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Gratitude is offered to the following County departments and agencies for their assistance in preparation of this Infrastructure Improvement Plan: Economic Development, Transportation and Transit, Community Development, Fire Rescue/EMS, Housing and Community Services, Office of Management and Budget, Property Appraiser, Public Works, Sherriff, and Tax Collector.

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EXECUTIVE SUMMARY

This Infrastructure Improvement Plan is intended to guide future infrastructure improvement activities within the Northeast Infrastructure Improvement Area [Northeast Improvement Area (NIA)] delineated within the Northeast Infrastructure Improvement Area boundary. The NIA was created as a means to ensure that the area transportation would develop with a coherent community vision, ensure safe and sufficient transportation infrastructure, and encourage reinvestment throughout the NIA. This Plan presents capital improvements intended to meet the County's strategic goals.

- High Quality Transportation & Infrastructure
- Great Place to Live
- Efficient & High Performing County Government
- Diversified Economy

This Infrastructure Improvement Plan was developed in accordance, and consistent with the Goals, Objectives, and Policies in the Osceola County Comprehensive Plan:

- Encourage Sustainable Development (Future Land Use Element Goal 1-4)
- Encourage Redevelopment (Future Land Use Element Objective 1-1.9)
- Sunbridge Future Land Use Compatibility (Future Land Use Element Policy 1-1.3.9)
- Prioritize and establish sustainable transportation funding mechanisms (Transportation Element Goal 6-5)
- Smart Growth & Close Transportation Corridor Gaps (North Ranch Element Goal 5-1)

This Plan provides a framework for future redevelopment activities within the NIA and offers several options to fund the implementation of the activities, including tax increment financing, mobility fee collection, public/private partnerships, and bonds.

The Plan outlines capital improvements, funding sources, and implementation strategies that are signature to the needs of the area, as identified in the Finding of Necessity report.

I INTRODUCTION

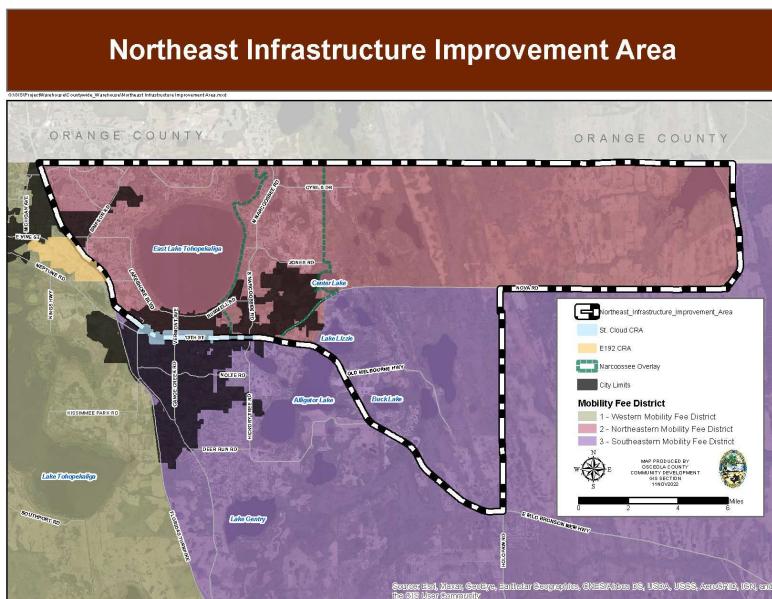
Legal Framework

Ordinance No. 2022-129 (Northeast Infrastructure Improvement Area Trust Fund), along with Resolution #22-539R (Finding of Necessity) and Resolution #22-540R (Infrastructure Improvement Plan) outline the legal framework and financing mechanisms with which Osceola County can undertake the unique and complex task of overcoming the conditions that contribute to the causes of slum and blight within the Northeast Infrastructure Improvement Area [Northeast Improvement Area (NIA)].

DEFINING THE AREA

This NIA, adopted via Ordinance No. 2022-129, is focused on the area of the northeast quadrant of Osceola County, Florida as further defined in the Legal Description **Exhibit 3**. The study area includes parcels located South of the Osceola/Orange County Line; east of Florida’s Turnpike; north of US 192 and Nova Road; west of the Osceola/Brevard County Line and comprised of approximately 126,627 acres. The boundary was based upon criteria pertaining to site and economic conditions that warrant the use of Tax Increment Financing (TIF), as discussed in the Finding of Necessity and shown in **Figure 1 and Exhibit 4a**.

Figure 1:



FINDING OF NECESSITY

The Osceola County Board of County Commissioners, by adoption of Resolution #22-539R on December 12, 2022, adopted the Finding of Necessity Report (**Exhibit 1**). Through this action, the Board found that the NIA contains conditions injurious to the public health, safety, morals and welfare of the residents of the County and the State, including with particularity a slum or blighted area where there is a predominance of defective or inadequate street layout, parking

facilities, roadways, bridges, or public transportation facilities, which constitute a serious and growing menace, threatening the sound growth of the County. The existence of such defective and inadequate transportation infrastructure creates an economic and social liability by hindering industrial, commercial, office or residential development, reducing employment opportunities, and negatively impacting construction. In the NIA, a combination of rehabilitation, conservation, and redevelopment is necessary in the interest of the public health, safety, morals and welfare of the residents of the County to eliminate, remedy, and prevent conditions of slum and blight; and to provide safe and adequate street layouts, parking facilities, roadways, bridges or public transportation facilities.

The Board also found that the promotion, development, construction, acquisition, equipping, operation and maintenance of the Infrastructure Improvements will significantly increase opportunities for access to new residential, business, employment and recreational resources, creating new opportunities for new business and development and for employment for the citizens and residents of the County, thus improving economic conditions, increasing economic prosperity and the local tax base, multiplying the expenditures within the County for construction of housing and businesses and provision of services therein, improving the quality of life and attractiveness of the area to additional new industries.

Additionally, the Board determined that: 1) the preservation or enhancement of the tax base from which the County realizes tax revenues is essential to its existence and financial health; 2) that the preservation and enhancement of such tax base is implicit in the purposes for which the County is established; 3) that tax increment financing within the NIA is an effective method of achieving such preservation and enhancement in areas in which such tax base is not reaching its potential due to building limitations resulting from inadequate infrastructure; 4) that economic development afforded by the Infrastructure Improvements, when complete, will enhance such tax base through the increase in homes and businesses and the value of properties, and provide increased tax revenues to affected taxing authorities, increasing their ability to accomplish their other respective purposes; and 5) that the preservation and enhancement of the tax base in such areas through tax increment financing and the levying of taxes by such taxing authorities therefore and the appropriation of funds to a Northeast Infrastructure Improvement Trust Fund bears a substantial relation to the purposes of the County for its lawful purposes and concerns.

STAKEHOLDER INPUT

County staff has coordinated with numerous stakeholders, including several Central Florida Property Holdings LLC's, Farmland Reserve, Inc., Suburban Land Reserve, Inc., several Tavistock East LLC's, the Sunbridge Stewardship District, Tavistock East Services, LLC, the City of St. Cloud, and the City of Kissimmee in the development of this NIA.

OSCEOLA COUNTY COMPREHENSIVE PLAN

The Osceola County Comprehensive Plan outlines goals, objectives, and policies for the future growth and development of the County that enhance the quality of life for its citizens, promote economic vitality, and accommodate projected population growth and development in an environmentally acceptable manner. The following goals, objectives, and policies help illustrate the vision of the Infrastructure Improvement Plan:

Future Land Use Element Goal 1-4: Sustainable Development Patterns.

Osceola County, through the use of transfer of development rights, clustering development, and other approaches, shall encourage development patterns that make efficient use of the developable land; optimizes urban services and infrastructure, uses innovative mixed-use planning techniques; promotes a wide variety of transportation and housing options; absorbs and effectively serves a significant portion of the future population growth of Osceola County and Central Florida, protects the architectural and environmental character of the County through compatible, high quality, and environmentally sensitive development practices, and helps provide a distinct separation of urban and rural land uses. To ensure a sustainable development pattern the County shall strictly enforce the

policies identified in the Future Land Use Element.

Future Land Use Element Objective 1-1.9: Redevelopment.

The County shall review its local development review process to encourage redevelopment where public facilities are available and adequately support infill projects.

Future Land Use Element Policy 1-1.3.9: Sunbridge.

The Sunbridge Future Land Use Map designation is adopted to create a regional employment center that can position the County to successfully participate in the expanding regional high-tech economy and can help diversify the local economy to include a growing number of high-wage, high-value jobs. This goal can be achieved by using long-range, large-scale planning to accommodate sustainable economic development and contribute to a sound tax base, alleviate the pressure for urban sprawl, and reduce vehicle miles traveled by linking road and transit networks.

Sunbridge incorporates the property formerly included in the Northeast District (NED, Mixed Use Area 8), with the buildout scenario consistent with the NED Conceptual Master Plan. The plan also will provide a variety of housing options; protect environmentally sensitive lands, wildlife corridors and upland habitat, and create a strong sense of place through street layout, open space arrangements, streetscape appearance, and linkage of neighborhoods to commercial services and jobs.

The Master Development Plan was concurrently adopted through the County's Planned Development zoning process and shall serve to guide future growth and development within the Sunbridge planning area.

Both existing and new agricultural uses shall be deemed to be an allowable interim land use for all areas within Sunbridge prior to their development in accordance with the Master Development Plan adopted with the Planned Development zoning district.

Transportation Element Goal 6-5: Funding and Implementation.

To prioritize and establish sustainable funding mechanisms which meet the mobility needs of County residents now and in the future.

North Ranch Element Goal 5-1: Smart Growth on the North Ranch.

The goal of the North Ranch Master Plan is to proactively plan for regionally significant economic opportunities and job centers, close transportation corridor gaps, and preserve environmental systems and agricultural lands at a landscape scale while minimizing public infrastructure investment. The plan will stimulate high value job growth in mixed use districts, reinforce the long-term economic sustainability of Osceola County, connect the larger region with the least County investment, and preserve, enhance, and restore large-scale natural systems. This Master Plan addresses the requirements of F.S. § 163.3245 and will be implemented through Detailed Specific Area Plans (DSAP) and other local government approvals.

ESTABLISHMENT OF TRUST FUND

The Osceola County Board of County Commissioners, by adoption of Resolution #22-540R will adopt the Infrastructure Improvement Plan, which identifies and develops programs and activities to eliminate and prevent the spread of blight and to develop workable programs to aid in rehabilitation,

conservation, and redevelopment of transportation facilities. Additionally, the adoption of Ordinance No. 2022-129 by the Osceola County Board of County Commissioners will establish the Northeast Infrastructure Improvement Area and authorized the use of trust fund moneys in order to finance the Infrastructure Improvement Plan.

The establishment of the Trust Fund allows funds to be allocated and deposited into it for use by the County to design, construct, finance, or refinance infrastructure improvements identified within the Infrastructure Improvement Plan.

II INFRASTRUCTURE IMPROVEMENT PLAN

As previously stated, the Osceola County Board of County Commissioners, by adoption of Resolution #22-539R on December 12, 2022, found the NIA to be impaired by determination that there is blight (defective/inadequate transportation facilities, as further detailed above). This Infrastructure Improvement Plan is intended to be utilized as a mechanism identifying the Infrastructure Improvements that funds from the Trust Fund can be utilized on.

As outlined above, this Infrastructure Improvement Plan is in conformance with the Osceola County Comprehensive Plan and the Osceola County Strategic Plan. It is sufficiently complete in outlining the transportation redevelopment and improvements proposed to be carried out.

Within the NIA, the approximate amount of open space to be provided and the existing and proposed street layouts are illustrated in **Exhibits 4b through 4e**. Additionally, properties within the NIA intended for use as public parks, recreations areas, streets, public utilities, and public infrastructure are illustrated in **Exhibits 4d through 4i**.

The transportation improvements proposed in this infrastructure improvement plan will provide essential connections to park and recreational areas and facilities. Design of the improvements will provide special consideration for the health, safety, and welfare of area residents. Residential uses that exist in the area prior to adoption of this plan will not be impacted by adoption of this plan other than through future improved transportation facilities in the future. Additionally, the transportation improvements proposed in this plan will provide opportunities for private enterprise to thrive alongside residential development and provide for area redevelopment through improved interconnectivity and mobility. The transportation improvement will provide safe and adequate street layouts, parking facilities, roadways, bridges, and/or public transportation facilities.

The primary safeguards to completion of the transportation improvements being carried out as identified within the plan include the obligations agreed to by all applicable parties within the Sunbridge Roads Development Agreement (**Exhibit 7 and Exhibit 8**). Additionally, as identified in the Preliminary Financial Plan (**Exhibit 2**), there are several financial safeguards to ensure completion of the transportation improvement work identified in the plan.

CAPITAL IMPROVEMENTS

Tavistock East Services, LLC (“TES”) and the County have negotiated a development agreement for Sunbridge and area roadways. Integral to the negotiations is a plan to fund the roadway network needed for Sunbridge and for the Northeast Mobility Fee District and a portion of the Southeast Mobility Fee District. The updated estimate for the cost of the roadway program needed to serve Sunbridge and the District totals over \$650 million as shown in Table 1. The infrastructure improvements specifically identified as being directly funded utilizing the infrastructure improvement trust fund, along with their timetable for completion are listed on **Exhibit 5** and illustrated on **Exhibit 6**. The Master Transportation Improvements **Exhibit 7** identifies all the roadways identified and agreed upon in the Sunbridge Roads Development Agreement (**Exhibit 8**). While the improvements identified in **Exhibit 7** are infrastructure improvements within the NIA, at this time, only those improvements identified in **Exhibit 5** are planned to utilize dollars from the Trust Fund.

Table 1. Cost of the Roadway Program for Sunbridge and the NE Mobility Fee District of Osceola County

Party	Roadway Obligation
Osceola County	\$258,574,424
Sunbridge/TES (Osceola County portion plus cash contribution)	\$398,085,692
	=====
Total	\$656,660,116

Source: Osceola County Capacity Work Program and Exhibit “B” Sunbridge Agreement with Osceola County

The specific publicly funded capital projects within this infrastructure improvement plan include Jack Brack Road (Narcoossee to Absher), Nova Road (US192 to Sunbridge Boundary), Sunbridge Parkway (US192 to Nova Road), and Jones Road (Narcoossee to Sunbridge Boundary), as illustrated in **Exhibit 6**. These improvements equate to an approximate \$279.7 Million investment necessary by the County as illustrated in **Exhibit 5**.

The County plans to fund its \$279.7 million portion of the roadway program, less a \$21M cash contribution by TES/Sunbridge for the net amount shown in Table 1, by establishing the NIA and related Trust Fund to finance the projects identified in this report. The County would finance the roadway program shown in Table 1 with a combination of mobility fees (net of credits to obligations, including TES and Sunbridge), the NIA's ad valorem tax increment revenue, and the proceeds of bonds issued for the NIA. **Exhibit 4a** provides a boundary map of the NIA. Additionally, the Preliminary Financial Plan shown in **Exhibit 2** provides a detailed breakdown of the projected revenue and expenses that will be integral to financial implementation of this Infrastructure Improvement Plan. Sunbridge Parkway within the Southeastern Mobility Fee District is planned to be funded exclusively from incremental revenues of the NIA.

TES and Sunbridge plan to fund their Sunbridge/TES (Osceola County portion plus cash contribution) obligation, as described in Table 1, with cash from TES and bonds issued by the Sunbridge Stewardship District. TES and Sunbridge are estimated to earn mobility fee credits offsetting \$125 million of their construction cost over time.

The Board of County Commissioners shall recommend and prioritize programs, projects, and activities consistent with the Capital Improvement Element of the Osceola County Comprehensive Plan and this Infrastructure Improvement Plan for inclusion in the five-year County Capital Improvement Plan.

The goals and objectives of this plan include design and permitting, right-of-way acquisition, and construction of capital improvement projects, as well as ongoing administrative and maintenance costs. As identified in **Figure 2** as well as **Exhibit 5**, Sunbridge – Offsite Regional County Network Cost and Schedule, completing all infrastructure improvements financed by increment revenues will be complete by fiscal year 2030.

Figure 2:

Sunbridge - Offsite Regional County Network Cost and Schedule															
	Cost (\$ FY2022)	Duration	Start Date	End Date	Total Expenditure (\$ YOE)	FY2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
PD&E Lite	\$ -				\$ -										
Design	\$ 2,313,000	24	October-22	October-24	\$ 2,393,955										
ROW	\$ 10,280,000	18	April-24	October-25	\$ 11,012,193										
Construct	\$ 38,353,721	24	October-25	October-27	\$ 42,523,456										
CE&I	\$ 1,543,000	24	October-25	October-27	\$ 1,709,643										
Total	\$ 52,489,721				\$ 57,639,247										
PD&E Lite	\$ 1,000,000	9	January-23	October-23	\$ 1,035,000										
Design	\$ 4,221,000	24	October-23	October-25	\$ 4,521,641										
ROW	\$ 18,760,000	18	April-25	October-26	\$ 20,799,547										
Construct	\$ 49,324,597	24	October-26	October-28	\$ 49,715,972										
CE&I	\$ 2,814,000	24	October-26	October-28	\$ 3,229,130										
Total	\$ 70,119,597				\$ 79,301,290										
PD&E Lite	\$ 1,000,000	12	October-24	October-25	\$ 1,000,000										
Design	\$ 4,230,000	24	October-25	October-27	\$ 4,854,022										
ROW	\$ 18,800,000	18	April-27	October-28	\$ 22,328,509										
Construct	\$ 51,874,572	24	October-28	October-30	\$ 65,628,809										
CE&I	\$ 2,820,000	24	October-28	October-30	\$ 3,516,739										
Total	\$ 78,724,572				\$ 97,328,073										
PD&E Lite	\$ -				\$ -										
Design	\$ 2,837,000	24	October-25	October-27	\$ 3,026,018										
ROW	\$ 11,720,000	18	April-27	October-28	\$ 13,919,684										
Construct	\$ 20,803,000	24	October-28	October-30	\$ 26,318,793										
CE&I	\$ 1,758,000	24	October-28	October-30	\$ 2,192,350										
Total	\$ 36,918,000				\$ 45,456,845										
PD&E	\$ 2,000,000				\$ 2,035,000	\$ 1,000,000	\$ 1,035,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design	\$ 12,402,000				\$ 14,795,636	\$ -	\$ 2,393,955	\$ 4,521,641	\$ -	\$ 7,880,040	\$ -	\$ -	\$ -	\$ -	\$ -
ROW	\$ 59,560,000				\$ 68,059,926	\$ -	\$ -	\$ 11,012,193	\$ 20,799,547	\$ -	\$ 36,248,186	\$ -	\$ -	\$ -	\$ -
Construct	\$ 154,355,891				\$ 184,187,030	\$ -	\$ -	\$ -	\$ -	\$ 42,523,456	\$ 49,715,972	\$ -	\$ 91,947,602	\$ -	
CE&I	\$ 8,934,000				\$ 10,647,862	\$ -	\$ -	\$ -	\$ -	\$ 1,709,643	\$ 3,229,130	\$ -	\$ 5,709,089	\$ -	
Total	\$ 238,250,891				\$ 279,725,455	\$ 1,000,000	\$ 3,428,955	\$ 15,533,834	\$ 20,799,547	\$ 52,113,140	\$ 89,193,288	\$ -	\$ 97,656,691	\$ -	

*Utilized a 3.5%/year escalation factor

** Funding split for County offsite roads is 100% County with the exception of Nova Road which is 58% County, 42% Developer (Design, Construction, CEI)

III REVENUE SOURCES

The infrastructure improvement program funding and accounting is administered through the Northeast Infrastructure Improvement Area Trust Fund (the Fund), created by adoption of Ordinance No. 2022-129 by the Osceola County Board of County Commissioners on December 19, 2022. Detailed data and analysis relating to revenue sources can be found in the Preliminary Financial Plan, **Exhibit 2**.

MOBILITY FEES

Mobility fees are imposed on new development to offset the cost of providing roadways and other mobility services. The County has three mobility fee districts to align the collection and expenditure of the fees to benefit the fee payers. The Northeast Mobility Fee District encompasses Sunbridge and a portion of the County east of the Florida Turnpike. The NIA also includes a small portion of the Southeast Mobility Fee District. **Table 5** presents a portion of the current Mobility Fee Schedule.

Table 5. Mobility Fee Schedule for Sunbridge and the District

Land Use	Units/Volumes	Mobility Fee
Single-family - Rural	Per Home	\$15,941
Single-family	Per Home	\$9,999
Multifamily	Per Unit	\$7,754
Condo/Townhome	Per Home	\$7,754
General Office < 20,000	Per 1,000 sqft	\$4,405
Medical/Dental Office	Per 1,000 sqft	\$10,596
Retail <20,000	Per 1,000 sqft	\$7,096
Hotel	Per Room	\$7,499
Warehouse	Per 1,000 sqft	\$2,274

Source: Osceola County

The total projected mobility fees to be collected by 2059 in the NIA come to an estimated \$484.1 Million.

PUBLIC/PRIVATE PARTNERSHIPS

Many opportunities exist for public/private partnerships to improve transportation systems within the NIA. The primary mechanism is with the TES. They will be completing improvements to their onsite roadway systems and providing initial full funding for such work. Cost and mobility fee credit breakdowns contributed to these improvements are based on vehicular trips TES would produce, and what trips are “by others”. Improvement costs above the traffic impact of TES to the transportation system will be reimbursed to TES as mobility fee credits for the County’s Obligation of such roadway improvements. These credits are approximately \$125.9 Million. These such improvements are listed on **Exhibit 7** and further described within the Sunbridge Roads Development Agreement (**Exhibit 8**).

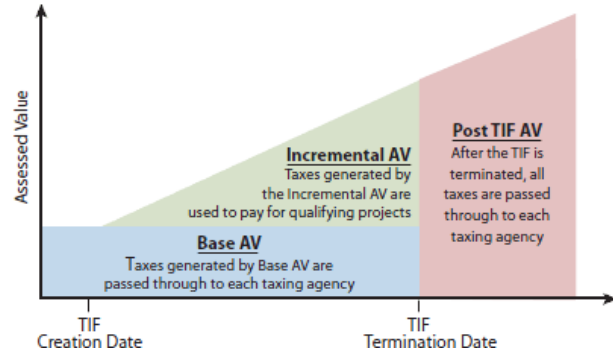
TAX INCREMENT FINANCING

In addition to adoption of the Infrastructure Improvement Plan, the Trust Fund is established and provides for the collection of tax increment revenues to finance capital improvements. This technique is known as Tax Increment Financing (TIF). Tax Increment Financing is a tool used to leverage public funds to promote redevelopment and infrastructure improvement activities in the NIA. A TIF captures the future tax benefits of real estate improvements in the NIA to pay the current cost of making those improvements as part of the Infrastructure Improvement Plan as illustrated in **Figure 3**. Upon adoption, the Trust Fund ordinance specifies the base valuation of the property located within the boundaries of the Area. Local taxing authority funds (i.e. Local Municipalities, School Board,

Figure 3

and Water Management Districts) are not included in this computation and continue to flow into their respective funds.

The County may use the TIF funds as collateral for loans/bonds or leverage for grants, creating indebtedness, operating capital, or in general to accomplish any of the requirements of the Infrastructure Improvement Plan that necessitate capital input. Individual County staff members, County Commissioners, or any persons executing indebtedness on behalf of financing the Plan are not held personally liable for such indebtedness. Revenue Bonds issued under the provisions of this part shall not be deemed to constitute a debt, liability, or obligation of the County or the State or any political subdivision thereof. Repayment of such indebtedness shall be payable solely from the revenues of the TIF funds.



As indicated, Tax Increment Financing is a means of using property taxes from new development property valuation increases to assist in paying for public improvements that stimulate development. However, TIF may not generate sufficient revenue to cover all infrastructure investment. As a result, the County will need to consider additional or alternative methods of financing such as the issuance of Bonds.

BOND PROCEEDS

The County’s plan is sound as summarized in Table 9. The County plans to fund \$258.6 million in roadways. Funding sources include \$94.3 million in mobility fees, \$19.5 million in ad valorem tax increment revenue balances not used to pay debt service on bonds, and bonds supported by ad valorem tax increment revenue sufficient to fund \$144.8 million in roadway projects.

To increase the credit worthiness of the bonds, the County may determine to provide a back-up pledge of legally available mobility fees (and/or other revenues); however, the Preliminary Financial Plan (**Exhibit 2**) analysis assumes all debt service payments on the bonds are repaid solely from incremental ad valorem revenues of the NIA.

**Table 9. Sources and Uses of Funds
County’s Roadway Obligations for NE Mobility Fee District**

Uses of Funds	Amounts
County Roadway Program	\$258,574,424
	=====
Total Uses of Funds	\$258,574,424
Sources of Funds	Amounts
Mobility Fees	\$94,259,228
Tax Increment not Pledged to Bonds	\$19,517,873
Bond Proceeds	\$144,797,323
	=====
Total Sources	\$258,574,424

Source: PFM

STATEWIDE TRANSPORTATION AGENCIES

Within the NIA, Osceola County Transportation Planning Staff will coordinate with MetroPlan Orlando to ensure that the Florida Department of Transportation, Florida's Turnpike Enterprise, and Central Florida Expressway Authority (CFX) provide appropriate funding levels for any roadway improvement occurring within the NIA boundaries.

MUNICIPAL SERVICE BENEFIT UNIT

While the use of a Municipal Service Benefit Unit (MSBU) program was not considered in the financial plan, such program may provide additional opportunities in certain instances. **Exhibit 4g** illustrates the existing MSBUs currently established within the NIA. The MSBU program administers the non-ad valorem assessments levied for various local improvements within the unincorporated boundaries of Osceola County. The assessments associated with MSBUs are based on the cost to provide the improvement, number of participating properties, and the benefit unit allocated to each participating property. Typically, community improvements financed via special assessments include residential household solid waste collection and disposal services, fire rescue, residential street lighting, lake management, and a variety of construction projects such as road paving and stormwater control systems, wall reconstruction and water/sewer line extension.

IV IMPLEMENTATION STRATEGIES

Implementation of this plan will require the coordinated efforts of the County, local businesses, financial advisors, lending institutions, property owners, community residents, and local governments. Leadership, from both the public and private sectors is necessary to accomplish improvements identified in this plan. A coordinated effort has occurred to develop this infrastructure improvement plan, and a coordinated effort will continue as the plan is implemented.

NORTHEAST INFRASTRUCTURE IMPROVEMENT AREA & SUPPORT STAFF

The principal function of County staff is the administration and coordination of the Infrastructure Improvement Plan. The County Administration acts to carry out Infrastructure Improvement Plan activities. County staff also advises the Osceola County Board of County Commissioners on policy options and constraints. County staff may also be instrumental in seeking grant funding to carry out the projects of this Plan and will coordinate area proposals with other regulatory agencies having jurisdiction.

GOVERNMENTAL AND QUASI-GOVERNMENTAL AGENCIES

The NIA is home to many other governmental agencies that all should work together for the betterment of the NIA. These include the City of St. Cloud, City of Kissimmee, TES, CFX, as well as the state transportation agencies of the Florida Department of Transportation and Florida's Turnpike Enterprise.

The utility providers of Kissimmee Utility Authority, Toho Water Authority and the permitting agency of the Water Management Districts all are encouraged to work in concert to achieve the goals of the Infrastructure Improvement Plan. Boundaries of these different utility providers are provided in **Exhibits 4f through 4i**.

V Exhibits 1 - 8