facilities. Church (Land Use 560) and mosque (Land Use 562) are related uses.
562	A mosque is a building in which public worship services are held. Church (Land Use 560) and synagogue (Land Use 561) are related uses.
565	A day care center is a facility where care for pre-school age children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Some centers also provide after-school care for school-age children.
566	A cemetery is a place for burying the deceased, possibly including buildings used for funeral services, a mausoleum, and a crematorium.
610	A hospital is any institution where medical or surgical care and overnight accommodations are provided to non-ambulatory and ambulatory patients. However, the term “hospital” does not refer to medical clinics (facilities that provide diagnoses and outpatient care only) or nursing homes (facilities devoted to the care of persons unable to care for themselves), which are covered elsewhere in this report. Clinic (Land Use 630) and free-standing emergency room (Land Use 650) are related uses.
710	A general office building houses multiple tenants. It is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.
714	A corporate headquarters building is a single tenant office building that houses the corporate headquarters of a company or organization, which generally consists of offices, meeting rooms, space for file storage and data processing, a restaurant or cafeteria, and other service functions. General office building (Land Use 710), small office building (Land Use 712), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.
715	A single tenant office building generally contains offices, meeting rooms, and space for file storage and data processing of a single business or company and possibly other service functions including a restaurant or cafeteria. General office building (Land Use 710), small office building (Land Use 712), corporate headquarters building (Land Use 714), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are related uses.
720	A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. Clinic (Land Use 630) is a related use.



ITE Code	Description
770	A business park consists of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial, or scientific research functions. The average mix is 20 to 30 percent office/commercial and 70 to 80 percent industrial/warehousing. Industrial park (Land Use 130), warehousing (Land Use 150), general office building (Land Use 710), corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), and research and development center (Land Use 760) are related uses.
814	A variety store is a retail store that sells a broad range of inexpensive items often at a single price. These stores are typically referred to as “dollar stores.” Items sold at these stores typically include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. These stores are sometimes stand-alone sites, but they may also be located in small strip shopping centers. Free-standing discount store (Land Use 815) is a related use.
815	A discount store is similar to a free-standing discount superstore (Land Use 813) with the exception that it does not contain a full-service grocery department. It is also similar to a department store (Land Use 875) with the exception that it generally offers centralized cashiering and sells products that are advertised at discount prices. Discount stores offer a variety of customer services and typically maintain long store hours 7 days a week. The stores included in this land use are often the only ones on the site but they can also be found in mutual operation with a related or unrelated garden center and/or service station. A free-standing discount store can also be found on a separate parcel within a retail complex, with or without its own dedicated parking. Freestanding discount superstore (Land Use 813), variety store (Land Use 814), and department store (Land Use 875) are related uses
820	A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center’s composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.
823	A factory outlet center is a shopping center that primarily houses factory outlet stores, attracting customers from a wide geographic area, very often from a larger area than a regional shopping center. Shopping center (Land Use 820) is a related use.
840	A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities; however, automobile services, parts sales, and used car sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.
841	A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities; however, automobile services and parts sales may also be available. Some dealerships also include leasing options, truck sales, and servicing. Automobile sales (new) (Land Use 840) and recreational vehicle sales (Land Use 842) are related uses.



ITE Code	Description
843	An automobile parts sales facility specializes in the sale of automobile parts for maintenance and repair. Items sold at these facilities include spark plugs, oil, batteries, and a wide range of automobile parts. These facilities are not equipped for on-site vehicle repair. Tire store (Land Use 848), tire superstore (Land Use 849), and automobile parts and service center (Land Use 943) are related uses.
850	A supermarket is a free-standing retail store selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies, and video rental areas. Some facilities may be open 24 hours a day. Discount supermarket (Land Use 854) is a related use.
854	A discount supermarket is a free-standing retail store selling a complete assortment of food (often in bulk), food preparation and wrapping materials, and household cleaning and servicing items at discounted prices. Some facilities may be open 24 hours a day. Supermarket (Land Use 850) is a related use.
880	A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category do not contain drive-through windows. Pharmacy/drugstore with drive-through window (Land Use 881) is a related use.
881	A pharmacy/drugstore is a retail facility that primarily sells prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products, and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.
912	A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs). Walk-in bank (Land Use 911) is a related use.
930	A fast casual restaurant is a sit-down restaurant with no wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared, and seat themselves. The menu generally contains higher quality made to order food items with fewer frozen or processed ingredients than fast food restaurants. Quality restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.
932	This land use consists of sit-down, full-service eating establishments with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderately priced, frequently belongs to a restaurant chain, and is commonly referred to as casual dining. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not accept reservations. A patron commonly waits to be seated, is served by wait staff, orders from a menu, and pays after the meal. Some facilities offer carry-out for a small proportion of its customers. Some facilities within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), fine dining restaurant (Land Use 931), fast-food restaurant without drive-



ITE Code	Description
	through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses
933	This land use includes fast-food restaurants without drive-through windows. This type of restaurant is characterized by a large carry-out clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.
934	This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours a day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. Fast casual restaurant (Land Use 930), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.
936	This land use includes single-tenant coffee and donut restaurants without drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some sites may also sell newspapers, music CDs, and books. The coffee and donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided. Coffee/donut shop with drive-through window (Land Use 937), coffee/donut shop with drive-through window and no indoor seating (Land Use 938), bread/donut/bagel shop without drive-through window (Land Use 939), and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.
937	This land use includes single-tenant coffee and donut restaurants with drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some sites may also sell newspapers, music CDs, and books. The coffee and donut shops contained in this land use typically hold long store hours (more than 15 hours) with an early morning opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided. Coffee/donut shop without drive-through window (Land Use 936), coffee/donut shop with drive-through window and no indoor seating (Land Use 938), bread/donut/bagel shop without drive-through window (Land Use 939), and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.



ITE Code	Description
938	<p>This land use includes single-tenant coffee and donut restaurants with drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. Some sites may also sell newspapers, music CDs, and books. The coffee and donut shops contained in this land use typically hold long store hours (over 15 hours) with an early morning opening. Coffee/donut shop without drive-through window (Land Use 936), coffee/donut shop with drive-through window (Land Use 937), bread/donut/bagel shop without drive-through window (Land Use 939), and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.</p>
941	<p>A quick lubrication vehicle shop is a business where the primary activity is to perform oil change services for vehicles. Other ancillary services provided may include preventative maintenance, such as fluid and filter changes. Automobile repair service is generally not provided. Automobile care center (Land Use 942) and automobile parts and service center (Land Use 943) are related uses.</p>
942	<p>An automobile care center houses numerous businesses that provide automobile-related services, such as repair and servicing, stereo installation, and seat cover upholstery. Quick lubrication vehicle shop (Land Use 941) and automobile parts and service center (Land Use 943) are related uses.</p>
943	<p>An automobile parts and service center sells automobile parts for do-it-yourself maintenance and repair including tires, batteries, oil, and sparks plugs. The center may also sell automobile parts to retailers and repair facilities. An automobile parts and service center also provides a full array of on-site services for motor vehicles. A center typically has centralized cashiering and maintains long hours 7 days a week. An automobile parts and service center is sometimes placed as a separate parcel within a retail complex. Automobile parts sales (Land Use 843), tire store (Land Use 848), tire superstore (Land Use 849), quick lubrication vehicle shop (Land Use 941), and automobile care center (Land Use 942) are related uses</p>
944	<p>This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have facilities for servicing and repairing motor vehicles. The gasoline/service station may also have a car wash. Convenience store/gas station (Land Use 945) and truck stop (Land Use 950) are related uses</p>
945	<p>This land use includes gasoline/service stations with convenience markets where the primary business is the fueling of motor vehicles. These service stations may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Some commonly sold convenience items are newspapers, coffee or other beverages, and snack items that are usually consumed in the car. The sites included in this land use category have the following two specific characteristics:</p> <ul style="list-style-type: none"> <li>• The gross floor area of the convenience market is between 2,000 and 3,000 gross square feet</li> <li>• The number of vehicle fueling positions is at least 10</li> </ul> <p>Convenience market (Land Use 851), convenience market with gasoline pumps (Land Use 853), gasoline/service station (Land Use 944), truck stop (Land Use 950), and super convenience market/ gas station (Land Use 960) are related uses.</p>
947	<p>A self-service car wash allows manual cleaning of vehicles by providing stalls to park and wash vehicles. Automated car wash (Land Use 948) and car wash and detail center (Land Use 949) are related uses.</p>

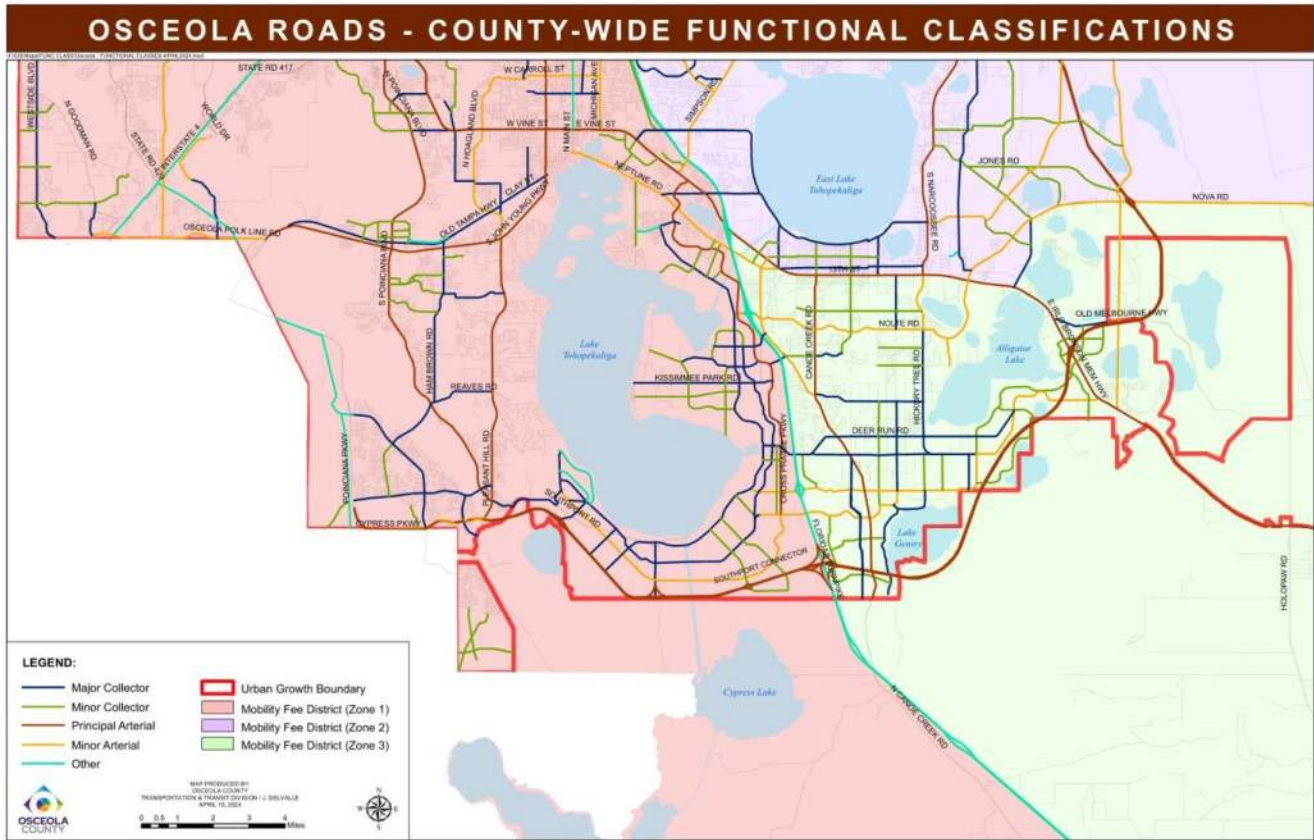




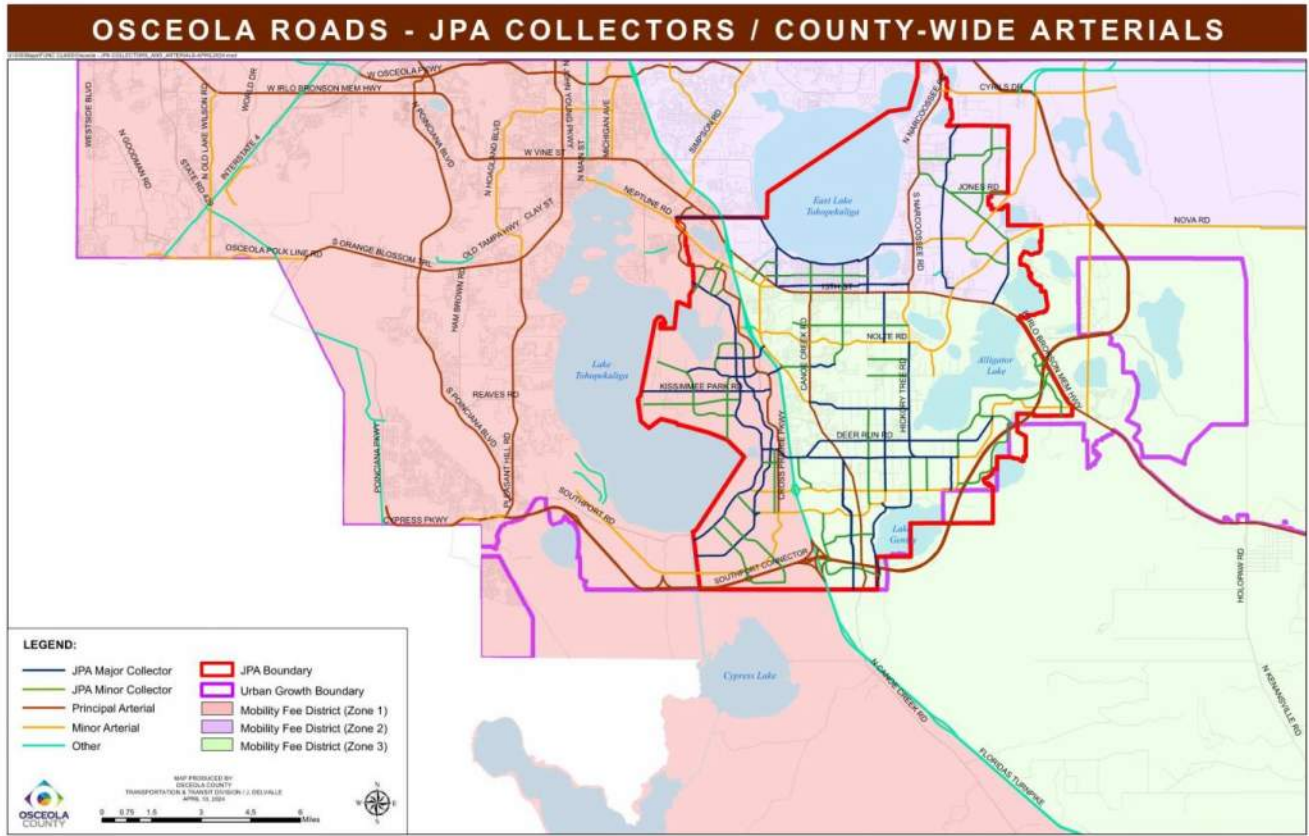
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Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

ITE Code	Description
948	An automated car wash is a facility that allows for the mechanical cleaning of the exterior of vehicles. Manual cleaning services may also be available at these facilities. Self-service car wash (Land Use 947) and car wash and detail center (Land Use 949) are related uses.

## Appendix Z – County-Wide Functional Classification Map



## Appendix AA – JPA Collectors/County-Wide Arterials





## Appendix BB – Mobility Fee Study Redefined Boundaries (Osceola County)



# TECHNICAL MEMORANDUM

**Date:** 4/19/2024

**To:** Joshua DeVries, AICP (Osceola County)

**From:** Max Sheets P.E., PTOE, MS (HNTB)

**CC:**

**Re:** **Mobility District Study Redefined Boundaries (Osceola County)**

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## Introduction

HNTB Corporation (the consultant) was hired by the Osceola County Transportation and Transit Department to evaluate impacts to the transportation system based on ongoing and future developments in Osceola County. As part of this effort the consultant was asked to assess the feasibility of redrawing the existing mobility fee districts. One legal requirement for mobility fees is that the fees must be allocated such that the benefits to the system occur where the fee was collected. The County’s original Mobility Fee Study from 2015 (2015 Study) recognized Florida’s Turnpike as a clearly defined physical feature that impacts travel patterns within the County and was used to define the mobility fee district boundaries. The subsequent Mobility Fee Study (2021 Study) maintains the same underlying principal and ensures that funds paid by developers within a given mobility fee district are spent on projects to accommodate travel in that district, to provide a rational nexus between the location of the expenditure of mobility fee revenue and the location of the development that paid the mobility fees. The 2021 Study made recommendations to update the Mobility Fee costs and to incorporate a new mobility fee district where Florida’s Turnpike remains an east-west boundary, and US 192, Pine Grove Road and Nova Road became the new north-south delineating features to separate the new Northeast Mobility Fee District and the Southeast Mobility Fee District. The latest Mobility Fee Study from 2024 (2024 Study) updates the previous Mobility Fee Schedule for Osceola County by including the City of St. Cloud and utilizing the most up-to-date data. The 2024 Study makes recommendations on redrawing the Southeast Mobility Fee District as a result of County approved mixed-used districts with the horizon year 2045. These future mixed-use districts, as well as the addition of six (6) new roads that cross Florida’s Turnpike will alter traffic patterns in a manner where the Turnpike will no longer be a clearly defined feature between Neptune Road (northern boundary) and South Port Connector (southern boundary).

This technical memorandum summarizes the study activities undertaken by the consultant in the 2024 Study to assess the potential of redrawing mobility districts within Osceola County and the conclusions reached based on the study. In addition, the fee was updated to include the latest available information from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. The methodology utilized in the 2021 Study was not changed to develop the schedule for the 2024 Schedule. The cost tables provided herein have been adjusted and indexed for inflation in accordance with the latest Osceola County ordinances.

## Mobility Fee District – Analysis Approach

There are designated growth areas identified by Osceola County’s updated Comprehensive Plan that warrants consideration for redrawing the existing Mobility Fee Districts due to its impact on the transportation network, the changes in land use and zoning, and general accommodation of these newly anticipated developments within the mixed-use districts. The areas identified are the South of Lake Toho Comprehensive Master Plan (CMP) Planning Area, the East of Lake Toho CMP Planning Area, and the Alligator Chain of Lakes CMP Planning Area—there are a total of twelve (12) County approved developments within the Planning Areas. Each Planning Area can be seen superimposed over the 2021 Study Mobility Fee Districts and Joint Planning Area (JPA) Boundary in *Figure 1*. Approved development by the County spans all the way to the horizon year 2045.

Activity within the three planning areas is currently occurring at a rapid pace and is going to have a significant direct impact eastward and westward of Florida’s Turnpike spanning from the northern boundary to the southern boundary. Based on the projected population growth rate and future

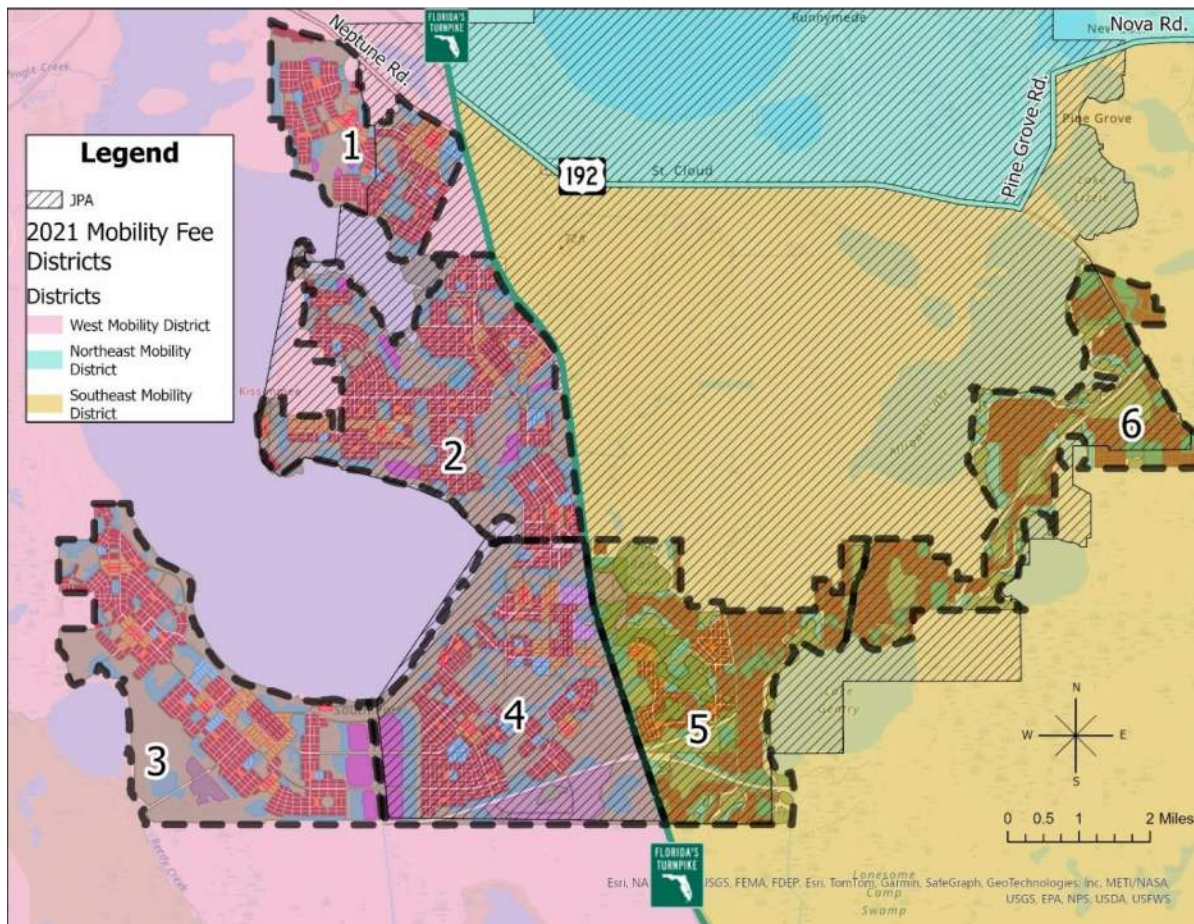


Figure 1: Approved Future Development in Osceola County within the Mixed-Use Districts overlaid existing Mobility Fee Districts and JPA Boundary —District and JPA Boundaries were based off the 2021 Study, Mixed-Use Districts are defined by Osceola County’s updated Comprehensive Plan



developments this current analysis focuses on the validity of redrawing existing Mobility Fee Districts within Osceola County such that the Southeast Mobility District includes the areas outlined in the South of Lake Toho CMP Planning Area, the East of Lake Toho CMP Planning Area, and the small pockets of land surrounding the East of Lake Toho CMP Planning Area.

The immediate small pockets of land surrounding the East of Lake Toho CMP Planning Area, bounded northward by Neptune Road and westward by Lake Toho, are to be included in the additions to the Southeast Mobility District and omitted from the West Mobility District. The described boundaries cause a delineation in traffic movement, development patterns, and overall interactions between these small pockets of land and the West Mobility Fee District. These small pockets of land are bounded in such a way that it forces an overlap in traffic patterns and general movement with the East of Lake Toho CPM Planning Area. The above-mentioned small pockets of land are currently designated by the County as Future Land Use of Low Density Residential and due to proximity and geographic location will likely have similar development patterns and all-round interactions as the East of Lake Toho CPM Planning Area.

Utilizing the Central Florida Regional Planning Model version 7.0 (CFRMP 7.0) to model the 2045 Southeast Area Transportation Study (SEATS), HNTB analyzed the impacts associated with planned development in the targeted region to determine what impacts would occur to the surrounding roadway network. An appropriate base model was established—the 2045 roadway network was updated to account for changes in funding assumptions, project prioritization and County population that had occurred since the previous network was developed in 2020. This update provides a more accurate model for the horizon year 2045. Citilabs Cube software was utilized to run the new CFRPM Version 7.0 for both the base year of 2020 and the horizon year of 2045 which uses the updated 2045 SEATS Network. The purpose is to compare the impact on the roadway network caused by new development. The output from the model shown in *Figure 2* highlights the forecasted roadway network within the described planning areas.

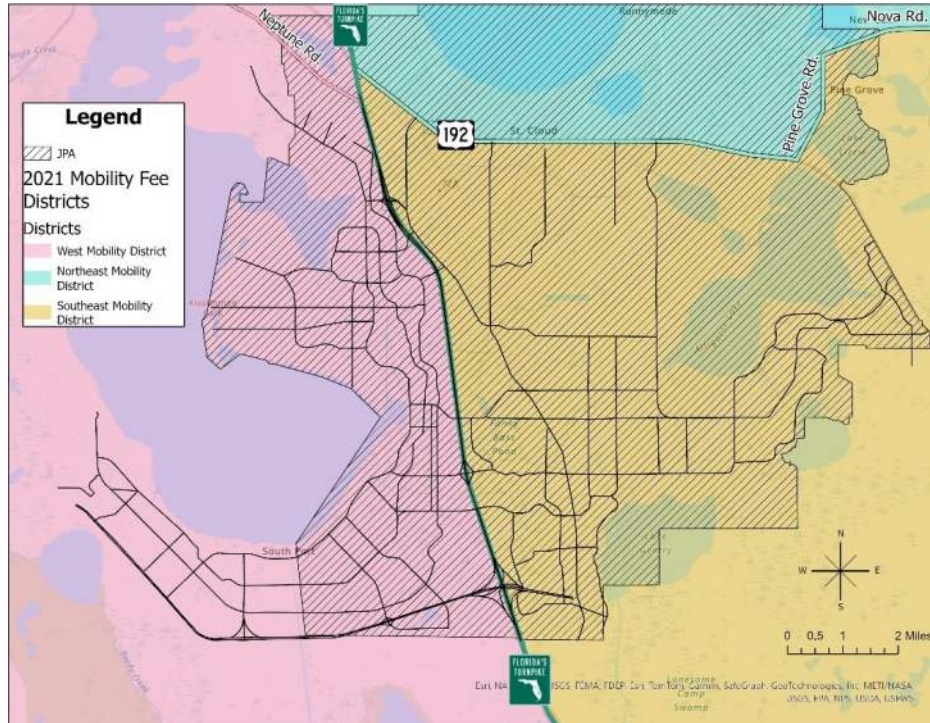


Figure 2: Planned Road network for the South of Lake Toho CMP, East of Lake Toho CMP, and the Alligator Chain of Lakes CMP with horizon year 2045 overlaid existing (2021 Study) District and JPA Boundaries

## Mobility Analysis Results

The County approved approximately 36,167 acres of development between the South of Lake Toho CMP Planning Area, the East of Lake Toho CMP Planning Area, and the Alligator Chain of Lakes CMP Planning Area—with approximately 27,660 acres extending west of Florida’s Turnpike and approximately 8,507 acres extending east of Florida’s Turnpike. The land that Osceola County approved for development is classified as unincorporated land, agricultural land, or low-density residential land. The output of the model provides a snapshot into future traffic conditions after all planned development is completed. New development anticipates the construction of multiple new roads and the expansion of several existing roads within the approved mixed-use districts. Included in the planned developments are six (6) roads (Nolte Rd, Clay-Whaley, “Ave N”, Friar’s Cove Rd, Mildred Bass Blvd, and a Premium Transit Corridor) that cross Florida’s Turnpike between the northern boundary and the southern boundary. By isolating the two intersections on either side of the Turnpike for the six described road segments, the model output indicates that hundreds of thousands of residents and visitors will cross the Turnpike every day—breaking the previous pattern of delineation caused by the Turnpike. When accounting for the entire road network in the planned areas there is an expected increase of over 200% in Annual Average Daily Traffic (AADT) from the baseline year of 2020 to the horizon year of 2045. As a result of the expected developments and population growth, Florida’s Turnpike is no longer recommended to be a clearly defined boundary within the described area.

## Mobility Fee District – Recommendation

Previously, the Turnpike was established to be an east-west travel barrier for the purposes of allowing appropriate local funding to improve those designated travel zones. This was the conclusion of the 2021 Study—the Florida Turnpike provides a clearly defined boundary for the expenditure of mobility fee





revenues. However, the most recent study finds that there will be significant travel intersectionality between the South of Lake Toho CMP Planning Area, the East of Lake Toho CMP Planning Area and its surrounding small pockets of land, and the Alligator Chain of Lakes CMP Planning Area. Extending the Southeast Mobility District to include the areas encompassing the South of Lake Toho CMP Planning Area and the East of Lake Toho CMP Planning Area and its surrounding small pockets of land ensures that funds paid by development in this intersectionality zone is spent on projects that accommodate the already existing and projected travel between the currently defined Southeast Mobility District and the vicinities of the South of Lake Toho CMP Planning Area and the East of Lake Toho CMP Planning Area. Redrawing districts based on traffic patterns and future development is a method of creating a more compact and contiguous district that reflects the actual movement and interaction of the people in the area.

Based on the 2024 Study, it is recommended that the County redraw the boundaries of the Southeast Mobility District and the West Mobility District while keeping the existing boundaries of the Northeast Mobility District and JPA the same. The areas located west of Florida's Turnpike identified as the South of Lake Toho CMP Planning Area, the East of Lake Toho Planning Area and its surrounding small pockets of land will be incorporated into the Southeast Mobility District while the West Mobility District should be redrawn with the vicinities of the South of Lake Toho CMP Planning Area and the East of Lake Toho Planning Area and its surrounding small pockets of land omitted from its mobility fee district boundaries. The Northeast Mobility District's boundaries will remain the same, which was previously defined as the area located east of Florida's Turnpike and north of the US 192 to Pine Grove to Nova Road. *Figure 3* illustrates how the planned developments in the mixed-use districts align with the newly proposed redrawn Mobility Fee Districts. This alignment demonstrates that the proposed redrawn Mobility Fee Districts are better suited to accommodate the anticipated developments and traffic movements. *Figure 4* shows the newly proposed redrawn Mobility Fee Districts with the JPA boundaries included.

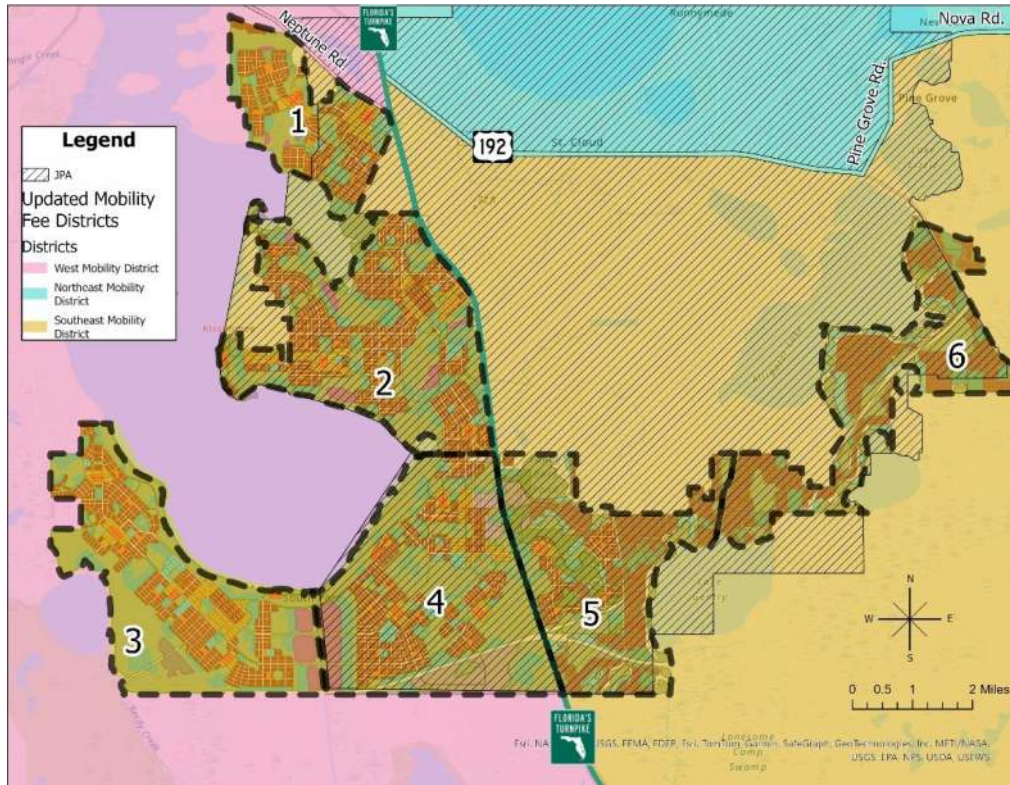


Figure 3: Approved Future Development in Osceola County within the Mixed-Use Districts overlaid updated Mobility Fee Districts (2024 Study) and JPA Boundary —Mixed-Use Districts are defined by Osceola County’s Conceptual Master Plan

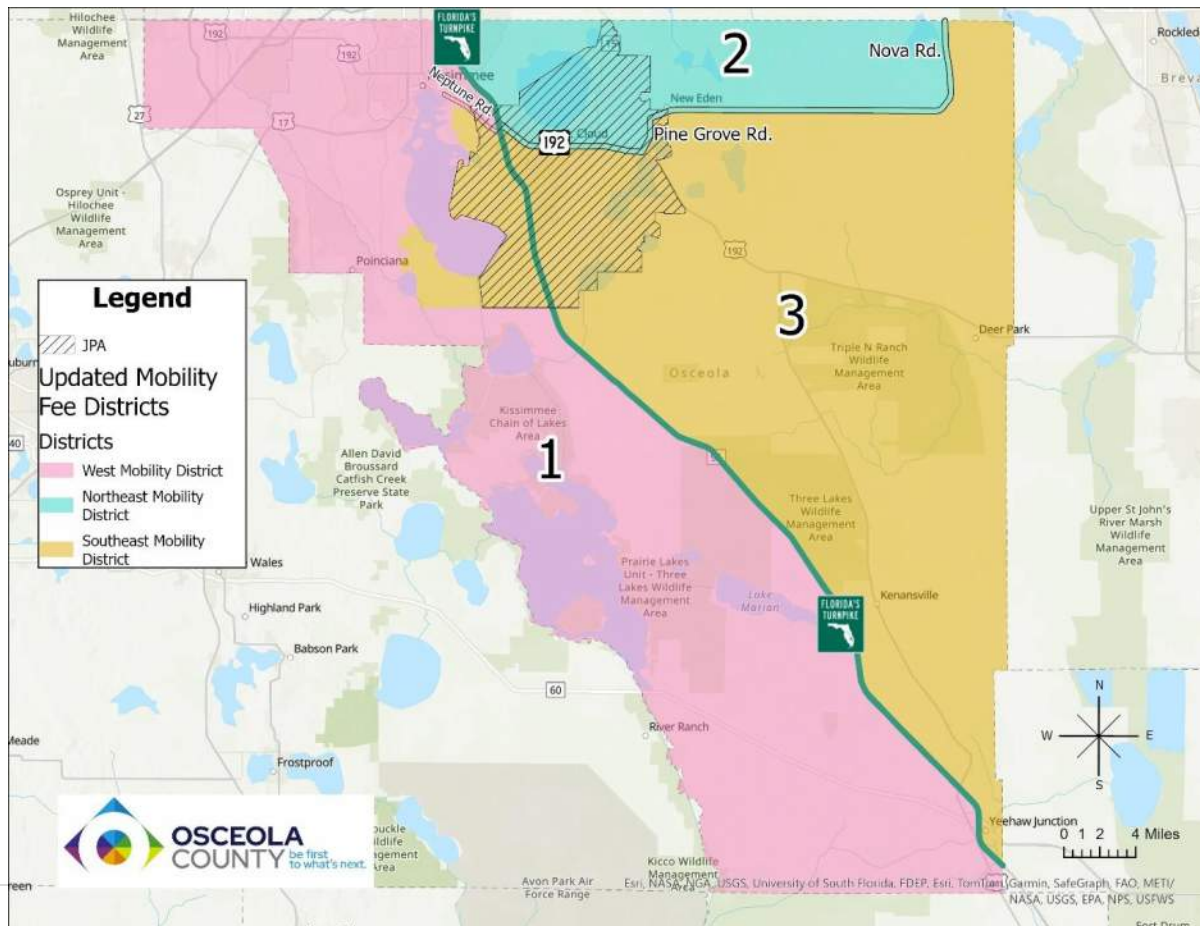


Figure 4: Updated Mobility Fee Districts for Osceola County



## Appendix CC – Internal Capture Adjustments



In addition to the general mobility fees calculated inside and outside the JPA, mobility fees for areas of the County defined in comprehensive master plans (CMP) go through an additional evaluation. These areas include developments found within the East of Lake Toho Conceptual Master Plan, South Lake Toho Conceptual Master Plan, and Alligator Chain of Lakes Conceptual Master Plan. These areas were designated as Mixed Use Districts in the County's Comprehensive Plan as early as 2007 as part of a new growth strategy.

The mixture of land uses required by the East of Lake Toho Element, South Lake Toho Element, and Alligator Chain of Lakes Element each provide jobs, entertainment, and essential services in close proximity to dwelling units, resulting in a reduced need for vehicular traffic to exit the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area, respectively, thereby reducing the impact on the County's transportation network. This reduced impact on the greater transportation network has been quantified by a methodology established by the National Cooperative Highway Research Program (NCHRP) Report 684, which utilizes the interaction between unlike land uses to determine a percentage of trips that are wholly contained within the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area. Any reduction in external trips attributable to mixed-use developments located outside the East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area may result in an alternative mobility fee if demonstrated by an independent mobility study.

NCHRP 684 provides the methodology to estimate how many internal trips will be generated in mixed-use developments—trips for which both the origin and destination are within the development. The methodology estimates morning and afternoon peak– period trips to and from six specific land use categories: office, retail, restaurant, residential, cinema, and hotel. The findings analyzed existing data from prior surveys and collected new data at three mixed-use development sites. The resulting methodology is incorporated into a spreadsheet model included as part of Institute of Transportation Engineers (ITE) procedures in the Trip Generation Handbook and is used to evaluate the internal capture for each CMP based on their defined development program. This procedure is limited to the land uses defined within its findings. NCHRP is limited to AM and PM peak internal capture, a combined weighted average for both periods was used to establish the daily internal capture for each land use.

The reduction in external trips has been used to calculate a mobility fee specific to East of Lake Toho CMP Area, South Lake Toho CMP Area, and Alligator Chain of Lakes CMP Area, respectively, by proportionally reducing the trip generation rates for the land uses catalyzing the internal capture.

### **East of Lake Toho Conceptual Master Plan**

The East of Lake Toho Conceptual Master Plan, as developed through the efforts of the East of Lake Toho Stakeholder Group, shall serve to guide future growth and development within the East of Lake Toho planning area. Map 1 provides the location and boundary of the CMP. Table 1 provides the development program adopted for use with the CMP. Figures 1 through 4 defines the data used as part of the internal capture calculations. Table 2 provides the internal capture associated with each eligible land use and the revised trip generation rate used to calculate the mobility fee. This internal capture is used to support a reduction in the ITE trip generation as applied in the mobility fee calculation.

Map 1: ELT 1: Development Program





Table 1: East of Lake Toho CMP

Development Program Summary at Buildout		EAST OF LAKE TOHO CMP					
Place Type	Single-Family Units (Detached)	Multi-Family Units (Attached)	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)	Hotel (Rooms)
Urban Centers	0	1,200	1,000,000	1,900,000	0	60,000	600
Community Centers	0	760	900,000	1,190,000	0	80,000	700
Neighborhood Centers	0	400	0	0	0	1,900,000	0
Neighborhood Type 1	16,500	8,400	0	0	0	0	0
Neighborhood Type 2	1,700	4,440	0	0	0	0	0
<b>Total</b>	<b>18,200</b>	<b>15,200</b>	<b>1,900,000</b>	<b>3,090,000</b>	<b>0</b>	<b>2,040,000</b>	<b>1,300</b>



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Figure 1: East of Lake Toho NCHRP 684 Page (1 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	East of Lake Toho	Organization:	HNTB
Project Location:	Osceola County	Performed By:	DMS
Scenario Description:	ELT CMP	Date:	8/28/2024
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	3,090,000	sf	4696.8	4133.184	563.616
Retail	820	1,900,000	sf	5453	2999.15	2453.85
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	18200, 15200	DU	20794	5263.56	15530.44
Hotel	310	1,300	room	689	365.17	323.83
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>31632.8</b>	<b>12761.064</b>	<b>18871.736</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		246	0	0	0	0
Retail	258		0	0	164	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	193	242	0	0		0
Hotel	193	71	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	49,311	19,892	29,419
Internal Capture Percentage	6%	7%	5%
External Vehicle-Trips <sup>3</sup>	29,878	11,883	17,995
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	12%	11%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	2%
Hotel	0%	52%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>4</sup>Person-Trips  
 \*Indicates computation that has been rounded to the nearest whole number.  
 Estimation Tool Developed by the Texas Transportation Institute

Figure 2: East of Lake Toho NCHRP 684 Page (2 of 4)

<b>Project Name:</b>	East of Lake Toho	
<b>Analysis Period:</b>	AM Street Peak Hour	

Land Use	Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends					
	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips <sup>4</sup>	Veh. Occ.	Vehicle-Trips	Person-Trips <sup>4</sup>
Office	1.56	4133.184	6443	1.56	563.616	879
Retail	1.56	2999.15	4675	1.56	2453.85	3825
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	5263.56	8205	1.56	15530.44	24210
Hotel	1.56	365.17	569	1.56	323.83	505

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		246	554	0	9	0
Retail	1109		497	0	536	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	484	242	4842	0		0
Hotel	379	71	45	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1496	0	0	0	0
Retail	258		0	0	164	0
Restaurant	902	374		0	410	23
Cinema/Entertainment	0	0	0		0	0
Residential	193	795	0	0		0
Hotel	193	187	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	644	5799	6443	3720	0	0
Retail	559	4116	4675	2640	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	164	8041	8205	5158	0	0
Hotel	0	569	569	365	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	246	633	879	406	0	0
Retail	422	3403	3825	2183	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	435	23775	24210	15251	0	0
Hotel	264	241	505	155	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.





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Figure 3: East of Lake Toho NCHRP 684 Page (3 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	East of Lake Toho	Organization:	HNTB
Project Location:	Osceola County	Performed By:	DMS
Scenario Description:	ELT CMP	Date:	8/28/2024
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	3,090,000	sf	4449.6	756.432	3693.168
Retail	820	1,900,000	sf	7771	3885.5	3885.5
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	18200, 15200	DU	26682	16903.2	9778.8
Hotel	310	1,300	room	780	452.4	327.6
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>39682.6</b>	<b>21997.532</b>	<b>17685.068</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	121					
Restaurant	0	0				
Cinema/Entertainment	0	0	0			
Residential	610	606	0	0		85
Hotel	0	82	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	61,860	34,291	27,569
Internal Capture Percentage	12%	11%	14%
External Vehicle-Trips <sup>3</sup>	34,808	19,560	15,248
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>5</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	62%	10%
Retail	19%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	6%	9%
Hotel	29%	16%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>4</sup>Person-Trips  
<sup>5</sup>Indicates computation that has been rounded to the nearest whole number.  
*Estimation Tool Developed by the Texas Transportation Institute*

Figure 4: East of Lake Toho NCHRP 684 Page (4 of 4)

<b>Project Name:</b>	East of Lake Toho					
<b>Analysis Period:</b>	PM Street Peak Hour					

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.56	756.432	1179	1.56	3693.168	5757
Retail	1.56	3885.5	6057	1.56	3885.5	6057
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	16903.2	26350	1.56	9778.8	15244
Hotel	1.56	452.4	705	1.56	327.6	511

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1151	230	0	115	0
Retail	121		1757	242	1575	303
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	610	6402	3201	0		457
Hotel	0	82	347	0	10	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		485	0	0	1054	0
Retail	365		0	0	12121	120
Restaurant	354	3029		0	4216	501
Cinema/Entertainment	71	242	0		1054	7
Residential	672	606	0	0		85
Hotel	0	121	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	731	448	1179	287	0	0
Retail	1173	4884	6057	3133	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1690	24660	26350	15819	0	0
Hotel	205	500	705	321	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	600	5157	5757	3308	0	0
Retail	1816	4241	6057	2721	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1301	13943	15244	8944	0	0
Hotel	82	429	511	275	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.



Table 2: East of Lake Toho CMP Weighted Internal Capture

Category	Reduction
Office	15.412%
Retail	19.160%
Residential	4.866%
Hotel	23.952%

## South Lake Toho Conceptual Master Plan

The South Lake Toho Conceptual Master Plan, as developed through the efforts of the South Lake Toho Stakeholder Group, shall serve to guide future growth and development within the South Lake Toho planning area. Map 2 provides the location and boundary of the CMP. Table 3 provides the development program adopted for use with the CMP. Figures 5 through 8 defines the data used as part of the internal capture calculations. Table 4 provides the internal capture associated with each eligible land use and the revised trip generation rate used to calculate the mobility fee. This internal capture is used to support a reduction in the ITE trip generation as applied in the mobility fee calculation.

Map 2: SLT 1: Development Program





Table 3: South Lake Toho CMP

Table 3-6. Development Program Summary at Buildout		SOUTH LAKE TOHO CMP					
Place Type	Single-Family Units (Detached)	Multi-Family Units (Attached)	Commercial (SF)	Office (SF)	Industrial (SF)	Civic (SF)	Hotel (Rooms)
Urban Centers	0	4,500	2,200,000	2,720,000	0	250,000	1,800
Community Centers	0	1,800	1,050,000	1,400,000	0	180,000	1,300
Neighborhood Centers	0	0	0	0	0	2,040,000	0
Neighborhood Type 1	17,436	9,388	0	0	0	0	0
Neighborhood Type 2	1,868	4,360	0	0	0	0	0
Employment Centers	0	850	410,000	410,000	160,000	200,000	300
Special Districts	0	0	460,000	580,000	4,155,000	0	200
<b>Total</b>	<b>19,304</b>	<b>20,898</b>	<b>4,120,000</b>	<b>5,110,000</b>	<b>4,315,000</b>	<b>2,670,000</b>	<b>3,600</b>



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Figure 5: South Lake Toho NCHRP 684 Page (1 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	South of Lake Toho	Organization:	HNTB
Project Location:	Osceola County	Performed By:	DMS
Scenario Description:	SLT CMP	Date:	8/28/2024
Analysis Year:		Checked By:	
Analysis Period:	AM Street Peak Hour	Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	5,110,000	sf	7767.2	6835.136	932.064
Retail	820	4,120,000	sf	11824.4	6503.42	5320.98
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	19304, 20898	DU	24300.06	6121.5744	18178.4856
Hotel	310	3,600	room	1908	1011.24	896.76
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>45799.66</b>	<b>20471.3704</b>	<b>25328.2896</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		407	0	0	0	0
Retail	426		0	0	191	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	320	283	0	0		0
Hotel	320	196	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	71,393	31,911	39,482
Internal Capture Percentage	6%	7%	5%
External Vehicle-Trips <sup>3</sup>	43,050	19,096	23,954
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	10%	28%
Retail	9%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	2%
Hotel	0%	37%

<sup>1</sup>Land Use Codes (LUCs) from Trip Generation Informational Report, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>4</sup>Person-Trips  
 \*Indicates computation that has been rounded to the nearest whole number.  
 Estimation Tool Developed by the Texas Transportation Institute

Figure 6: South Lake Toho NCHRP 684 Page (2 of 4)

<b>Project Name:</b>	South of Lake Toho
<b>Analysis Period:</b>	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.56	6835.136	10655	1.56	932.064	1453
Retail	1.56	6503.42	10138	1.56	5320.98	8294
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	6121.5744	9542	1.56	18178.4856	28337
Hotel	1.56	1011.24	1576	1.56	896.76	1398

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		407	915	0	15	0
Retail	2405		1078	0	1161	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	567	283	5667	0		0
Hotel	1049	196	126	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3244	0	0	0	0
Retail	426		0	0	191	0
Restaurant	1492	811		0	477	63
Cinema/Entertainment	0	0	0		0	0
Residential	320	1723	0	0		0
Hotel	320	406	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	1066	9589	10655	6151	0	0
Retail	886	9252	10138	5935	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	191	9351	9542	5999	0	0
Hotel	0	1576	1576	1011	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	407	1046	1453	671	0	0
Retail	617	7677	8294	4925	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	603	27734	28337	17792	0	0
Hotel	516	882	1398	566	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>2</sup>Person-Trips  
<sup>3</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
\*Indicates computation that has been rounded to the nearest whole number.



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Figure 7: South Lake Toho NCHRP 684 Page (3 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	South of Lake Toho	Organization:	HNTB
Project Location:	Osceola County	Performed By:	DMS
Scenario Description:	SLT CMP	Date:	8/28/2024
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	5,110,000	sf	7358.4	1250.928	6107.472
Retail	820	4,120,000	sf	16850.8	8425.4	8425.4
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	19304, 20898	DU	31022.82	19616.3676	11406.4524
Hotel	310	3,600	room	2160	1252.8	907.2
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>57392.02</b>	<b>30545.4956</b>	<b>26846.5244</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail	263					
Restaurant	0	0				
Cinema/Entertainment	0	0	0			
Residential	711	1313	0	0		234
Hotel	0	226	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	89,463	47,615	41,848
Internal Capture Percentage	17%	16%	18%
External Vehicle-Trips <sup>3</sup>	47,468	25,584	21,884
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	50%	13%
Retail	20%	31%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	12%	13%
Hotel	29%	16%

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator.  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>4</sup>Person-Trips  
 \*Indicates computation that has been rounded to the nearest whole number.  
 Estimation Tool Developed by the Texas Transportation Institute



Figure 8: South Lake Toho NCHRP 684 Page (4 of 4)

<b>Project Name:</b>	South of Lake Toho				
<b>Analysis Period:</b>	PM Street Peak Hour				

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
	Office	1.56	1250.928	1950	1.56	6107.472
Retail	1.56	8425.4	13134	1.56	8425.4	13134
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	19616.3676	30578	1.56	11406.4524	17780
Hotel	1.56	1252.8	1953	1.56	907.2	1414

Origin (From)	Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)					
	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1904	381	0	190	0
Retail	263		3809	525	3415	657
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	711	7468	3734	0		533
Hotel	0	226	962	0	28	

Origin (From)	Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)					
	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1051	0	0	1223	0
Retail	605		0	0	14066	332
Restaurant	585	6567		0	4892	1387
Cinema/Entertainment	117	525	0		1223	20
Residential	1112	1313	0	0		234
Hotel	0	263	0	0	0	

Destination Land Use	Table 9-P (D): Internal and External Trips Summary (Entering Trips)			External Trips by Mode*		
	Person-Trip Estimates			Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
	Internal	External	Total			
Office	974	976	1950	626	0	0
Retail	2590	10544	13134	6764	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3605	26973	30578	17304	0	0
Hotel	566	1387	1953	890	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Table 9-P (O): Internal and External Trips Summary (Exiting Trips)			External Trips by Mode*		
	Person-Trip Estimates			Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
	Internal	External	Total			
Office	1241	8279	9520	5311	0	0
Retail	4010	9124	13134	5853	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2258	15522	17780	9958	0	0
Hotel	226	1188	1414	762	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.

Table 4: South Lake Toho CMP Weighted Internal Capture

Category	Reduction
Office	15.629%
Retail	18.325%
Residential	7.814%
Hotel	20.652%

**Alligator Chain of Lakes Conceptual Master Plan**

The Alligator Chain of Lakes Conceptual Master Plan consists of a regulatory element and a data and analysis element, and shall serve to guide future growth and development within the Alligator Chain of Lakes planning area. Map 3 provides the location and boundary of the CMP. Table 5 provides the development program adopted for use with the CMP. Figures 9 through 12 defines the data used as part of the internal capture calculations. Table 6 provides the internal capture associated with each eligible land use and the revised trip generation rate used to calculate the mobility fee. This internal capture is used to support a reduction in the ITE trip generation as applied in the mobility fee calculation.

Map 3: Alligator Chain of Lakes (MXD 5 & 6): Development Program





Table 5: Alligator Chain of Lakes CMP

Development Program Summary at Buildout		ALLIGATOR CHAIN OF LAKES CMP				
Place Type	Single-Family Units (Detached)	Multi-Family Units (Attached)	Commercial / Office (SF)	Industrial (SF)	Civic (SF)	Hotel (Rooms)
Urban Center	0	0	0	0	0	0
Community Center	0	1,571	570,636	0	90,000	0
Special District						
AmeraCenter Special District	0	0	30,000	250,000	0	0
SouthEast Special District	0	0	17,400	124,650	0	0
Neighborhood Center	0	0	0	0	1,666,000	0
Neighborhood Type 1-E	76	0	0	0	0	0
Neighborhood Type 1	6,632	2,842	0	0	0	0
Neighborhood Type 2	2,216	3,325	0	0	0	0
<b>Total</b>						
	8,924	7,738	618,036	374,650	1,756,000	0

Figure 9: Alligator Chain of Lakes NCHRP 684 Page (1 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
<b>Project Name:</b>	Alligator Chain of Lakes		<b>Organization:</b> HNTB
<b>Project Location:</b>	Osceola County		<b>Performed By:</b> DMS
<b>Scenario Description:</b>	ACL CMP		<b>Date:</b> 8/28/2024
<b>Analysis Year:</b>			<b>Checked By:</b>
<b>Analysis Period:</b>	AM Street Peak Hour		<b>Date:</b>

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	309,018	sf	469,70736	413.3424768	56.3648832
Retail	820	309,018	sf	886.88166	487.784913	399.096747
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	8924, 7738	DU	10329.86	2613.0264	7716.8336
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>11686.44902</b>	<b>3514.15379</b>	<b>8172.29523</b>

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	0	0	0	0
Retail	26		0	0	81	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	120	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	18,217	5,477	12,740
Internal Capture Percentage	3%	5%	2%
External Vehicle-Trips <sup>3</sup>	11,338	3,340	7,998
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>4</sup>	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	7%	28%
Retail	19%	17%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	1%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A  
<sup>4</sup>Person-Trips  
<sup>\*</sup>Indicates computation that has been rounded to the nearest whole number.  
*Estimation Tool Developed by the Texas Transportation Institute*

Figure 10: Alligator Chain of Lakes NCHRP 684 Page (2 of 4)

<b>Project Name:</b>	Alligator Chain of Lakes
<b>Analysis Period:</b>	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips <sup>4</sup>	Veh. Occ.	Vehicle-Trips	Person-Trips <sup>4</sup>
Office	1.56	413.3424768	644	1.56	56.3648832	88
Retail	1.56	487.784913	760	1.56	399.096747	622
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	2613.0264	4073	1.56	7716.8336	12030
Hotel	1.56	0	0	1.56	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		25	55	0	1	0
Retail	180		81	0	87	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	241	120	2406	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		243	0	0	0	0
Retail	26		0	0	81	0
Restaurant	90	61		0	204	0
Cinema/Entertainment	0	0	0		0	0
Residential	19	129	0	0		0
Hotel	19	30	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode <sup>*</sup>		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	45	599	644	384	0	0
Retail	145	615	760	395	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	81	3992	4073	2561	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode <sup>*</sup>		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	25	63	88	40	0	0
Retail	107	515	622	330	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	139	11891	12030	7628	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
<sup>*</sup> Indicates computation that has been rounded to the nearest whole number.

Figure 11: Alligator Chain of Lakes NCHRP 684 Page (3 of 4)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Alligator Chain of Lakes	Organization:	HNTB
Project Location:	Osceola County	Performed By:	DMS
Scenario Description:	ACL CMP	Date:	8/28/2024
Analysis Year:		Checked By:	
Analysis Period:	PM Street Peak Hour	Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs <sup>1</sup>	Quantity	Units	Total	Entering	Exiting
Office	710	309,018	sf	444,98592	75,6476064	369,3383136
Retail	820	309,018	sf	1263,88362	631,94181	631,94181
Restaurant				0		
Cinema/Entertainment				0		
Residential	210, 220	8924, 7738	DU	13245,42	8388,8556	4856,5644
Hotel				0		
All Other Land Uses <sup>2</sup>				0		
<b>Total</b>				<b>14954,28954</b>	<b>9096,445016</b>	<b>5857,844524</b>

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.56	0%	0%	1.56	0%	0%
Retail	1.56	0%	0%	1.56	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.56	0%	0%	1.56	0%	0%
Hotel	1.56	0%	0%	1.56	0%	0%
All Other Land Uses <sup>2</sup>						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		79	0	0	12	0
Retail	20		0	0	256	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	67	99	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	23,312	14,180	9,132
Internal Capture Percentage	5%	4%	6%
External Vehicle-Trips <sup>3</sup>	14,271	8,755	5,516
External Transit-Trips <sup>4</sup>	0	0	0
External Non-Motorized Trips <sup>5</sup>	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	74%	16%
Retail	18%	28%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	2%
Hotel	N/A	N/A

<sup>1</sup>Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.  
<sup>2</sup>Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator  
<sup>3</sup>Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P  
<sup>4</sup>Person-Trips  
<sup>5</sup>Indicates computation that has been rounded to the nearest whole number.  
*Estimation Tool Developed by the Texas Transportation Institute*

Figure 12: Alligator Chain of Lakes NCHRP 684 Page (4 of 4)

<b>Project Name:</b>	Alligator Chain of Lakes					
<b>Analysis Period:</b>	PM Street Peak Hour					

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.56	75,647,606.4	118	1.56	369,338,313.6	576
Retail	1.56	631,941.81	985	1.56	631,941.81	985
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.56	8,388,855.6	13,077	1.56	4,856,564.4	7,571
Hotel	1.56	0	0	1.56	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		115	23	0	12	0
Retail	20		286	39	256	49
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	303	3,180	1,590	0		227
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		79	0	0	523	0
Retail	37		0	0	6,015	0
Restaurant	35	493		0	2,092	0
Cinema/Entertainment	7	39	0		523	0
Residential	67	99	0	0		0
Hotel	0	20	0	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	87	31	118	20	0	0
Retail	176	807	985	518	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	268	12,809	13,077	8,217	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles <sup>1</sup>	Transit <sup>2</sup>	Non-Motorized <sup>2</sup>
Office	91	485	576	311	0	0
Retail	276	709	985	455	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	166	7,405	7,571	4,750	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses <sup>3</sup>	0	0	0	0	0	0

<sup>1</sup> Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P
<sup>2</sup> Person-Trips
<sup>3</sup> Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator
*Indicates computation that has been rounded to the nearest whole number.



Table 6: Alligator Chain of Lakes CMP Weighted Internal Capture

Category	Reduction
Office	17.490%%
Retail	20.978%
Residential	1.673%

**Adjusted CMP Mobility Fees**

Using the adjusted trip generation for each eligible land use within the CMPs, the mobility fee associated with these land uses were revised to reflect the mixed use development that will occur within each CMP. Tables 7 through 9 provides the mobility for each eligible land use for each CMP.





Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Table 7: East of Lake Toho CMP Mobility Fee Schedule

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	IC	NT%	TL2022 NHIS	TLLAR	TLFR	TLAdjusted	PMTf	PMT per land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County	City of St. Cloud
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Living/Residential</b>																
Single Family Detached	210	D.U.	9.30	4.866%	1.00	5.93	0.85	1.000	5.04	1.59	37.22	\$749.22	\$ 165.93	\$ 124.92	\$20,653.74	\$16,230.07
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	4.866%	1.00	5.93	0.85	1.000	5.04	1.59	29.68	\$749.22	\$ 165.93	\$ 124.92	\$16,469.71	\$12,942.19
Condo/Multi-Family (Apartments)	220	D.U.	6.02	4.866%	1.00	5.93	0.85	1.000	5.04	1.59	24.07	\$749.22	\$ 165.93	\$ 124.92	\$13,356.67	\$10,495.91
Mobile Home	240	D.U.	6.97	4.866%	1.00	5.93	0.85	1.000	5.04	1.59	27.89	\$749.22	\$ 165.93	\$ 124.92	\$15,476.43	\$12,161.64
Active Adult	251, 252	D.U.	3.47	4.866%	1.00	4.93	0.85	1.000	4.19	1.59	11.53	\$749.22	\$ 165.93	\$ 124.92	\$6,398.11	\$5,027.74
Assisted Living/Care/Nursing Home	254	Beds	2.73	4.866%	1.00	4.93	0.85	1.000	4.19	1.59	9.06	\$749.22	\$ 165.93	\$ 124.92	\$5,027.47	\$3,950.68
<b>Recreation/Entertainment</b>																
Marina	420	Berth	2.59	0%	1.00	6.88	0.85	0.579	3.39	1.59	6.97	\$749.22	\$ 165.93	\$ 124.92	\$4,065.54	\$3,194.77
Golf Course	430	Hole	27.24	0%	0.50	6.88	0.85	0.579	3.39	1.59	36.63	\$749.22	\$ 165.93	\$ 124.92	\$21,366.00	\$16,789.78
Amusement Park	480	Acres	53.41	0%	0.75	6.88	0.85	0.579	3.39	1.59	107.74	\$749.22	\$ 165.93	\$ 124.92	\$62,843.92	\$49,383.87
Movie Theater	445	Seat	1.84	0%	0.75	6.88	0.85	0.579	3.39	1.59	3.71	\$749.22	\$ 165.93	\$ 124.92	\$2,164.01	\$1,700.51
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0%	0.50	5.87	0.85	0.579	2.89	1.59	33.30	\$749.22	\$ 165.93	\$ 124.92	\$19,423.63	\$15,263.43
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0%	0.50	5.87	0.85	0.579	2.89	1.59	22.65	\$749.22	\$ 165.93	\$ 124.92	\$13,211.57	\$10,381.88
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0%	0.50	6.88	0.85	0.579	3.39	1.59	32.04	\$749.22	\$ 165.93	\$ 124.92	\$18,688.68	\$14,685.90
Campground/Recreational Vehicle Park	416	Space	2.67	0%	0.50	9.29	0.85	0.579	4.57	1.59	4.84	\$749.22	\$ 165.93	\$ 124.92	\$2,823.13	\$2,218.46
<b>Institutional</b>																
Place of Worship	560, 561, 562	1000 s.f.	2.24	0%	0.90	6.38	0.85	0.579	3.14	1.59	5.02	\$749.22	\$ 165.93	\$ 124.92	\$2,928.12	\$2,300.97
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0%	0.40	7.00	0.85	0.579	3.44	1.59	1.73	\$749.22	\$ 165.93	\$ 124.92	\$1,009.09	\$792.96
University/College/Community College	540, 550	Student	1.03	0%	0.40	7.53	0.85	0.579	3.70	1.59	1.21	\$749.22	\$ 165.93	\$ 124.92	\$705.78	\$554.61
Day Care Center	565	1000 s.f.	35.74	0%	0.40	3.93	0.85	0.416	1.39	1.59	15.77	\$749.22	\$ 165.93	\$ 124.92	\$9,198.52	\$7,228.36
<b>Office</b>																
Office Space	710, 714, 715, 770	1000 s.f.	9.07	15.412%	0.75	6.49	0.85	0.579	3.19	1.59	17.24	\$749.22	\$ 165.93	\$ 124.92	\$8,506.12	\$6,684.25
<b>Medical Building</b>																
Medical/Dental Offices	720	1000 s.f.	27.71	15.412%	0.50	5.21	0.85	0.579	2.56	1.59	28.20	\$749.22	\$ 165.93	\$ 124.92	\$13,913.72	\$10,933.64
Hospitals	610	1000 s.f.	9.76	15.412%	0.75	5.21	0.85	0.579	2.56	1.59	14.90	\$749.22	\$ 165.93	\$ 124.92	\$7,351.57	\$5,776.99



## Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	IC	NT%	TL <sup>2022</sup> NHIS	TLAR	TLFR	TL Adjusted	PMTF	PMT per land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County City of St. Cloud	
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Industrial</b>																
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0%	0.90	6.59	0.85	0.184	1.03	1.59	1.94	\$749.22	\$ 165.93	\$ 124.92	\$1,131.58	\$889.22
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.94	\$749.22	\$ 165.93	\$ 124.92	\$548.29	\$430.85
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0%	0.90	5.57	0.85	0.184	0.87	1.59	2.00	\$749.22	\$ 165.93	\$ 124.92	\$1,166.58	\$916.71
Mini-Warehouse	151	1000 s.f.	1.50	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.93	\$749.22	\$ 165.93	\$ 124.92	\$542.46	\$426.26
<b>General Commercial Retail</b>																
Shopping Center/Grocery Store	820	1000 s.f.	35.80	19.160%	0.50	6.03	0.85	0.579	2.97	1.59	42.18	\$749.22	\$ 165.93	\$ 124.92	\$19,889.32	\$15,629.39
Variety/Dollar Store	814, 815	1000 s.f.	58.77	19.160%	0.40	6.03	0.85	0.579	2.97	1.59	55.39	\$749.22	\$ 165.93	\$ 124.92	\$26,118.29	\$20,524.22
Factory Outlet Store	823	1000 s.f.	26.59	19.160%	0.80	6.03	0.85	0.579	2.97	1.59	50.12	\$749.22	\$ 165.93	\$ 124.92	\$23,633.31	\$18,571.47
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	19.160%	0.40	5.62	0.85	0.579	2.77	1.59	79.13	\$749.22	\$ 165.93	\$ 124.92	\$37,312.52	\$29,320.84
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	19.160%	0.40	5.62	0.85	0.579	2.77	1.59	88.15	\$749.22	\$ 165.93	\$ 124.92	\$41,565.76	\$32,663.12
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	19.160%	0.25	5.83	0.85	0.579	2.87	1.59	63.19	\$749.22	\$ 165.93	\$ 124.92	\$29,796.26	\$23,414.43
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	19.160%	0.25	5.83	0.85	0.579	2.87	1.59	285.36	\$749.22	\$ 165.93	\$ 124.92	\$134,557.09	\$105,737.37
Car Sales	840, 841	1000 s.f.	27.45	19.160%	0.75	6.03	0.85	0.579	2.97	1.59	48.51	\$749.22	\$ 165.93	\$ 124.92	\$22,874.14	\$17,974.90
Auto Parts Store	843	1000 s.f.	54.57	19.160%	0.60	6.03	0.85	0.579	2.97	1.59	77.15	\$749.22	\$ 165.93	\$ 124.92	\$36,378.88	\$28,587.17
Tire & Auto Repair	942, 943	1000 s.f.	16.94	19.160%	0.60	6.03	0.85	0.579	2.97	1.59	23.95	\$749.22	\$ 165.93	\$ 124.92	\$11,293.25	\$8,874.43
<b>Non-Residential</b>																
Hotel per room	310	Room	7.71	23.952%	0.75	9.29	0.85	0.579	4.57	1.59	20.99	\$749.22	\$ 165.93	\$ 124.92	\$9,310.82	\$7,316.60
Resort Hotel	330	Room	4.06	23.952%	0.75	9.29	0.85	0.579	4.57	1.59	11.04	\$749.22	\$ 165.93	\$ 124.92	\$4,897.16	\$3,848.27
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	19.160%	0.40	5.57	0.85	0.579	2.74	1.59	77.22	\$749.22	\$ 165.93	\$ 124.92	\$36,411.89	\$28,613.12
Convenience Market & Gas Fuel	944, 945	Vehicle Fueling Position	205.98	19.160%	0.25	5.57	0.85	0.579	2.74	1.59	112.21	\$749.22	\$ 165.93	\$ 124.92	\$52,910.88	\$41,578.31
Quick Lube Vehicle Service	941	Service Bay	38.57	19.160%	0.40	5.57	0.85	0.579	2.74	1.59	33.62	\$749.22	\$ 165.93	\$ 124.92	\$15,852.99	\$12,457.55
Car Wash	947	Wash Stall	112.13	19.160%	0.25	5.57	0.85	0.579	2.74	1.59	61.08	\$749.22	\$ 165.93	\$ 124.92	\$28,801.32	\$22,632.59



Osceola County & City of St. Cloud  
Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Table 8: South Lake Toho CMP Mobility Fee Schedule

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TGper land use	IC	NT%	TL2022 NHTS	TLAR	TLFR	TLAdjusted	PMTF	PMTper land use	PMCr	PMC (Osceola)	PMC (St. Cloud)	Osceola County	City of St. Cloud
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMTper land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Living/Residential</b>																
Single Family Detached	210	D.U.	9.30	7.814%	1.00	5.93	0.85	1.000	5.04	1.59	37.22	\$749.22	\$ 165.93	\$ 124.92	\$20,013.76	\$15,727.16
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	7.814%	1.00	5.93	0.85	1.000	5.04	1.59	29.68	\$749.22	\$ 165.93	\$ 124.92	\$15,959.38	\$12,541.16
Condo/Multi-Family (Apartments)	220	D.U.	6.02	7.814%	1.00	5.93	0.85	1.000	5.04	1.59	24.07	\$749.22	\$ 165.93	\$ 124.92	\$12,942.80	\$10,170.69
Mobile Home	240	D.U.	6.97	7.814%	1.00	5.93	0.85	1.000	5.04	1.59	27.89	\$749.22	\$ 165.93	\$ 124.92	\$14,996.87	\$11,784.80
Active Adult	251, 252	D.U.	3.47	7.814%	1.00	4.93	0.85	1.000	4.19	1.59	11.53	\$749.22	\$ 165.93	\$ 124.92	\$6,199.86	\$4,871.95
Assisted Living/Care/Nursing Home	254	Beds	2.73	7.814%	1.00	4.93	0.85	1.000	4.19	1.59	9.06	\$749.22	\$ 165.93	\$ 124.92	\$4,871.69	\$3,828.26
<b>Recreation/Entertainment</b>																
Marina	420	Berth	2.59	0%	1.00	6.88	0.85	0.579	3.39	1.59	6.97	\$749.22	\$ 165.93	\$ 124.92	\$4,065.54	\$3,194.77
Golf Course	430	Hole	27.24	0%	0.50	6.88	0.85	0.579	3.39	1.59	36.63	\$749.22	\$ 165.93	\$ 124.92	\$21,366.00	\$16,789.78
Amusement Park	480	Acres	53.41	0%	0.75	6.88	0.85	0.579	3.39	1.59	107.74	\$749.22	\$ 165.93	\$ 124.92	\$62,843.92	\$49,383.87
Movie Theater	445	Seat	1.84	0%	0.75	6.88	0.85	0.579	3.39	1.59	3.71	\$749.22	\$ 165.93	\$ 124.92	\$2,164.01	\$1,700.51
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0%	0.50	5.87	0.85	0.579	2.89	1.59	33.30	\$749.22	\$ 165.93	\$ 124.92	\$19,423.63	\$15,263.43
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0%	0.50	5.87	0.85	0.579	2.89	1.59	22.65	\$749.22	\$ 165.93	\$ 124.92	\$13,211.57	\$10,381.88
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0%	0.50	6.88	0.85	0.579	3.39	1.59	32.04	\$749.22	\$ 165.93	\$ 124.92	\$18,688.68	\$14,685.90
Campground/Recreational Vehicle Park	416	Space	2.67	0%	0.50	9.29	0.85	0.579	4.57	1.59	4.84	\$749.22	\$ 165.93	\$ 124.92	\$2,823.13	\$2,218.46
<b>Institutional</b>																
Place of Worship	60, 561, 56	1000 s.f.	2.24	0%	0.90	6.38	0.85	0.579	3.14	1.59	5.02	\$749.22	\$ 165.93	\$ 124.92	\$2,928.12	\$2,300.97
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0%	0.40	7.00	0.85	0.579	3.44	1.59	1.73	\$749.22	\$ 165.93	\$ 124.92	\$1,009.09	\$792.96
University/College/Community College	540, 550	Student	1.03	0%	0.40	7.53	0.85	0.579	3.70	1.59	1.21	\$749.22	\$ 165.93	\$ 124.92	\$705.78	\$554.61
Day Care Center	565	1000 s.f.	35.74	0%	0.40	3.93	0.85	0.416	1.39	1.59	15.77	\$749.22	\$ 165.93	\$ 124.92	\$9,198.52	\$7,228.36
<b>Office</b>																
Office Space	714, 715,	1000 s.f.	9.07	15.629%	0.75	6.49	0.85	0.579	3.19	1.59	17.24	\$749.22	\$ 165.93	\$ 124.92	\$8,484.30	\$6,667.10
<b>Medical Building</b>																
Medical/Dental Offices	720	1000 s.f.	27.71	15.629%	0.50	5.21	0.85	0.579	2.56	1.59	28.20	\$749.22	\$ 165.93	\$ 124.92	\$13,878.02	\$10,905.60
Hospitals	610	1000 s.f.	9.76	15.629%	0.75	5.21	0.85	0.579	2.56	1.59	14.90	\$749.22	\$ 165.93	\$ 124.92	\$7,332.71	\$5,762.17



## Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	IC	NT%	TL2022 NHIS	TLAR	TLFR	TLAdjusted	PMTf	PMTper land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County	City of St. Cloud
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Industrial</b>																
Warehousing/Manufacturing/Industrial	30, 140, 15	1000 s.f.	2.65	0%	0.90	6.59	0.85	0.184	1.03	1.59	1.94	\$749.22	\$ 165.93	\$ 124.92	\$1,131.58	\$889.22
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.94	\$749.22	\$ 165.93	\$ 124.92	\$548.29	\$430.85
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0%	0.90	5.57	0.85	0.184	0.87	1.59	2.00	\$749.22	\$ 165.93	\$ 124.92	\$1,166.58	\$916.71
Mini-Warehouse	151	1000 s.f.	1.50	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.93	\$749.22	\$ 165.93	\$ 124.92	\$542.46	\$426.26
<b>General Commercial Retail</b>																
Shopping Center/Grocery Store	820	1000 s.f.	35.80	18.325%	0.50	6.03	0.85	0.579	2.97	1.59	42.18	\$749.22	\$ 165.93	\$ 124.92	\$20,094.70	\$15,790.77
Variety/Dollar Store	814, 815	1000 s.f.	58.77	18.325%	0.40	6.03	0.85	0.579	2.97	1.59	55.39	\$749.22	\$ 165.93	\$ 124.92	\$26,387.98	\$20,736.15
Factory Outlet Store	823	1000 s.f.	26.59	18.325%	0.80	6.03	0.85	0.579	2.97	1.59	50.12	\$749.22	\$ 165.93	\$ 124.92	\$23,877.34	\$18,763.23
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	18.325%	0.40	5.62	0.85	0.579	2.77	1.59	79.13	\$749.22	\$ 165.93	\$ 124.92	\$37,697.80	\$29,623.60
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	18.325%	0.40	5.62	0.85	0.579	2.77	1.59	88.15	\$749.22	\$ 165.93	\$ 124.92	\$41,994.96	\$33,000.39
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	18.325%	0.25	5.83	0.85	0.579	2.87	1.59	63.19	\$749.22	\$ 165.93	\$ 124.92	\$30,103.93	\$23,656.20
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	18.325%	0.25	5.83	0.85	0.579	2.87	1.59	285.36	\$749.22	\$ 165.93	\$ 124.92	\$135,946.48	\$106,829.18
Car Sales	840, 841	1000 s.f.	27.45	18.325%	0.75	6.03	0.85	0.579	2.97	1.59	48.51	\$749.22	\$ 165.93	\$ 124.92	\$23,110.33	\$18,160.50
Auto Parts Store	843	1000 s.f.	54.57	18.325%	0.60	6.03	0.85	0.579	2.97	1.59	77.15	\$749.22	\$ 165.93	\$ 124.92	\$36,754.52	\$28,882.35
Tire & Auto Repair	942, 943	1000 s.f.	16.94	18.325%	0.60	6.03	0.85	0.579	2.97	1.59	23.95	\$749.22	\$ 165.93	\$ 124.92	\$11,409.86	\$8,966.07
<b>Non-Residential</b>																
Hotel per room	310	Room	7.71	20.652%	0.75	9.29	0.85	0.579	4.57	1.59	20.99	\$749.22	\$ 165.93	\$ 124.92	\$9,714.80	\$7,634.06
Resort Hotel	330	Room	4.06	20.652%	0.75	9.29	0.85	0.579	4.57	1.59	11.04	\$749.22	\$ 165.93	\$ 124.92	\$5,109.64	\$4,015.24
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	18.325%	0.40	5.57	0.85	0.579	2.74	1.59	77.22	\$749.22	\$ 165.93	\$ 124.92	\$36,787.87	\$28,908.57
Convenience Market & Gas Fuel	944, 945	Vehicle Fueling Position	205.98	18.325%	0.25	5.57	0.85	0.579	2.74	1.59	112.21	\$749.22	\$ 165.93	\$ 124.92	\$53,457.22	\$42,007.64
Quick Lube Vehicle Service	941	Service Bay	38.57	18.325%	0.40	5.57	0.85	0.579	2.74	1.59	33.62	\$749.22	\$ 165.93	\$ 124.92	\$16,016.68	\$12,586.18
Car Wash	947	Wash Stall	112.13	18.325%	0.25	5.57	0.85	0.579	2.74	1.59	61.08	\$749.22	\$ 165.93	\$ 124.92	\$29,098.72	\$22,866.28



Osceola County & City of St. Cloud  
 Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Table 9: Alligator Chain of Lakes CMP Mobility Fee Schedule

Category/Item	ITE Code (11th Ed.)	Unit	Proposed Mobility Fee Categories													Osceola County Mobility Fee (Osceola County)	City of St. Cloud Mobility Fee (City of St. Cloud)
			TGper land use	IC	NT%	TL2022 NHTS	TLAR	TLFR	TLAdjusted	PMTF	PMTper land use	PMCr	PMCo (Osceola)	PMCo (St. Cloud)			
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)			
<b>Living/Residential</b>																	
Single Family Detached	210	D.U.	9.30	1.673%	1.00	5.93	0.85	1.000	5.04	1.59	37.22	\$749.22	\$165.93	\$124.92	\$21,347.00	\$16,774.85	
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1.673%	1.00	5.93	0.85	1.000	5.04	1.59	29.68	\$749.22	\$165.93	\$124.92	\$17,022.53	\$13,376.60	
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1.673%	1.00	5.93	0.85	1.000	5.04	1.59	24.07	\$749.22	\$165.93	\$124.92	\$13,805.00	\$10,848.22	
Mobile Home	240	D.U.	6.97	1.673%	1.00	5.93	0.85	1.000	5.04	1.59	27.89	\$749.22	\$165.93	\$124.92	\$15,995.91	\$12,569.86	
Active Adult	251, 252	D.U.	3.47	1.673%	1.00	4.93	0.85	1.000	4.19	1.59	11.53	\$749.22	\$165.93	\$124.92	\$6,612.87	\$5,196.50	
Assisted Living/Care/Nursing Home	254	Beds	2.73	1.673%	1.00	4.93	0.85	1.000	4.19	1.59	9.06	\$749.22	\$165.93	\$124.92	\$5,196.22	\$4,083.29	
<b>Recreation/Entertainment</b>																	
Marina	420	Berth	2.59	0%	1.00	6.88	0.85	0.579	3.39	1.59	6.97	\$749.22	\$165.93	\$124.92	\$4,065.54	\$3,194.77	
Golf Course	430	Hole	27.24	0%	0.50	6.88	0.85	0.579	3.39	1.59	36.63	\$749.22	\$165.93	\$124.92	\$21,366.00	\$16,789.78	
Amusement Park	480	Acres	53.41	0%	0.75	6.88	0.85	0.579	3.39	1.59	107.74	\$749.22	\$165.93	\$124.92	\$62,843.92	\$49,383.87	
Movie Theater	445	Seat	1.84	0%	0.75	6.88	0.85	0.579	3.39	1.59	3.71	\$749.22	\$165.93	\$124.92	\$2,164.01	\$1,700.51	
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0%	0.50	5.87	0.85	0.579	2.89	1.59	33.30	\$749.22	\$165.93	\$124.92	\$19,423.63	\$15,263.43	
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0%	0.50	5.87	0.85	0.579	2.89	1.59	22.65	\$749.22	\$165.93	\$124.92	\$13,211.57	\$10,381.88	
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0%	0.50	6.88	0.85	0.579	3.39	1.59	32.04	\$749.22	\$165.93	\$124.92	\$18,688.68	\$14,685.90	
Campground/Recreational Vehicle Park	416	Space	2.67	0%	0.50	9.29	0.85	0.579	4.57	1.59	4.84	\$749.22	\$165.93	\$124.92	\$2,823.13	\$2,218.46	
<b>Institutional</b>																	
Place of Worship	60, 561, 56	1000 s.f.	2.24	0%	0.90	6.38	0.85	0.579	3.14	1.59	5.02	\$749.22	\$165.93	\$124.92	\$2,928.12	\$2,300.97	
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0%	0.40	7.00	0.85	0.579	3.44	1.59	1.73	\$749.22	\$165.93	\$124.92	\$1,009.09	\$792.96	
University/College/Community College	540, 550	Student	1.03	0%	0.40	7.53	0.85	0.579	3.70	1.59	1.21	\$749.22	\$165.93	\$124.92	\$705.78	\$554.61	
Day Care Center	565	1000 s.f.	35.74	0%	0.40	3.93	0.85	0.416	1.39	1.59	15.77	\$749.22	\$165.93	\$124.92	\$9,198.52	\$7,228.36	
<b>Office</b>																	
Office Space	714, 715,	1000 s.f.	9.07	17.490%	0.75	6.49	0.85	0.579	3.19	1.59	17.24	\$749.22	\$165.93	\$124.92	\$8,297.21	\$6,520.08	
<b>Medical Building</b>																	
Medical/Dental Offices	720	1000 s.f.	27.71	17.490%	0.50	5.21	0.85	0.579	2.56	1.59	28.20	\$749.22	\$165.93	\$124.92	\$13,572.00	\$10,665.12	
Hospitals	610	1000 s.f.	9.76	17.490%	0.75	5.21	0.85	0.579	2.56	1.59	14.90	\$749.22	\$165.93	\$124.92	\$7,171.02	\$5,635.11	



## Osceola County & City of St. Cloud Joint Mobility Fee Renewal Study & Demonstrated-Need Study (2024)

Proposed Mobility Fee Categories																
Category/Item	ITE Code (11th Ed.)	Unit	TG per land use	IC	NT%	TL2022 NHTS	TLLAR	TLLFR	TL Adjusted	PMT <sub>r</sub>	PMT per land use	PMC <sub>r</sub>	PMC <sub>c</sub> (Osceola)	PMC <sub>c</sub> (St. Cloud)	Osceola County	City of St. Cloud
			2024 Mobility Fee Study Trip Gen.	% Trips Captured	% New Trips	Local Trip Length	Limited Access Facility Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	Person Miles of Travel Factor	PMT per land use	Person Mile of Capacity Rate	Person Mile of Capacity Credit (Osceola)	Person Mile of Capacity Credit (St. Cloud)	Mobility Fee (Osceola County)	Mobility Fee (City of St. Cloud)
<b>Industrial</b>																
Warehousing/Manufacturing/Industrial	30, 140, 15	1000 s.f.	2.65	0%	0.90	6.59	0.85	0.184	1.03	1.59	1.94	\$749.22	\$165.93	\$124.92	\$1,131.58	\$889.22
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.94	\$749.22	\$165.93	\$124.92	\$548.29	\$430.85
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0%	0.90	5.57	0.85	0.184	0.87	1.59	2.00	\$749.22	\$165.93	\$124.92	\$1,166.58	\$916.71
Mini-Warehouse	151	1000 s.f.	1.50	0%	0.90	5.57	0.85	0.184	0.87	1.59	0.93	\$749.22	\$165.93	\$124.92	\$542.46	\$426.26
<b>General Commercial Retail</b>																
Shopping Center/Grocery Store	820	1000 s.f.	35.80	20.978%	0.50	6.03	0.85	0.579	2.97	1.59	42.18	\$749.22	\$165.93	\$124.92	\$19,442.07	\$15,277.93
Variety/Dollar Store	814, 815	1000 s.f.	58.77	20.978%	0.40	6.03	0.85	0.579	2.97	1.59	55.39	\$749.22	\$165.93	\$124.92	\$25,530.97	\$20,062.69
Factory Outlet Store	823	1000 s.f.	26.59	20.978%	0.80	6.03	0.85	0.579	2.97	1.59	50.12	\$749.22	\$165.93	\$124.92	\$23,101.86	\$18,153.85
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	20.978%	0.40	5.62	0.85	0.579	2.77	1.59	79.13	\$749.22	\$165.93	\$124.92	\$36,473.47	\$28,661.50
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	20.978%	0.40	5.62	0.85	0.579	2.77	1.59	88.15	\$749.22	\$165.93	\$124.92	\$40,631.07	\$31,928.62
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	20.978%	0.25	5.83	0.85	0.579	2.87	1.59	63.19	\$749.22	\$165.93	\$124.92	\$29,126.23	\$22,887.91
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	20.978%	0.25	5.83	0.85	0.579	2.87	1.59	285.36	\$749.22	\$165.93	\$124.92	\$131,531.29	\$103,359.64
Car Sales	840, 841	1000 s.f.	27.45	20.978%	0.75	6.03	0.85	0.579	2.97	1.59	48.51	\$749.22	\$165.93	\$124.92	\$22,359.76	\$17,570.70
Auto Parts Store	843	1000 s.f.	54.57	20.978%	0.60	6.03	0.85	0.579	2.97	1.59	77.15	\$749.22	\$165.93	\$124.92	\$35,560.83	\$27,944.33
Tire & Auto Repair	942, 943	1000 s.f.	16.94	20.978%	0.60	6.03	0.85	0.579	2.97	1.59	23.95	\$749.22	\$165.93	\$124.92	\$11,039.30	\$8,674.87
<b>Non-Residential</b>																
Hotel per room	310	Room	7.71	0%	0.75	9.29	0.85	0.579	4.57	1.59	20.99	\$749.22	\$165.93	\$124.92	\$12,243.30	\$9,621.00
Resort Hotel	330	Room	4.06	0%	0.75	9.29	0.85	0.579	4.57	1.59	11.04	\$749.22	\$165.93	\$124.92	\$6,439.54	\$5,060.30
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	20.978%	0.40	5.57	0.85	0.579	2.74	1.59	77.22	\$749.22	\$165.93	\$124.92	\$35,593.09	\$27,969.69
Convenience Market & Gas Fuel	944, 945	Vehicle Fueling Position	205.98	20.978%	0.25	5.57	0.85	0.579	2.74	1.59	112.21	\$749.22	\$165.93	\$124.92	\$51,721.07	\$40,643.34
Quick Lube Vehicle Service	941	Service Bay	38.57	20.978%	0.40	5.57	0.85	0.579	2.74	1.59	33.62	\$749.22	\$165.93	\$124.92	\$15,496.50	\$12,177.42
Car Wash	947	Wash Stall	112.13	20.978%	0.25	5.57	0.85	0.579	2.74	1.59	61.08	\$749.22	\$165.93	\$124.92	\$28,153.66	\$22,123.65



## Appendix DD – Extraordinary Circumstances – Mobility Fees (Osceola County)



# Technical Memorandum

**Date:** 3/20/2024

**To:** Joshua DeVries, AICP (Osceola County)

**From:** Max Sheets P.E., PTOE, MS (HNTB)

**CC:**

**Re:** **Extraordinary Circumstances – Mobility Fees (Osceola County)**

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## Introduction

In June of 2021, the Florida Legislature, through House Bill (HB) 337, instituted specific limitations on the amount by which a local government may increase its impact fees retroactive to January 1, 2021. The bill outlined specific conditions that must be satisfied to raise impact fees beyond the newly introduced phase-in limits. To exceed the phase-in limitations, local governments must meet certain criteria, including the successful completion of a demonstrated need study. A demonstrated need study requires that local governments hold no less than two publicly noticed workshops dedicated to justifying the extraordinary circumstances needed to exceed the phase-in limitations and that a two-thirds vote of the governing board approving the impact fee increase.

Osceola County is primed to be Central Florida’s fastest-growing county in the next decade surpassing the projected growth for its neighboring counties of Seminole and Orange. Concerns about the increase in demand on the current transportation network due to the projected growth rate within the County along with the increase in transportation improvement costs have created a need for the County to increase mobility fees before the phase-in limitations. This demonstrated need study has been prepared to meet the requirements of 163.31801, as updated by HB 337, and will provide the Osceola County Board of County Commissioners with the option to consider increasing mobility fees beyond the new phase-in limitations.

This demonstrated need study establishes the extraordinary circumstances in Osceola County, emphasizing the need to exceed the phase-in limitations set out by the Florida Legislation. The following circumstances are applicable to this demonstrated need study:

- The U.S. Census Bureau recorded a 14.56% increase in the state of Florida’s population between 2010 and 2020 and a 44.65% increase in Osceola County’s population during the same time. Osceola County’s population is anticipated to grow by approximately 60% between the years 2020 and 2045 due to its centralized location, accessibility to major thoroughfares, and proximity





to the hotel and theme park industries. The County is expected to continue growing at a rate that outpaces the rate of growth of the State as a whole.

- There has been a notable increase in vehicular volume over the past several years which has put additional strain on the existing capacity of Osceola’s transportation network. Transportation congestion has increased significantly throughout the County, which imposes a financial burden on residents of the County as well as visitors who are traveling through or within the County.
- The Florida Department of Transportation (FDOT) Cost per Mile Long Range Estimating recorded a 46.82% percent increase in roadway construction costs from 2021 to 2023 (excluding right-of-way acquisition costs). Current mobility fee rates do not account for such a high increase in roadway construction costs which limits the pace at which the County is able to deliver projects to enhance its transportation network.

The above-listed items establish the extraordinary circumstances that are causing the need for Osceola County to increase mobility fees beyond the phase-in limitations that are detailed in Florida Statutes section 163.31801.

Since the last Mobility Fee update in 2021, the trip length has not changed, but the trip generation for certain land use codes has changed with the release of the Institute of Transportation Engineers (ITE) Trip Generation Manual 11<sup>th</sup> edition. The new mobility fee update study for Osceola County, which considers 2023 data, noted an increase in mobility fees resulting from significantly higher construction costs and the reconstruction of the mobility fee to consider functional classifications as opposed to facility types to assess the roadway network more accurately. The current mobility fee rates are no longer adequate to fund the future needs of Osceola County’s transportation network.

## **Background and Purpose**

Florida Statutes, Section 163.31801 (the “Florida Impact Fee Act”) establishes the legal framework for the assessment and expenditure of impact fees by local governments in the State of Florida. Impact fees are generally categorized as a capital charge on new development in order to provide the infrastructure necessary to support that new development. The Florida Impact Fee Act places many requirements on a local government’s ability to charge and collect impact fees, including that impact fees be proportional to the need for additional capital facilities as a result of the increased impact generated by the new construction and that the expenditure of the funds collected be used to benefit the new construction. Local governments assess and collect impact fees to fund diverse classes of infrastructure in order to support new growth. Osceola County adopted its first Mobility Fee in 2015 as a replacement to its prior transportation impact fee. Mobility fees are one-time (up-front) charges associated with new developments for their impacts to the local transportation network. Mobility Fees allow for more flexibility in the use of collected funds than a traditional roadway impact fee, can promote mixed-use and energy-efficient development, and are shared by all developments creating the need for transportation system investments.

Osceola County began the process of updating their previous mobility fee study in 2020 and were scheduled for completion and implementation that same year. Since use of the most recent



and localized data is required for a mobility fee update study, finalization of the 2020 study was deferred pending completion of the Central Florida Regional Planning Model (CFRPM 7.0) and the new 2045 Long-Range Transportation Plan, which did not occur until March 2020. Had MetroPlan’s revisions been completed on schedule, the mobility fee update study would have been completed and implemented before HB 337 became effective.

Osceola County’s current mobility fee schedule was last updated using data from 2021 and considered the limitations set forth by HB 337. With the significant increased cost of construction between 2021 and 2023, along with the increased projected growth within the County, the previous mobility fee schedule is no longer sufficient to fund future transportation system investments within the County.

The Florida Impact Fee Act from HB 337 detailed the following phase-in limitations:

*163.31801(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection:*

- a. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted*
- b. An impact fee increase may not exceed 50 percent of the current impact fee rate.*
- c. An impact fee may not be increased more than once every 4 years.*
- d. An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.*
- e. A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under the above bullet points by establishing the need for such increase in full compliance with the requirements of Subsection 4 of HB 337, provided the following criteria are met:*
  - 1. A demonstrated need study justifying any increase in excess of those authorized in the aforementioned bullets has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.*
  - 2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in the four bullets provided above.*
  - 3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.*
- f. This subsection operates retroactively to January 1, 2021.*

The purpose of this demonstrated need study is to satisfy the new requirements of subsection (6)(e) of the Florida Impact Fee Act (the “extraordinary needs”) and expressly demonstrate the extraordinary circumstances necessitating the need for the County to exceed the phase-in limitations set forth in subsections (6)(a) – (d) (the “phase-in limitations”). Adhering to the requirements for the demonstrated need study, this study will be presented at two publicly noticed workshops which will allow the Board of County Commissioners to consider adopting the ordinance that amends the current mobility fee ordinance by implementing a new fee schedule that may exceed the phase-in limitations. Additionally,



this demonstrated need study requires a two-thirds vote from the Board of County Commissioners and the additional 90-day notice requirement for any mobility fee increases.

This demonstrated needs study is organized into four headings, each which document the extraordinary circumstances that are justifying the phase-in limitations of the Florida Impact Fee Act:

- Demand for Transportation Infrastructure
- Transportation Network Metrics
- Increase in Transportation Improvement Costs
- Need for Impact Fees as a Funding Source

## **Demand for Transportation Infrastructure**

Osceola County is located in Central Florida and borders Seminole and Orange Counties. With its centralized location and proximity to major hotels and resorts, Osceola County’s population is projected to grow by 60% between the years 2020 and 2045, increasing its population from approximately 425,000 in 2022 to as high as 827,000 by 2045.

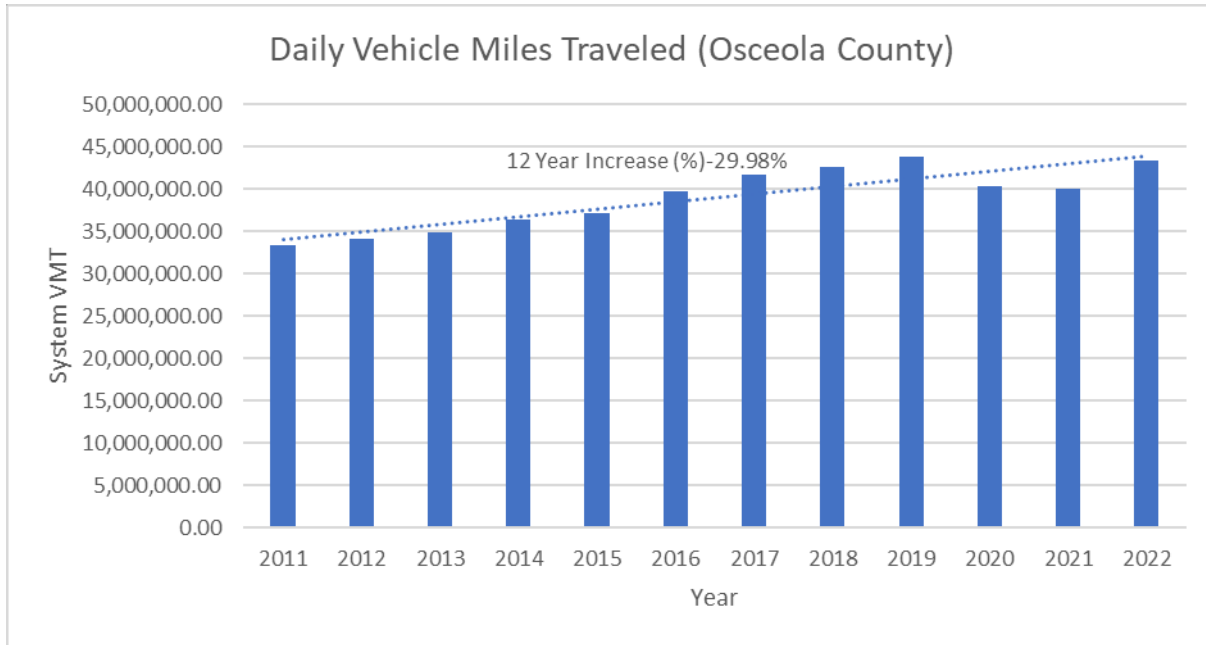
Osceola County ranked #16 in terms of population size in 2023 but placed #6 when considering the population change from 2020 to 2023 (Osceola County placed #5 when considering the percent change in population). Hillsborough County (#1), Polk County (#2), Miami-Dade County (#3), Orange County (#4), and Duval County (#5) all recorded larger population changes than Osceola County, but none of the above-mentioned counties ranked higher than Osceola County when considering the percent change in population (Polk County ranked #9, Hillsborough County ranked #24, Duval County ranked #25, Orange County ranked #34, and Miami-Dade County ranked #51).

Osceola County will continue to grow at a rate that exceeds the State average due to its prime location within Florida and the abundance of unincorporated and undeveloped land that is available within the County. Future transportation improvements associated with the I-4 Beyond the Ultimate projects and expansion of the SunRail system will continue to attract new residents to the County.

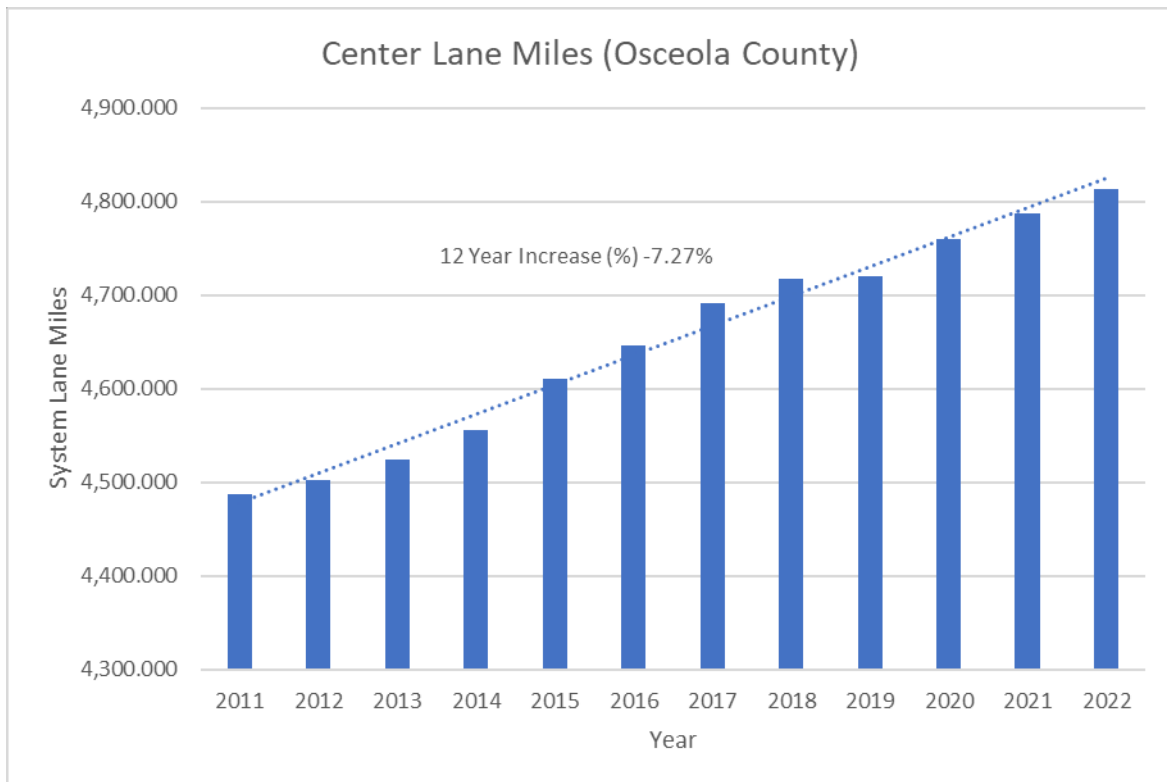
The rapid pace of growth provides context as to why the new phase-in limitations that apply statewide under the Florida Impact Fee Act subsection (6) are not appropriate for Osceola County and are part of the reason why there is an extraordinary need to exceed the current limitations.

## **Transportation Network Metric**

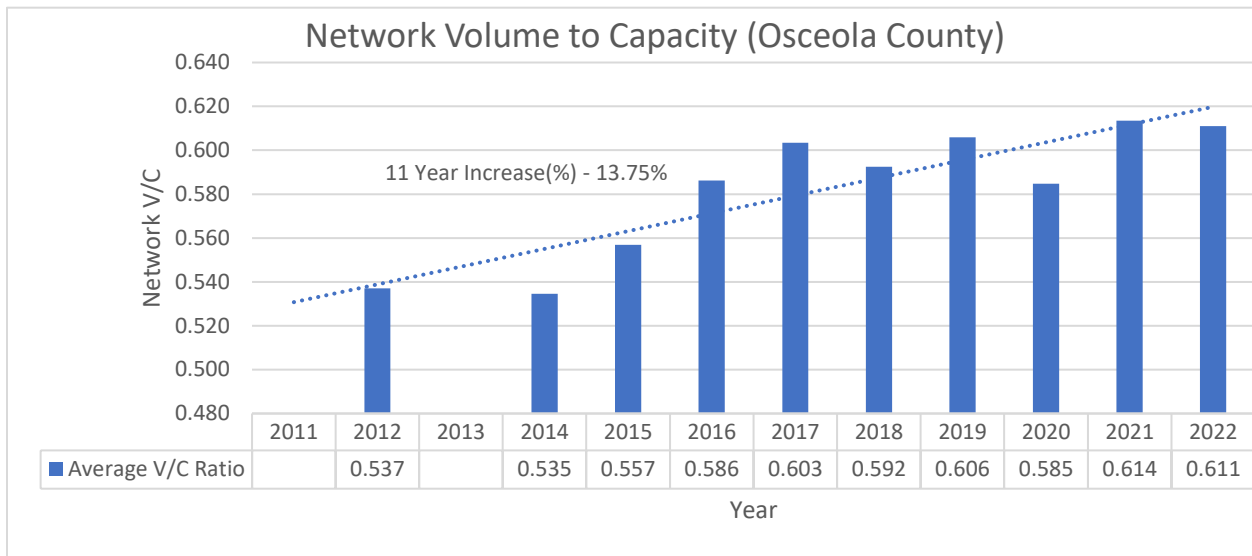
Each year, the FDOT Data and Analytics Office releases an annual report of daily vehicle miles traveled (DVMT) on public roads in Florida. Table 1 highlights the growth in the system DVMT on Osceola County’s transportation network. From 2011 to 2022 the County experienced a 29.98% increase in travel across the County’s transportation network while the statewide DVMT for Florida during the same period only saw an increase of 18.7%. Such a significant difference between the County DVMT and the state DVMT should be noted when considering how the increase in DVMT will affect the current roadway network in Osceola County and the current mobility fee rate’s ability to accommodate such an increase.



When examining the increase in center lane miles across Osceola County’s transportation network from 2011 to 2022, a 7.27% increase in center lane miles was found (Table 2). The County went from 4,487 center lane miles to 4,813 center lane miles. Osceola County has been expanding its transportation network for the past twelve years and is projected to continue to do so in future years to accommodate increased growth in the County.



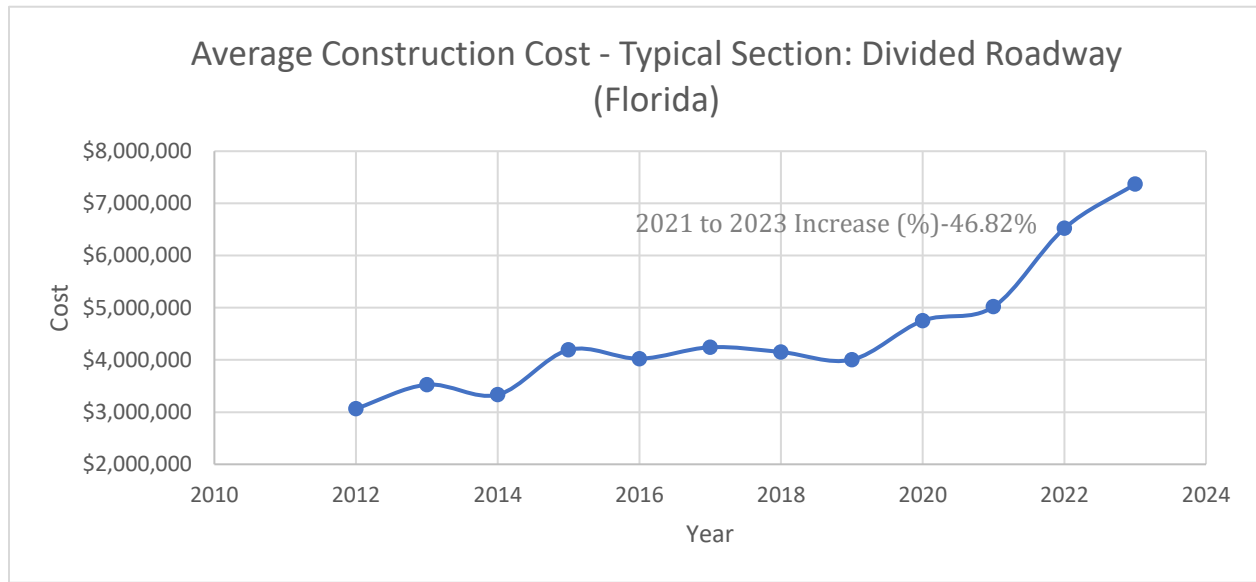
The network volume-to-capacity ratio (network v/c ratio) is a measure of network congestion between observed vehicle volume and the roadway segment’s maximum intended capacity. Table 3 shows the network v/c ratios from 2012 to 2022, excluding 2011 and 2013 due to unavailable data. Network congestion increased 13.75% between 2011 and 2022, which indicates a decrease in the level of service (LOS) on the roadway network and an increase in travel delays experienced by residents and tourists. The current capacity improvements are not keeping up with the increase in travel demand, and this is causing increased congestion on the County’s roadway network.



\* Note – Network Volume to Capacity Data from 2011 and 2013 for Osceola County was not available.

### Increase in Transportation Improvement Costs

The more frequently a mobility fee is updated or indexed, the more accurate the data that the mobility fee uses will be. This is beneficial in determining how much mobility fee will be collected and used to fund mobility related construction projects. Table 4 shows average construction costs in the State of Florida between the year 2012 and 2023 using the FDOT Cost per Mile Long Range Estimating available data. There was a significant increase in roadway construction cost of 46.82% between 2021 and 2023, which can be categorized as an extraordinary circumstance that justifies the consideration of mobility fee increases that exceed the phase-in limitations.



*\*Note-The construction cost presented does not account for project specific scope and characteristics, including but not limited to the following: Right of Way Cost, Signalization, Safety Upgrades, Structures, Intersections, and Additional Earthwork Volumes.*

### Need for Mobility Fees as a Funding Source

Following the trend in increasing construction improvement costs, population growth and network congestion, the mobility fees established by the County in 2021 does not accurately reflect the impact development will have on transportation or the cost mitigating those impacts.

While mobility fees provide revenue funding for roadway infrastructure construction projects, they can be insignificant or unreliable revenue sources if they do not correspond with projected growth. Without increasing funding by increasing mobility fee assessments beyond the phase-in limitations of HB 337, the County cannot meet the travel demands of its residents and visitors using the current mobility fee schedule.

Significant growth in the previous years and projected growth in future years within Osceola County have placed demands on the roadway network that are not able to be funded at the current mobility fee rates. Without a reassessment of the current mobility fee rates, the cost of funding the transportation improvements within Osceola County will shift to general taxpayers as opposed to the new developments that trigger the added transportation demand.



## Appendix EE – Extraordinary Circumstances – Mobility Fees (City of St. Cloud)



# Technical Memorandum

**Date:** 2/16/2024

**To:** Tammy Reque, MPA, AICP (City of St. Cloud); David Tomek (City of St. Cloud)

**From:** Max Sheets P.E., PTOE, MS (HNTB)

**CC:** Joshua DeVries, AICP (Osceola County)

**Re:** **Extraordinary Circumstances – Mobility Fees (City of St. Cloud)**

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## Introduction

In June of 2021, the Florida Legislature, through House Bill (HB) 337, instituted specific limitations on the amount by which a local government may increase its impact fees retroactive to January 1, 2021. The bill outlined specific conditions that must be satisfied to raise impact fees beyond the newly introduced phase-in limits. To exceed the phase-in limitations, local governments must meet certain criteria, including the successful completion of a demonstrated need study. A demonstrated need study requires that local governments hold no less than two publicly noticed workshops dedicated to justifying the extraordinary circumstances needed to exceed the phase-in limitations and a two-thirds vote from the governing board approving the impact fee increase.

Osceola County is primed to be Central Florida’s fastest-growing county in the next decade surpassing the projected growth for its neighboring counties of Seminole and Orange. The City of St. Cloud, which is located within Osceola County, is growing at a faster rate than the County. Concerns about the increase in demand on the current transportation network due to the projected growth rate within the City along with the increase in transportation improvement costs have created a need for the City to increase mobility fees before the phase-in limitations. This demonstrated need study has been prepared to meet the requirements of 163.31801, as updated by HB 337, and will provide the City of St. Cloud Board of City Commissioners with the option to consider increasing mobility fees beyond the new phase-in limitations.

This demonstrated need study establishes the extraordinary circumstances in Osceola County, and by extension the City of St. Cloud, emphasizing the need to exceed the phase-in limitations of Florida Statutes. The following points are applicable to this demonstrated need study:

- The U.S. Census Bureau recorded a 14.56% increase in the state of Florida’s population between 2010 and 2020 and a 44.65% increase in Osceola County’s population during the same time. Osceola County’s population is anticipated to grow by approximately 60% between the years 2020 and 2045 due to its centralized location, accessibility to major thoroughfares, and proximity to the hotel and theme park industries. The County is expected to continue growing at a rate that outpaces the rate of growth of the State as a whole.





- There has been a notable increase in vehicular volume over the past several years which has put additional strain on the existing capacity of Osceola’s transportation network. Transportation congestion has increased significantly throughout the County, which imposes a financial burden on residents of the County as well as visitors who are traveling through or within the County.
- The Florida Department of Transportation (FDOT) Cost per Mile Long Range Estimating recorded as 46.82% percent increase in roadway construction costs from 2021 to 2023 (excluding right-of-way acquisition costs). Current mobility fee rates do not account for such a high increase in roadway construction costs that limits the pace at which the County is able to deliver projects to enhance its transportation network.

Since the City of St. Cloud is within Osceola County, the above-mentioned concerns are also relevant to the City. The growth potential of the City is anticipated to be higher than the County, which magnifies the concerns even further. In addition, the following conditions also exist:

- The mobility fee update for Osceola County that was conducted in 2021 did not include the City of St. Cloud as a separate mobility fee schedule was under development at that time. As a result, the City’s current mobility fees do not properly reflect the increase in population growth, road network congestion, or construction costs.
- Population growth in Osceola County exceeds statewide growth. Overall, the City of St. Cloud is growing at a faster rate than the County. Based on available data from the U.S. Census Bureau, the State of Florida saw a population increase of 3.3% between April 1, 2020, and July 1, 2022, while Osceola County saw an 8.7% population increase and St. Cloud saw a 9.4% increase during the same period.
- The City of St. Cloud would see a significant deficit if mobility fees were left at their current rate or if the mobility fees are increased in the manner described under the phase-in limitations in HB 337.

The above listed items establish the extraordinary circumstances that are causing the need for the City of St. Cloud to increase mobility fees beyond the phase-in limitations that are detailed in Florida Statutes section 163.31801.

Since the City’s last mobility fee update in 2020, the trip length has not changed, but the trip generation for certain land use codes has changed with the release of the Institute of Transportation Engineers (ITE) Trip Generation Manual 11<sup>th</sup> Edition. The new mobility fee update study for the City of St. Cloud, which considers 2023 data, noted an increase in mobility fees resulting from significantly higher construction costs and the reanalysis of the mobility fee structure to consider functional classifications as opposed to facility types to assess the roadway network more accurately. The current mobility fee rates are no longer adequate to fund the future needs of the City of St. Cloud’s transportation network.



## Background and Purpose

Florida Statutes, Section 163.31801 (the “Florida Impact Fee Act”) establishes the legal framework for the assessment and expenditure of impact fees by local governments in the State of Florida. Impact fees are generally categorized as a capital charge on new development in order to provide the infrastructure necessary to support that new development. The Florida Impact Fee Act places many requirements on a local government’s ability to charge and collect impact fees, including that impact fees be proportional to the need for additional capital facilities as a result of the increased impact generated by the new construction and that the expenditure of the funds collected be used to benefit the new construction. Local governments assess and collect impact fees to fund diverse classes of infrastructure in order to support new growth. The City of St. Cloud adopted its first Mobility Fee in 2017, separate from Osceola County’s Mobility Fee, as a replacement to its prior transportation impact fee. Mobility fees are one-time (up-front) charges associated with new developments for their impacts to the local transportation network. Mobility Fees allow for more flexibility in the use of collected funds than a traditional roadway impact fee, can promote mixed-use and energy-efficient development, and are shared by all developments creating the need for transportation system investments.

The City of St. Cloud’s current mobility fee schedule was last updated using data from 2020. With the significant increased cost of construction between 2021 and 2023, along with the increased projected growth within the City, the previous mobility fee schedule is no longer sufficient to fund future transportation system investments within the City.

The Florida Impact Fee Act from HB 337 detailed the following phase-in limitations:

*163.31801(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection:*

- g. An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted. An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted*
- h. An impact fee increase may not exceed 50 percent of the current impact fee rate.*
- i. An impact fee may not be increased more than once every 4 years.*
- j. An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.*
- k. A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under the above bullet points by establishing the need for such increase in full compliance with the requirements of Subsection 4 of HB 337, provided the following criteria are met:*
  - 1. A demonstrated need study justifying any increase in excess of those authorized in the aforementioned bullets has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.*



2. *The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in the four bullets provided above.*
3. *The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.*
  1. *This subsection operates retroactively to January 1, 2021.*

The purpose of this demonstrated need study is to satisfy the new requirements of subsection (6)(e) of the Florida Impact Fee Act (the “extraordinary needs”) and expressly demonstrate the extraordinary circumstances necessitating the need for the City to exceed the phase-in limitations set forth in subsections (6)(a) – (d) (the “phase-in limitations”). Adhering to the requirements for the demonstrated need study, this study will be presented at two publicly noticed workshops which will allow the City Council to consider adopting the ordinance that amends the current mobility fee ordinance by implementing a new fee schedule that may exceed the phase-in limitations. Additionally, this demonstrated need study requires a two-thirds vote from the City Council and the additional 90-day notice requirement for any mobility fee increases.

This demonstrated needs study is organized into four headings, each which document the extraordinary circumstances that are justifying the phase-in limitations of the Florida Impact Fee Act:

- Demand for Transportation Infrastructure
- Transportation Network Metrics
- Increase in Transportation Improvement Costs
- Need for Impact Fees as a Funding Source

## **Demand for Transportation Infrastructure**

The City of St. Cloud is located within Osceola County, which is located in Central Florida and borders Seminole and Orange Counties. With its centralized location and proximity to major hotels and resorts, Osceola County’s population is projected to grow by 60% between the years 2020 and 2045, increasing its population from approximately 425,000 in 2022 to as high as 827,000 by 2045. While the exact projections of growth and demand on a city-size basis are not available, it is reasonable to assume that the City will continue to grow a rate that is similar or more to the above observed data.

Osceola County ranked #16 in terms of population size in 2023 but placed #6 when considering the population change from 2020 to 2023 (Osceola County placed #5 when considering the percent change in population). Hillsborough County (#1), Polk County (#2), Miami-Dade County (#3), Orange County (#4), and Duval County (#5) all recorded larger population changes than Osceola County, but none of the above mentioned counties ranked higher than Osceola County when considering the percent change in population (Polk County ranked #9, Hillsborough County ranked #24, Duval County ranked #25, Orange County ranked #34, and Miami-Dade County ranked #51).

When considering Florida’s fastest growing cities between 2012 and 2022, the Census and the Florida Office of Economic and Demographic Research ranked St. Cloud as the #12 fastest growing City in the State out of 907 cities and saw the #9 largest percent change in population growth between 2010 and 2020. The Census states that between the years 2010 and 2020 the City’s population grew 67.59%



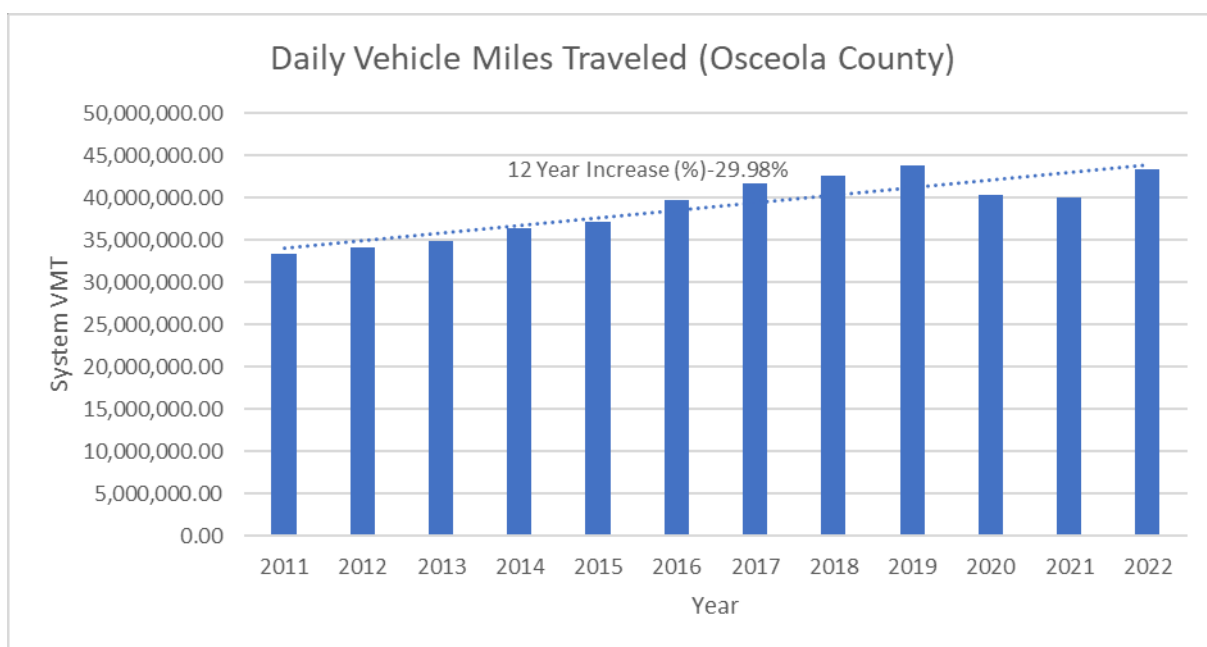
compared to the County’s population increase of 44.65% during the same period. The City accounted for 19.82% of the County’s population growth during this time. Data from the Census also reveals that despite the City accounting for nearly a fifth of the County’s population growth, the City is less than 2% of the County based on land area in square miles.

Osceola County and the City of St. Cloud will continue to grow at a rate that exceeds the State average due to their prime location within Florida and the abundance of unincorporate and undeveloped land that is available. The City is projected to grow at an even faster rate than the County, putting further strain on the existing transportation network. Future transportation improvements associated with the I-4 Beyond the Ultimate projects and expansion of the SunRail system will continue to attract new residents to the County and City.

The rapid pace of growth provides context as to why the new phase-in limitations that apply statewide under the Florida Impact Fee subsection (6) are not appropriate for the City of St. Cloud and are part of the reason why there is an extraordinary need to exceed the current limitations.

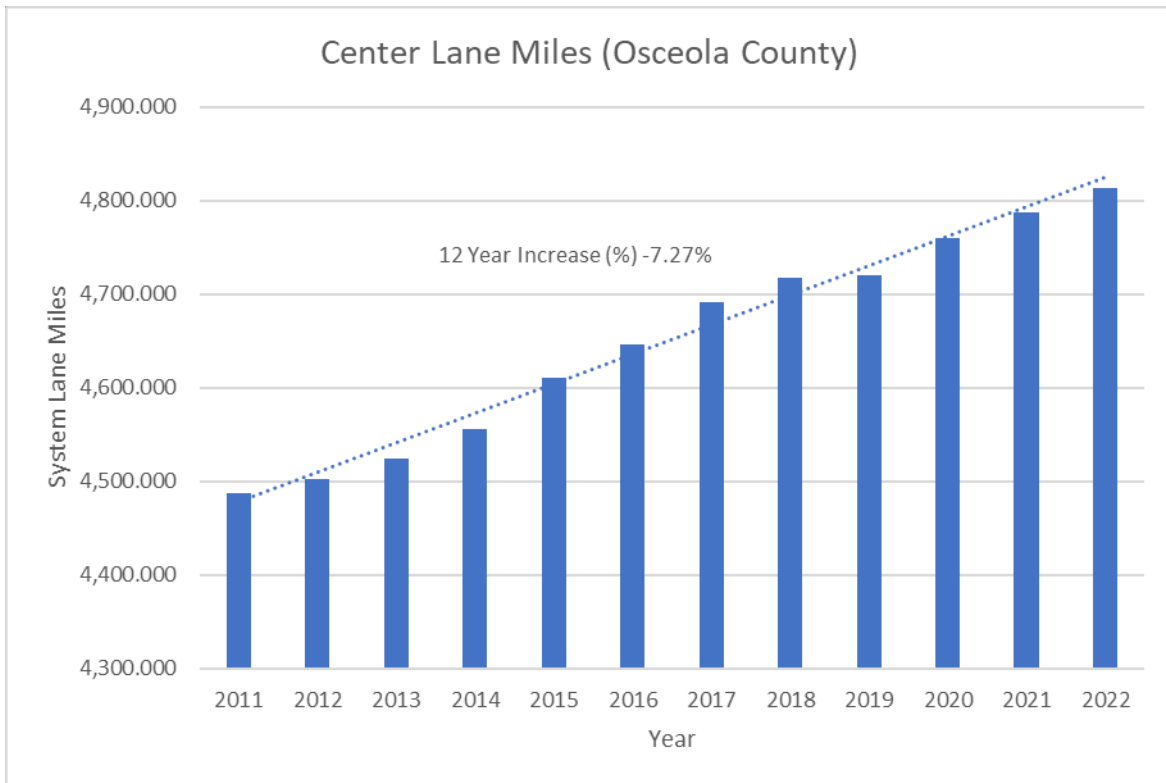
### Transportation Network Metric

Each year, the FDOT Data and Analytics Office releases an annual report of daily vehicle miles traveled (DVMT) on public roads in Florida. Table 1 highlights the growth in the system DVMT on Osceola County’s transportation network. From 2011 to 2022 the County experienced a 29.98% increase in travel across the County’s transportation network while the statewide DVMT for Florida during the same period only saw an increase of 18.7%. Such a significant difference between the County DVMT and the state DVMT should be noted when considering how the increase in DVMT will affect the current roadway network in the County and the City and the current mobility fee rate’s ability to accommodate such an increase. The City experienced a similar trend in DVMT over the same time period.

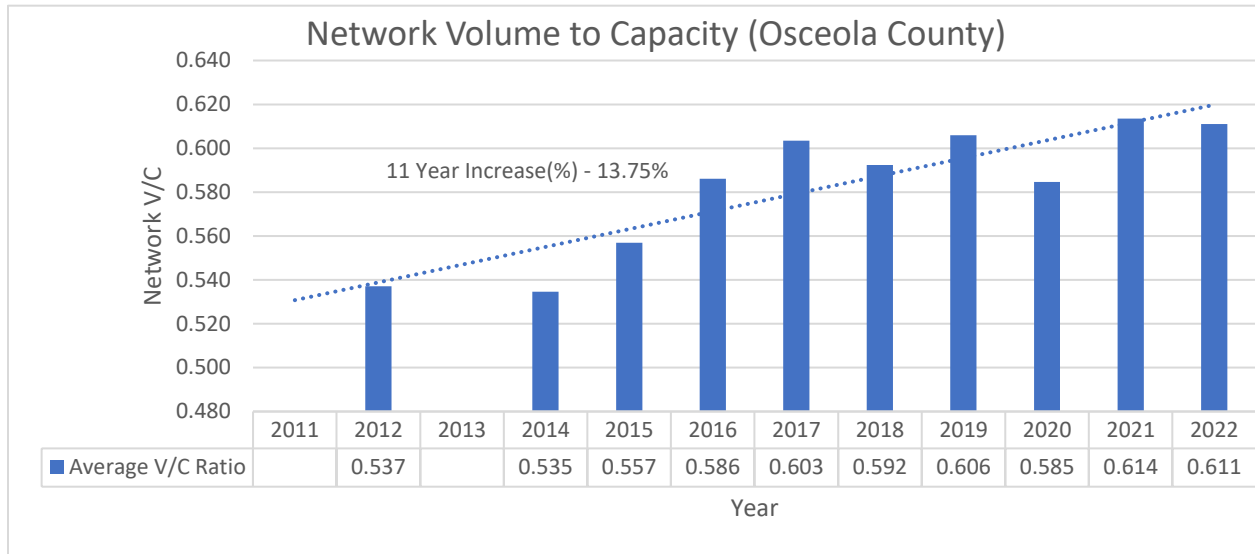




When examining the increase in center lane miles across Osceola County’s transportation network from 2011 to 2022, a 7.27% increase in center lane miles was found (Table 2). The County went from 4,487 center lane miles to 4,813 center lane miles. Osceola County has been expanding its transportation network for the past twelve years and is projected to continue to do so to accommodate increased growth in the County; many of these expansion and construction projects will be within the City limits, so this trend is applicable to the City.



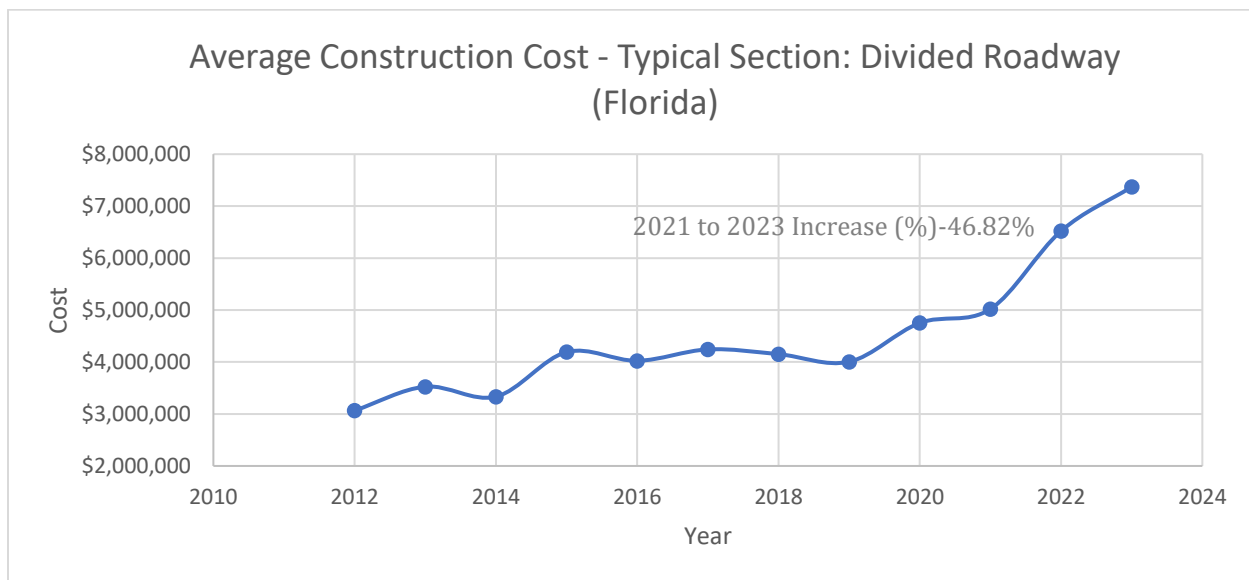
The network volume-to-capacity ratio (network v/c ratio) is a measure of network congestion between observed vehicle volume and the roadway segment’s maximum intended capacity. Table 3 shows the network v/c ratios from 2012 to 2022 for the County, excluding 2011 and 2013 due to unavailable data. Network congestion increased 13.75% between 2011 and 2022, which indicates a decreased level of service (LOS) on the roadway network and an increase in travel delays experienced by residents and tourist. The current capacity improvements are not keeping up with the increase in travel demand, and this is causing increased congestion on the County’s roadway network. While the City did not have network volume-to-capacity data available, there is reasonable justification to apply the network volume-to-capacity trends of the County to the City.



\* Note – Network Volume to Capacity Data from 2011 and 2013 for Osceola County was not available

### Increase in Transportation Improvement Costs

The more frequently a mobility fee is updated or indexed, the more accurate the data that the mobility fee uses will be. This is beneficial in determining how much mobility fee will be collected and used to fund mobility related construction projects. Table 4 shows average construction costs in the State of Florida between the year 2012 and 2023 using the FDOT Cost per Mile Long Range Estimating available data. There was a significant increase in roadway construction cost of 46.82% between 2021 and 2023, which can be categorized as an extraordinary circumstance that justifies the consideration of mobility fee increases that exceed the phase-in limitations.



\*Note -The construction cost presented does not account for project specific scope and characteristics, including but not limited to the following: Right of Way Cost, Signalization, Safety Upgrades, Structures, Intersections, and Additional Earthwork Volumes



## **Need for Mobility Fees as a Funding Source**

Following the trend in increasing construction improvement costs, population growth and network congestion, the mobility fees established by the City in 2020 does not accurately reflect the impact development will have on transportation or the cost for mending those impacts.

While mobility fees provide revenue funding for roadway infrastructure construction projects, they can be insignificant or unreliable revenue sources if they do not correspond with projected growth. Without increasing funding by increasing mobility fee assessments beyond the phase-in limitations of HB 337, the City cannot meet the travel demands of its residents and visitors using the current mobility fee schedule.

Significant growth in the previous years and projected growth in future years within the City of St. Cloud have placed demands on the roadway network that are not able to be funded at the current mobility fee rates. Without a reassessment of the current mobility fee rates, the cost of funding the transportation improvements within the City of St. Cloud will shift to general taxpayers as opposed to the new developments that trigger the added transportation demand.

**Appendix B-1 - Table of Mobility Fees**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
										Mobility Fee (Osceola County)
<b>Living/Residential</b>										
Single Family Detached	210	D.U.	9.30	1	5.93	0.85	1	5.04	37.22	\$21,710.14
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1	5.93	0.85	1	5.04	29.68	\$17,312.11
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1	5.93	0.85	1	5.04	24.07	\$14,039.84
Mobile Home	240	D.U.	6.97	1	5.93	0.85	1	5.04	27.89	\$16,268.02
Active Adult	251, 252	D.U.	3.47	1	4.93	0.85	1	4.19	11.53	\$6,725.36
Assisted Living/Care/Nursing Home	254	Beds	2.73	1	4.93	0.85	1	4.19	9.06	\$5,284.62
<b>Recreation/Entertainment</b>										
Marina	420	Berth	2.59	1	6.88	0.85	0.579	3.39	6.97	\$4,065.54
Golf Course	430	Hole	27.24	0.5	6.88	0.85	0.579	3.39	36.63	\$21,366.00
Amusement Park	480	Acres	53.41	0.75	6.88	0.85	0.579	3.39	107.74	\$62,843.92
Movie Theater	445	Seat	1.84	0.75	6.88	0.85	0.579	3.39	3.71	\$2,164.01
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0.5	5.87	0.85	0.579	2.89	33.30	\$19,423.63
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0.5	5.87	0.85	0.579	2.89	22.65	\$13,211.57
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0.5	6.88	0.85	0.579	3.39	32.04	\$18,688.68
Campground/Recreational Vehicle Park	416	Space	2.67	0.5	9.29	0.85	0.579	4.57	4.84	\$2,823.13
<b>Institutional</b>										
Place of Worship	560, 561, 562	1000 s.f.	2.24	0.9	6.38	0.85	0.579	3.14	5.02	\$2,928.12
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0.4	7.00	0.85	0.579	3.44	1.73	\$1,009.09
University/College/Community College	540, 550	Student	1.03	0.4	7.53	0.85	0.579	3.70	1.21	\$705.78
Day Care Center	565	1000 s.f.	35.74	0.4	3.93	0.85	0.416	1.39	15.77	\$9,198.52
<b>Office</b>										
Office Space	10, 714, 715, 77	1000 s.f.	9.07	0.75	6.49	0.85	0.579	3.19	17.24	\$10,055.96
<b>Medical Building</b>										
Medical/Dental Offices	720	1000 s.f.	27.71	0.5	5.21	0.85	0.579	2.56	28.20	\$16,448.84
Hospitals	610	1000 s.f.	9.76	0.75	5.21	0.85	0.579	2.56	14.90	\$8,691.05



**Appendix B-1 - Table of Mobility Fees**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
										Mobility Fee (Osceola County)
<b>Industrial</b>										
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0.90	6.59	0.85	0.184	1.03	1.94	\$1,131.58
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0.90	5.57	0.85	0.184	0.87	0.94	\$548.29
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0.90	5.57	0.85	0.184	0.87	2.00	\$1,166.58
Mini-Warehouse	151	1000 s.f.	1.50	0.90	5.57	0.85	0.184	0.87	0.93	\$542.46
<b>General Commercial Retail</b>										
Shopping Center/Grocery Store	820	1000 s.f.	35.80	0.5	6.03	0.85	0.579	2.97	42.18	\$24,603.27
Variety/Dollar Store	814, 815	1000 s.f.	58.77	0.4	6.03	0.85	0.579	2.97	55.39	\$32,308.56
Factory Outlet Store	823	1000 s.f.	26.59	0.8	6.03	0.85	0.579	2.97	50.12	\$29,234.61
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	0.4	5.62	0.85	0.579	2.77	79.13	\$46,155.92
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	0.4	5.62	0.85	0.579	2.77	88.15	\$51,417.22
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	0.25	5.83	0.85	0.579	2.87	63.19	\$36,858.24
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	0.25	5.83	0.85	0.579	2.87	285.36	\$166,448.31
Car Sales	840, 841	1000 s.f.	27.45	0.75	6.03	0.85	0.579	2.97	48.51	\$28,295.51
Auto Parts Store	843	1000 s.f.	54.57	0.6	6.03	0.85	0.579	2.97	77.15	\$45,001.00
Tire & Auto Repair	942, 943	1000 s.f.	16.94	0.6	6.03	0.85	0.579	2.97	23.95	\$13,969.85
<b>Non-Residential</b>										
Hotel per room	310	Room	7.71	0.75	9.29	0.85	0.579	4.57	20.99	\$12,243.30
Resort Hotel	330	Room	4.06	0.75	9.29	0.85	0.579	4.57	11.04	\$6,439.54
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	0.4	5.57	0.85	0.579	2.74	77.22	\$45,041.83
Convenience Market & Gas Fuel	944, 945	icle Fueling Pos	205.98	0.25	5.57	0.85	0.579	2.74	112.21	\$65,451.23
Quick Lube Vehicle Service	941	Service Bay	38.57	0.4	5.57	0.85	0.579	2.74	33.62	\$19,610.29
Car Wash	947	Wash Stall	112.13	0.25	5.57	0.85	0.579	2.74	61.08	\$35,627.49

**Appendix B-2 - Table of Mobility Fees - East of Lake Toho CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Living/Residential</b>											
Single Family Detached	210	D.U.	9.30	1	4.866%	5.93	0.85	1	5.04	37.22	\$20,653.74
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1	4.866%	5.93	0.85	1	5.04	29.68	\$16,469.71
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1	4.866%	5.93	0.85	1	5.04	24.07	\$13,356.67
Mobile Home	240	D.U.	6.97	1	4.866%	5.93	0.85	1	5.04	27.89	\$15,476.43
Active Adult	251, 252	D.U.	3.47	1	4.866%	4.93	0.85	1	4.19	11.53	\$6,398.11
Assisted Living/Care/Nursing Home	254	Beds	2.73	1	4.866%	4.93	0.85	1	4.19	9.06	\$5,027.47
<b>Recreation/Entertainment</b>											
Marina	420	Berth	2.59	1	0%	6.88	0.85	0.579	3.39	6.97	\$4,065.54
Golf Course	430	Hole	27.24	0.5	0%	6.88	0.85	0.579	3.39	36.63	\$21,366.00
Amusement Park	480	Acres	53.41	0.75	0%	6.88	0.85	0.579	3.39	107.74	\$62,843.92
Movie Theater	445	Seat	1.84	0.75	0%	6.88	0.85	0.579	3.39	3.71	\$2,164.01
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0.5	0%	5.87	0.85	0.579	2.89	33.30	\$19,423.63
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0.5	0%	5.87	0.85	0.579	2.89	22.65	\$13,211.57
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0.5	0%	6.88	0.85	0.579	3.39	32.04	\$18,688.68
Campground/Recreational Vehicle Park	416	Space	2.67	0.5	0%	9.29	0.85	0.579	4.57	4.84	\$2,823.13
<b>Institutional</b>											
Place of Worship	560, 561, 562	1000 s.f.	2.24	0.9	0%	6.38	0.85	0.579	3.14	5.02	\$2,928.12
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0.4	0%	7.00	0.85	0.579	3.44	1.73	\$1,009.09
University/College/Community College	540, 550	Student	1.03	0.4	0%	7.53	0.85	0.579	3.70	1.21	\$705.78
Day Care Center	565	1000 s.f.	35.74	0.4	0%	3.93	0.85	0.416	1.39	15.77	\$9,198.52
<b>Office</b>											
Office Space	10, 714, 715, 716	1000 s.f.	9.07	0.75	15.412%	6.49	0.85	0.579	3.19	17.24	\$8,506.12
<b>Medical Building</b>											
Medical/Dental Offices	720	1000 s.f.	27.71	0.5	15.412%	5.21	0.85	0.579	2.56	28.20	\$13,913.72
Hospitals	610	1000 s.f.	9.76	0.75	15.412%	5.21	0.85	0.579	2.56	14.90	\$7,351.57

**Appendix B-2 - Table of Mobility Fees - East of Lake Toho CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Industrial</b>											
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0.9	0%	6.59	0.85	0.184	1.03	1.94	\$1,131.58
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0.9	0%	5.57	0.85	0.184	0.87	0.94	\$548.29
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0.9	0%	5.57	0.85	0.184	0.87	2.00	\$1,166.58
Mini-Warehouse	151	1000 s.f.	1.50	0.9	0%	5.57	0.85	0.184	0.87	0.93	\$542.46
<b>General Commercial Retail</b>											
Shopping Center/Grocery Store	820	1000 s.f.	35.80	0.5	19.160%	6.03	0.85	0.579	2.97	42.18	\$19,889.32
Variety/Dollar Store	814, 815	1000 s.f.	58.77	0.4	19.160%	6.03	0.85	0.579	2.97	55.39	\$26,118.29
Factory Outlet Store	823	1000 s.f.	26.59	0.8	19.160%	6.03	0.85	0.579	2.97	50.12	\$23,633.31
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	0.4	19.160%	5.62	0.85	0.579	2.77	79.13	\$37,312.52
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	0.4	19.160%	5.62	0.85	0.579	2.77	88.15	\$41,565.76
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	0.25	19.160%	5.83	0.85	0.579	2.87	63.19	\$29,796.26
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	0.25	19.160%	5.83	0.85	0.579	2.87	285.36	\$134,557.09
Car Sales	840, 841	1000 s.f.	27.45	0.75	19.160%	6.03	0.85	0.579	2.97	48.51	\$22,874.14
Auto Parts Store	843	1000 s.f.	54.57	0.6	19.160%	6.03	0.85	0.579	2.97	77.15	\$36,378.88
Tire & Auto Repair	942, 943	1000 s.f.	16.94	0.6	19.160%	6.03	0.85	0.579	2.97	23.95	\$11,293.25
<b>Non-Residential</b>											
Hotel per room	310	Room	7.71	0.75	23.952%	9.29	0.85	0.579	4.57	20.99	\$9,310.82
Resort Hotel	330	Room	4.06	0.75	23.952%	9.29	0.85	0.579	4.57	11.04	\$4,897.16
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	0.4	19.160%	5.57	0.85	0.579	2.74	77.22	\$36,411.89
Convenience Market & Gas Fuel	944, 945	icle Fueling Pos	205.98	0.25	19.160%	5.57	0.85	0.579	2.74	112.21	\$52,910.88
Quick Lube Vehicle Service	941	Service Bay	38.57	0.4	19.160%	5.57	0.85	0.579	2.74	33.62	\$15,852.99
Car Wash	947	Wash Stall	112.13	0.25	19.160%	5.57	0.85	0.579	2.74	61.08	\$28,801.32

**Appendix B-3 - Table of Mobility Fees - South of Lake Toho CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Living/Residential</b>											
Single Family Detached	210	D.U.	9.30	1	7.814%	5.93	0.85	1	5.04	37.22	\$20,013.76
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1	7.814%	5.93	0.85	1	5.04	29.68	\$15,959.38
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1	7.814%	5.93	0.85	1	5.04	24.07	\$12,942.80
Mobile Home	240	D.U.	6.97	1	7.814%	5.93	0.85	1	5.04	27.89	\$14,996.87
Active Adult	251, 252	D.U.	3.47	1	7.814%	4.93	0.85	1	4.19	11.53	\$6,199.86
Assisted Living/Care/Nursing Home	254	Beds	2.73	1	7.814%	4.93	0.85	1	4.19	9.06	\$4,871.69
<b>Recreation/Entertainment</b>											
Marina	420	Berth	2.59	1	0%	6.88	0.85	0.579	3.39	6.97	\$4,065.54
Golf Course	430	Hole	27.24	0.5	0%	6.88	0.85	0.579	3.39	36.63	\$21,366.00
Amusement Park	480	Acres	53.41	0.75	0%	6.88	0.85	0.579	3.39	107.74	\$62,843.92
Movie Theater	445	Seat	1.84	0.75	0%	6.88	0.85	0.579	3.39	3.71	\$2,164.01
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0.5	0%	5.87	0.85	0.579	2.89	33.30	\$19,423.63
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0.5	0%	5.87	0.85	0.579	2.89	22.65	\$13,211.57
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0.5	0%	6.88	0.85	0.579	3.39	32.04	\$18,688.68
Campground/Recreational Vehicle Park	416	Space	2.67	0.5	0%	9.29	0.85	0.579	4.57	4.84	\$2,823.13
<b>Institutional</b>											
Place of Worship	560, 561, 562	1000 s.f.	2.24	0.9	0%	6.38	0.85	0.579	3.14	5.02	\$2,928.12
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0.4	0%	7.00	0.85	0.579	3.44	1.73	\$1,009.09
University/College/Community College	540, 550	Student	1.03	0.4	0%	7.53	0.85	0.579	3.70	1.21	\$705.78
Day Care Center	565	1000 s.f.	35.74	0.4	0%	3.93	0.85	0.416	1.39	15.77	\$9,198.52
<b>Office</b>											
Office Space	10, 714, 715, 716	1000 s.f.	9.07	0.75	15.629%	6.49	0.85	0.579	3.19	17.24	\$8,484.30
<b>Medical Building</b>											
Medical/Dental Offices	720	1000 s.f.	27.71	0.5	15.629%	5.21	0.85	0.579	2.56	28.20	\$13,878.02
Hospitals	610	1000 s.f.	9.76	0.75	15.629%	5.21	0.85	0.579	2.56	14.90	\$7,332.71

**Appendix B-3 - Table of Mobility Fees - South of Lake Toho CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Industrial</b>											
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0.9	0%	6.59	0.85	0.184	1.03	1.94	\$1,131.58
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0.9	0%	5.57	0.85	0.184	0.87	0.94	\$548.29
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0.9	0%	5.57	0.85	0.184	0.87	2.00	\$1,166.58
Mini-Warehouse	151	1000 s.f.	1.50	0.9	0%	5.57	0.85	0.184	0.87	0.93	\$542.46
<b>General Commercial Retail</b>											
Shopping Center/Grocery Store	820	1000 s.f.	35.80	0.5	18.325%	6.03	0.85	0.579	2.97	42.18	\$20,094.70
Variety/Dollar Store	814, 815	1000 s.f.	58.77	0.4	18.325%	6.03	0.85	0.579	2.97	55.39	\$26,387.98
Factory Outlet Store	823	1000 s.f.	26.59	0.8	18.325%	6.03	0.85	0.579	2.97	50.12	\$23,877.34
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	0.4	18.325%	5.62	0.85	0.579	2.77	79.13	\$37,697.80
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	0.4	18.325%	5.62	0.85	0.579	2.77	88.15	\$41,994.96
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	0.25	18.325%	5.83	0.85	0.579	2.87	63.19	\$30,103.93
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	0.25	18.325%	5.83	0.85	0.579	2.87	285.36	\$135,946.48
Car Sales	840, 841	1000 s.f.	27.45	0.75	18.325%	6.03	0.85	0.579	2.97	48.51	\$23,110.33
Auto Parts Store	843	1000 s.f.	54.57	0.6	18.325%	6.03	0.85	0.579	2.97	77.15	\$36,754.52
Tire & Auto Repair	942, 943	1000 s.f.	16.94	0.6	18.325%	6.03	0.85	0.579	2.97	23.95	\$11,409.86
<b>Non-Residential</b>											
Hotel per room	310	Room	7.71	0.75	20.652%	9.29	0.85	0.579	4.57	20.99	\$9,714.80
Resort Hotel	330	Room	4.06	0.75	20.652%	9.29	0.85	0.579	4.57	11.04	\$5,109.64
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	0.4	18.325%	5.57	0.85	0.579	2.74	77.22	\$36,787.87
Convenience Market & Gas Fuel	944, 945	icle Fueling Pos	205.98	0.25	18.325%	5.57	0.85	0.579	2.74	112.21	\$53,457.22
Quick Lube Vehicle Service	941	Service Bay	38.57	0.4	18.325%	5.57	0.85	0.579	2.74	33.62	\$16,016.68
Car Wash	947	Wash Stall	112.13	0.25	18.325%	5.57	0.85	0.579	2.74	61.08	\$29,098.72

**Appendix B-4 - Table of Mobility Fees - Alligator Chain of Lakes CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Living/Residential</b>											
Single Family Detached	210	D.U.	9.30	1	1.673%	5.93	0.85	1	5.04	37.22	\$21,347.00
Townhouse (Single-Family Attached Housing)	215	D.U.	7.42	1	1.673%	5.93	0.85	1	5.04	29.68	\$17,022.53
Condo/Multi-Family (Apartments)	220	D.U.	6.02	1	1.673%	5.93	0.85	1	5.04	24.07	\$13,805.00
Mobile Home	240	D.U.	6.97	1	1.673%	5.93	0.85	1	5.04	27.89	\$15,995.91
Active Adult	251, 252	D.U.	3.47	1	1.673%	4.93	0.85	1	4.19	11.53	\$6,612.87
Assisted Living/Care/Nursing Home	254	Beds	2.73	1	1.673%	4.93	0.85	1	4.19	9.06	\$5,196.22
<b>Recreation/Entertainment</b>											
Marina	420	Berth	2.59	1	0%	6.88	0.85	0.579	3.39	6.97	\$4,065.54
Golf Course	430	Hole	27.24	0.5	0%	6.88	0.85	0.579	3.39	36.63	\$21,366.00
Amusement Park	480	Acres	53.41	0.75	0%	6.88	0.85	0.579	3.39	107.74	\$62,843.92
Movie Theater	445	Seat	1.84	0.75	0%	6.88	0.85	0.579	3.39	3.71	\$2,164.01
Racquet/Tennis Club	490, 491	Tennis Court	29.02	0.5	0%	5.87	0.85	0.579	2.89	33.30	\$19,423.63
Health/Fitness/Athletic Club	492, 493	1000 s.f.	19.74	0.5	0%	5.87	0.85	0.579	2.89	22.65	\$13,211.57
Recreational Community Center/Multipurpose Recreational Facility	495	1000 s.f.	23.83	0.5	0%	6.88	0.85	0.579	3.39	32.04	\$18,688.68
Campground/Recreational Vehicle Park	416	Space	2.67	0.5	0%	9.29	0.85	0.579	4.57	4.84	\$2,823.13
<b>Institutional</b>											
Place of Worship	560, 561, 562	1000 s.f.	2.24	0.9	0%	6.38	0.85	0.579	3.14	5.02	\$2,928.12
Public/Private School (K-8) (K-12)	520, 522, 525, 530, 532, 534, 536, 538	Student	1.58	0.4	0%	7.00	0.85	0.579	3.44	1.73	\$1,009.09
University/College/Community College	540, 550	Student	1.03	0.4	0%	7.53	0.85	0.579	3.70	1.21	\$705.78
Day Care Center	565	1000 s.f.	35.74	0.4	0%	3.93	0.85	0.416	1.39	15.77	\$9,198.52
<b>Office</b>											
Office Space	10, 714, 715, 716	1000 s.f.	9.07	0.75	17.490%	6.49	0.85	0.579	3.19	17.24	\$8,297.21
<b>Medical Building</b>											
Medical/Dental Offices	720	1000 s.f.	27.71	0.5	17.490%	5.21	0.85	0.579	2.56	28.20	\$13,572.00
Hospitals	610	1000 s.f.	9.76	0.75	17.490%	5.21	0.85	0.579	2.56	14.90	\$7,171.02

**Appendix B-4 - Table of Mobility Fees - Alligator Chain of Lakes CMP Area**

Category/Item	ITE Code (11th Ed.)	Unit	2024 Mobility Fee Study Trip Gen.	% New Trips	% Trips Captured	Local Trip Length	Limited Access Adjustment Factor	Future Land Use Trip Length Reduction	Adjusted Trip Length	PMT per land use	Osceola County
											Mobility Fee (Osceola County)
<b>Industrial</b>											
Warehousing/Manufacturing/Industrial	130, 140, 150	1000 s.f.	2.65	0.9	0%	6.59	0.85	0.184	1.03	1.94	\$1,131.58
High-Cube Transload and Short-Term Storage Warehouse	154, 157	1000 s.f.	1.52	0.9	0%	5.57	0.85	0.184	0.87	0.94	\$548.29
High-Cube Fulfillment Center Warehouse	155, 156	1000 s.f.	3.22	0.9	0%	5.57	0.85	0.184	0.87	2.00	\$1,166.58
Mini-Warehouse	151	1000 s.f.	1.50	0.9	0%	5.57	0.85	0.184	0.87	0.93	\$542.46
<b>General Commercial Retail</b>											
Shopping Center/Grocery Store	820	1000 s.f.	35.80	0.5	20.978%	6.03	0.85	0.579	2.97	42.18	\$19,442.07
Variety/Dollar Store	814, 815	1000 s.f.	58.77	0.4	20.978%	6.03	0.85	0.579	2.97	55.39	\$25,530.97
Factory Outlet Store	823	1000 s.f.	26.59	0.8	20.978%	6.03	0.85	0.579	2.97	50.12	\$23,101.86
Pharmacy/Drugstore Without Drive Thru	880	1000 s.f.	90.08	0.4	20.978%	5.62	0.85	0.579	2.77	79.13	\$36,473.47
Pharmacy/Drugstore with Drive Thru	881	1000 s.f.	100.35	0.4	20.978%	5.62	0.85	0.579	2.77	88.15	\$40,631.07
Food & Drink Service without Drive Thru	930, 932	1000 s.f.	110.84	0.25	20.978%	5.83	0.85	0.579	2.87	63.19	\$29,126.23
Food & Drink Service with Drive Thru	934, 937	1000 s.f.	500.53	0.25	20.978%	5.83	0.85	0.579	2.87	285.36	\$131,531.29
Car Sales	840, 841	1000 s.f.	27.45	0.75	20.978%	6.03	0.85	0.579	2.97	48.51	\$22,359.76
Auto Parts Store	843	1000 s.f.	54.57	0.6	20.978%	6.03	0.85	0.579	2.97	77.15	\$35,560.83
Tire & Auto Repair	942, 943	1000 s.f.	16.94	0.6	20.978%	6.03	0.85	0.579	2.97	23.95	\$11,039.30
<b>Non-Residential</b>											
Hotel per room	310	Room	7.71	0.75	0%	9.29	0.85	0.579	4.57	20.99	\$12,243.30
Resort Hotel	330	Room	4.06	0.75	0%	9.29	0.85	0.579	4.57	11.04	\$6,439.54
Bank/Savings w/ Drive-thru	912	1000 s.f.	88.60	0.4	20.978%	5.57	0.85	0.579	2.74	77.22	\$35,593.09
Convenience Market & Gas Fuel	944, 945	icle Fueling Pos	205.98	0.25	20.978%	5.57	0.85	0.579	2.74	112.21	\$51,721.07
Quick Lube Vehicle Service	941	Service Bay	38.57	0.4	20.978%	5.57	0.85	0.579	2.74	33.62	\$15,496.50
Car Wash	947	Wash Stall	112.13	0.25	20.978%	5.57	0.85	0.579	2.74	61.08	\$28,153.66

**APPENDIX C**  
**ADMINISTRATIVE PROCEDURES MANUAL**



**OSCEOLA COUNTY**  
**MOBILITY FEE ADMINISTRATIVE PROCEDURES MANUAL**

**Prepared for: Osceola County**

**Prepared by: VHB**

**September 2015**

**Updated by: Osceola County**

**Revised**

**May 2024**

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# SECTION 1 - Mobility Fee Independent Study Guidelines

## 1.1 Introduction

This Administrative Procedures Manual defines the methodology for conducting an Independent Mobility Fee Study (IMFS) in Osceola County. According to Section 17-42 of Article II Impact Fees, Chapter 17, Planning and Development, Part II, Osceola County, Florida, Code of Ordinances:

*“Any applicant(a) who believes that the trip generation rate, percentage of new trips, percentage of internal capture, or percentage of transit reduction used to calculate the mobility fee for the applicant's development is incorrect, or (b) who has a unique or restrictive land use that can be verified through the county's building permit or tenant occupancy permit process and believes that this results in a different value than that used to calculate the mobility fee for the applicant's development, or (c) whose land use is not listed in the mobility fee schedule, or believes the use is incorrectly assigned in the mobility fee schedule, shall have the option to provide an independent mobility fee study prepared in accordance with the administrative procedures manual.”*

Definitions utilized for the IMFS as well as Osceola County's Mobility Fee Schedule are provided in the Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024.

This section contains the methodology, guidelines, and procedures that shall be followed in the preparation and submission of an IMFS.

### 1.1.1 IMFS Review Fee

The County will charge a fee to cover the cost to review the IMFS. The IMFS Review Fee schedule is included in Appendix A of this Manual. This fee will be paid at time of submission for each phase of the IMFS process.

### 1.1.2 IMFS Review Schedule

The IMFS Review Schedule and appeals process can be observed in Appendix B of this Manual.

## **1.2 Methodology Statement**

Prior to conducting an IMFS, a written methodology statement shall be prepared by the applicant and submitted for review and approval by the County Manager, or designee. The objective of this Methodology Statement is to agree to the assumptions and procedures to be followed during the preparation of the study. Elements that need to be addressed in this methodology are described in the next paragraphs. The methodology statement shall remain valid for a period of one (1) year after the approval date.

### **1.2.1 Methodology Meeting**

Prior to the preparation of submittal of the proposed Methodology, the applicant shall attend a mandatory methodology meeting with the County Manager, or designee. During this meeting, the general procedures to be followed, the proposed comparable sites to be studied, and the trip characteristics variables to be studied should be discussed. The Fee Schedule is included In Appendix A.

### 1.2.2 General Description

A general description of the proposed development, including but not limited to the following shall be provided: location, development program, site plan, and operating characteristics. In addition, the methodology shall clearly explain why the applicant considers that the preparation of an IMFS is pertinent for this specific development. This shall include a detailed explanation of the unique characteristics of the site and why it differs from the land uses and corresponding trip characteristics included in the County's Mobility Fee Schedule.

The IMFS shall include the study and identification of all of the following variables:

- Trip Generation Rate/Percentage of Internal Capture
- Percentage of New Trips
- Trip Length

It should be noted that all of these three trip characteristics shall be studied and documented in the analysis, the applicant is not allowed to select and study just a subset of them.

The study of additional variables as part of an IMFS is optional; however, additional variables need to be specified by the applicant as part of the methodology. In addition, the trip generation and mode split computation methodology will need to be clearly defined, discussed, and agreed upon during the methodology phase. Information regarding the fee associated with the inclusion of trip characteristic variables as part of the IMFS is included in Appendix A.

For land uses that experience a high seasonality (e.g. amusement parks, resorts, timeshares, etc.) the site characteristics shall be collected during the peak season of the sites to be studied. Time of the year and dates of the data collection shall be discussed and agreed to during the Methodology phase.

It should be noted that, in the event that a new land use category is proposed, final decision about its approval shall be made upon completion of the IMFS based on the study results.

### 1.2.3 Comparable Sites

As part of the methodology, the comparable sites to be studied (a minimum of three) should be identified. A detailed and clear explanation of why these sites have similar characteristics to the proposed site shall be included. The site description shall include the following information:

- Location (including map)
- Land Use Description
- Size (units as applicable)
- General operation characteristics (hours of operations, special considerations, etc.)

In addition, the methodology will clearly identify data collection techniques and procedures to be used during the study, including:

- Trip generation technology
- Origin/destination interview forms

The County Manager or its designee will review the proposed sites and determine if they are acceptable for use. In the event that the trip characteristic variables to be identified as part of the IMFS will be used to determine the Mobility Fee for a land use within a mixed-use district, the following site characteristics (sites to be surveyed vs. proposed site) shall be discussed and agreed to during the methodology:

- Mix of land uses: the mix of land uses at the sites to be surveyed need to be similar to the ones that will be present at the proposed site (retail, office, single family residential, multi-family residential, etc.).
- Land use quantities: the quantities of each land use needs to be similar so the internal capture percentage is applicable to the proposed site.
- Type of mixed use: vertical vs. horizontal mixed use may result in significantly different internal capture percentages.
- Location of the different land uses within the development: the proximity among land uses directly impacts the internal capture of the site.
- Availability of public transportation and other alternative modes: this will ensure that the modal split is representative not only for external trips but also for trips within the proposed development.
- Reliance on framework streets for internal circulation: even if there are trips within the development (internal capture), they may still rely on framework streets to accomplish the trips.

The above site characteristics have the potential of greatly impacting the results of the study and its applicability to the proposed site; therefore, their discussion and agreement at the methodology phase will result in significant time savings and potential review rounds during the IMFS stage.

**1.2.4 Methodology Submittal**

The applicant shall submit two (2) copies of the proposed study methodology along with a digital copy to the County Manager, or designee, for review. A certification page shall be provided in the methodology that includes a statement that the professional responsible for the preparation is either a Professional Engineer (P.E.) or a Certified Planner (AICP). The corresponding professional registration number and seal shall also be provided (as applicable).

**1.3 Preparation of an Independent Mobility Fee Study**

An IMFS shall not be prepared without obtaining a final methodology approval letter from the County Manager, or designee.

As noted above, the IMFS shall include the study and identification of the following variables:

- Trip Generation Rate/Percentage of Internal Capture
- Percentage of New Trips
- Trip Length (rounded to the nearest 0.01 mile)
- Transit Reduction (if applicable)
- Any additional variables, as determined by the Applicant and approved in the Methodology

In order to collect these trip characteristic variables, interviews will need to be conducted at the three study sites by the applicant. The total number of valid interviews that the trip characteristic variables were derived from shall be documented in the IMFS report.

A certification page shall be provided in the IMFS that includes a statement that the professional responsible for the preparation is either a Professional Engineer (P.E.) or a Certified Planner (AICP). The corresponding professional registration number and seal shall also be provided (as applicable).

### **1.3.1 Trip Generation Rate/Percentage of Internal Capture**

The trip generation rate (vehicle trips) is generally collected by using automated equipment (e.g. machine counts, video, etc.) and then adjusting/calibrating these counts based on field observations. The counter locations and data collection approach shall be discussed and agreed to as part of the methodology statement.

Traffic counts shall be collected for a minimum of three (3) consecutive days (e.g. Tuesday, Wednesday, and Thursday). These days should be representative of the normal operation of the site. These counts shall be collected during the same period as the Percentage of New Trips and Trip Length variables.

The trip generation data provided as part of the IMFS shall include:

- Date of the counts
- Counts provided in 15-minute increments
- Entering and exiting volumes
- Site Occupancy
- If video is used to collect the counts, provide videos (in digital format) as part of the IMFS submittal
- If automated machine counts are collected, provide traffic count processing software outputs as part of the IMFS submittal

In the event that traffic counts are collected using automated machines, due to their limited accuracy when collecting data at locations with relatively low operating speed and when vehicles cross the data collection device at an angle (typical operating conditions at driveways), manual verifications of these counts, and potential corresponding adjustments, shall be required.

These manual verifications will be performed as follows:

- Number of manual verifications: At least one per day of count
- Intervals: 15-minute increments
- Duration: a minimum of 30 minutes and no more than 2 hours. At locations with relatively low traffic volumes, manual verifications should last for as many 15-minute intervals as necessary to count a minimum of 100 vehicles (not to exceed 2 hours).
- Vehicle Classification: at a minimum, vehicles shall be classified as motorcycles, cars, and heavy vehicles.
- Manual counts and corresponding adjustments to machine counts shall be provided in the report for review.



The applicant shall ensure that the daily number of vehicles entering and exiting shall match (within 10 percent) unless the site presents special operating characteristics (e.g. high number of vehicles staying overnight or for extended periods of time). If this is the case, a clear explanation of the site operation shall be provided in the report.

In the event that cut-through traffic is present at the site, an explanation of how this condition was addressed during the data collection needs to be included in the report.

### **1.3.2 Percentage of New Trips & Trip Length**

Percentage of New Trips and Trip Length information will be obtained by conducting an origin-destination interview. This interview shall obtain the following information:

- Date
- Location
- Interviewer's Name
- Time of each interview
- Origin of the interviewee's trip
- Destination of the interviewee's trip
- Trip purpose

Origin-destination information should be as accurate and detailed as possible. Ideally, the exact address needs to be collected; however, in circumstances where interviewee's do not provide address specific information, the specific name of the origin and destination (store name and general location, subdivision name, hotel name, etc.) and nearest intersection shall be collected. A sample interview form is provided in Appendix C.

According to ITE's Trip Generation Handbook, 11th Edition, pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion.

Therefore, these trips do not add traffic to the adjacent roadway system; however, they should not be confused with diverted trips. Diverted trips are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but require a diversion from the roadway to another roadway to gain access to the site.

To identify if a trip is classified as pass-by or not and to compute the assessable trip length, acceptable procedures are described in "Measuring Travel Characteristics for Transportation Impact Fees", (W.E. Oliver, ITE Journal, April 1991). A copy of this article is included in Appendix D. Alternative procedures may be acceptable, provided they are included in the methodology review for the Independent Mobility Fee Study.

The trip length shall be computed by either using geographic information systems (GIS) or some other mapping technology (e.g. Google Earth, Google Maps, Bing Maps, etc.). This trip length should be based on

generally used public roads and it should minimize the reliance on cut- through routes.

In addition, the trip length determination shall only be based on the distance travelled on framework streets (length of travel on local roads will not be included) and its computation needs to remain consistent with the land use under consideration (e.g. heavy vehicles should rely on truck routes). In addition, portions of the trips travelled in adjacent counties should be included in the trip length computation (as this is highly dependent on the specific location of the site being studied).

When computing the average trip length, distance travelled on Interstate 4 and toll facilities shall be deducted from the calculated length from origin to destination.

### **1.3.3 Transit Reduction**

In the event that the applicant decides to include Transit Reduction as one of the variables to be analyzed, the following adjustments will need to be made to the data collection techniques:

The total trip generation (for all modes) will need to be collected. This will be accomplished by collecting person trip generation data and then applying the observed modal split (to be collected as part of the origin-destination interview).

When identifying the Transit Reduction, and during the origin-destination interviews, information regarding the mode of transportation will need to be collected in order to obtain the mode split (private vehicles vs. transit). In the event that the person indicates that the mode is public transportation, the interview will conclude. If the mode was private vehicle, the interview shall continue in order to obtain trip length and percent new trips information. In addition, the origin-destination interview will need to be collected at the site entrances instead of driveways to account for people instead of vehicles.

### **1.3.4 Number of Interviews to Collect**

In order to determine a reasonable trip characteristic, estimated for the studied site, the applicant will perform the origin-destination interviews as follows:

Interviews shall be performed for a minimum of eight (8) hours per site. These hours need to be consistent with the hours of operation of the site and, depending on the site, they should be collected during four (4) hours in the morning and four (4) hours in the afternoon. These hours should include the AM and PM peak periods.

The total number of valid interviews required should be a minimum of ten percent (10%) of the trips to the site during the hours of the interview, not to exceed 1,000. Deviation from this minimum count requirement may be considered as part of the methodology review.

### **1.3.5 Independent Mobility Fee Study Report**

The trip characteristic findings shall be compiled into an IMFS Report. The applicant shall submit two (2) copies of the IMFS Report along with a digital copy to the County representative for review.

The report shall include the Mobility Fee calculation for the proposed site per the procedures documented in the Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024.

# SECTION 2 - Sample Mobility Fee Computation

This Section documents the calculation of a mobility fee for one land use category. In this example, the Mobility Fee is calculated for the Single-Family Residential land use.

$$\begin{aligned} \text{Mobility Fee (Total)} &= \text{PMT}_{\text{per land use}} * (\text{PM}_{\text{Rate, general}} - \text{PM}_{\text{Credit}}) \\ \text{Mobility Fee (Total)} &= 59.77 * (\$510.60 - \$92.12) = \$25,012.42 \end{aligned}$$

### Equation 1: Person Miles of Capacity (PMC)

$$\text{PMC} = \frac{\text{Future Lane Miles} * \text{Functional Classification}_{\text{capacity added}}}{\text{Increase in Number of Lanes}}$$

### Equation 2: PMT per Land Use

$$\text{PMT}_{\text{per land use}} = \text{TG}_{2023 \text{ Mobility Fee Study}} * \text{Percent New Trips} * \text{TL}_{\text{Adjusted}} * \text{Future Trip Length Reduction} * \frac{\text{PMT}_{\text{Factor}}}{2}$$

Where:

*TG<sub>2023 Mobility Fee Study</sub> = 2023 Mobility Fee Study Trip Generation*

*TL<sub>Adjusted</sub> = Adjusted Trip Length*

*PMT<sub>Factor</sub> = Person Miles Traveled Factor*

*\*Note–The PMT<sub>per land use</sub> equation gets divided by 2 to avoid double counting trips for origin and destination*

### Equation 3: Mobility Fee

*Mobility Fee = (PM<sub>Rate, general</sub> - PM<sub>Credit</sub>) \* PMT<sub>per land use</sub>*

*PM<sub>Rate, general</sub> = General PMC rate*

*PM<sub>Credit</sub> = PMC credit for County or City*

Each of these inputs is discussed in the Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024; however, for the purposes of this example, a brief explanation is included below along with the sample inputs for Single-Family Residential land use:

- Person Mile of Capacity Rate = the average cost of adding one person mile of capacity in Osceola County. (\$510.60. Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024– Table 12)
- Total Credit per Person Mile of Capacity = total credit related to Federal and State taxes, local option fuel taxes, Constitutional fuel tax, dedicated ad-valorem revenue, infrastructure sales tax revenue, debt service and the local government transportation surcharge funding for avenues, boulevards, and multimodal corridors. (\$92.12. Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024 – Table 19)
- Average Daily Traffic = average number of trips generated by the proposed land use per day. (9.48. Source: Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024 – Table 26)
- % New Trips = adjustment factor to account for trips that are already on the roadway. (100%. Source:

Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024 – Table 26)

- Trip Length = assessable average trip length adjusted to local conditions. This trip length already takes into consideration adjustments to account for travel on limited access facilities. (7.51. Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024– Table 26)
- Future Trip Length Reduction = A Future Land Use Trip Length Reduction factor applied to Adjusted Local Trip Length based on the anticipated increase in certain land use categories up to the horizon year 2045. (100%. Source: Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024 – Table 7)
- Person Miles Travel Factor = this factor is utilized to convert vehicle miles of travel to person miles of travel. (1.68 for Florida. Source: Osceola County and City of St. Cloud Joint Mobility Fee Renewal Study and Demonstrated-Need Study dated May 2024 – Appendix M)
- % Internal Capture = an adjustment factor to account trips internal to the site for certain mix of uses, which would need to be included in the PMT per Land Use calculation, and must be supplied and justified by the applicant, subject to review and approval by the County in the proposed IMFS Methodology.

### **Mobility Fee Sample Mixed Use Reduction Computation**

Using these inputs, the mobility fee can be calculated for a single-family home that includes a mixed-use reduction assumption of 25% as an example only:

$$\text{Net Cost per Person Mile of Capacity} = \$510.60 - \$92.12 = \$418.48$$

$$\begin{aligned} \text{Person Mile of Travel Single Family Residential (Mixed-Use)} &= (9.48 \times (1 - 0.25) \times 1 \times 7.51) \times 1.68 / 2 \\ &= 44.85 \end{aligned}$$

$$\text{Hypothetical Mobility Fee Single-Family Residential (Mixed Use)} = \$418.48 \times 44.85 = \$18,768.83$$

The above computation documents the Mobility Fee for single-family residential land use that includes a mixed-use reduction assumption of 25% as an example only. Any percent internal capture rate must be supplied and justified by the applicant, subject to review and approval by the County in the proposed IMFS Methodology.

In the section below, a sample computation of a potential mobility fee obtained through an IMFS is illustrated.

### **Independent Mobility Fee Study Mobility Fee Sample Computation**

Through a hypothetical IMFS the following trip characteristic variables were obtained for a Single-Family Residential Land Use within a mixed-use development, assuming a modified trip generation rate of 7.2 rather than 9.48 as identified in the ITE Trip Generation Manual:

$$\text{Average Trip Generation Rate} = 7.2 \text{ trips/unit.}$$

It should be noted that the average trip generation rate obtained through the IMFS already takes into consideration internally captured trips since trips within the hypothetical mixed-use development that does not rely on framework streets will not be included in the average trip rate computation.

$$\% \text{ New Trips} = 100\%$$

In this case, since the study was performed for residential land use, the % New Trips is 100%.

$$\text{Total Trip Length} = 6.1 \text{ miles}$$

This Trip Length accounts for internally captured trips that rely partially on framework streets and therefore, need to be taken into consideration.

### **Independent Mobility Fee Study - Hypothetical Mobility Fee**

$$\text{Person Mile of Travel Single Family Residential} = (7.2 \times 100\% \times 6.1) \times 1.68 / 2 = 36.89$$

$$\text{Hypothetical Mobility Fee Single Family Residential} = \$418.48 \times 36.89 = \$15,437.73$$

# SECTION 3 - Sufficiency Determination

The County representative will review the IMFS for compliance with the approved methodology, technical accuracy, and overall study findings to determine whether the study is acceptable, or corrections need to be made.

## Appendix A - Review Fee Schedule



## **Appendix A - Review Fee Schedule**

**Methodology Meeting in Osceola County: \$500**

**Methodology Review: \$1,250 - If Transit Reduction is included: \$1,750**

Initial review including review of proposed study sites, trip characteristic survey forms/questions, and proposed data collection methodology. This includes the review of the original submittal plus one (1) round of sufficiency review.

**IMFS Review: \$4,500 - If Transit Reduction is included: \$6,000**

This includes visits to the site being surveyed and review of the original submittal plus two (2) rounds of sufficiency review.

**Attendance to meetings in Osceola County or Public Hearing: \$500**

## Appendix B – Review Schedule

## **Appendix B - Review Schedule**

Notice of Intent to Provide IMFS: sixty (60) days following issuance of building permit or tenant occupancy permit

Initial Methodology Review: ten (10) days

Methodology Sufficiency Review: ten (10) days

Initial IMFS Review: thirty (30) days

IMFS Sufficiency Review: fifteen (15) days

If after the second sufficiency review the information submitted remains inadequate for the County representative, a recommendation for denial of approval based on insufficiency of supporting information will be developed and provided to the Applicant.

## Appendix C – Sample Interview Form

# Osceola County - Independent Mobility Fee Study - Trip Characteristics Residential Land Uses

Date: \_\_\_\_\_

Interviewer: \_\_\_\_\_

Location: \_\_\_\_\_

Page#: \_\_\_\_\_

Interview #	Time	Inbound (I) or Outbound (O) trip?	What is the name of the place/business that you are coming from/going to?	Did you/are you planning to stop anywhere in between (current location and site mentioned in (d))?	What is the address of nearest intersection of this location?
(a)	(b)	(c)	(d)	(e)	(f)
1		I / O	<i>Enter the name of the place/business</i>	<i>if "Yes" write the location name</i>	<i>If answered to previous question (e) was "NO" write address corresponding to (d) if answer was "YES", address corresponding to (d)</i>
2		I / O			
3		I / O			
4		I / O			
5		I / O			
6		I / O			
7		I / O			
8		I / O			
9		I / O			
10		I / O			
11		I / O			
12		I / O			

0

# Osceola County - Independent Mobility Fee Study - Trip Characteristics - Non-Residential Land Uses - Only Outbound Trips to be Interviewed

Date: \_\_\_\_\_

Interviewer: \_\_\_\_\_

Location: \_\_\_\_\_

Page#: \_\_\_\_\_

Interview #  (a)	Time  <i>Enter interview starting time</i>  (b)	What is the name of the place/business that you are coming from before coming here?  <i>Enter the name of the place/business</i>  (c)	Did you stop anywhere in between (current location and site mentioned in (c))?  <i>If "Yes" write the location name</i>  (d)	What is the address of nearest intersection of this location?  <i>If answered to previous question (d/ was "NO" write address corresponding to (c) if answer was "YES", address corresponding to (d/</i>  (e)	What is the name of the place/business that you are going to?  <i>Enter the name of the place/business</i>  (f)	Are you planning to stop anywhere in between (current location and site mentioned in (f))?  <i>If "Yes" write the location name</i>  (g)	Did you/are you planning to stop anywhere in between (current location and site mentioned in (d))?  <i>If answered to previous question (g/ was "NO" write address corresponding to (f) if answer was "YES". address corresponding to (g/</i>  (h)
4							
6							
8							
10							
11							
12							

# Appendix D - Measuring Travel Characteristics for Transportation Impact Fees

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# Measuring Travel Characteristics for Transportation Impact Fees

BY WILLIAM E. OLIVER

**M**any government agencies in Florida have adopted transportation impact fees as a means of assessing the additional demands for road capacity imposed by new developments. The magnitude of these fees is related to the amount of new travel added to the road system as a result of the development. For example, a development that adds 10 vehicle-miles of new travel would be expected to pay more in impact fees than a development that adds only 5 vehicle-miles of new travel.

The general equation used to compute the transportation impact fee for a given land use is

$$\text{Demand} \times \text{Cost} - \text{Credits} = \text{Fees}$$

The travel demand placed on the transportation system is usually expressed in units of new lane-miles of roadway consumed or new vehicle-miles of travel generated. The cost is usually expressed in units of dollars per lane-mile of roadway or dollars per vehicle-mile of travel. The credits are based on an estimate of the revenues generated by the development that will be allocated to roadway construction or transportation system capacity expansion.

A primary consideration in establishing impact fee rates is that the fees be appropriate and equitable. This means that the fee for a given land use should not be higher than the cost to replace the road system capacity it consumes and that developments consuming similar amounts of the road system should

be charged similar fees. For these reasons, it is important to develop standardized and conservative procedures for measuring travel characteristics of land uses.

The amount of new travel is estimated by multiplying three variables: the trip-end generation, the assessable trip length, and the percentage of new trips added to the road system by the development. Although there are standard procedures<sup>1</sup> to estimate the trip-end generation for a site, no standard terminology or procedure has been established for measuring the assessable trip length or the percentage of new trips to a site. The purpose of this article is to suggest standard procedures for measuring these travel characteristics for use in the demand and credit components of an impact-fee equation. In addition, this article introduces important concepts regarding the definition of "captured" trips in an impact fee context, which differs from the definition typically encountered in a traffic-impact-analysis context, and considerations for allocating responsibility for diverted trips.

## Assessable Trip Length

The trip length used to compute an impact fee (the assessable trip length) is the amount of new travel that a development adds to the arterial and collector road system, for which payment should be made. Typically, the portion of the trip on local streets is excluded from the as-

sessable trip length because governments in Florida usually do not build local streets using their transportation funds. This job is usually left to the developer of a subdivision. Thus, the procedures to measure assessable trip lengths should exclude travel on local streets. In addition, the portion of trips using the interstate or toll-road system is frequently excluded because local agencies typically do not use their impact-fee revenues to expand the interstate highway or toll-road systems. The proportion of interstate and toll-road travel is highly dependent on the proximity of a site to these facilities and the presence of such facilities in the community. Interstate and toll-road mileage is usually discounted from the assessable trip length by applying a community-wide estimated interstate and toll-road mileage-reduction factor prior to computing the fee.

Motorist interviews are conducted to collect data on trip length. An example of a typical interview form is shown in Figure 1. The purpose of the questions is to ascertain the type of trip, as well as the trip length. The form includes optional questions regarding length of stay and nature of the visit. For some land uses, these questions can be helpful in establishing normal and unusual site-visit patterns and in categorizing trips. From each interview, information relative to two trip-ends is obtained—the inbound trip-end and the outbound trip-end. Using the survey information, trips





had they traveled out of their way to stop at a survey site or, had they not stopped, would they have passed the survey site; their responses were compared with the reported locations of trip origin and next destination (considered to be more fac-

$$\frac{\sum (\text{lengths of primary and secondary trip-ends}) + 2 \sum (\text{diverted trip-ends})}{\text{number of primary, secondary, and diverted trip-ends surveyed}}$$

*lengths of*

Equation 1. The assessable trip length for secondary trips.

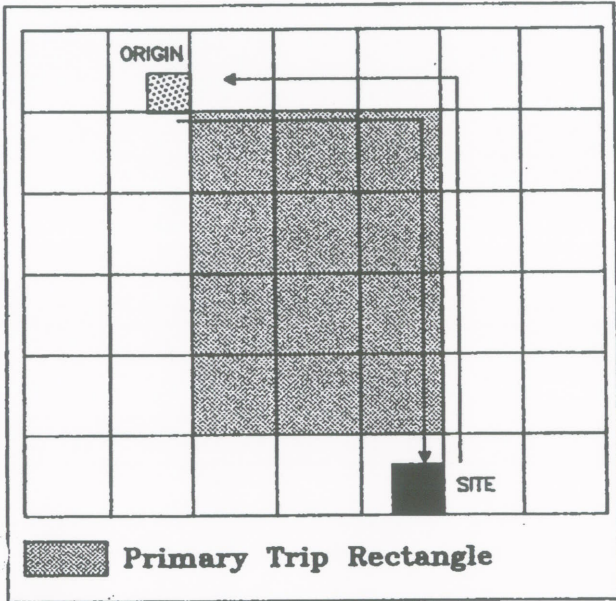


Figure 2. An example of how the length of a primary trip is measured.

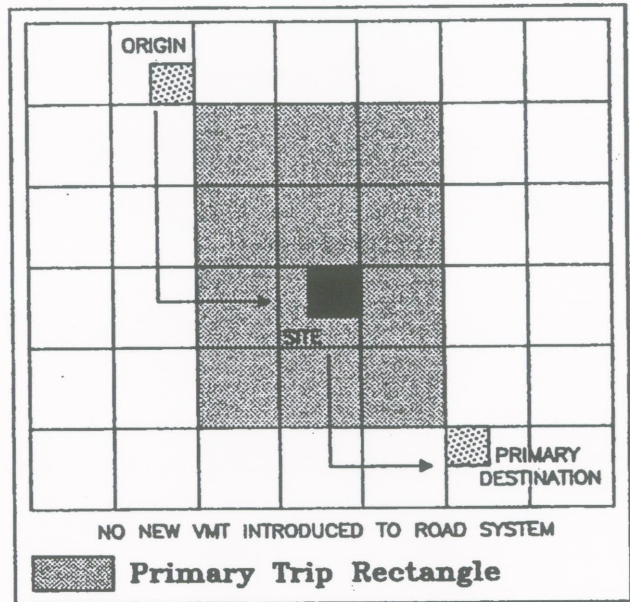


Figure 3. An example of how the length of a captured trip is measured.

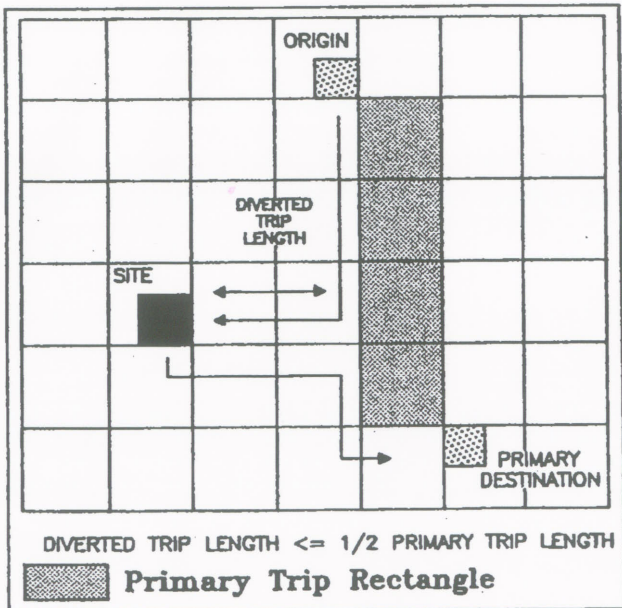


Figure 4. An example of how the length of a diverted trip is measured.

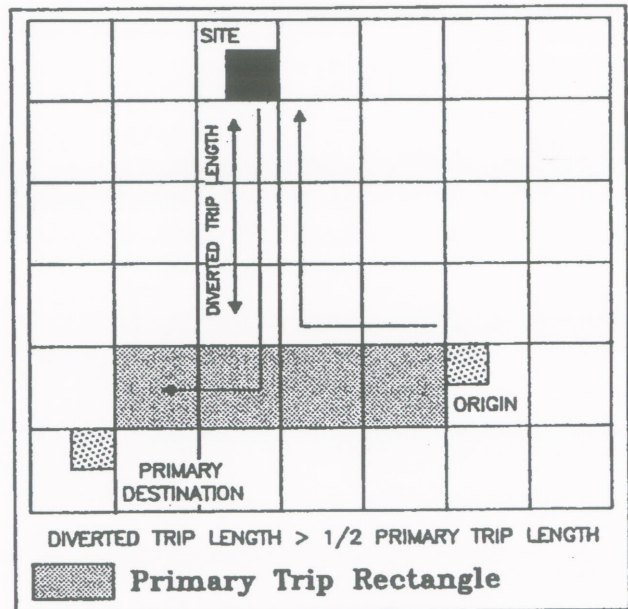


Figure 5. An example of how the length of a secondary trip is measured.

tual information). We found that the motorists' subjective judgments of distance traveled were frequently in great error. Furthermore, their unfamiliarity with the concepts of trip capture and trip diversion led to very inconsistent results. As a result, we developed the quantitative approach described in the preceding paragraphs.

To analyze the survey data, each survey form is reviewed, and the two trip-ends surveyed are identified as primary, captured, diverted, or secondary based on the locations of the origin of the inbound trip and the destination of the outbound trip. The length of each trip is logged onto a data summary form (illustrated in Figure 6). Each survey form provides information regarding two trip-ends. The lengths for each trip type are then added and combined in accordance with the equation provided earlier. Because impact fees allocate the assessment for a trip evenly to the origin-end development and the destination-end development, the demand equation usually includes a denominator of two. If not, then one-half the average trip length as calculated in Figure 6 should be used in the fee equation.

This procedure has a systematic flaw

that fails to account for 100 percent of the travel on the road network. In the captured trip example in Figure 3, if the survey and analysis procedures were applied at the "primary destination" location, the trips from the site to the primary destination and from the primary destination back to the origin would be identified as secondary trips, and one-half their lengths would be allocated to the primary destination. Since none of the captured-trip length is allocated to the site, the first half of the trip from the site to the primary destination is unassessed. Similar "gaps" in the allocation of travel can occur in the case of diverted trips as well. There is no easy way of accounting for all the travel through survey or analysis technique modifications.

The travel unaccounted for by the survey and analysis methods could be accounted for if all trips were treated as primary or secondary. However, not accounting for all of the travel is preferable to the alternative of not recognizing trip capture and diversion of the land uses that exhibit these characteristics. Furthermore, if the approach is consistently applied to all land uses, the land uses will be treated objectively and a lower trip length will be provided, thereby im-

proving the chances of successful defense of a fee if it is challenged as being excessive.

Travel demand characteristics are usually incorporated into an impact-fee rate computation at two points: the computation of the demand for facilities, and the estimation of credits for transportation revenues generated.

## Demand Component

For the demand component of the impact fee equation, the following equation and values are typically used:

$$\text{Demand (lane-miles)} = ADT \times \%NT \times ATL \times IRF / (2 \times CAP)$$

Where

*ADT* = Number of daily trips generated by the development,

*%NT* = Percentage of new trips,

*ATL* = Assessable trip length,

*IRF* = Interstate and toll-road reduction factor, which must be locally determined, and

*CAP* = Capacity per lane of road, from the local impact fee.

The resulting quantity is the assessable lane-miles of roadway consumed. When multiplied by the cost per lane-mile, the cost to replace the capacity consumed by the land-development activity is estimated.

## Credit Component

The credit component of the impact fee equation will vary from community to community. Typically, it recognizes the revenues that will be collected from the land-development activity and applied to roadway system expansion. Examples of such revenues may be *ad valorem* taxes, utility taxes, or any special or benefit assessments, such as a municipal services tax. The most common credit is the gasoline tax, to which the travel characteristic should be applied. The gasoline tax credit is computed as follows:

$$\text{Gas tax credit} = \{ [ (\$ \text{ per gallon}) \times ADT \times TTL \times DPY ] / (2 \times MPG) \} \times (P/A)^{.25}$$

Where

\$ per gallon = Amount of gasoline tax per gallon (federal, state, and local) that is

	Primary Trip Lengths	Secondary Trip Lengths	Diverted Trip Lengths	
	mi.	mi.	mi.	
	2.5	2.1	0.8	Information from one motorist interview.
	2.5	0.8	0.8	
	7.8	3.1		
	7.8	0.5		
	2.2			
	2.2			
Totals:	49.6 mi.	23.1 mi.	4.4 mi.	
Number of Observations:	12	10	6	
Average Assessable Trip Length =	[(49.6 + 23.1) + (2 × 4.4)] / (12 + 10 + 6)			
	= 2.9 mi.			

Figure 6. An example of assessable trip-length calculation.

applied to road-system expansion,  
*ADT* = Number of daily trips generated by the developments,  
*TTL* = Total trip length, including local street, interstate, and toll-road mileage,  
*DPY* = Number of operating days per year,  
*MPG* = Fuel efficiency of vehicle fleet accessing the site,  
*P/A* = The factor representing the present worth of an annually recurring uniform amount,  
*i%* = Compounded interest rate to be applied to the annual gasoline taxes collected, and  
*n* = Number of years of gasoline taxes to be

credited, typically 25 to 50 years.

The rationale for including the local, interstate, and toll-road mileage in the credit component is that gasoline is consumed and gasoline taxes are generated for road construction regardless of the type of road.

### Conclusion

A need exists to establish standard procedures so that assessable trip lengths are measured for use in transportation impact fees and so that these characteristics can be cataloged uniformly for various land uses. This article has provided a study methodology that is conservative and a solid, defensible base on which to determine a fee. The procedure is simple and lends itself easily to uniform application. Important considerations in identifying captured trips (or percentage of new trips) and the allocation of re-

sponsibility for diverted trips were introduced. Finally, the application of the assessable trip-length data has been discussed. These procedures have been applied to successful impact-fee studies in Florida.

### Reference

1. Institute of Transportation Engineers. *Trip Generation*, 4th Edition. Washington, D.C.: ITE, 1987. ■



**William E. Oliver, P.E.**, is vice-president of *Tindale-Oliver and Associates, Inc.*, in Tampa, Florida.

He has a B.S. and an M.S. in civil engineering from the University of Virginia. Oliver is an Associate Member of ITE.